

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 [c c c a a](#) (Birmingham BeHeard) to host this consultation:

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 emerge.00000

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 imBy oti-le infrac,-3(31(tther)6())TJETQ.000008871 0 595.32 841.92 reW*ñBT/F2 10.02 Tf1 0 05 0 1 72 265.28 Tm0 g0

