

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.

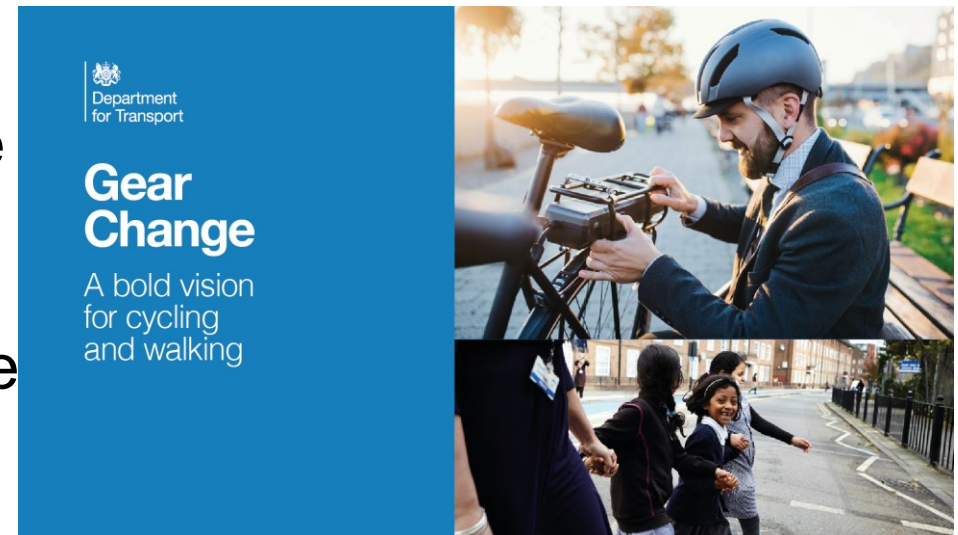
- **A Road Safety Strategy for Birmingham (October 2016)**
 - Safer roads – maintained, operated and improved in as safe a way as possible.
 - 20mph speed limits on residential roads and in local centres.

- **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.



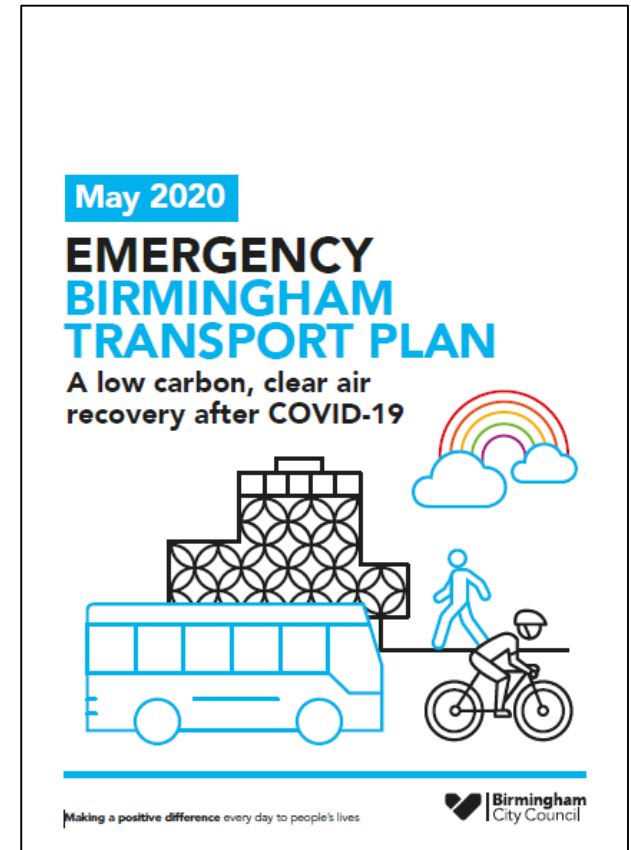
Transport impact from COVID-19 and lockdown

- 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>		

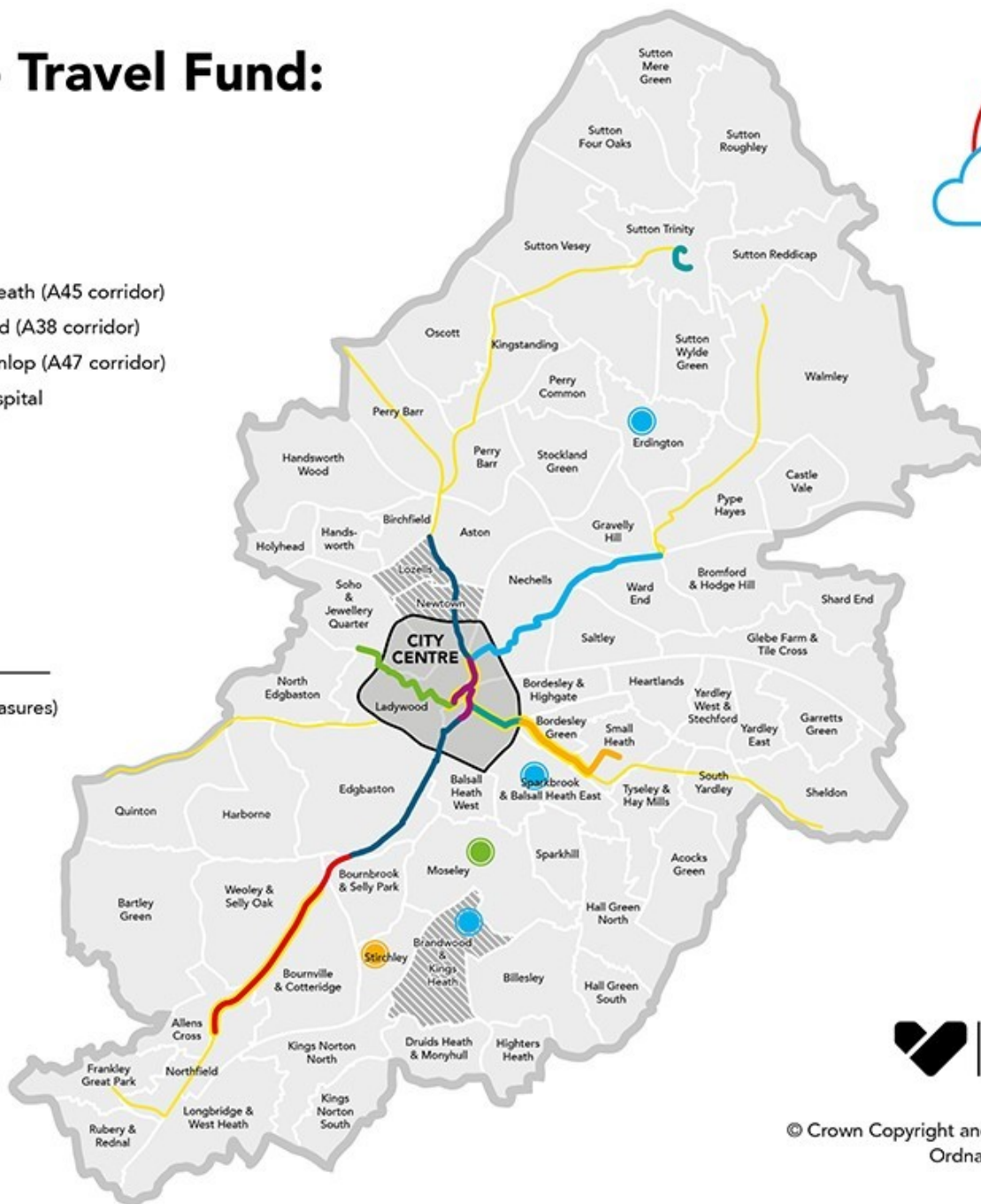
- Included two low traffic neighbourhood pilots in Kings Heath and Lozells, alongside some early demonstration measures in Bournville, Castle Vale and Moseley ahead of further delivery as part of EATF Tranche 2 (Oct '20 – Mar '21)

Emergency Active Travel Fund: Birmingham



Tranche 1 Schemes:

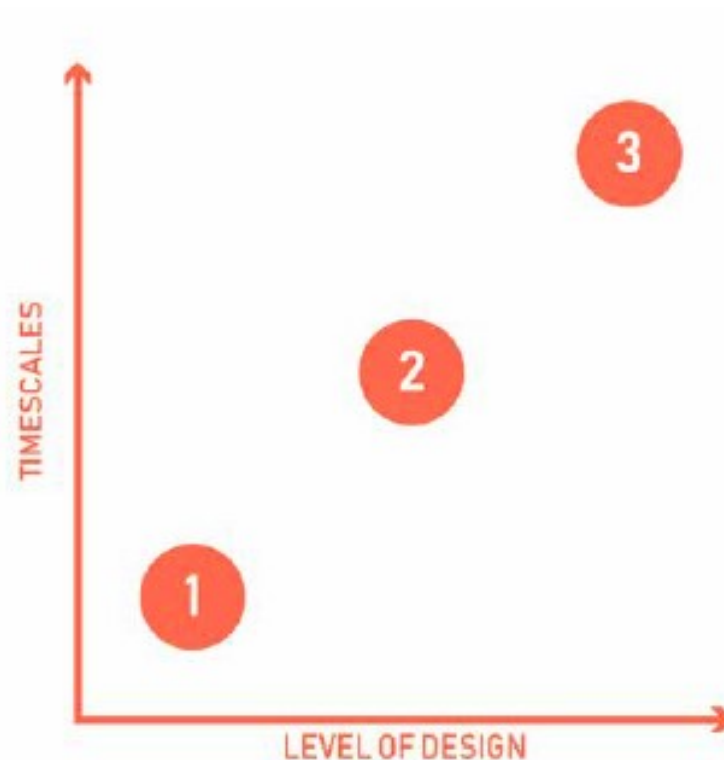
- Pop-up cycle lanes: Sutton Coldfield
 - Pop-up cycle lanes: city centre to Small Heath (A45 corridor)
 - Pop-up cycle lanes: Selly Oak to Northfield (A38 corridor)
 - Pop-up cycle lanes: city centre to Fort Dunlop (A47 corridor)
 - Pop-up cycle lanes: city centre to City Hospital
 - Pop-up cycle lanes: 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)



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>

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



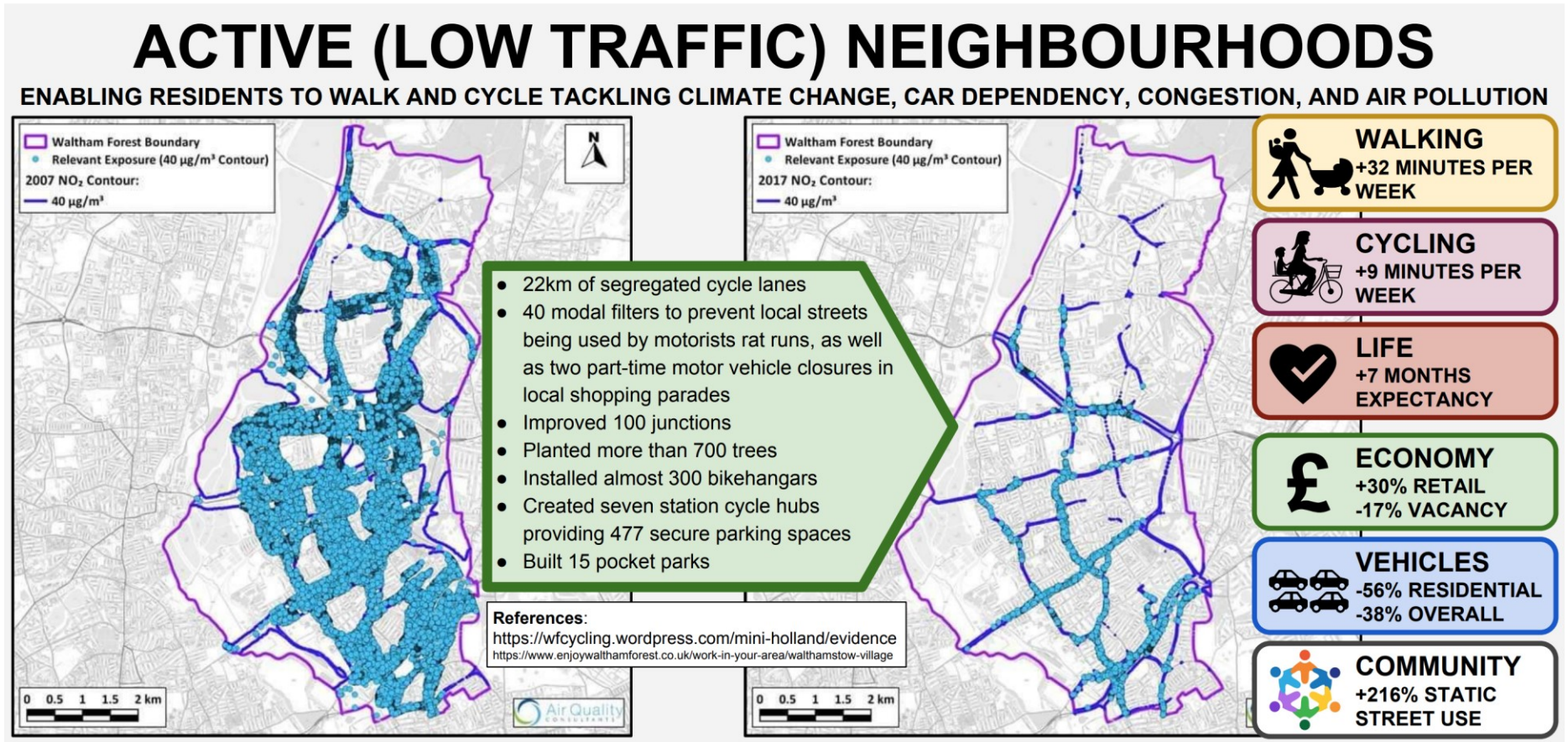
Example from Enjoy Waltham Forest



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

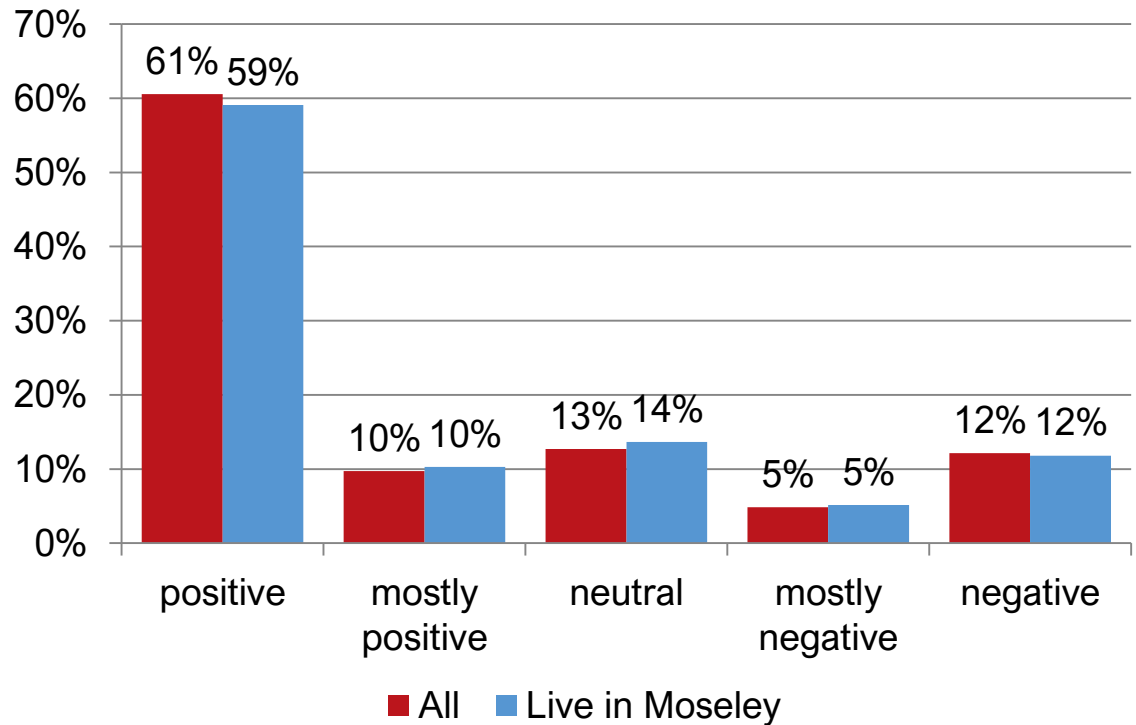
- Resident surveys
- Public meetings
- Drop-in events
- On-street 'pop-up' activities
- Design workshops
- Meet with community/resident groups
- Consultation on future proposals
- Involve people in monitoring

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

Moseley Places for People feedback (as of 8 Sep)

- 370 comments:
 - 330 live in Moseley
 - 19 do not live in Moseley
 - 21 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 Moseley being part of the Places for People project? (% of 370 comments, not of respondents)



What do you think about the proposed modal filter on School Road?



- “This is the heart of the neighbourhood and reduction in traffic flow here will benefit the rest of the area, as well as encouraging greater use of the road itself by pedestrians and cyclists.”
- “The only way to test the impact is to trial specific measures. I think a modal filter is a good start and look forward to seeing the results of the experiment.”



- “Although something needs to be done to improve traffic on School Road I do not feel this is the best solution.”
- “It does not address the pavement driving.”
- “I do not see why some roads should be traffic free and others have all the traffic.”

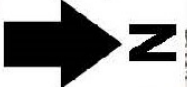
What do you think about the proposed modal filter on Cambridge Road?



- “I think it’s a good idea and may help to reduce the busyness and complexity of crossing the roundabout by the Methodist church.”
- “Great intervention to reduce rat running - very supportive.”
- “[Current] traffic creates constant threat to cyclists, children going to school, residents during the day.”



- “I've never felt that it's particularly busy so not really sure why it's been prioritised as a road that needs traffic calming measures?”
- “Will create enormous problems for residents and will solve nothing.”
- “Speed restrictions should be enforced.”



Moseley Places for People



Modal filter



Birmingham
City Council



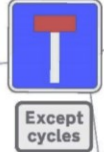
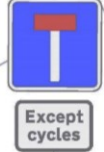
Poplar Road

Proposed:
Change section of single yellow line marking to double

Proposed:
Extend double yellow restriction

Proposed:
Introduce no through route sign
(replace post with larger post to
maintain 2.1m clearance)

Proposed:
Introduce no through route sign
(replace post with larger post to
maintain 2.1m clearance)



These drawings have been produced with reference to the CDm Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9.

Notes

- All measurements in metres unless otherwise stated.
- Planters to be heavy duty timber with drainage clearance as shown in the below example.
- Fold down bollards with padlock to enable emergency vehicle access and match day access if required. Specification - CIS Type 794/153 Folding Collin Box Bollard
- 15mm yellow line marking
- This drawing is for technical approvals and are not to be used for construction purposes and it is the responsibility of the client and contractor to identify risks associated with the construction stage and to design appropriate measures to mitigate.

- Key**
- Proposed Footway Resurfacing
 - Proposed Keybloc Grey
 - Proposed Buff Surface Dressing
 - Proposed Planter
 - Remove road surface
 - Proposed Carriageway Resurfacing
 - Proposed Asphalt Tactile
 - Proposed Kerb
 - Proposed Dropped Kerb Flush
 - Existing Line Marking
 - Existing Line Marking Removed
 - Proposed White Line Marking
 - Proposed Yellow Line Marking
 - Existing / Proposed Tree
 - Existing / Proposed Lamp Column
 - Existing / Proposed Sign Post
 - Existing / Proposed Bollard
 - Proposed Fold-down Bollard
 - Existing Street Furniture Removed
 - Existing / Proposed Gully

Rev	Date	Description	Drawn	Checked
A	06/09/20	Annotations added	JMC	JMG

The Aquarium
King Street
Reading
RG2 9AA
www.pja.co.uk

Project
King's Heath Low Traffic Neighbourhoods

Drawing
Poplar Road Modal Filter
LTN 2

Client
Birmingham City Council

Drawing No.
CA765-PM-KH-C-02-01

Status	Date	Revision
Final	06/09/20	A

Scale: 1:200

Checked: JMC
Approved: JMG

DRAFT

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Cambridge Road

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and shall be subject to further design risk management as required in accordance with Regulation 9.

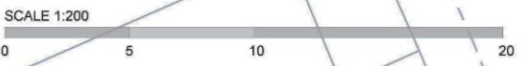
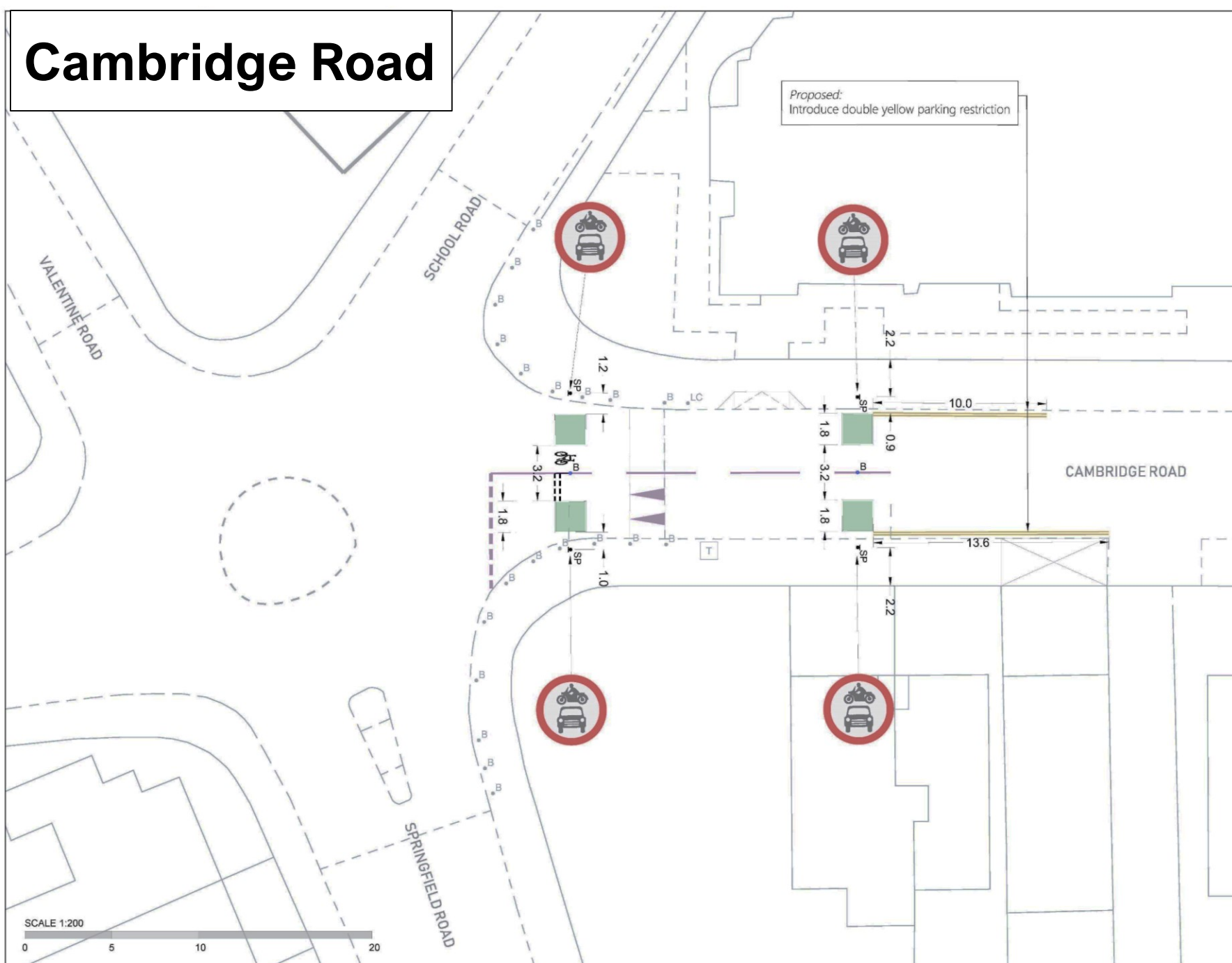
Notes

- All measurements in metres unless otherwise stated.
- Layout based on OS base mapping.
- Planters to be heavy duty timber with drainage clearance and fixed to carriageway.
- This drawing is for technical approvals and is not to be used for construction purposes and it is the responsibility of the client and contractor to identify risks associated with the construction stage and to design appropriate measures to mitigate.
- Fold down bollard with padlock to enable emergency vehicle access and match day access if required. Specification - C15 Type 194/53 Folding Collar Box Bollard.
- 75mm yellow line marking.

Key

- Proposed Footway Resurfacing
- Proposed Keyblock Grey
- Proposed Buff Surface Dressing
- Proposed Planter
- Remove road surface
- Proposed Carriageway Resurfacing
- Proposed Asphalt Table
- Proposed Kerb
- Proposed Dropped Kerb Flush
- Existing Line Marking
- Existing Line Marking Removed
- Proposed White Line Marking
- Proposed Yellow Line Marking
- Existing / Proposed Tree
- Existing / Proposed Lamp Column
- Existing / Proposed Sign Post
- Existing / Proposed Bollard
- Proposed Fold-down Bollard
- Existing Street Furniture Removed
- Existing / Proposed Gully

Proposed:
Introduce double yellow parking restriction



Rev	Date	Description	Drawn	Checked
A	04/09/20	Annotations added	JMC	JMG

The Aquarium
King Street
Reading
RG1 2AA
www.pja.co.uk

Project
King's Heath Low Traffic Neighbourhoods

Drawing
Cambridge Road Modal Filter

Concept Design

Client
Birmingham City Council

Drawing No.
04945-PM-KH-C-05-01

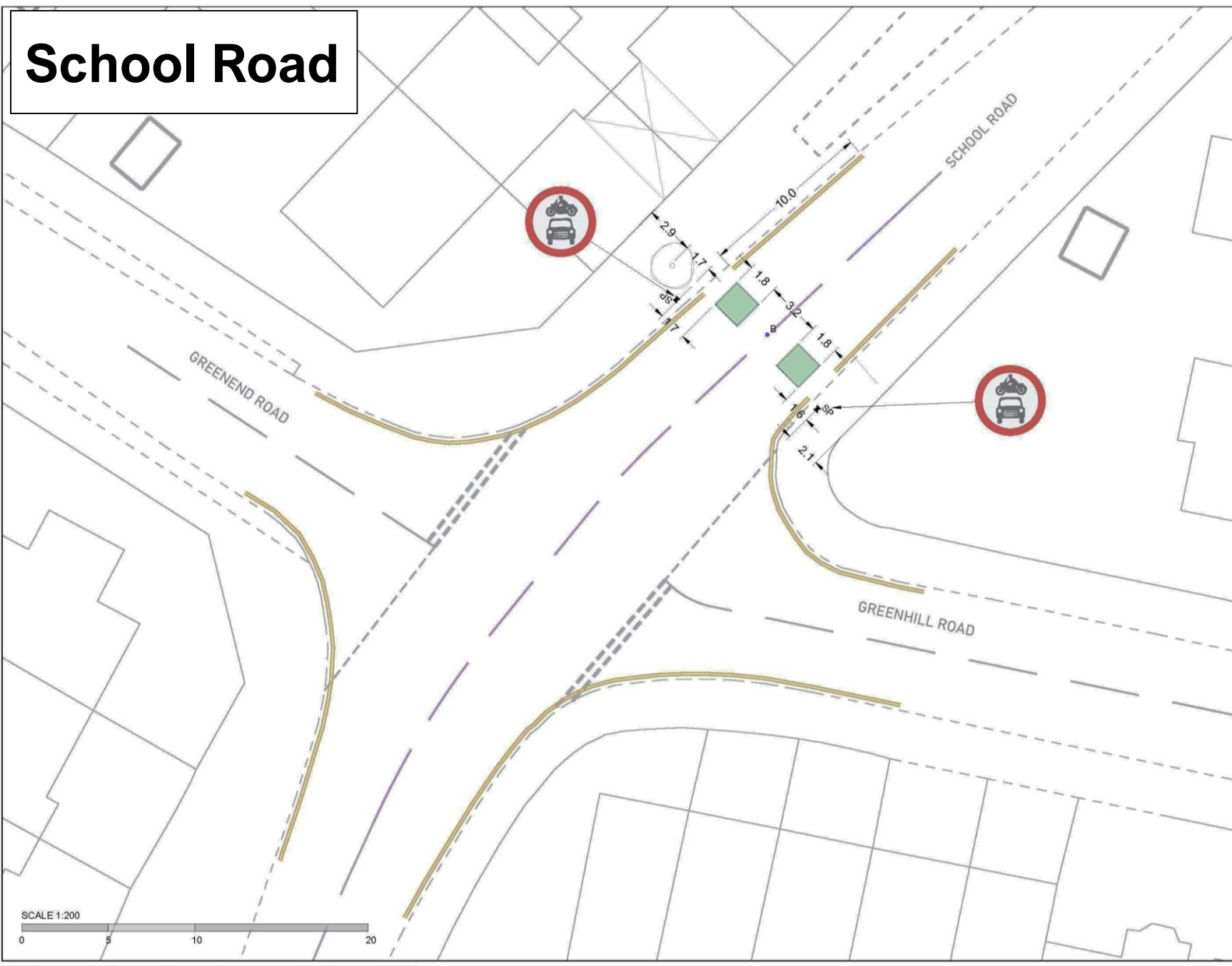
Status	Date	Revision
Discussed	12/08/20	A
Submitted	12/08/20	A
Design	12/08/20	A
Checked	12/08/20	A
Approved	12/08/20	A

DRAFT

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School Road



Notes

- All measurements in metres unless otherwise stated.
- Planters to be heavy duty timber with drainage clearance as shown in the below example.
- Fold down bollards with padlocks to enable emergency vehicle access and match day access if required. Specification - G15 Type 194/153 Folding Collie Box Bollards.

Key

- Proposed Footway Resurfacing
- Proposed Keyblock Grey
- Proposed Buff Surface Dressing
- Proposed Planter
- Remove road surface
- Proposed Carriageway Resurfacing
- Proposed Asphalt Table
- Proposed Kerb
- Proposed Dropped Kerb Flush
- Existing Line Marking
- Existing Line Marking Removed
- Proposed White Line Marking
- Proposed Yellow Line Marking
- Existing / Proposed Tree
- Existing / Proposed Lamp Column
- Existing / Proposed Sign Post
- Existing / Proposed Bollard
- Proposed Fold-down Bollard
- Existing Street Furniture Removed
- Existing / Proposed Gully

Rev	Date	Description	Drawn	Checked

The Assurium
King Street
Reading
RG1 1AN
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PJA

Project
King's Health Low Traffic Neighbourhoods.

Drawing
School Road Modal Filter
Concept Design

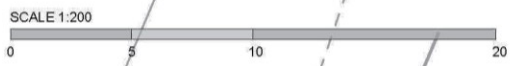
Client
Birmingham City Council

Drawing No.
04765-PM-R01-C-05-02

St	Date	Rev	By	App
1	12/01/2022	1	JWC	JWC

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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

Questions

- Why have these particular locations been selected?
- What is planned in terms of future measures/locations?
- Displacement – negative impact on other roads (divisive)
- Concerns around 'distributor' roads bordering the area
- How are you communicating with people not online?
- Why hasn't there been formal consultation on this?
- How are these changes going to be monitored?
- FAQs: access, emergency services, waste collection
- Other issues: air pollution, speeding, parking (permits), traffic congestion/volume (strategic network), pavement cycling

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

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



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