

Creating Places for People in Castle Vale

Online briefing session
10 September 2020



Session outline


- Welcome & introductions
- Places for People policy context
- Emergency Active Travel Fund and approach taken
- Overview of low traffic neighbourhoods
- Initial engagement and feedback
- Pilot measures and next steps
- Future delivery
- Questions

Places for People in Birmingham

- Reclaiming local streets for:
 - Walking
 - Cycling
 - Playing
 - Socialising
- Cleaner air
- Quieter
- Safer environment
- How? Less traffic



Draft Birmingham Transport Plan (January 2020)

- **Prioritising active travel in local neighbourhoods** 
- Active travel – walking and cycling – will become how most people get around their locality most of the time.
- Cars will no longer dominate street life around homes and schools.
- Residential neighbourhoods and local centres will be places where people are put first.



Wider Policy Context

- **Birmingham Walking & Cycling Strategy (January 2020)**
 - Develop low traffic neighbourhoods and car-free school streets, through filtered permeability, parking management & streetscape improvements.

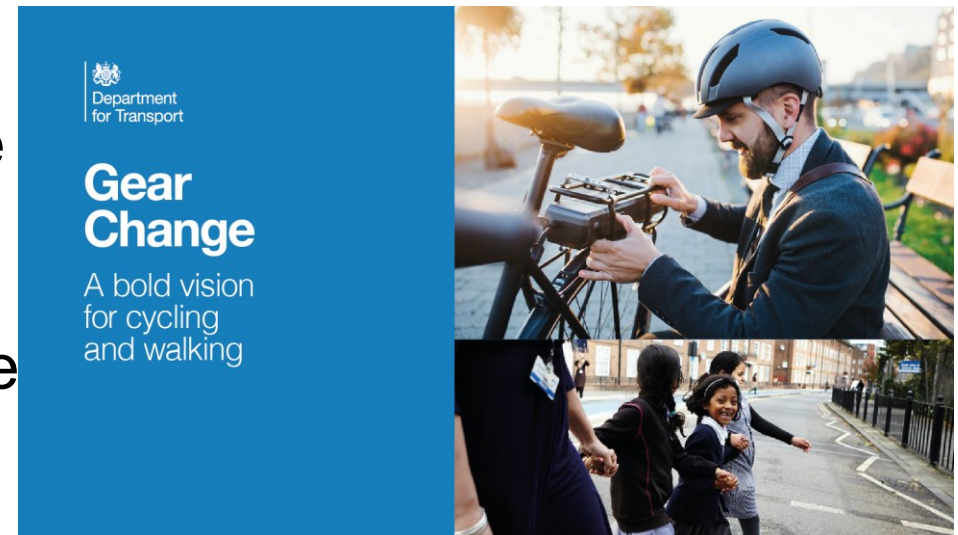
- **A Road Safety Strategy for Birmingham (October 2016)**
 - Safer roads – maintained, operated and improved in as safe a way as possible.
 - 20mph speed limits on residential roads and in local centres.

- **Draft Clean Air Strategy (February 2019)**
 - A city-wide approach to tackling air pollution, improving the wider transport network and increasing the range of cleaner journey options available.
 - Transport one of seven workstreams established as part of Route to Zero Taskforce in response to BCC declaring a climate emergency in June 2019.

- **West Midlands On The Move Physical Activity Strategy (2017)**

Gear Change cycling & walking plan (July 2020)

- Residential side streets across the country can be blighted by rat-running. Low-traffic neighbourhoods will be created in groups of residential streets by installing point closures – for example, bollards or planters – on some of the roads.
- It would still be possible to access any road in the area, but motor traffic would not be able to use the roads as through routes.
- Accidents, pollution and noise will be dramatically reduced for residents.



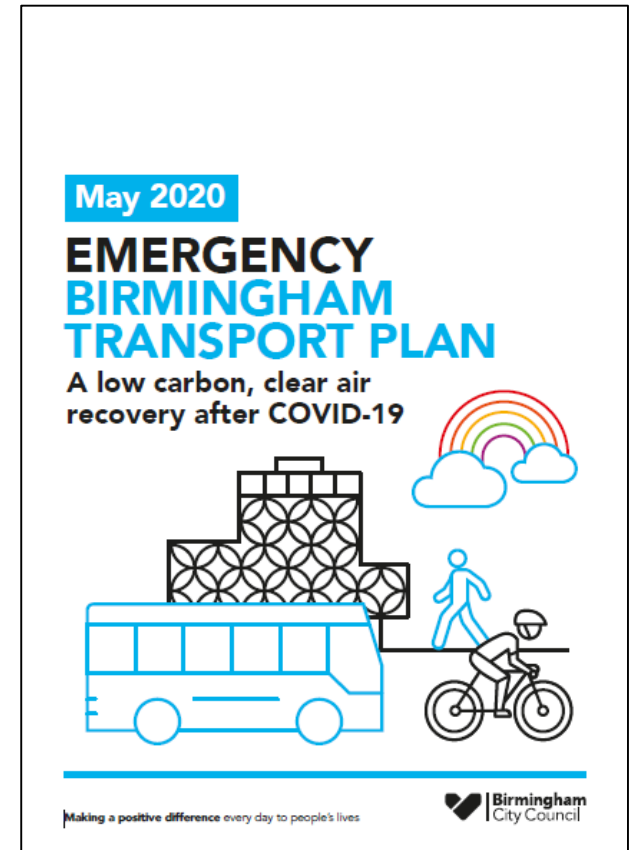
Transport impact from COVID-19 and lockdown

- Significant reduction in traffic levels overall
- Quieter streets and improved air quality, leading to creation of more pleasant residential environments across the city
- More people walking & cycling, generally for leisure/exercise
- People shopping more locally, often by foot or by bike
- Some issues around speeding and dangerous driving
- Challenges around public transport capacity & confidence

- Opportunities to lock in these benefits as lockdown eases

Emergency Birmingham Transport Plan (May 2020)

- **A low carbon, clean-air recovery after COVID-19**
 - Safer space for walking and cycling
 - Enable social distancing
- Deliver low traffic neighbourhood pilots in at least two areas
- Identify how this will be extended across the whole city



DfT Emergency Active Travel Fund (EATF)

- £2 billion package to create new era for cycling and walking
- To be used to implement temporary interventions to create an environment that is safe for both walking and cycling.
- *To receive any funding, local authorities will need to demonstrate that they have swift and meaningful plans to reallocate road space to cyclists and pedestrians.*
- *The quickest and cheapest way of achieving this will normally be point closures... (which) can be used to create low-traffic filtered neighbourhoods.*
- Made available in two tranches (Jul-Sep and Oct-Mar)

COVID-19 Emergency
Active Travel Fund



Department
for Transport

EATF Tranche 1

- Received confirmation of DfT funding (offer letter) on 7 Jul















Allocations	Indicative	Actual
West Midlands	£3,447,000	£3,847,155
Birmingham	£1,034,075	£1,130,982
<i>BCC also contributing £500,000+ of match-funding</i>		

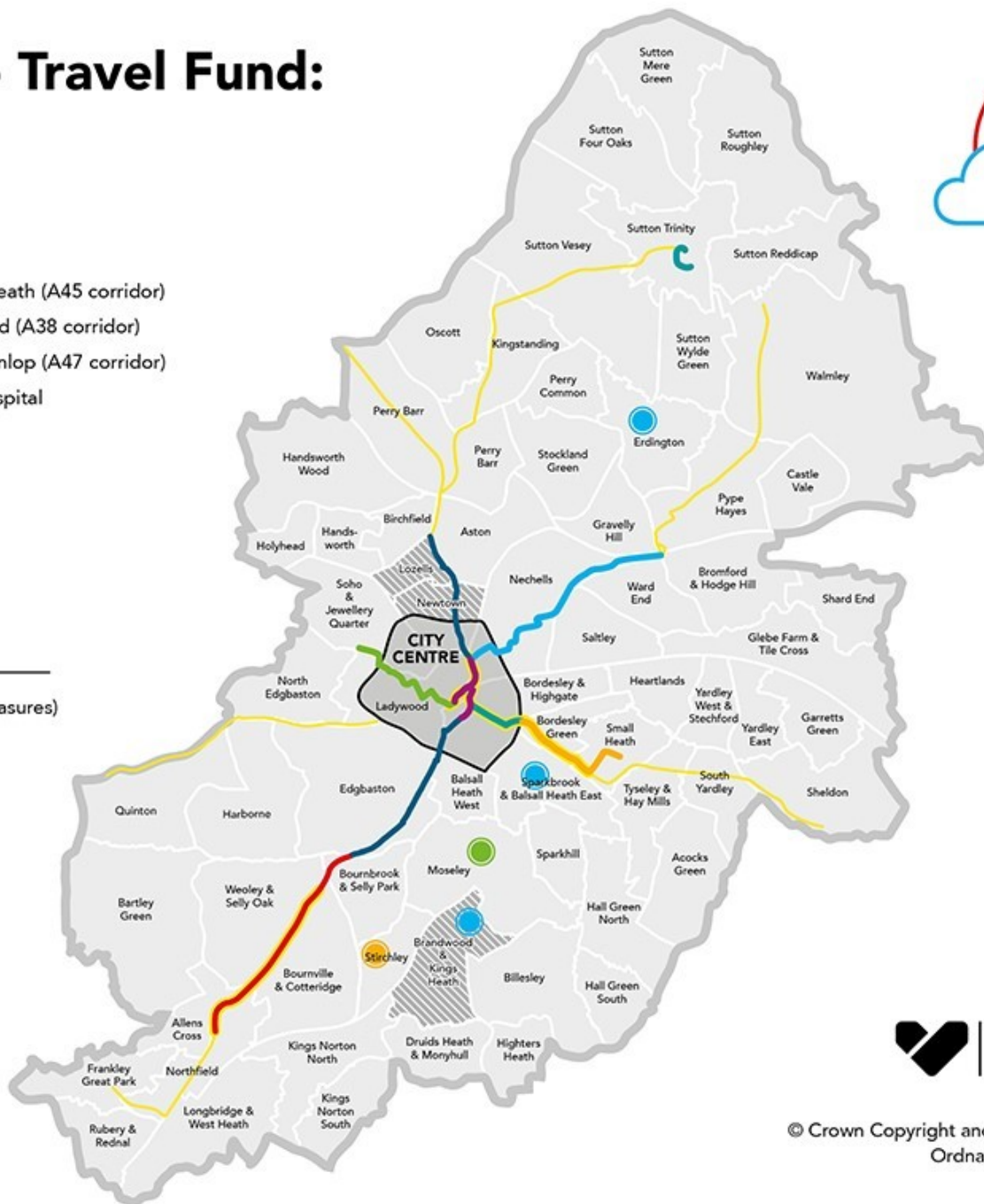
- Included two low traffic neighbourhood pilots in Kings Heath and Lozells, alongside some early demonstration measures in Bournville, Castle Vale and Moseley ahead of further delivery as part of EATF Tranche 2 (Oct '20 – Mar '21)

Emergency Active Travel Fund: Birmingham



Tranche 1 Schemes:

-  Pop-up cycle lanes: Sutton Coldfield
 -  Pop-up cycle lanes: city centre to Small Heath (A45 corridor)
 -  Pop-up cycle lanes: Selly Oak to Northfield (A38 corridor)
 -  Pop-up cycle lanes: city centre to Fort Dunlop (A47 corridor)
 -  Pop-up cycle lanes: city centre to City Hospital
 -  Pop-up cycle lanes: Bradford Street
 -  Pop-up cycle lanes: A38 to A34
 -  City centre traffic cells
 -  Places for people –
Low traffic neighbourhoods
 -  Local centres: Moseley
 -  Local centres: Stirchley
-
-  Local centres (with existing temporary measures)
(Erdington, Kings Heath, Ladypool Road)
 -  Segregated cycle routes:
A38 and A34 (existing)
 -  Regional priority cycle routes
(future proposals)



What are Low Traffic Neighbourhoods?

- Groups of residential streets where through trips by motor vehicles are discouraged or removed
- Residents can continue to drive onto their street, have visitors, get deliveries, etc
- Also look to reduce traffic and provide safer crossings and cycle routes on main roads
- By reducing the amount of traffic it's nicer to be outside, quieter, and safer to walk, cycle, play or chat



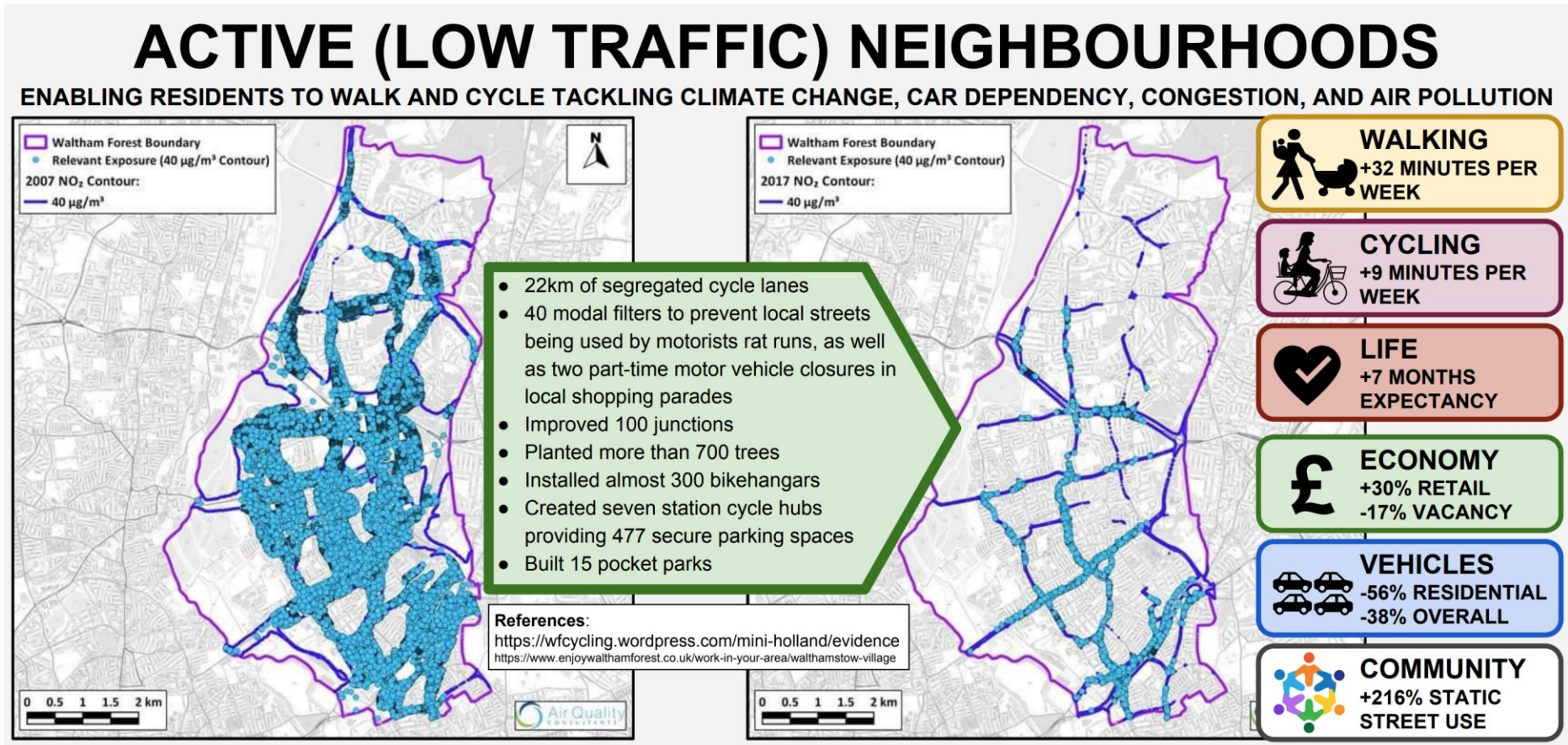
Example from Enjoy Waltham Forest



Orford Road, Walthamstow – before and after images

<https://enjoywalthamforest.co.uk/>

Benefits from Enjoy Waltham Forest



Engagement

- The timescales we have had to work to and the restrictions in place have limited what we have been able to do so far

What we have done

- Commonplace digital platform
- Displayed posters
- Social media promotion
- Contactable via phone, text and email
- Discussions with Councillors
- Letter drops
- Comment boxes located in the area
- Online briefing sessions

What we want to do

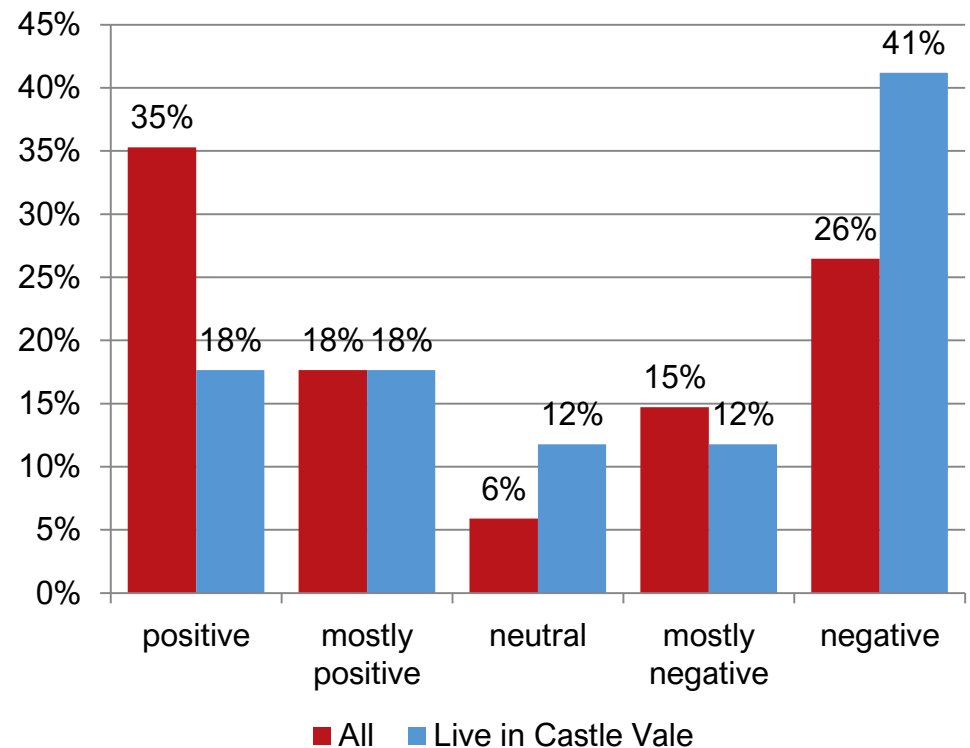
- Resident surveys
- Public meetings
- Drop-in events
- On-street 'pop-up' activities
- Design workshops
- Meet with community/resident groups
- Consultation on future proposals
- Involve people in monitoring

- Activities will need to be organised in line with latest guidelines and any requirements or restrictions in place at the time

Castle Vale Places for People feedback (as of 8 Sep)

- 34 comments:
 - 17 live in Castle Vale
 - 16 do not live in Castle Vale
 - 1 didn't specify
- People can make more than one comment if they wish, can also sort feedback by number of respondents

How do you feel about Castle Vale being part of the Places for People project? (% of 34 comments, not of respondents)



What do you think about the proposed modal filters on Yatesbury Avenue and Cosford Crescent?



- “It is a good idea because this tends to be a fast road on the estate.”
- “Blocking off will make the roads less attractive to through traffic, and quieter and safer for walking and cycling. A trial of this is good for Castle Vale”



- “I live on this street and it’s perfectly fine as it is.”
- “I don't see any point in blocking off the end of Cosford Crescent. All that will happen is vehicles will divert through Kemble Drive”
- “Need several in this area, to avoid cars using Abingdon Way as a cut through, and surrounding roads, causing problems for these quiet streets.”

Castle Vale Places for People

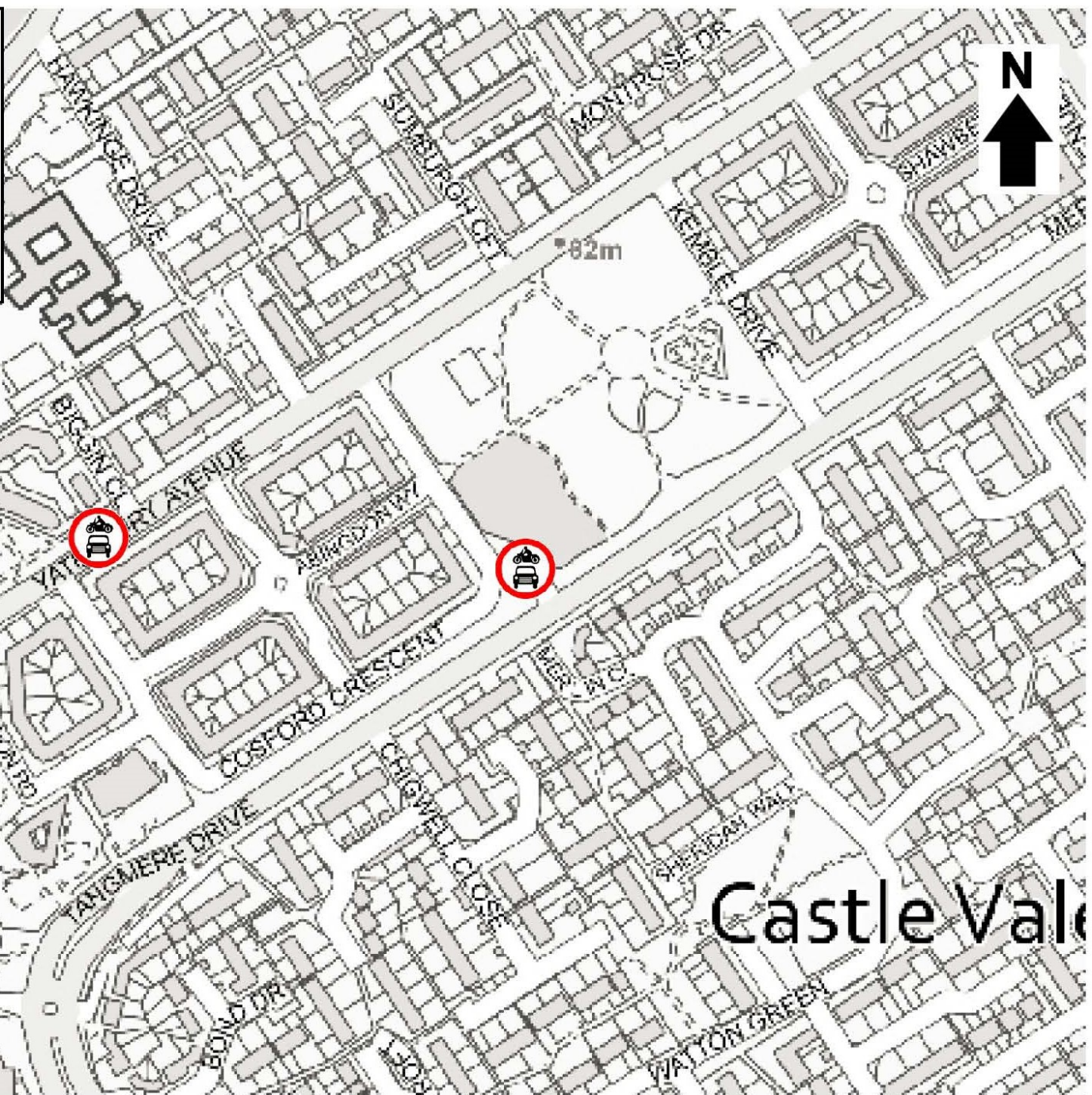


Modal filter, created by placing boxes containing plants across the road, approximately 1.5m apart.



Birmingham
City Council

St Paul's Church
Of England
Primary School



Castle Vale

Yatesbury Avenue



Key:	
	Existing kerb
	Existing line markings
	Existing lighting column
	Existing bollard
	Existing gully
	Existing sign post
	Existing telegraph pole
	Existing vehicle crossover
	Existing tree
	Proposed collapsible bollard with reflective strip
	Proposed 1.2m x 0.9m x 0.6m planter with reflector
	Proposed yellow line markings
	Location Plan

Approximate Quantities
 3x planters 1.2m x 1.2m x 0.6m with reflectors
 12x brackets to bolt down planters
 2x signs to TSRGD 619 (if planter mounted)
 4x custom signs
 2x signs to TSRGD 619 if post mounted
 1x signpost (if required)

- Notes:**
- Not all road markings or street furniture shown.
 - Drawing based on OS base, all dimensions and street furniture positions to be checked on site and any discrepancies to be reported.
 - Proposed street furniture to be checked on site.
 - Proposed street furniture to be aligned with existing, ensuring vehicles cannot pass the filter on the carriageway or footway.
 - Maximum spacing between building lines, planters and street furniture to be 1.7m, preventing cars from passing. If this is not possible, designers to be notified and design to be amended.
 - Use brackets and bolts to fix planters in place.
 - Construction to not affect highway drainage.

- General Notes:**
- All dimensions in metres, unless otherwise noted.
 - Do not scale off plan.
 - Dimensions are to be checked by the contractor prior to commencement of work. Any discrepancy shall be reported immediately to Sustrans.
 - Dimensions based on OS base plan.
 - Coordinates based on OS grid.
 - Levels based on OS datum (AOD).
 - This is a design for construction with all other relevant drawings and specifications.
 - All work shall be carried out in accordance with Birmingham City Council statutory authority and health & safety requirements and regulations.
 - The position of services is based on information provided by other parties at the time of design and is for guidance only. It is the responsibility of the Client and Contractor to verify the exact position of any services before commencing work on site.
 - Temporary traffic works must be undertaken in accordance with Chapter 9 parts 1 & 2 of the Traffic Signs Manual, Safety of Street Works and Road Works Code of Practice 2013 and any other relevant HSE legislation.
 - These drawings have been produced under the CDM 2015 Regulations. The client is directed to their duties under Regulation 4 of CDM 2015.
 - The delivery of drawings in electronic form shall not be considered to provide any authorisation or right of use or any other person to reproduce or use the drawings for any purpose other than that for which the information is at the site risk and liability of the user and Sustrans assumes no liability for unauthorised use or alteration of the information contained herein.
 - To ensure the most up to date drawings are being used the project drawing register should be referred to.
 - For further information on drawing and design revisions, see decision log or contact Sustrans project manager.
 - This drawing has been produced to be read in colour, for the sheet size specified below. Printing or copying in black and white, or on a different paper size may result in a safety critical error.

Proposed planters to be installed in line with existing trees. Gaps no larger than 1.7m, to prevent vehicles from passing. Planters to be bolted into carriageway, with reflectors and signs to centre unit TSRGD diagram 619 installed on northern and southern faces. Additional signs mounted to existing lighting column or new sign posts if required.



Ensure gap between planter and tree trunk or telegraph pole does not exceed 1.7m

Proposed planters to be installed in line with existing trees. Gaps no larger than 1.7m, to prevent vehicles from passing. Planters to be bolted into carriageway, with reflectors and custom signs to northern and southern faces.



If gaps between tree and building line exceed 1.7m and allow cars to pass, designers to be notified and bollard installed.

Ensure gap between planter and tree trunk or telegraph pole does not exceed 1.7m



Cosford Crescent

Status: **DRAFT**

Drawn: DC Check: Appr: Date: 20/08/2020 Scale at A3: 1:100

Drawing No: BLNTB-D-GA-01-00-01 Revision: -

Cosford Crescent



Key:

- Existing kerb
- Existing line markings
- Existing lighting column
- Existing bollard
- Existing gully
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- Existing telegraph pole
- Existing vehicle crossover
- Existing tree
- Proposed collapsible bollard with reflective strip
- Proposed 1.2m x 0.9m x 0.6m planter with reflector
- Proposed yellow line markings
- Location Plan

Approximate Quantities
 6x planters 1.2m x 1.2m x 1.1m with reflectors
 24x brackets to bolt down planters
 3x fixed bollards with reflective strips
 6x signs to TSRGD 619
 6x custom signs

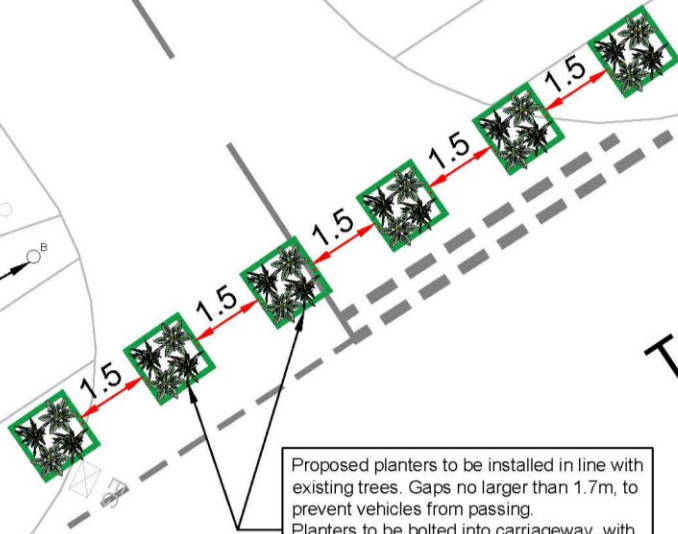
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Proposed bollard to be installed with reflective banding. Ensure gaps either side are no less than 1.5m and no more than 1.7m

Proposed bollard to be installed with reflective banding. Ensure gaps either side are no less than 1.5m and no more than 1.7m. If gaps between planter and bollard exceed 1.7m and allow cars to pass, designers to be notified and additional bollards installed.

Proposed planters to be installed in line with existing trees. Gaps no larger than 1.7m, to prevent vehicles from passing. Planters to be bolted into carriageway, with reflectors and alternating signs to TSRGD diagram 619 and custom signs installed on northern and southern faces.

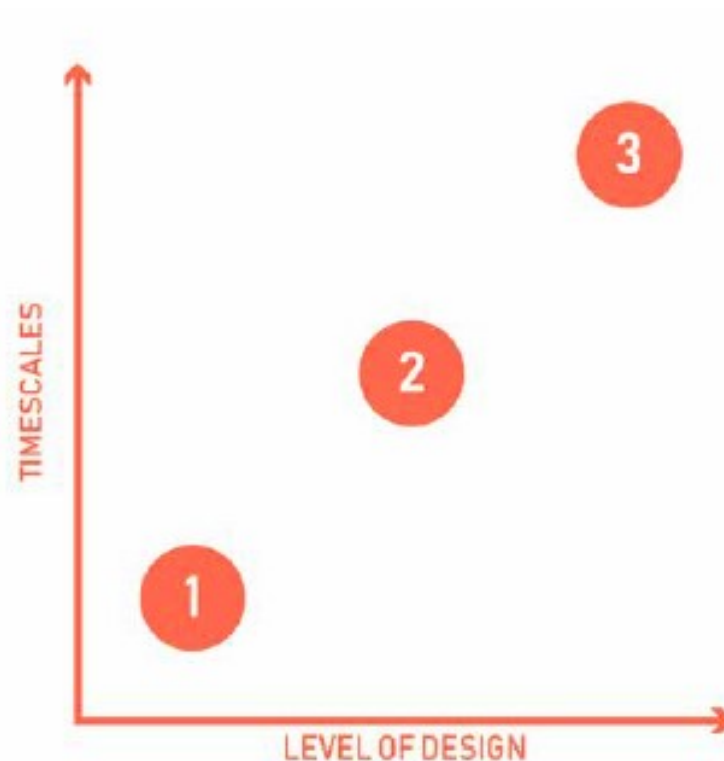


Rev	Description	Drawn	Check	Appr	Date
70 Cowcross Street, London EC1M 6EJ 020 7017 2850 www.sustrans.org.uk					
Project					
Low Traffic Neighbourhood - Castle Vale					
Title					
Cosford Crescent General Arrangement					
Drawn:	Check:	Appr:	Date:	Scale at A3:	
DC			20/08/2020	1:100	
Status: DRAFT					
Drawing No: BLTNTB-D-GA-01-00-02					
Revision: -					

The delivery process – a staged approach

Measures to be introduced in a staged approach and can evolve over the duration of the pilot:

- Stage 1: Quick, temporary changes to streets
- Stage 2: Starting to use street space differently
- Stage 3: Making changes more permanent?



We want your views

<https://covidmeasuresbirmingham.commonplace.is/overview>

The delivery process – a staged approach

Stage 1

- quick temporary changes to the street



Stage 2

- using the street space differently



Stage 3

- making changes more permanent?



NB: *all design layouts will be adapted to be suitable for the particular location*

Next Steps

- First trial measures will be implemented this month
- We hope to organise some pop-up community events around these where and if possible
- These are temporary trial measures initially and they will be monitored closely to assess impact
- There is potential for changes/modifications to be made or for them to be removed where necessary
- However, important to recognise that there is a ‘bedding in’ period with this approach, and it is necessary to allow a period of time before determining overall impact of measures
- This is the start of an engagement process for EATF Tranche 2

EATF Tranche 2

- Sep '20 – informed of outcome of funding submission

6 month delivery plan:

- Oct '20 – confirm study areas for further measures
- Nov '20 – engagement with a wide range of residents and stakeholders to inform development and design work
- Dec '20 – consult on draft proposals and layout options
- Jan '21 – refine proposals in line with comments/feedback
- Feb '21 – delivery of further measures (on a trial basis)
- Mar '21 – begin review to inform next steps

Please use <https://covidmeasuresbirmingham.commonplace.is> for any comments on the proposals

Please contact connected@birmingham.gov.uk with any questions

Any Questions?



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