

# Creating Places for People in Bournville

Online briefing session  
9 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.

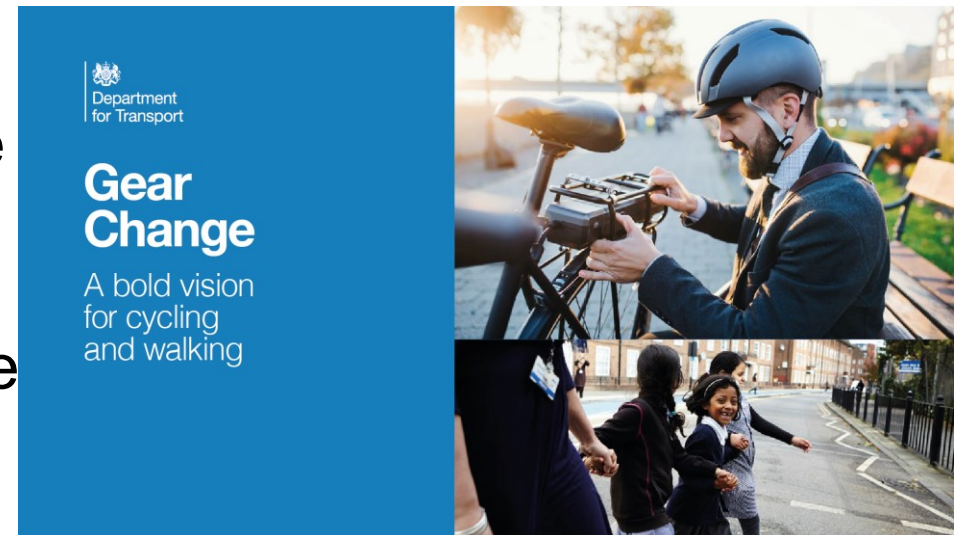


# Wider Policy Context

- **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.

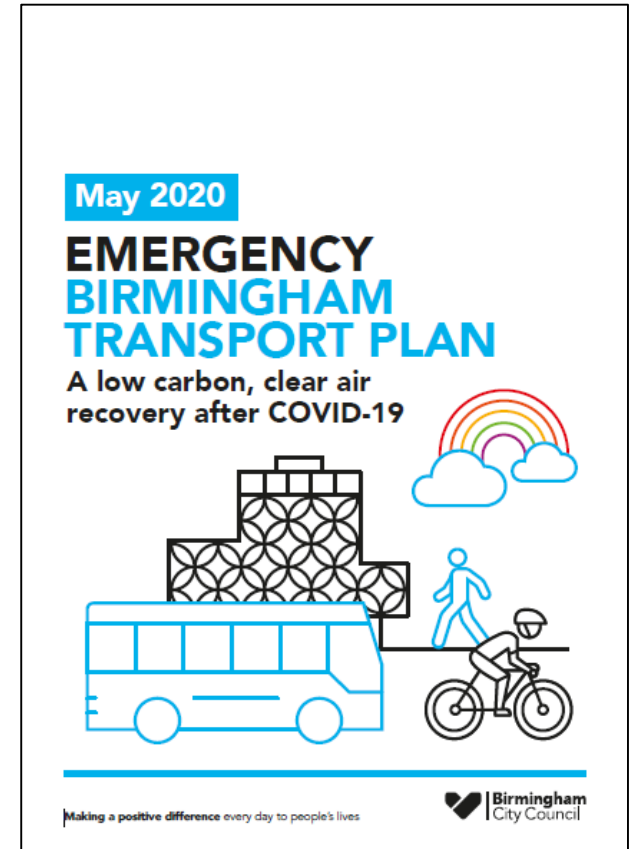


# Transport impact from COVID-19 and lockdown

- 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>		

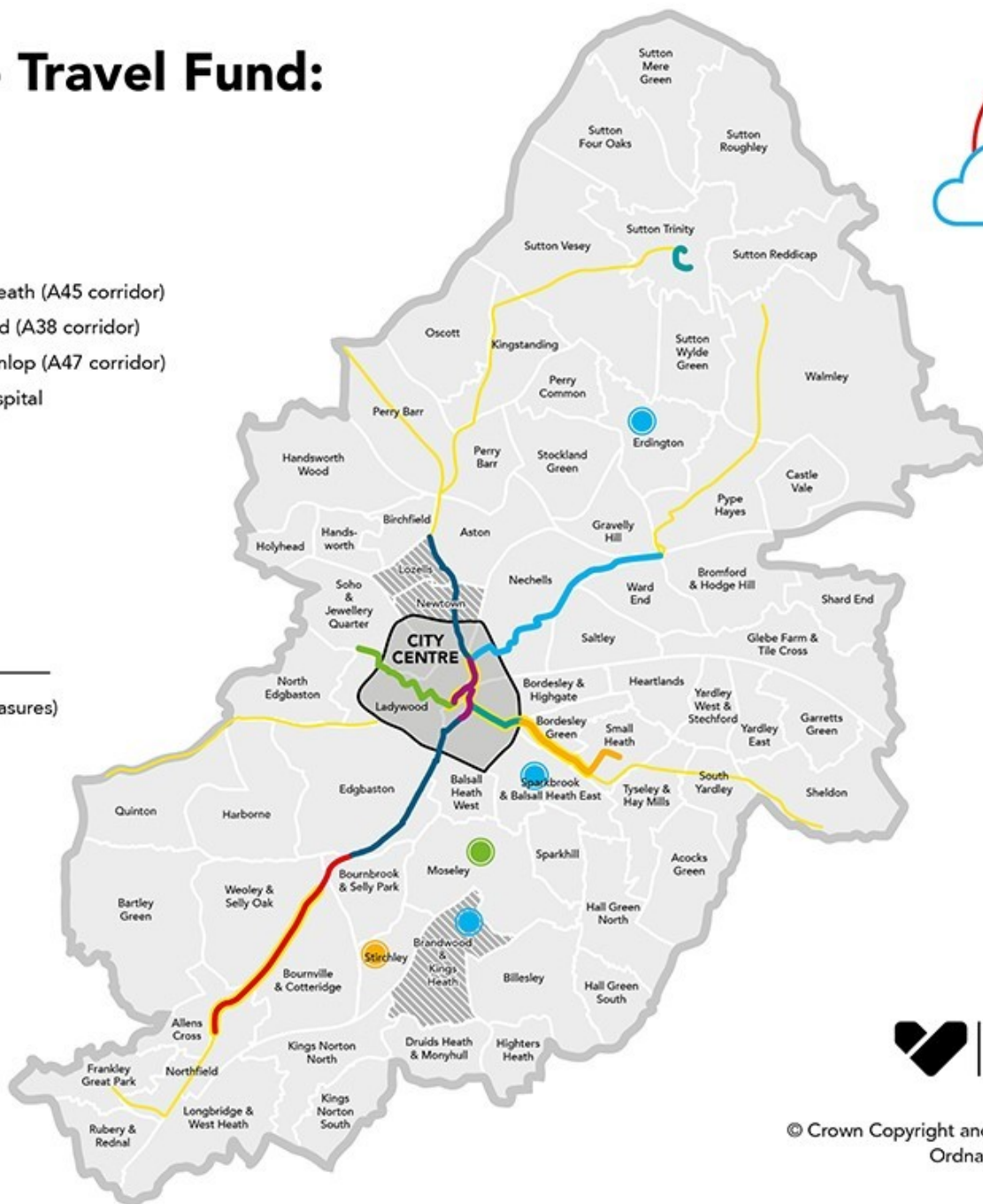
- Included two low traffic neighbourhood pilots in Kings Heath and Lozells, alongside some early demonstration measures in Bournville, Castle Vale and Moseley ahead of further delivery as part of EATF Tranche 2 (Oct '20 – Mar '21)

# Emergency Active Travel Fund: Birmingham



## Tranche 1 Schemes:

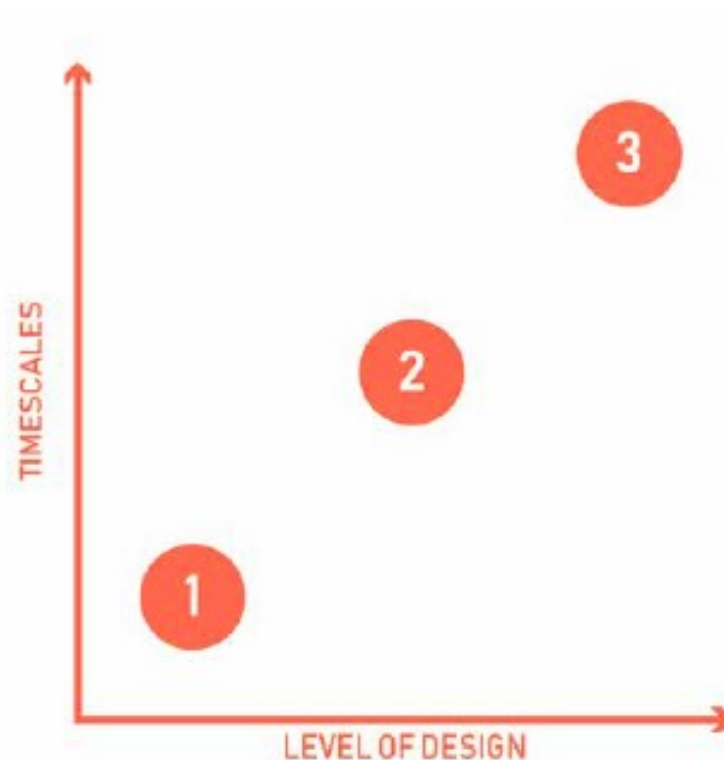
- Pop-up cycle lanes: Sutton Coldfield
  - Pop-up cycle lanes: city centre to Small Heath (A45 corridor)
  - Pop-up cycle lanes: Selly Oak to Northfield (A38 corridor)
  - Pop-up cycle lanes: city centre to Fort Dunlop (A47 corridor)
  - Pop-up cycle lanes: city centre to City Hospital
  - Pop-up cycle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



# 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



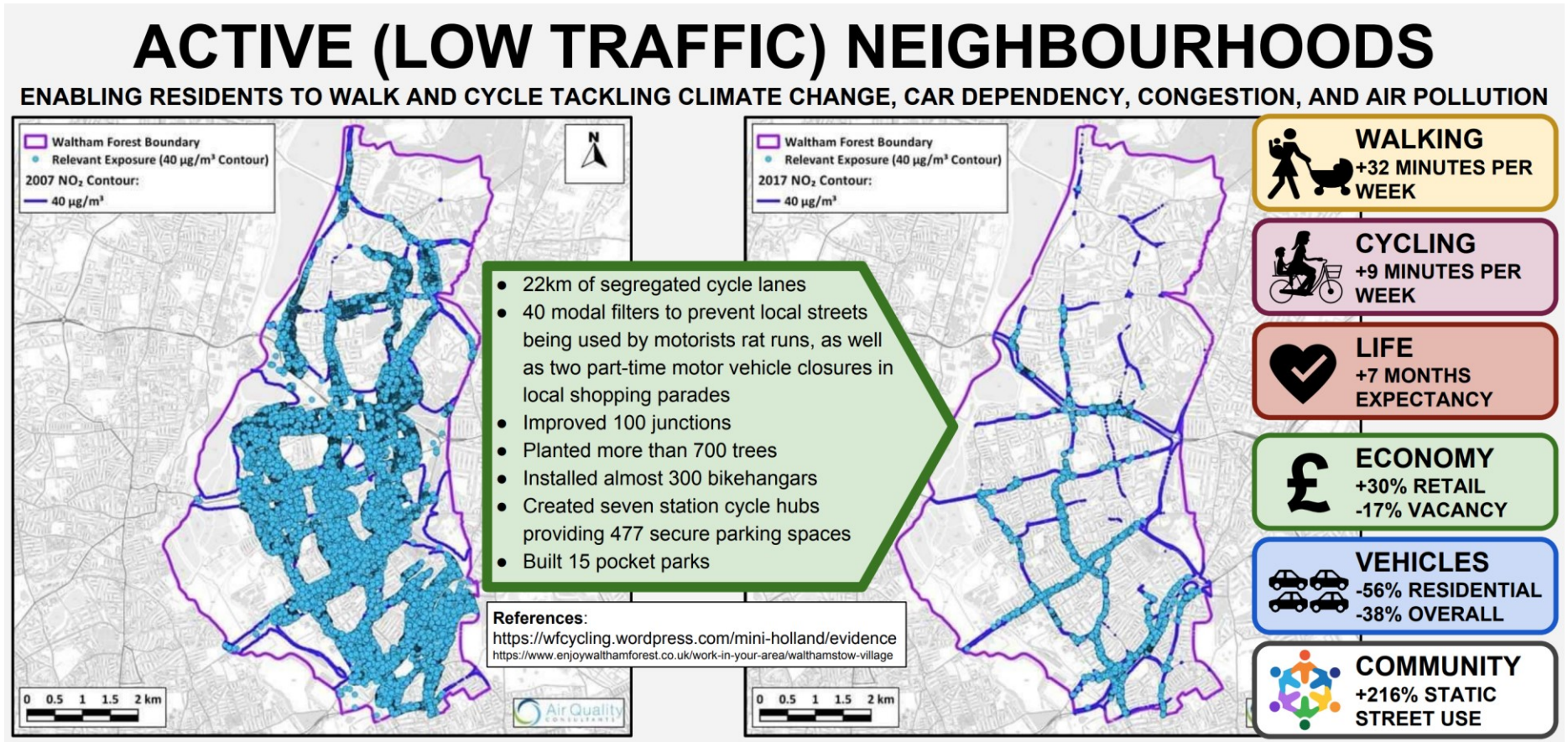
# Example from Enjoy Waltham Forest



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

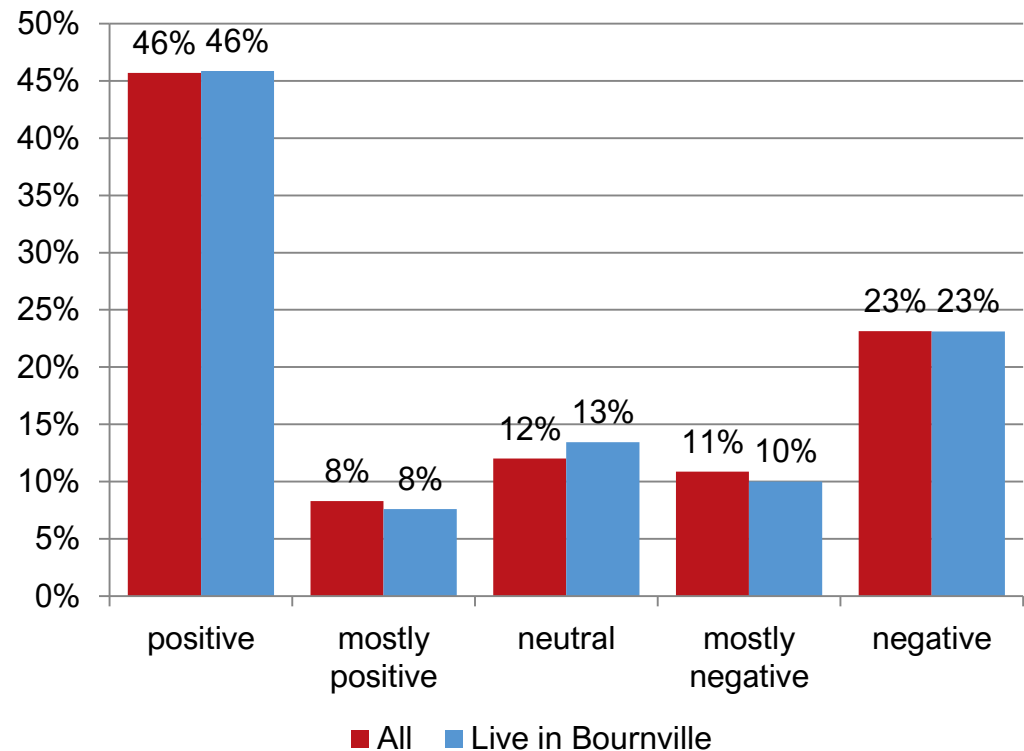
- Activities will need to be organised in line with latest guidelines and any requirements or restrictions in place at the time



# Bournville Places for People feedback (as of 8 Sep)

- 350 comments:
  - 290 live in Bournville
  - 27 do not live in Bournville
  - 33 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 Bournville being part of the PfP project? (% of 350 comments, not of respondents)



# What do you think about the proposed modal filter on Oak Tree Lane?



- “Great idea. I walk my children to school past the junction with Hay Green Lane and this is made difficult by the number of cars and the speed they travel from the direction of Woodbrooke Road.”
- “Anything that will help the air quality has to be worth at least a trial.”



- “It is already difficult to get from the west side of Linden Road and this will just make the remaining roads much more congested especially by the school, making it more polluted and dangerous.”
- “This is going to cause chaos delays and accidents.”

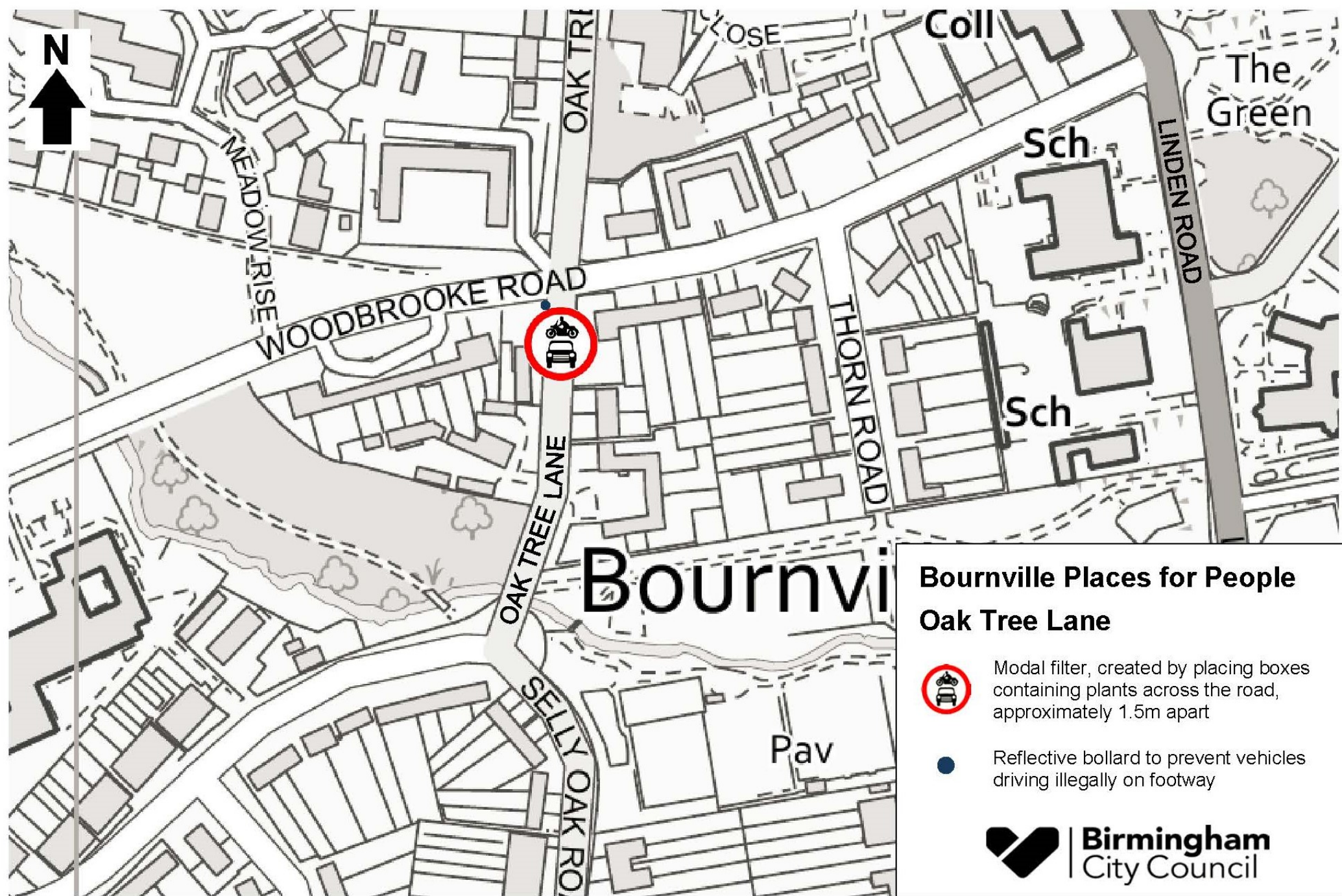
# What do you think about the proposed modal filter on Franklin Road?



- “Great idea, such a horrible junction to cross on foot, by bike or in my car.”
- “I live on this end of Franklin Road and massively support this as our end suffers from rat running, a really difficult crossing on Watford Road and speeding. This proposal would definitely encourage me to let my kids play out more on the street and feel safe doing so.”



- “This is likely to simply displace through traffic onto neighbouring roads”
- “Franklin Road is a priority route. It has never been a rat run and is not one now.”
- “We don’t have that much traffic anyway. As a resident, especially near the proposed blockage I don’t see how I will be able to get my car in and out?”



## Bournville Places for People Oak Tree Lane



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



Reflective bollard to prevent vehicles driving illegally on footway



# Oak Tree Lane



Key:	
	Existing kerb
	Existing line markings
	Existing lighting column
	Existing sign post
	Existing sign to be removed from sign post
	Existing road markings to be removed
	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

- 4x planters 1.2m x 1.2m x 1.1m with reflectors
- 16x brackets to bolt down planters
- 4x signs to TSRGD 619
- 4x custom signs
- 1x fixed bollards with reflective strips

### Notes:

1. Not all road markings or street furniture shown.
2. Drawing based on OS base, all dimensions and street furniture positions to be checked on site and any discrepancies to be reported.
3. Proposed street furniture to be checked on site.
4. Proposed street furniture to be aligned with existing, ensuring vehicles cannot pass the filler on the carriageway or footway.
5. 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.
6. Use brackets and bolts to fix planters in place.
7. Construction to not affect highway drainage.

### General Notes:

1. All dimensions in metres, unless otherwise noted.
2. Do not scale off plan.
3. Dimensions are to be checked by the contractor prior to commencement of work. Any discrepancies shall be reported immediately to Sustrans.
4. Drawing based on OS base plan.
5. Coordinates based on OS grid.
6. Levels based on OS datum (Newlyn).
7. This drawing is to be read in conjunction with all other relevant drawings and specifications.
8. All work shall be carried out in accordance with Birmingham City Council statutory authority and health & safety requirements and regulations.
9. The position of services to be 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 location of any services before commencing work on site.
10. Temporary traffic works must be undertaken in accordance with Chapter 9 parts 1 & 2 of the Traffic Signs Manual, Safety at Street Works and Road Works - Code of Practice 2013 and any other relevant HSE legislation.
11. These drawings have been produced under the CD 2015 Regulations. The client is directed to their duties under Regulation 4 of CD 2015.
12. The designers of this drawing in conjunction with the contractor shall not be considered to provide any authorisation or right of the recipient or any other person to rely upon, either in or otherwise upon the information provided. Any use of this information is at the sole risk and liability of the user and Sustrans assumes no liability for unauthorised use or alteration of the information contained herein.
13. To ensure the most up to date drawings are being used the project drawing register shall be referenced to.
14. For further information on drawing and design revisions, see section log or contact Sustrans project manager.
15. 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 sheet size may lead to misinterpretation of the design.

Proposed planters to be installed on diagonal. Gaps no narrower than 1.5m and no larger than 1.6m, to allow cycles but prevent vehicles from passing. Ensure minimum 200mm gap to kerb line, in order to not affect highway drainage. Planters to be bolted into carriageway, with reflectors and signs to TSRGD diagram 619 installed on eastern and western faces.



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



# Woodbrooke Road

Rev	Description	Drawn/Check APP	Date

70 Cowcross Street, London EC1M 6EJ  
020 7017 2360 www.sustrans.org.uk

Project: **Low Traffic Neighbourhood - Bournville**

Title: **Oak Tree Lane  
General Arrangement**

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

Status: **DRAFT**

Drawing No: **BLTNTB-D-GA-01-00-04** Revision: -

# Bournville Places for People Franklin Road



Modal filter



**Birmingham**  
City Council

dge



SELL

FRANKLIN ROAD

LINDEN ROAD

FRANKLIN ROAD

ASHMORE ROAD

STATION ROAD

NURSERY DRIVE

WATFORD ROAD

# Franklin Road



**Key:**

- Existing kerb
- Existing line markings
- Existing lighting column
- Existing gully
- 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

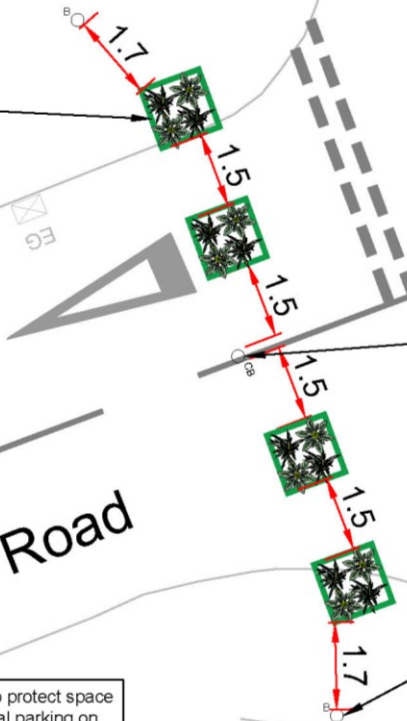
**Approximate Quantities**

- 1x collapsible bollards with reflective strips
- 6x planters 1.2m x 1.2m x 1.1m with reflectors
- 24x brackets to bolt down planters
- 4x signs to TSRGD 619
- 8x custom signs
- 2x fixed bollards (if required)

- Notes:**
1. Not all road markings or street furniture shown.
  2. Drawing based on OS base, all dimensions and street furniture positions to be checked on site and any discrepancies to be reported.
  3. Proposed street furniture to be checked on site.
  4. Proposed street furniture to be aligned with existing, ensuring vehicles cannot pass the filter on the carriageway or footway.
  5. 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.
  6. Use brackets and bolts to fix planters in place.
  7. Construction to not affect highway drainage.

- General Notes:**
1. All dimensions in metres, unless otherwise noted.
  2. Do not scale off this drawing.
  3. Dimensions are to be checked by the contractor prior to commencement of work. Any discrepancy shall be reported immediately to Sustrans.
  4. Drawing based on OS data.
  5. Coordinates based on OS grid.
  6. Levels based on OS datum (Newlyn).
  7. This drawing is to be read in conjunction with all other relevant drawings and specifications.
  8. All work shall be carried out in accordance with Birmingham City Council statutory authority and health & safety requirements and regulations.
  9. 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.
  10. All proposed street furniture is to be installed in accordance with Chapter 8, parts 1 & 2 of the Traffic Signs Manual, Safety at Street Works and Road Works Code of Practice 2019 and any other relevant legislation.
  11. These drawings have been produced under the CDM 2015 Regulations. The client is deemed to have accepted the information provided and shall not be held liable for any information or data provided to any other person to rely upon, alter or otherwise use the information provided. Any use of this information is at the user's risk and Sustrans assumes no liability for unauthorised use or alteration of the information contained herein.
  12. To ensure the most up to date drawings are being used the project drawing register should be accessed.
  13. Further information on drawing titles and design revisions, see decision log or contact Sustrans project manager.
  14. This drawing shall not be used for any other purpose than the stated purpose specified below. Printing or copying in black and white, or on a different sheet size may lead to misinterpretation of the design.

Proposed planters to be installed in line with existing tree and lighting column. Gaps no larger than 1.5m, 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. Existing signage to be removed for length of road closure.



Proposed collapsible 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 planters/bollards and building line exceed 1.7m and allow cars to pass, designers to be notified

Additional planters to protect space and prevent additional parking on yellow lines.



Rev	Description	Drawn	Check	Appr	Date

**sustrans**  
JOIN THE MOVEMENT  
70 Cowcross Street London EC1M 6EJ  
020 7017 2350 www.sustrans.org.uk

Project: Low Traffic Neighbourhood - Bournville

Title: Franklin Road General Arrangement

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

Status: **DRAFT**

Drawing No: BLTNTB-D-GA-01-00-03    Revision: -

# 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)
- How are you communicating with people not online?
- What engagement has there been with schools & businesses?
- 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](mailto:connected@birmingham.gov.uk) with any questions



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