

CONNECTING BORDESLEY GREEN



HAVE YOUR SAY:

Consultation closes on: **Friday 1 March 2024**

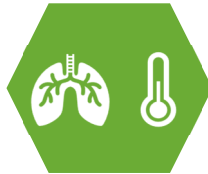
Connecting Bordesley Green wants to make the area better for walking, wheeling* and cycling and make it easier to travel by these sustainable modes. This will not only improve our physical and mental health, but also help reduce traffic congestion and air pollution.

* By 'wheeling' we mean people travelling using wheelchairs and other wheeled aids, such as mobility scooters, as well as pushchairs or prams.

The scheme aims to:



Improve pedestrian and cycle safety



Improve health and wellbeing



Following a review of existing conditions for walking, wheeling and cycling, we have identified several issues:

- **Road Safety:** there have been many collisions in this area involving pedestrians and cyclists
- **Extensive footway parking** can restrict safe movement due to obstructions and narrow footway space, particularly for those with disabilities or using pushchairs.
- **Low pedestrian and cycle use** in the area can contribute to physical inactivity and poor health. This may be caused by insufficient provision for walking, wheeling and cycling, e.g. location of pedestrian crossings or lack of formal cycling provision
- **Absence of cycle parking:** there is very limited cycle parking in the area



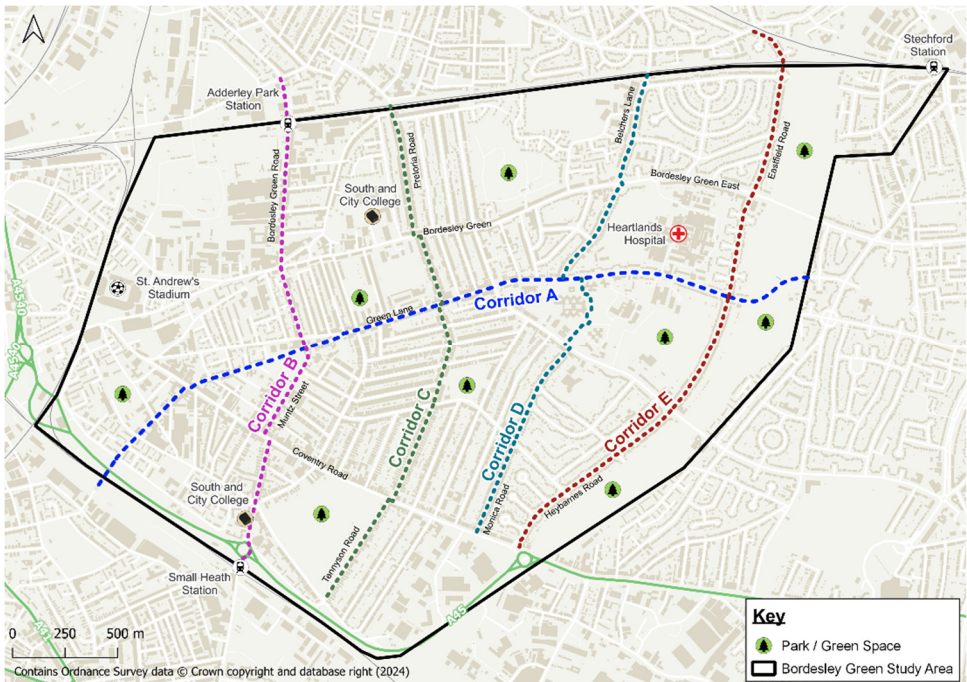
Belchers Lane: Constrained road width for vehicles and cyclists. Source: Pell Frischmann

This scheme is funded by the Department for Transport's City Region Sustainable Transport Settlement (CRSTS) programme.

Corridors for Improvement

We have identified five corridors for action to address the issues identified and improve conditions for walking, wheeling and cycling in Bordesley Green.

These improvements will also provide better connections to public transport links and local facilities. We want to make walking, wheeling and cycling a more attractive travel option here by reducing barriers and providing greater priority for these users.



Corridor A: Jenkins Street/ Grange Road/ Green Lane/ Yardley Green Road

Corridor B: Bordesley Green Road/ Victoria Street/ Muntz Street/ Golden Hillcock Road

Corridor C: Pretoria Road/ Third Avenue/ Green Lane/ Mansel Road/ Coventry Road/ Tennyson Road

Corridor D: Belchers Lane/ Tamarind Centre footway/ Heather Road/ Monica Road

Corridor E: Eastfield Road/ Little Bromwich Road/ Newbridge Road/ Heybarnes Road

What improvements could be delivered?

A range of improvements (varying in cost and complexity) have been identified to address barriers to walking, wheeling and cycling in Bordesley Green. Below are some examples of the types of improvements that could be delivered.

New and improved crossings can make crossing the road easier and safer for pedestrians and cyclists. This could be delivered through moving crossings to where people want to cross, or reducing the time in which people have to wait to cross the road.



Example of a parallel crossing. Source: Google Earth (2021)



Segregated cycle track (A38). Source: Pell Frischmann

Segregated cycle tracks

Physically separated from motor vehicles. These can be one-way or two-way and can be separated using kerbs or bollards. Separating cyclists from vehicles can encourage less confident riders to cycle as they feel safer.

Raised crossings at side roads

As outlined in the new Highway Code (2022), pedestrians have greater priority when crossing at side roads. To make this clearer, raised tables can be installed giving pedestrians priority over the junction and requiring vehicles to slow down and give way.



Example of a raised crossing at a side road. Source: Google Earth (2024)

Reduce footway parking

Footway parking can reduce the footway width for pedestrians. This can be particularly challenging for people using a wheelchair or a pushchair to pass safely and can result in people walking in the road to avoid the obstruction.



Footway parking: Byron Road. Source: Pell Frischmann



Declutter street furniture: Excessive guardrailing, Golden Hillock Road. Source: Pell Frischmann

Declutter street furniture

Excessive amounts of street furniture including guardrailing and bollards can make it difficult for pedestrians to cross the road. Removing these barriers, where safe to do so, can encourage more people to walk locally.

Other improvements may include:

- Cycle parking
- Convert roads to one-way (and introduce contraflow cycle lanes)
- Improved conditions for cyclists at junctions
- Narrow crossing widths for pedestrians
- Additional street furniture e.g. benches

Have Your Say

We want to know what you think about our initial proposals. You can view full details of the consultation, detailed plans of the proposed scheme and respond to an online questionnaire at

<https://www.birminghambeheard.org.uk/economy/connectingbordesleygreen/> or by scanning the QR code above.



Events






We will be holding drop-in events, where you can see the plans and talk to the project team - no booking needed.

Venue	Location	Date	Time
Asda	859 Coventry Road, Birmingham B10 0HH	Wednesday 31 January 2024	4pm-7pm
Morrisons	St Andrew's Shopping Park, 280 Coventry Road, Birmingham, B10 0XA	Friday 2 February 2024	11:30am-2:30pm
Asda	859 Coventry Road, Birmingham B10 0HH	Thursday 15 February 2024	11am-2pm
Small Heath Library	Muntz Street, Birmingham, B10 9RX	Saturday 24 February 2024	2pm-5pm

If you require more information, have any questions or would like paper copies of the plans and questionnaire posted to you, please contact us at connected@birmingham.gov.uk or call 07917172604 (office hours only).

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Next Steps

-  **Public Consultation**
We are asking for your feedback on the proposed corridors presented in this leaflet.
-  **Review Feedback**
We will review the feedback we receive from the public consultation.
-  **Further Design**
We will develop the designs in more detail incorporating feedback received as part of the public consultation.
-  **Further Engagement**
We will engage with you again to seek further feedback on the updated designs ahead of developing a final scheme.
-  **Final Design**
We will develop detailed final designs for construction.