

## Places for People in Bournville & Cotteridge - Frequently asked questions

Places for People in Birmingham is about reducing the amount of through traffic in residential neighbourhoods so that it is nicer to be outside, safer for people to walk and cycle, children to play and neighbours to chat. In many parts of Birmingham, residents find the streets outside their homes are dominated by traffic. When this is reduced neighbourhoods become quieter, streets are safer, and the air is cleaner.

### Questions about the Consultation

#### How can I comment on what's happening?

We welcome any comments about these schemes, both positive and negative, as well as ideas and suggestions about what else you would like to see happening in future. We are using the council's consultation platform (Birmingham BeHeard) to host this consultation: [Bournville and Cotteridge BeHeard page](#).

We are also ensuring there are other ways for people to comment on what is happening, including holding hard copies of the plans and paper questionnaires at The Bookshop on the Green (Birmingham, B30 2AA), for those who cannot get online. We have also arranged a Teams Live event and two public drop-in events to engage with local residents and get feedback on schemes (we will ensure these are delivered in line with public health guidance). Details of these are as follows:

- Teams Live Wednesday 14 June 2023, 5.30 p.m. – 6.30 p.m. (register online at: [Bournville and Cotteridge Eventbrite sign up page](#)). A recording of the session will be available on the BeHeard website following the event.
- Drop-in session Tuesday 20 June 2023, 4.00 p.m. – 7.00 p.m. Selly Oak Methodist Church, Langleys Rd, Selly Oak, Birmingham B29 6HT
- Drop-in session Saturday 24 June 2023, 10.00 a.m. – 1.00 p.m. Dame Elizabeth Hall, Firkbank Cl, Bournville, Birmingham B30 1UA

**Consultation closes on Sunday 2<sup>nd</sup> July 2023 (at 23:59).**

#### How are you including the whole community in the consultation, especially those not online?

The consultation includes:

- Leaflet delivery to properties in the project area
- Online and face-to-face events
- Information available in The Bookshop on the Green Birmingham B30 2AA
- Contacting local stakeholders, networks etc
- Messages in existing email bulletins (e.g. Birmingham Connected Bulletin - [Birmingham Connected bulletins](#)) and @BhamConnected social media channels.

#### Why is there no option to remove all the measures or to do nothing?

With congestion on our roads, carbon emissions from transport contributing to climate change and air pollution in Birmingham contributing to hundreds of early deaths, we need to take action to create an environment where those who are able can use active travel (walk/wheel/scoot/cycle) for local trips and have access to high quality, reliable public transport for longer journeys.

## Questions about how the proposals will work

### Can I still access my house by car, have visitors and receive deliveries?

Yes, all streets will still be accessible by motorised vehicles. As the main aim of this initiative is to prevent through traffic in the neighbourhood, some car journeys may become less direct and take slightly longer than at present. Places for People does not remove access, but rather, makes it more difficult for people to cut through an area in order to reduce through traffic.

### What about emergency service vehicles and refuse collections?

Emergency services will be informed about any changes to road layouts and be able to provide input and comments. We will ensure they can update their sat-nav systems which are used for responding to emergency situations. The main thing that delays emergency services response times is congestion, so anything that helps to reduce this is beneficial. Depending on the layout of each street, refuse vehicles will either be able to follow one-way systems, turn around in the street or reverse for short sections.

### What about the main roads that border these areas? Will they get worse?

Initially some border roads may see a slight increase in traffic compared to current levels as traffic redirects onto these. However, depending on the journey, people will start to find other alternative routes using the main route network instead. By reducing the number of vehicles turning at junctions, traffic may move more smoothly along main roads. Also, more people may begin to walk or cycle more for local trips and shorter journeys as they feel this is now a safer and more attractive option.

We have also carried out traffic counts and undertaken some initial traffic modelling to identify roads or junctions where some increases in traffic may occur and taken steps to minimise the impact where possible.

### What else is being done to improve sustainable transport options in the area?

Through Places for People, we want to create local streets where active travel is safe and easy. We are also working on other transport improvements in the area that will interact with the Places for People project, including the following schemes:

- A38 Selly Oak to Longbridge cycle route scheme which is currently being developed with funding from the City Region Sustainable Transport Settlement (CRSTS).
- A proposed new roundabout at the junction of Bournville Lane and Selly Oak Road, as part of the Bournville Lane local safety scheme. This scheme is being developed separately and will be subject to further consultation.
- Recent safer school streets schemes on Woodbrooke Road (Bournville Village Primary School) and on Northfield Road (King's Norton Boys' School).

### How will this scheme impact on local businesses and consider their needs?

We will engage with Bournville Village Trust and local businesses as the scheme is developed to ensure that access is retained for servicing and delivery requirements as well as to involve them as valued stakeholders in these schemes. Creating more pleasant local environments can help to increase footfall, and those who get to the shops by walking or cycling often visit more frequently and spend more overall, so we hope that there will be some positive impacts on local businesses.

### What are each of the new features being introduced?

**Modal filter** - A bollard (or planter) that stops vehicles accessing a particular street, whilst retaining full access for pedestrians and cyclists. The intervention may

**One way road** - Roads that only allow traffic in one direction. These can be effective in combination with banned turns. Maintains access for critical amenities, such as shops and schools. The reduced carriageway space could be reallocated as footway/cycleway provision.

**Segregated cycle track** - Segregated cycle routes allocate a section of the carriageway/footway for cycle use only. Some physical separation is often used to stop motor vehicles from entering the space. Segregated cycle tracks allow cyclists to feel safer.

**On road cycle route** - A section of road suitable for cyclists to mix with general traffic, due to low vehicle speed and volume.

**Shared use path** - A shared path is designed for all types of users including pedestrians, wheelchair users and cyclists. Shared paths may be identified by signs showing a white bicycle and pedestrians on a blue background.

**Signalised crossing** – Crossings that are controlled by traffic signals for pedestrians, cyclists and vehicles. They are often used where vehicle speeds are high or where there is a high number of pedestrians and cyclists, including vulnerable pedestrians. There are often call buttons for pedestrians and cyclists to activate the crossing phase.

**Raised zebra/parallel crossing** - Raised crossings combine traffic calming treatments with pedestrian and cycle crossings. This encourages drivers to travel at their slowest at the same point where pedestrians and cyclists are crossing. It is one of the best ways to maximise crossing safety for pedestrians and cyclists. Raised crossings are very similar to speed tables. Zebra crossings are pedestrian, with parallel crossings incorporating pedestrian and cycle crossings.

**Kerb adjustments at junction** - The corners of the kerb line at junctions are tightened, which forces vehicles to navigate the junction at a slower speed, widens the footpath at the junction, and reduces the crossing distance for pedestrians.

**Traffic Calming** – Measures, such as speed cushions, speed humps and chicanes, can be introduced to keep a road open to all traffic but make it more difficult for people to cut through an area and therefore reduce through traffic.

### **Why is there traffic calming being introduced along Selly Oak Road, Bournville Lane, and Northfield Road?**

Some of the measures proposed may divert local traffic along these routes. For this reason, traffic calming measures are proposed as a way to further discourage unnecessary traffic along these routes and encourage traffic using these routes to do so safely.

### **Will one-way roads increase traffic speeds?**

There are often concerns that one-way streets increase traffic speeds due to the reduction in conflicting traffic movements, particularly on narrow streets. We are proposing that all residential streets are 20mph and with on-street parking reducing the width of the streets, it can lead to slower speeds.

Once measures are in place, speeds shall be monitored, with further measures such as traffic calming or modal filters available to reduce speeds if required or further deter non-local traffic.

### **Will cyclists be exempt from one-way roads?**

Currently, guidance from LTN 1/20 states that any contraflow cycle movements on one-way roads should be accommodated by segregated infrastructure. At this time, segregated cycle infrastructure is not included as part of the proposed option, due to width constraints of the roads and on-street parking.

### **Why is cycle infrastructure being added if there are few people currently cycling?**

One of the biggest barriers in the uptake of cycling is the fear over conflicts between cyclists and other road users. By implementing cycle infrastructure, it establishes safer cycles route and people are likely to feel more comfortable cycling throughout the area. Additionally, the cycle lanes have been designed so that they are routed to the wider existing cycle route network and key transport hubs, such as Bournville Railway Station, allowing for multi-modal travel and easier transitions between different modes of transport.

### **What will the modal filters look like?**

It is proposed for this scheme that modal filters will take the form of kerb-buildouts and bollards, considering the design standards within Bournville where relevant.

### **What is the purpose of the new crossings?**

One of the objectives of the Places for People project is to increase the comfort and safety of cyclists and pedestrians, allowing people who walk and cycle to travel through the area more easily. New crossing points aim to reduce the severance of pedestrians and cyclists caused by traffic levels on busier roads, as well as provide safe crossings at junctions or key walk routes, where there are a lack of crossings or currently substandard crossings in place. Additionally, crossings have the benefit of providing natural traffic calming, in-line with the aims of this scheme.

## Why is the Franklin Road Modal Filter not being removed?

We recognise that the existing Franklin Road modal filter has different levels of support with residents and businesses within Bournville. However removing the filter would encourage through traffic movements cutting between Pershore Road and Middleton Hall Road, to bypass the double roundabout in Cotteridge. Along with the wider package of measures, the filter on Franklin Road continues to play an integral role in reducing non-local traffic in the area.

## Questions about how the proposals were developed and how the scheme will be monitored

### What has been considered when developing these measures?

We have taken on board the feedback received from the first phase of measures delivered in 2020, as well as the feedback received at street surgeries in August/September 2022 regarding what people would like to see from the project and current issues. This feedback alongside our technical review has helped shape the measures that we are now consulting on.

### How will these schemes be monitored?

Information to assess the impact and effectiveness of schemes will be captured in a number of ways, including feedback from this consultation, resident/stakeholder surveys, site visits and observations.

We have carried out recent traffic surveys in key locations, which will be used to monitor and understand changes to traffic patterns resulting from the scheme. This will also help inform any future changes, if required.

Additionally, Birmingham City Council has applied to the Department for Transport for powers to monitor and enforce moving traffic offences. Once these powers are devolved to BCC and if monitoring confirms it is required, there may be opportunities to improve enforcement of traffic speeds and one-way streets.

### What are the scheme objectives?

There are a variety of objectives behind Places for People and in some cases, different people will have different views on their importance and relevance. A general set of objectives for the project include:

- An increase in walking and cycling;
- A reduction in collisions;
- A reduction in short motor vehicle trips;
- A reduction in motor traffic across project area; and
- Where motor vehicle trips are made, the roads designated, designed, and managed for them are used in preference to side streets.

### How will you decide whether the scheme is successful?

The following table takes the four success factors and summarises them as specific indicators which can be framed as positive, neutral, or negative.

The matter of “equity” has been raised by some residents and while there will be diverse interpretations of what this means in terms of Places for People, this could be framed as what might be a tolerable level of impact on different types of road or street, together with the impacts on citizens more generally. It should be noted that “impacts” can be positive, neutral, or negative.

The following table sets out the success factors together with what appropriate indicators could be (which are simply reported), together with the potential data source.

Success Factor	Indicator	Data Source
Reduction in traffic	<ul style="list-style-type: none"><li>▪ Motor traffic reduces within the project area</li><li>▪ Congestion is neutral on boundary roads</li></ul>	<ul style="list-style-type: none"><li>▪ Traffic data</li><li>▪ Traffic signal SCOOT data</li><li>▪ Bus journey times</li></ul>
Changes in mode use	<ul style="list-style-type: none"><li>▪ Motor vehicle mode share reduces</li><li>▪ More people walking, cycling and using public transport within the project area</li></ul>	<ul style="list-style-type: none"><li>▪ Transport surveys</li><li>▪ Traffic data</li></ul>

Success Factor	Indicator	Data Source
Public perception	<ul style="list-style-type: none"> <li>▪ People within the project area are satisfied with the scheme over time</li> </ul>	<ul style="list-style-type: none"> <li>▪ Consultation comments</li> <li>▪ User perception surveys</li> </ul>
Impact on business	<ul style="list-style-type: none"> <li>▪ Business owners/managers across the project area are satisfied with the scheme over time</li> </ul>	<ul style="list-style-type: none"> <li>▪ Consultation comments</li> <li>▪ User perception surveys</li> </ul>

### Have you modelled the impact the proposal will have?

Transport planners often use computerised traffic models to see the likely impact of changes to the road network before those changes are implemented. These models are not perfect, but they give a useful indication of what might happen and especially where any problems might arise.

We have undertaken some high-level modelling of the option presented in this consultation. This proposed option has been created following a review of the current scheme and your previous feedback, multiple site visits, and in discussion with Bournville & Cotteridge Members. We expect that the option will be further developed and shaped by your responses to this consultation. After the consultation, we will work on a final design, then further modelling will be undertaken as required.

### The scheme will make me drive further – how will this help the aims of the scheme?

The aim of the scheme is to make people drive less. The Places for People scheme is intended to help deliver this – in line with the vision set out in the Birmingham Transport Plan ([Birmingham Transport Plan Birmingham City Council webpage](#)) – to make active travel the first choice for local journeys and with cars no longer dominating street life around homes and schools.

There are compromises to be made; we appreciate that some journeys by car might be longer as a result, but that is balanced against the creation of a network of local roads that will be quieter, safer and open up new active travel journey options.

We usually refer to four main responses when people change their behaviour for making journeys –

- re-duce (i.e., travel less)
- re-route (go a different way)
- re-time (travel at a different time)
- re-mode (walk, cycle or use public transport instead of driving).

The Places for People scheme's main aim is to encourage journeys that can switch from the private car to active travel to do so. 250,000 car journeys are made every weekday in Birmingham that are less than one mile in length – many of these can easily be walked or cycled.