Sutton Coldfield Active Travel Vision

Royal Town of Sutton Coldfield Council
October 2022

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Contents

1. Introduction

1. Introduction

PJA were commissioned to develop an Active Travel Strategy for Royal Town of Sutton Coldfield (Sutton), on behalf of the Royal Town of Sutton Coldfield Council (RTSCTC), working closely with Birmingham City Council (BCC) and Transport for West Midlands (TfWM).

The Strategy comprises an overarching vision and objectives, built from discussions with stakeholders and guided by local and national policy. From these principles a number of focus areas have been identified, and a long list of prioritised interventions provided to make walking and cycling a safer and more enjoyable way to travel in Sutton.

Deliverables	
Stage 1	Stage 2
Strategic Alignment	Route Audits
Active Travel Objectives and Vision	Stakeholder Engagement
Focus Areas	Design Solutions & Deliverability Assessment
Illustrative Precedent Examples	Costs
Prioritised list of Interventions	Final Report – Integration with Local Policies and Strategies. Developed short, medium, long term concept designs
Interim Report including exec summary. Outline short, medium, long-term opportunities	

Figure 1: Project deliverables

1. Introduction

Stakeholder engagement

It is important to have an overall vision to guide active travel interventions. This provides something to assess interventions against and guide what should be prioritised. We deployed a number of approaches to identify the core themes for the Active Travel Strategy:

- Detailed discussions with RSCTC to understand aspirations and ambition for Sutton, and what had worked well or not so well in the past;
- Ongoing discussions with officer working group, comprising representatives from Birmingham City Council (BCC) and the West Midlands Combined Authority (WMCA);
- Workshops with local councillors to harvest their local knowledge and understanding of the barriers residents face to walking and cycling;
- Workshops with a wider stakeholder group to identify a broader range of views from group representatives and end users of walking and cycling infrastructure. This included local cycle groups, eco groups, schools and residents groups; and
- Our own desktop and in-person baseline analysis to identify the barriers and opportunities for more active journeys.

Wider engagement with all residents will form a key part of the process at the design stage , with all schemes made open for public comment as they are progressed. This will allow more detailed resident input to shape any final designs for interventions.

Delivery of schemes

Design development of the identified interventions does not form part of the Stage 1 scope. However, there is potential to undertake feasibility work for the top intervention priorities as part of a later stage, comprising further site visits, stakeholder engagement, design and costing work.

Project background

The ultimate objective of this study is to develop a series of costed schemes that sit within a wider strategy, that has undergone a rigorous process of local engagement and consultation, and which will provide a pipeline of schemes that meet the government criteria for active travel funding and those set out by BCC, the local highway authority.

2. The Vision

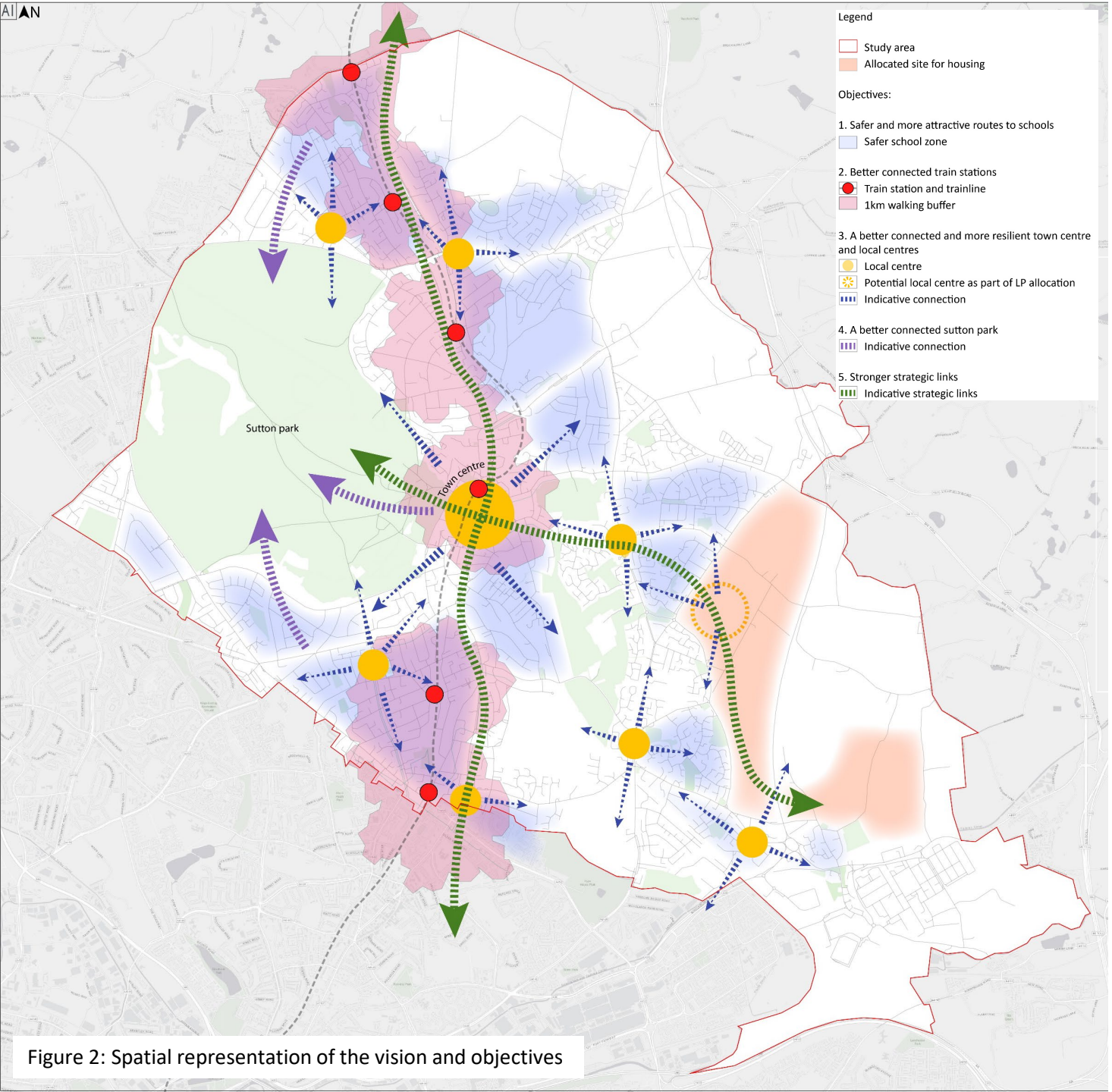

Figure 2: Spatial representation of the vision and objectives

The Active Travel Vision for Sutton Coldfield is one of transport choice, where residents and visitors have the opportunity to leave the car at home if they wish and move safely through their streets and spaces. Sutton Coldfield will be a place that considers and cares for all roads users. Everyday trips will bring benefits beyond simply travelling from A to B, supporting better health, economic and environmental outcomes.

Vision objectives:

1. *Safer and more attractive routes to school*
2. *Better connected train stations*
3. *A better connected and more resilient town centre and local centres*
4. *A better connected Sutton Park*
5. *Stronger strategic links*

Further detail on objectives

Objective	Description
Safer and more attractive routes to schools	Recognising the health benefits and benefits to our transport network when more pupils walk to school. Most primary pupils within the UK live within 1 or 2 miles of their school, journeys which could be made by walking or cycling if good routes are available. Several schools within Sutton Coldfield fall within areas of concern with regards to poor air quality and dangerous junctions. This objective seeks to address these issues and make the school run a safer and healthier daily trip for more people.
Better connected transport hubs	Helping people to leave the car at home means helping them travel safely and conveniently by other means to transport hubs, such as train stations. Sutton Coldfield is well served by train stations, but many residents live beyond typical walking distances, highlighting a need to support more cycling journeys for those slightly longer distances. As part of connecting to our train stations better, we need to consider the provision for cycling at stations themselves, such as secure and covered cycle parking.
A better connected and more resilient town centre and local centres	Improved connection by active travel to both the town centre and other local centres are essential for supporting short trips by alternative modes. This supports increased local spending whilst also improving congestion and air quality in our local centres, making them nicer places to be. As well as thinking about how people might travel to public space now and in the future, it's important to shape the experience once they have arrived. An objective of this vision is to combine travel interventions with public realm enhancements, so that whether we are moving or resting, we can enjoy the public spaces around us, and they can perform to their full potential as spaces for everyone.
A better connected Sutton Park	Sutton Park is a recognised prized possession for local people, and so it should be easy and enjoyable to get to, however you choose to travel.
Stronger strategic links	Many residents need to make trips beyond Sutton Coldfield as part of their daily lives. An objective of this active travel vision is to ensure that active travel provision connects to those more strategic Birmingham-wide links, such as leisure links to the north of Sutton Coldfield, and commuting routes to the south.

Active travel interventions

A high-level list of potential improvements to facilitate more active travel journeys has been created for the whole of Sutton Coldfield. The interventions have been categorised as followed, and are explained in further detail on the following pages:

- Cycle network comprising protected cycle infrastructure and Quietways
- Safer school zones
- Train station walking zones
- Key junctions
- Crossing points and side roads
- Placemaking

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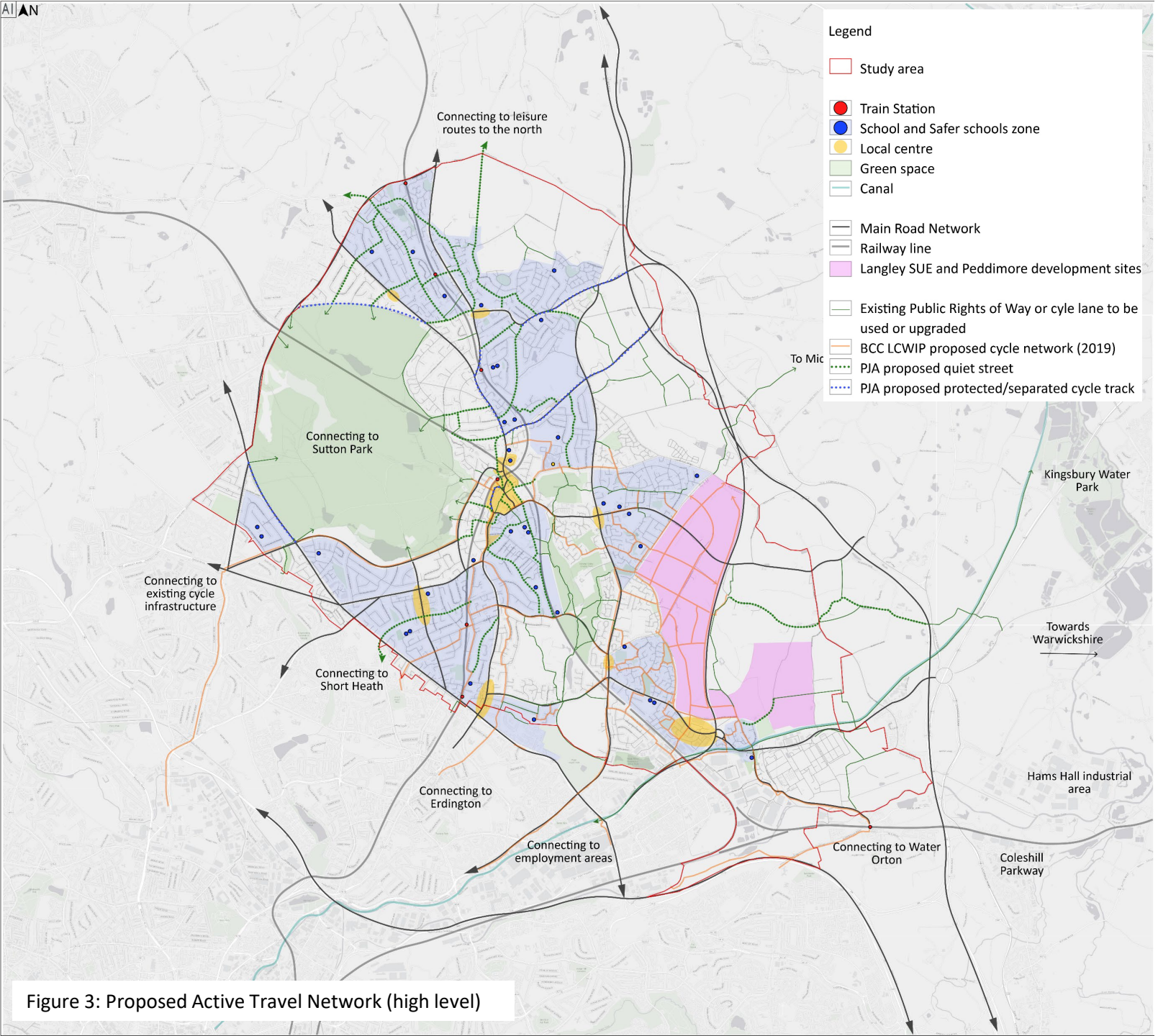


Figure 3: Proposed Active Travel Network (high level)

The Cycle Network

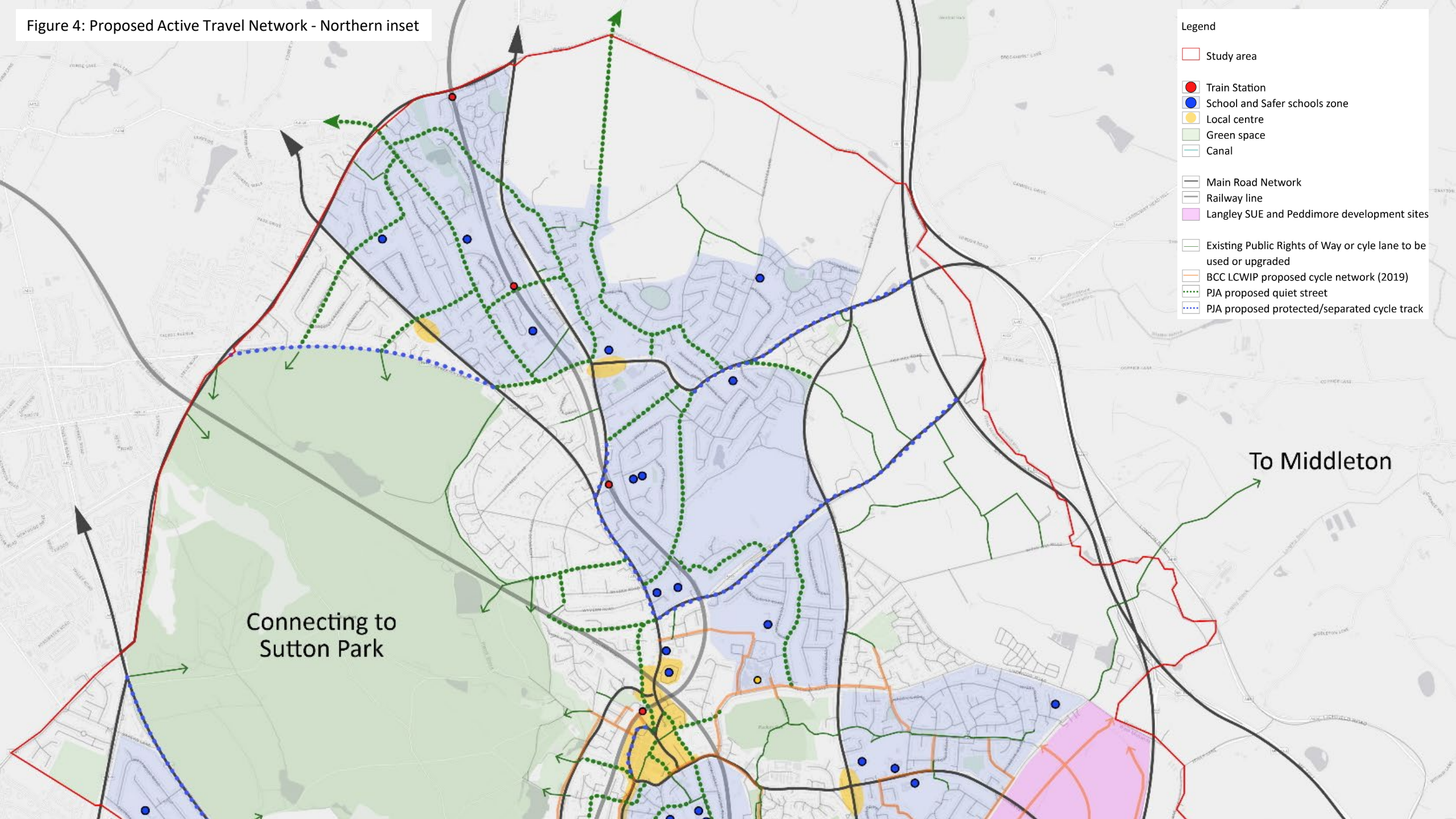
National Cycle Design Guidance Local Transport Note 1/20 (LTN1/20 – see Chapter 3 for further explanation) makes the important point that traffic speeds and volumes do not have to be treated as fixed variables, and that local authorities should consider ways to reduce speeds and volumes first and foremost when planning for cycling. This is so that infrastructure requirements, and therefore costs, can be minimised, whilst also delivering greater benefits for pedestrians through a safer street environment.

Where traffic speed and volumes cannot be reduced to a to a level that caters for cyclists of most ages and abilities (as set out in Figure 4.1 of LTN1/20), protected infrastructure will be required which protects cyclists from vehicles through either light segregation (such as wands), stepped protection providing a horizontal buffer between the cycle track and carriageway, or a fully kerb-protected cycle track.

The high level cycle network developed (shown in Figure 3) includes both of these approaches, seeking to fill the gaps in the already-identified Local Cycling and Walking Investment Plan (LCWIP) network by BCC. It is not within the scope of stage 1 to develop thinking on these LCWIP routes, which will require a mix of protected and quietway approaches to deliver comprehensive routes.

Insets of the network map are provided in Figures 4 and 5, with precedent examples for delivering fully protected and quietway cycle routes included on pages 13-14.

Figure 4: Proposed Active Travel Network - Northern inset



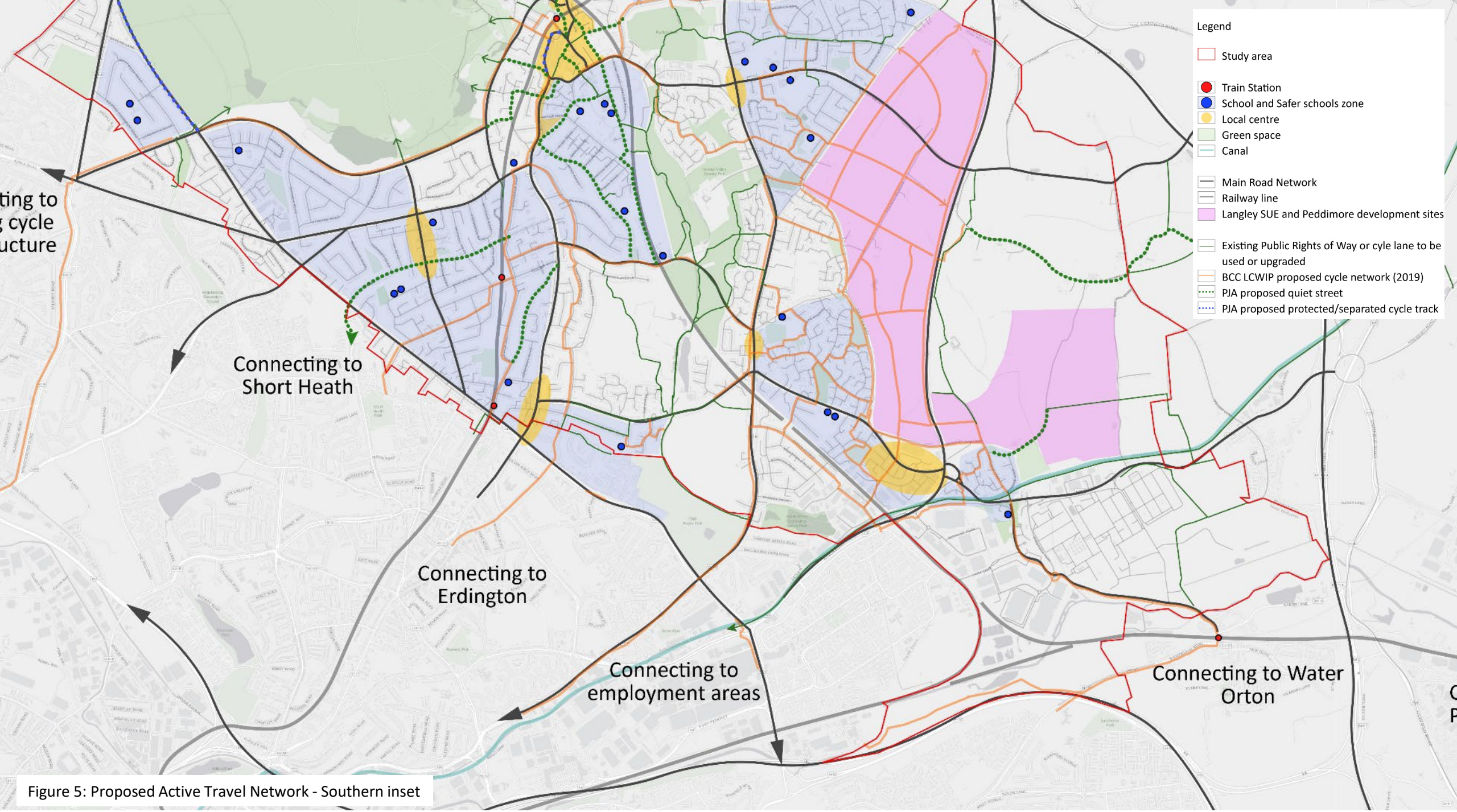


Figure 5: Proposed Active Travel Network - Southern inset

Protected cycle infrastructure

Design requirements for protected infrastructure are set out in LTN1/20, with effective widths being key in delivering comfortable and safe cycle routes where traffic flows are too high for cyclists to be in the carriageway.

There are a number of considerations for deciding on the most suitable type of protected infrastructure, from movement through junctions to access to properties, all of which will require consideration as the vision progresses to concept design.

The main three types of protected cycle track (shown below) are:

- Full kerb separated
- Stepped
- Light segregation

Two way kerb-protected cycle track with buff colouring and mini zebra

One-way stepped cycle tracks with wide footway

Cycle track with light segregation using traffic wands

Quiet streets network

'Quiet streets' are streets where traffic speed and volumes are sufficiently low to enable cycling in the carriageway. In order to be safe for most users, LTN1/20 sets this figure at around 2,500vpd on 20mph roads. Some roads within Sutton will already meet these criteria, but some may need intervention in order to create this safer environment.

The Quiet Streets approach will be particularly important in Sutton Coldfield given width constraints on busier roads where protected cycling infrastructure is required but may not be feasible. They also help to create safer and more pleasant local streets around homes and schools, facilitating those shorter local journeys by foot or cycle. Whilst ideally any non-major roads would be quiet streets, we have identified some which best address the vision objectives. There are a number of ways to achieve the conditions required for Quiet Streets, including the following:

- Modal filtering and bus gates
- Upgrading alleyways
- Removing/improving access control barriers
- One-way streets with contraflow cycling
- 20mph limits
- Tighter junction radii
- Side road zebras and continuous footways
- Dropped kerbs and tactiles
- New/improved crossing points over busier roads
- Tighter junction radii to reduce crossing distances and slow drivers
- Traffic calming including raised tabled to create informal crossing points
- Formalisation of parking bays to discourage pavement parking
- Cycle parking
- Improved street lighting
- Wayfinding
- Footway widening

Bus gates can create low traffic environments whilst giving priority to bus and active travel journeys using low cost infrastructure

Carriageway narrowing, build outs and carriageway markings can be used to civilise a street and encourage drivers to behave more

Traffic management techniques such as one ways can provide contraflow routes for cyclists to provide directness

Modal filter used to create a quiet residential street which prioritises active travel journeys. They can be low cost like this one or be designed as a pocket park

Raised tables can create traffic calmed junctions whilst also provided flush surfaces for those with wheelchairs or buggies to cross

Traffic calming can include build outs with rain gardens to also improve the street appearance and reduce flooding

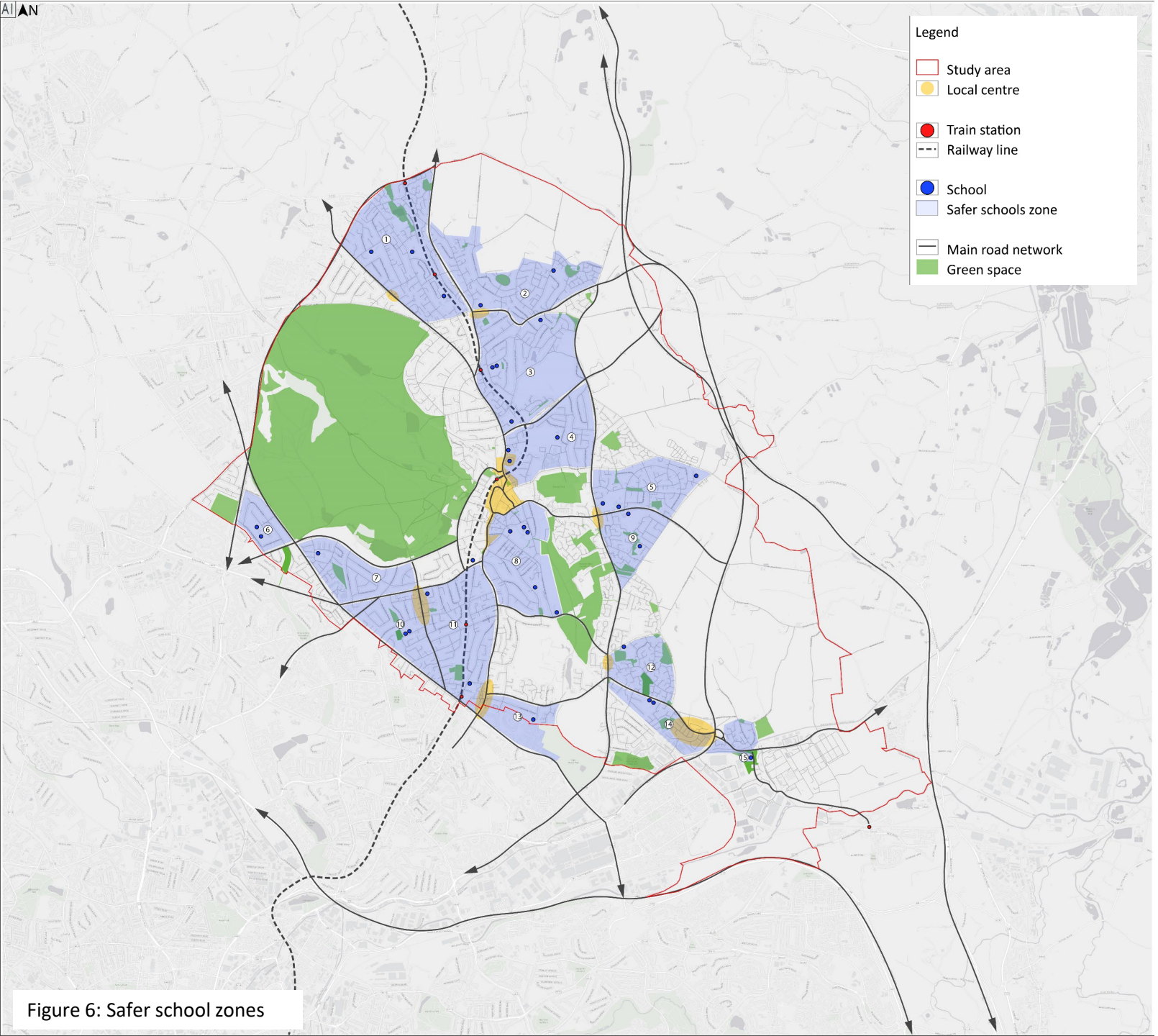


Figure 6: Safer school zones

Safer school zones

As highlighted in Figure 6, a number of school walking zones have been identified around each school. This is shown in further detail in Figures 7 and 8. The areas selected are based on residential street networks bounded by larger roads, but further analysis of school postcode data would help to identify more precise catchment areas for walking journeys. The town council may prefer to develop the school zones on this basis as an alternative.

The proposed interventions for a school zone are inherently similar to those for quiet streets, but with the following additions of:

- School street temporary closures at school pick up and drop off times
- Play equipment
- Crossing points over main/boundary roads to overcome severance

In terms of prioritising measures for schools, it is important to identify schools with the highest potential for modeshift. These means identifying the schools with the most pupils within walking and cycling distance. This is where interventions will have the greatest impact.

Figure 7: Safer school zones - northern inset

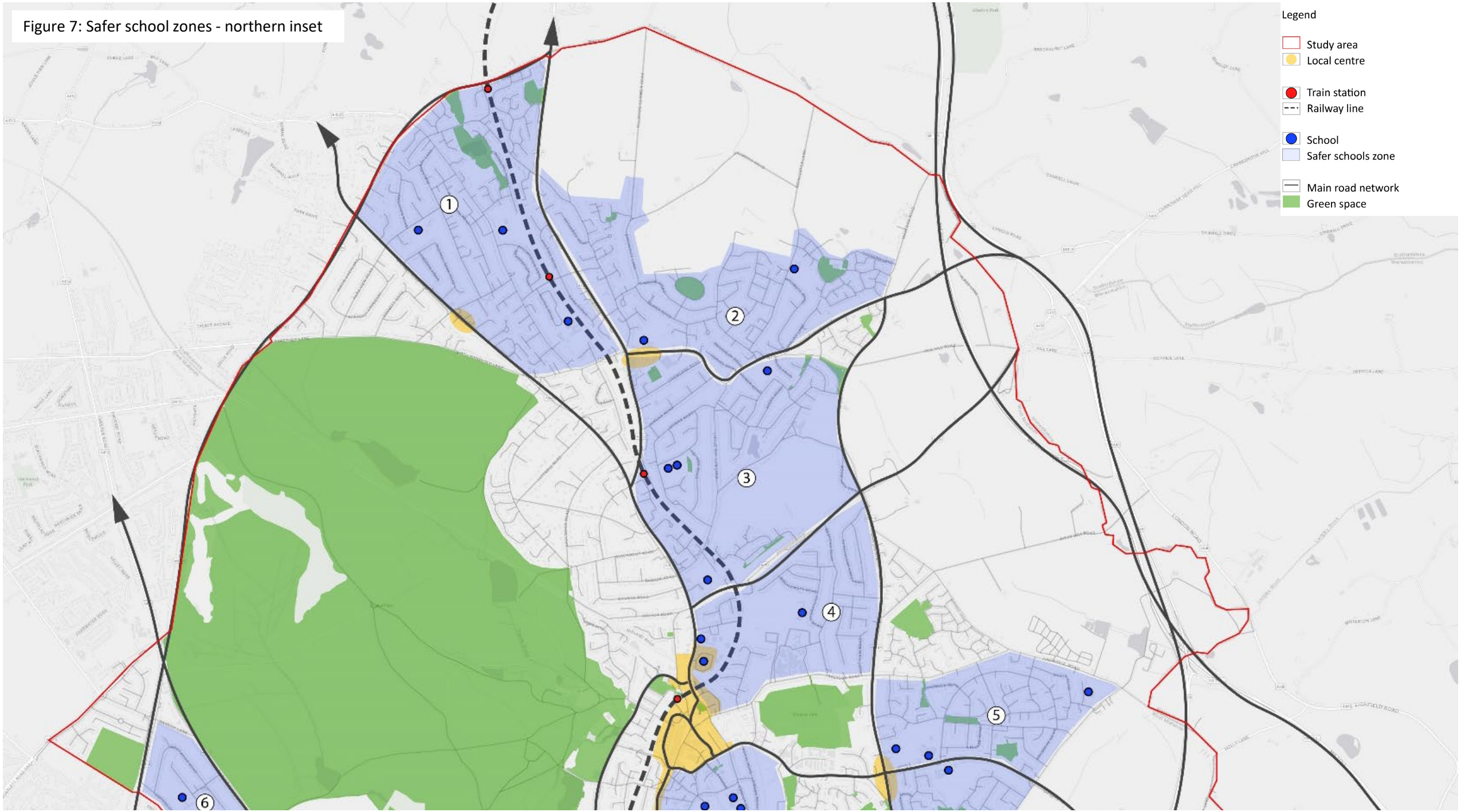
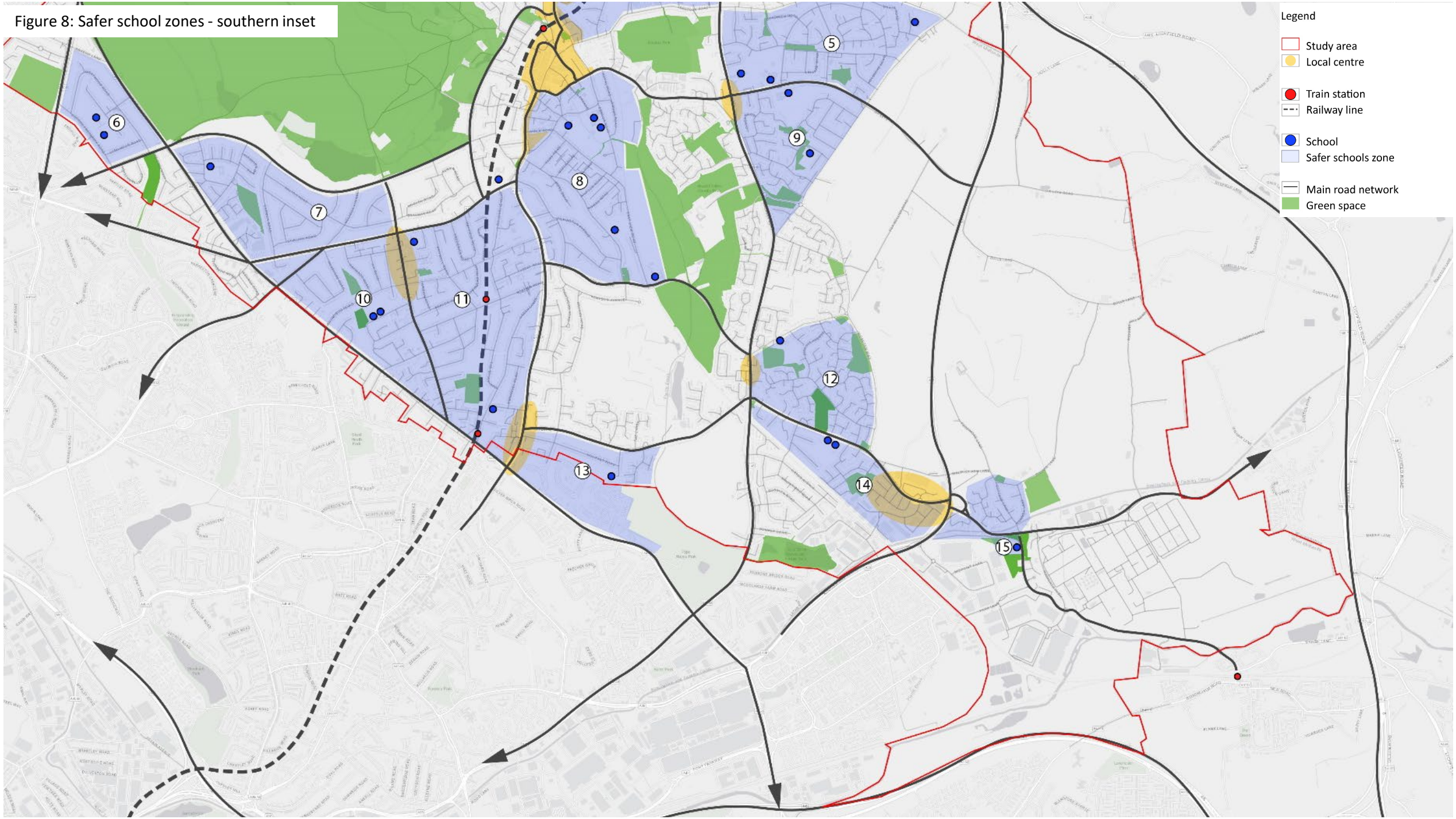


Figure 8: Safer school zones - southern inset



Crossing are essential over busy roads to create genuine routes

20mph zones help to ‘civilise’ streets near schools and reduce injuries

School streets/drives have huge potential for placemaking if closed to vehicles

Temporary school street closures can be achieved by simply using signage to advertise the TRO, but this is not always entirely effective in terms of enforcement and may need to be reinforced with a physical closure such as retractable bollards, or expandable safety barriers

However the closure is achieved, doing so helps to create a safe space outside the school gate where families can arrive on foot and wait in a comfortable and more enjoyable space. Closures can help to ensure modeshift to walking for school journeys, even if it is only for the last few minutes, helping to reduce congestion and the associated air pollution

With or without a temporary closure, enhancing the physical environment through street furniture and artwork can give the school a greater sense of ownership over the space and remind drivers that they are a guest in this space and that pupils have priority. It can also add to the enjoyment of journeys to school and encourage more to be made by foot

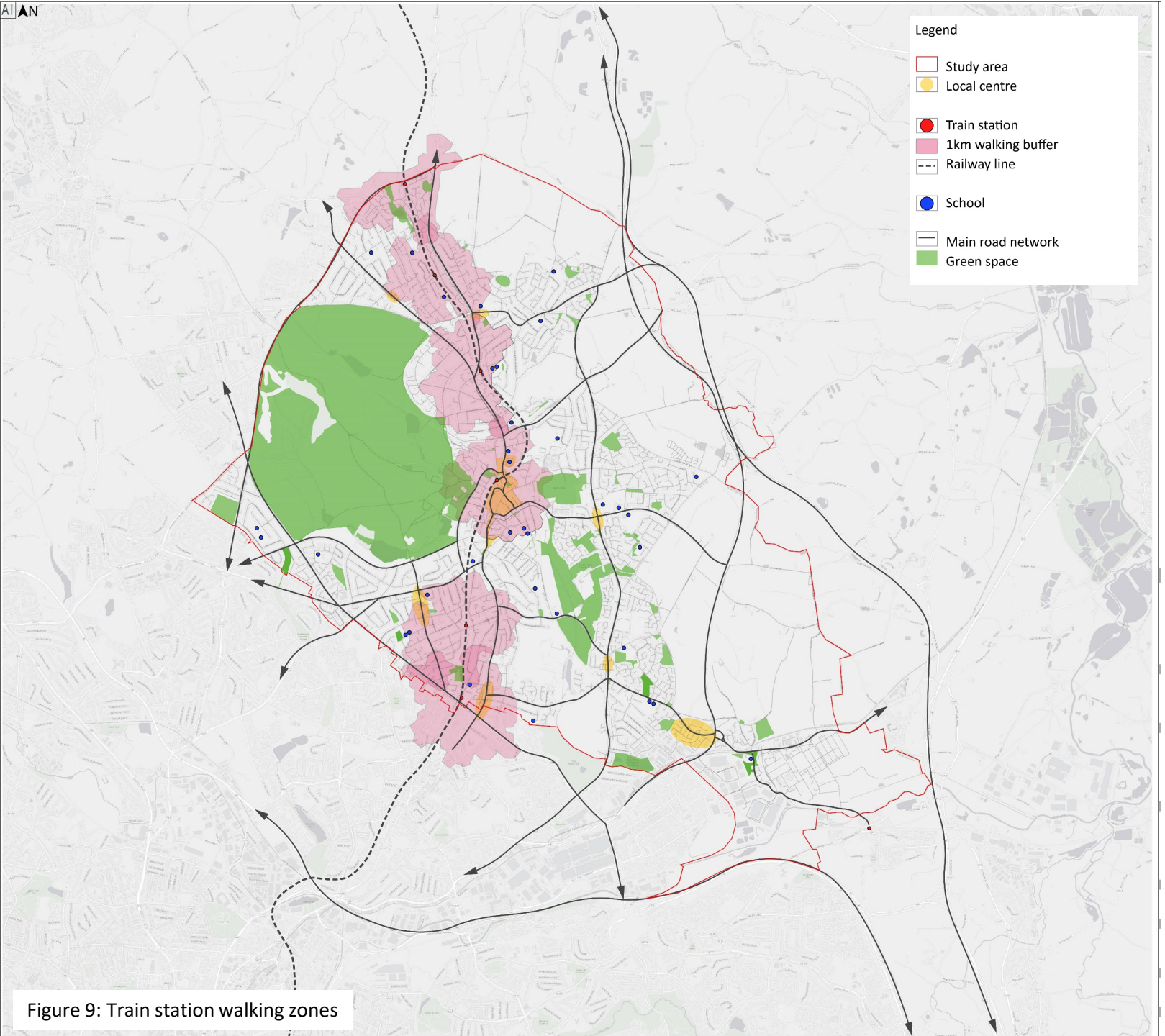


Figure 9: Train station walking zones

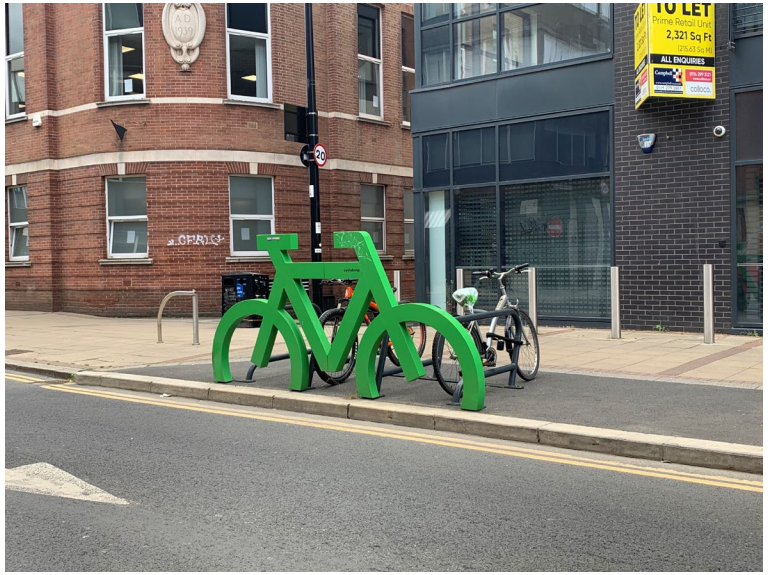
Train station walking zones

A similar approach is recommended for the 1km walking catchments around Sutton's train stations as that which has been laid out for school walking zones and the quiet streets approach. The priority should be supporting access to the stations by walking and cycling.

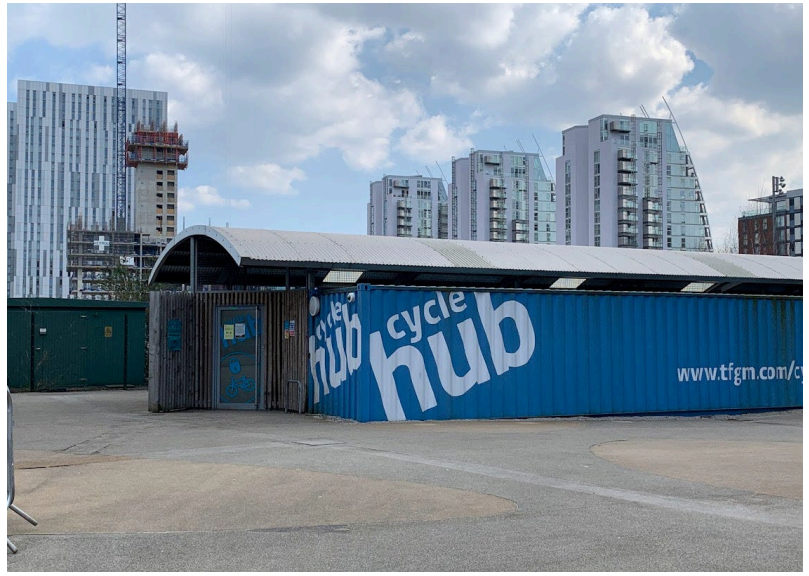
Cycle parking is particularly essential for stations. Potential demand for cycle parking should be identified and fully secure and protected cycle parking provided to maximise use. Up to 6 cycle parking spaces can be provided per one car space. Cycle parking should be located conveniently close to platforms to incentivise uptake.

A temporary approach can be taken in the first instance using pop up cycle stands such as those pictured on page 21. This can help to start active travel habits and identify potential demand. However, concerns for weather and security means the temporary provision won't appeal to all users, and potential demand could be higher than observed.

Dropped kerbs and tactile paving are key to making crossing points accessible



Cycle parking schemes can be trialled and monitored



Longer term fully secure, or at least covered, cycle parking should be provided at train stations

Quietway approaches can be applied to give pedestrians and cyclists more of a priority on journeys to the station, which often take place on residential streets

Pedestrian and cyclist safety should be a priority at junctions in train station walking zones if trips by foot or cycle are to be encouraged

Good wayfinding to stations is essential in encouraging trips by walking and cycling, with opportunities for local branding to raise the profile of local stations

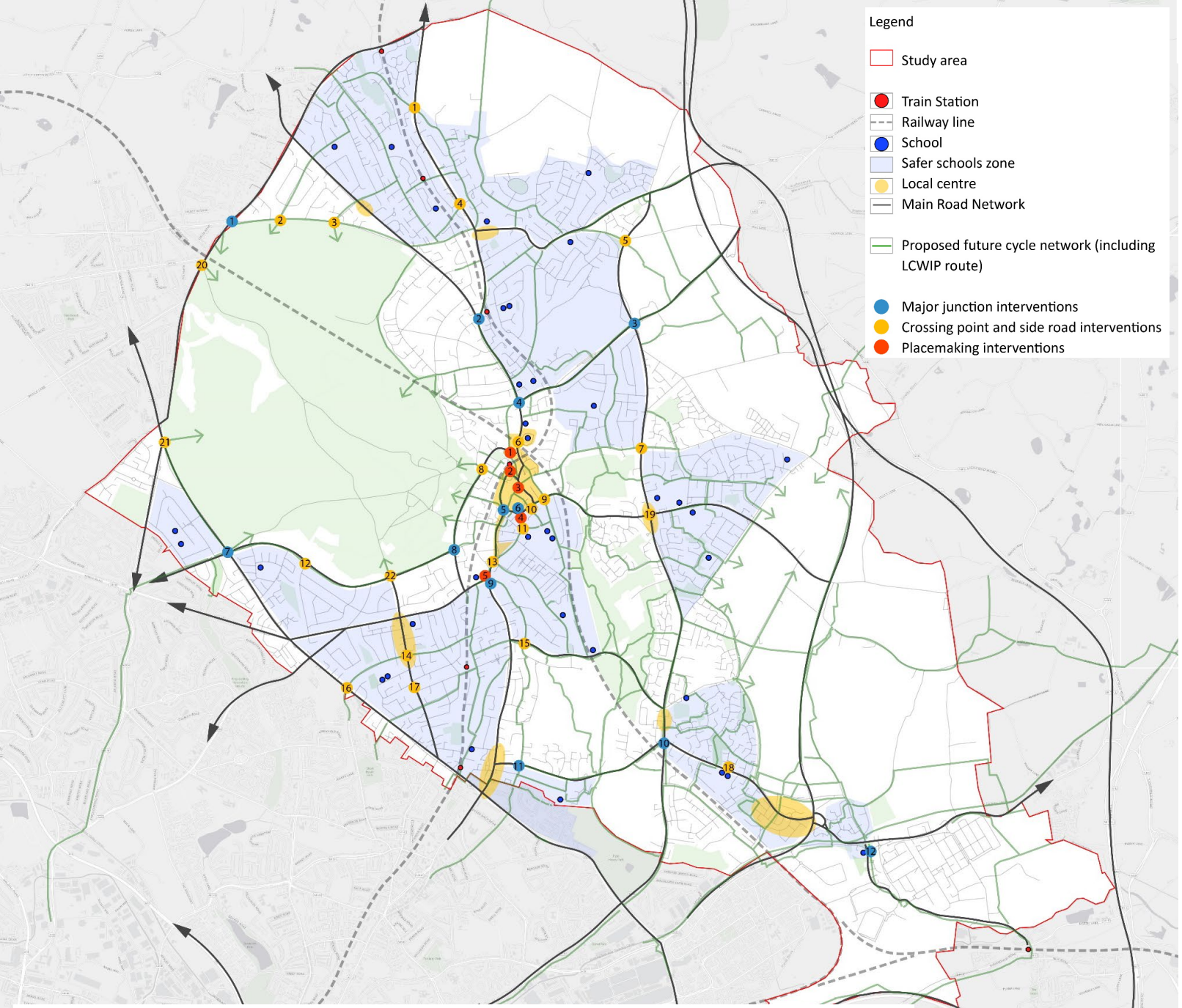


Figure 10: Locations for improvements to junctions, side roads and crossing points and placemaking

Key junctions

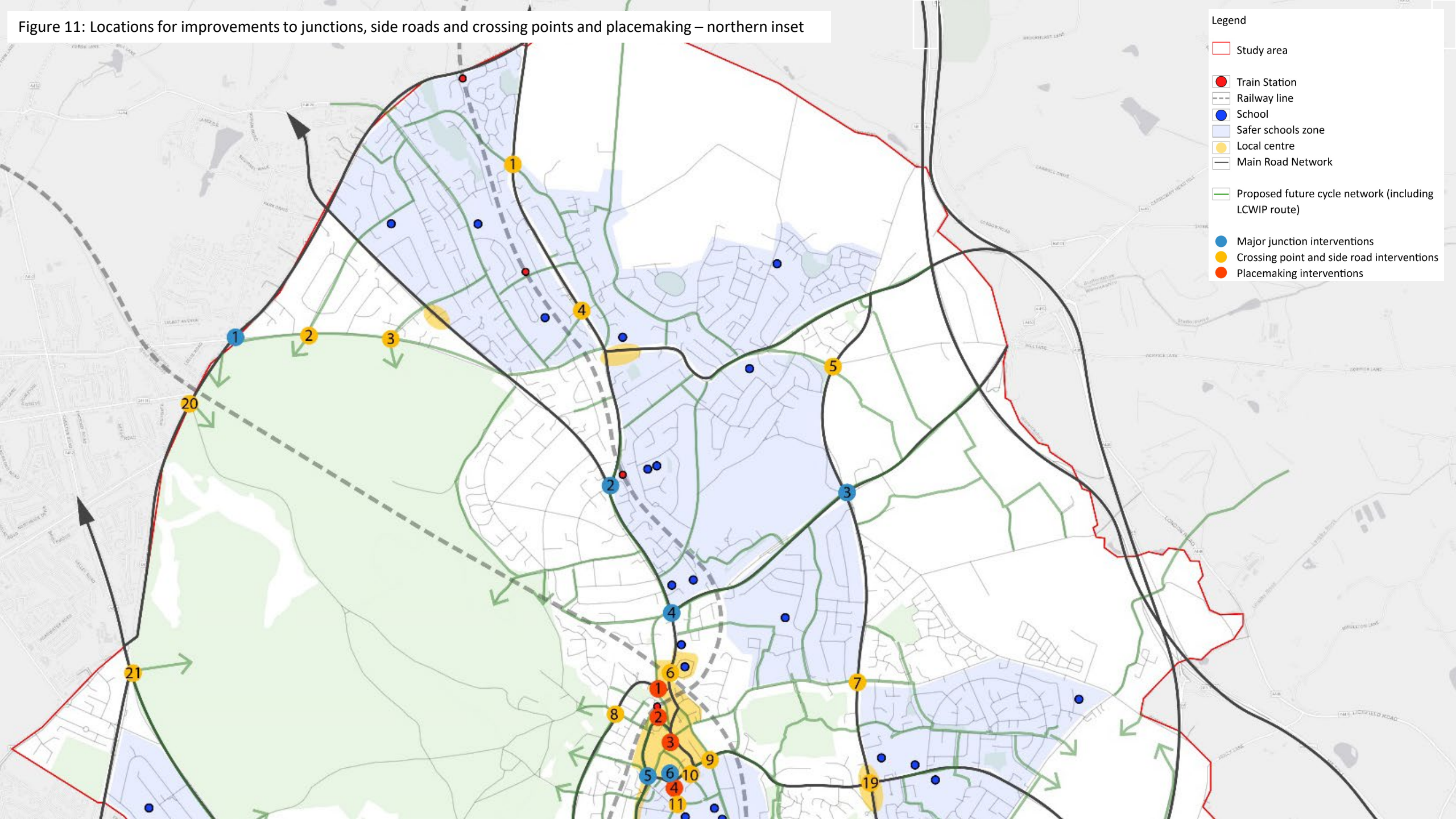
To support the proposed cycle network and walking zones, there are key junctions which will require new or improved walking and cycling provision. We have identified 12 priorities (numbered in blue) which best support the objectives of the Active Travel Vision objectives.

A number of junctions identified might also be downgraded as part of the wider strategy, which will create opportunities for better placemaking and to reduce the dominance of traffic in key locations.

Figure 10 sets out the locations for suggested junction improvements, combined with the proposed locations for side road and crossing improvements (in yellow) and placemaking improvements (in orange) which are explained in further detail subsequently.

Meeting project objectives, such as safer routes to schools, will help the Town Council decide which junctions to prioritise, but these changes will need to talk to other improvements, such as new cycle routes, so that any improvement works are not abortive.

Figure 11: Locations for improvements to junctions, side roads and crossing points and placemaking – northern inset



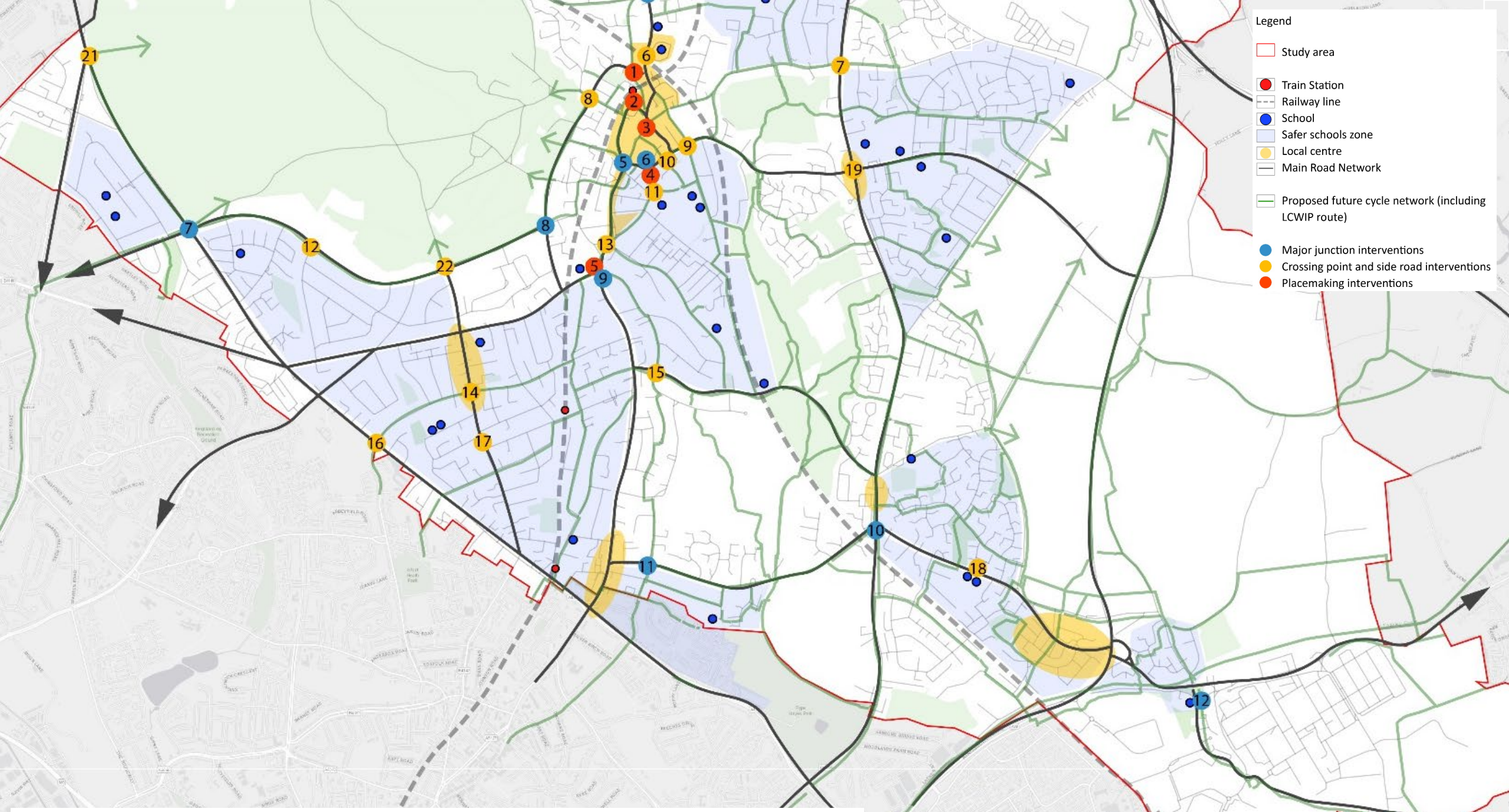


Figure 12: Locations for improvements to junctions, side roads and crossing points and placemaking – southern inset

At junctions with higher traffic speeds and volumes, protected crossings are key to overcoming severance

Cyclists and pedestrians should be separated at junctions where feasible

Junction might include cycle-only links

Some junctions might be reduced down with reduction in traffic signals and more of a placemaking approach to reduce driver certainty

Some junction might be calmed sufficiently to create local public squares with more of a place function

Junctions can be simplified by modal filtering some arms, creating new public realm around junctions and reducing crossing distances for pedestrians

Crossing points and side roads

Key walking and cycling routes can be better facilitated by reducing the barriers created by wide side roads and the vehicles turning into them, and by creating more crossing points to overcome the barriers created by the busier roads in Sutton.

We have identified a number of crossing points which are important to connect the identified network (see Figure 10), as well as some side roads which might be tightened to encourage slower driving, improve pedestrian visibility and reduce the carriageway distance to be crossed for pedestrians. Some examples of these approaches are shown adjacent and overleaf.

Tightening side road junctions requires drivers to turn more carefully and reduces crossing distances for pedestrians, improving safety for all users

Tightening junctions allows for footway widening which creates new space for planting or seating

On lower traffic side roads, especially where there is higher footfall, continuous footways can help to reinforce pedestrian priority over drivers turning

Implied/informal crossings can be used in places with a higher place function. This approach is typically only appropriate in lower traffic conditions

Where protected cycle routes are provided, they should have continuous priority over side roads

Raising the carriageway to be flush with the footway through smaller junctions helps to calm traffic and provide an informal level crossing point for pedestrians

Crossing points can be provided for pedestrians only or incorporate cyclists. They should align with desire lines and be provided frequently to reduce barriers to active travel journeys

Placemaking interventions

Road space reallocation creates potential for new public spaces to be created. These spaces can create more life in our streets and help them to be more flexible and resilient – providing new spaces to interact with others, relax and play.

Whilst all of the high level proposals in the vision provide an opportunity to incorporate placemaking elements such as street furniture, art or greenery, Figure X identifies a number of specific locations where reallocation of road space offers an opportunity for enhanced public realm and community space.

Planting beds can be used to bring walking routes to life, like this example at a school in Halifax

New or existing landmarks can be useful focal/meeting places for people and act as wayfinding

Street art can bring spaces to life, with a chance to involve local artists

Parking strips can be enhanced with planting or street furniture

Gateway features can be created using different materials, planting and seating, demarcating safer streets where pedestrians/cyclists have priority

Play elements can be introduced into the public realm to invigorate spaces and make them for family-friendly

Natural features like the stones pictured above create wayfinding cues but also offer play opportunities

Modal filters can incorporate greening to create a new public space

Low traffic junctions can be upgraded to improve their place function

Frequent seating is not only an opportunity to make streets more attractive, but their essential for making walking routes accessible to vulnerable users

Further considerations - Existing cycle routes and Public Rights of Way

Where the proposed network overlaps with existing cycle routes and public rights of way (PRoWs), these should be upgraded in line with LTN1/20 design guidance.

In some instances these routes may already be up to standard for walking and cycling. However, site observations highlighted some painted cycle lanes in Sutton which don't currently provide a suitable level of service and require review.

Not all PRoWs will be suitable for both walking and cycling, but their inclusion in the network where suitable will help to build a more comprehensive cycle network.

Precedent images are provided adjacent for PRoWs and traffic-free routes, in addition to the examples for cycle tracks set out on pages 13.

Traffic free links, such as through Sutton Park, should be smooth and wise to accommodate all users from cyclists to wheelchair users and those with pushchairs

Traffic-free paths should be well lit and ideally overlooked to provide natural surveillance, but sometimes this is not achievable for existing links. Artwork and lighting can help to maximise safety and useability

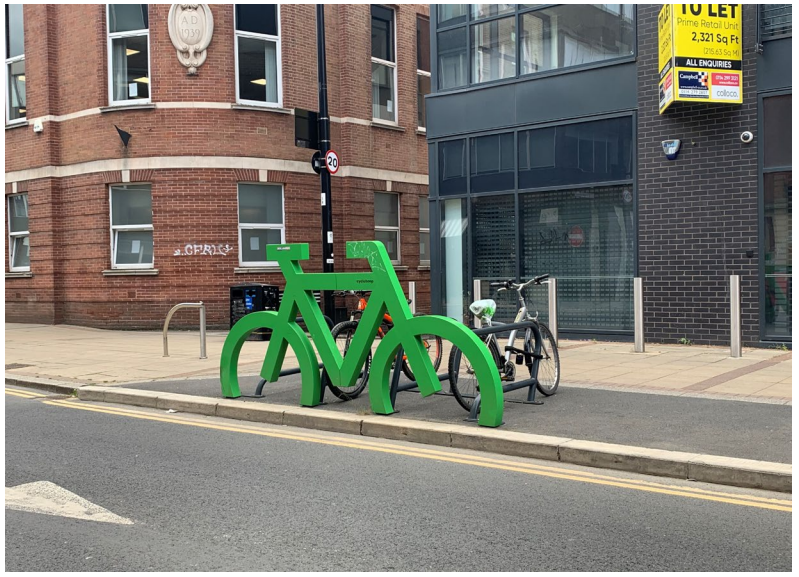
As with other routes, cycle parking is essential to increase usage

Any modal filtering of routes must provide 1.5m clearance to be truly accessible

Trialling interventions

The following images show a number of ways that active travel interventions can be trialled and tested before being made permanent. This can be a great way to improve a scheme, achieve local buy-in and deliver costs effective change.

Cycle tracks can be trialled using pop-up measures such as planters and traffic wands



Cycle parking can be trialled and monitored to identify the best locations for provision. This can be a cost effective way to support cycle trips

Locations for street furniture can be trialled or provided seasonally to activate spaces before a scheme is made permanent

Paint and planters can be a great way to activate a space in advance of a more permanent public realm scheme and is a very quick way to give space back to people walking and cycling

3. High-level interventions list

3. High-level interventions list

Identifying the interventions

Following baseline analysis, site visits and discussions with Stakeholders, we have identified a high-level list of possible interventions to take forward for further feasibility work in the future to support the delivery of the Vision.

A total of 115 schemes have been identified, from cycle routes to junction changes and safer school zones. The list includes very specific point interventions but also longer links to consider. There will likely be a need to package a number of interventions together in order to deliver successful schemes. For example, if a new protected cycle route is to be explored further, the design thinking would need to incorporate junction changes along that link as well as opportunities for placemaking, and consider proximity to school or train zones.

Prioritising interventions

As part of this scope, PJA have created a prioritisation matrix which can be used by stakeholders to identify priorities from the list for further exploration. A total number of 7 criteria have been used to create this matrix:

- Compliance with national design guidance (LTN1/20)
- Meeting the aims of the BCC and TfWM Local Cycling and Walking Infrastructure Plans
- Meeting the objectives of the Active Travel Strategy (see page 7)
- Alignment to local priorities
- Deliverability
- Cost
- Potential network impact

Note that not all criteria can be applied to all schemes until they are further developed. Scores are therefore normalised to a percentage score for consistency. The criteria have not been weighted, but this is something which stakeholders may choose to apply to the tool.

Pages 36-45 set out the final ‘long list’ in order of ranking based on using these unweighted scoring criteria.

Criteria explanation and scoring (1-3)

New walking and cycling design standards NATIONAL	Local Walking and Cycling Improvements CITY WIDE	Active Travel Strategy SUTTON COLDFIELD
Compliance with LTN 1/20 Best Practice - *assumes all new schemes will be delivered to LTN1/20 standards	Meets the aims and objectives of the Birmingham and West Midlands LCWIPs	Safer and more attractive routes to school Better connected transport hubs Better connected and more resilient local centre A better connected Sutton park Stronger strategic links
0 - Not Compliant	0 - No	1 - Meets 1 Criterion
1 - Min Standard Met	1 - Yes	2 - Meets 2 Criteria
2 - Desirable Standard Met		3 - Meets 3 or more Criteria

Criteria explanation and scoring (4-7)

Alignment to Local Priorities	Deliverability	Cost	Potential Network impact
BCC / Locally Identified Scheme	Dependencies with other projects	Low	Low - minor changes are unlikely to significantly impact on general traffic/car parking.
Strategic Fit with local policy documents (e.g. Town centre masterplan, local plan etc)	Requires land ownership outside highway boundary	Medium	Medium - some impact on general traffic movement or car parking possible, may change local movements, or reduce car parking.
Can it be trialled	Multiple agencies involved	High	High - likely to cause a larger impact on general traffic movement or car parking in order to provide the required walking/cycling infrastructure.
0 - Meets no Criteria	3 - Few limiting criteria	3 - Low - Simple changes within the highway	3 - Low
1 - Meets 1 Criterion	2 - Some limiting criteria	2 - Medium - More complex changes	2 - Medium
2 - Meets 2 or more Criteria	1 - Many limiting criteria	1 - High - Major work in busy area	1 - High

PRIORITISED LIST: NO WEIGHTING

ID [map ref]	Intervention	Theme	Description	Ward	Rank
038 [1]	1 Hill Hook	School zone	Potential interventions include: 20mph limits, side road zebras and continuous footways, dropped kerbs and tactiles, new/improved crossing points, modal filters/quiet streets, tightening junction radii, upgrade alleyways, remove/improve access control barriers, formalisation of parking bays, improved street lighting, cycle parking, artwork, temporary school street closures	Sutton Four Oaks, Sutton Mere Green	1
048 [11]	11 Wylde Green	School zone	Potential interventions include: 20mph limits, side road zebras and continuous footways, dropped kerbs and tactiles, new/improved crossing points, modal filters/quiet streets, tightening junction radii, upgrade alleyways, remove/improve access control barriers, formalisation of parking bays, improved street lighting, cycle parking, artwork, temporary school street closures	Sutton Vesey, Sutton Wylde Green	1
053	Butlers Lane	Train station walking zone	Potential interventions include: 20mph limits, side road zebras and continuous footways, dropped kerbs and tactiles, new/improved crossing points, modal filters/quiet streets, tightening junction radii, upgrade alleyways, remove/improve access control barriers, formalisation of parking bays, improved street lighting, cycle parking	Sutton Mere Green, Sutton Four Oaks	1
017 [5]	Weeford Road / Little Sutton Road	Crossing points and side roads	Introduce cycle crossing provision to connect proposed cycle route	Sutton Roughley	4
014 [2]	Streetly Lane / Park view Road	Crossing points and side roads	New pedestrian crossing point to connect to routes through the park Tighten junction radii Dropped kerbs Potential for continuous footways / raised tables / side road zebras	Sutton Four Oaks	6
015 [3]	Streetly Lane / Crown Lane	Crossing points and side roads	New pedestrian crossing point to connect to routes through the park Tighten junction radii Dropped kerbs Potential for continuous footways / raised tables / side road zebras	Sutton Four Oaks	6
016 [4]	Lichfield Road adjacent to Holly Lane	Crossing points and side roads	New cycle and pedestrian crossing to create connection between quiet streets near to schools and Station	Sutton Mere Green	6
018 [6]	Lichfield Road between Sutton Coldfield College and King Edward's Square	Crossing points and side roads	Introduce crossing point closer to help pupils cross from quiet streets to College and schools beyond	Sutton Trinity	6
020 [8]	Upper Clifton Road north of Park Road	Crossing points and side roads	Relocate crossing to south of roundabout to better meet desire lines to the park and complement measures set out in the masterplan	Sutton Trinity	6

029 [17]	Boldmere Road, south of St Michael's Road	Crossing points and side roads	Introduce pedestrian crossing point to improve conection to Wylde Green Station	Sutton Vesey	6
055	Sutton Coldfield	Train station walking zone	Potential interventions include: 20mph limits, side road zebras and continuous footways, dropped kerbs and tactiles, new/improved crossing points, modal filters/quiet streets, tightening junction radii, upgrade alleyways, remove/improve access control barriers, formalisation of parking bays, improved street lighting, cycle parking	Sutton Trinity, Sutton Reddicap	6
056	Wylde Green	Train station walking zone	Potential interventions include: 20mph limits, side road zebras and continuous footways, dropped kerbs and tactiles, new/improved crossing points, modal filters/quiet streets, tightening junction radii, upgrade alleyways, remove/improve access control barriers, formalisation of parking bays, improved street lighting, cycle parking	Sutton Wylde Green, Sutton Vesey	6
057	Chester Road	Train station walking zone	Potential interventions include: 20mph limits, side road zebras and continuous footways, dropped kerbs and tactiles, new/improved crossing points, modal filters/quiet streets, tightening junction radii, upgrade alleyways, remove/improve access control barriers, formalisation of parking bays, improved street lighting, cycle parking	Sutton Wylde Green, Sutton Vesey	6
085	Anchorage Road	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Trinity	6
086	Coles Lane to E View Road	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Trinity	6
092	Antrobus Road	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Vesey	6
099	Park Road (LCWIP)	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Trinity	6
101	Laburnham Drive/Jesson Road (LCWIP)	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Reddicap	6
106	Pilkington Avenue/St Bernard's Road/Kempson Ave/Hawthorne Road/Hillcrest Road/Beech Hill Road/Orphanage Road (LCWIP)	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Wylde Green	6
110	Orton Avenue/Lindridge Drive (LCWIP)	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Walmley and Minworth	6

001 [1]	Streetly Lane / B4138	Key junction	Provide pedestrian and cycle crossing provision at roundabout to create safer connection between Streetly Lane and Hardwick Road	Sutton Four Oaks	22
011 [11]	Orphanage Road / Penns Lane	Key junction	Introduce cycle crossing provision to connect proposed cycle route	Sutton Wylde Green	22
013 [1]	Lichfield Road / Hill Hook Road	Crossing points and side roads	Introduce cycle crossing provision	Sutton Mere Green	22
021 [9]	Coleshill Street / Coleshill Road	Crossing points and side roads	Introduce cycle crossing provision to connect proposed cycle route	Sutton Trinity	22
024 [12]	Monmouth Drive - all side roads	Crossing points and side roads	Tighten junction radii Dropped kerbs Potential for continuous footways / raised tables / side road zebras	Sutton Vesey	22
026 [14]	Antrobus Road / Boldmere Road	Crossing points and side roads	Introduce cycle crossing provision to connect proposed cycle route	Sutton vesey	22
027 [15]	Wylde Green Road / Kempson Avenue	Crossing points and side roads	Introduce cycle crossing provision to connect proposed cycle route	Sutton Wylde Green	22
030 [18]	Walmley infant school	Crossing points and side roads	Upgrade to create more pedestrian waiting space to north of crossing to create a more effective connection to school	Sutton Walmley and Minworth	22
033 [1]	King Edward's Square	Placemaking	Plans already to upgrade the square and remove parking from it	Sutton Trinity	22
059	Little Sutton Road/Slade Rd	Protected cycle tracks	Requires a mixed approach using adjacent service roads and short sections of shared cycleway/footway where appropriate in accordance with LTN1/20	Sutton Roughley, Sutton Mere Green	22
063	Chester Road N	Protected cycle tracks	Potential for road space reallocation	Sutton vesey	22
064	Monmouth Drive (LCWIP)	Protected cycle tracks	Adjacent to park boundary. Might be possible within grass verge - ownership permitting.	Sutton vesey	22
067	Eachelhurst Road (LCWIP)	Protected cycle tracks	Requires road space reallocation	Sutton Walmley and Minworth	22
069	Water Orton Lane (LCWIP)	Protected cycle tracks		Sutton Walmley and Minworth	22

002 [2]	Four Oaks Road / Lichfield Road	Key junction	Introduce cycle crossing provision and improve provision for pedestrians	Sutton Four Oaks	36
006 [6]	Queen Street / Lower Queen Street	Key junction	Junction reduction / removal of one slip road to create simple T junction	Sutton Trinity	36
007 [7]	Monmouth Drive/Chester Road	Key junction	Introduce cycle crossing provision to connect cyclists from Monmouth Drive proposed cycle route to existing cycle route on Banners Gate Road. Consider improvements to pedestrian facilities as part of this.	Sutton Vesey	36
008 [8]	Monmouth Drive / Somerville Road	Key junction	Introduce cycle crossing provision to connect to Digby Road	Sutton Vesey, Sutton Trinity	36
009 [9]	Jockey Road / Birmingham Road	Key junction	Introduce cycle crossing provision to connect to Pilkington Avenue to shops	Sutton Wylde Green	36
010 [10]	Penns Lane / Walmley Road	Key junction	Introduce cycle crossing provision and improve pedestrian crossing provision where required	Sutton Walmley and Minworth	36
012 [12]	Water Orton Lane / Water Orton Lane	Key junction	Reduce junction and provide crossing points to meet desire lines to Minworth Junior and Infant School	Sutton Walmley and Minworth	36
022 [10]	Lower Queen Street from South Parade to Victoria Road	Crossing points and side roads	Improve pedestrian desire lines and provide crossing facilities on all arms	Sutton Trinity	36
023 [11]	Holland Road / Holland Street / Lower Queen Street	Crossing points and side roads	Reduce side road widths and consider closing some arms to reduce the amount of vehicle turning manouvers near to school. Meet pedestrian desire lines more effectively	Sutton Trinity	36
028 [16]	Chester Road adjacent to Court Lane	Crossing points and side roads	Introduce cycle crossing provision to connect Court Lane to Antrobus Road	Sutton Vesey	36
031 [19]	Reddicap Heath Road / Hollyfield Road South	Crossing points and side roads	One way system through car park to allow entry/exit points to be single lane, reducing pedestrian crossing distances. Car parking might also be rationalised and pavements decluttered to create better pedestrian space	Sutton Reddicap	36
037 [5]	Beeches Walk	Placemaking	Rationalisation of parking with greater pedestrian priority, higher quality materials and provision of furniture and greenery. There is a CP to the rear of the shops which can be used. Making this space more pedestrian focussed can support local spending and spillout here but also support journeys to local schools by foot. Southern elements of parking could be entirely removed with only northern loop maintained	Sutton Trinity	36
039 [2]	Mere Green and Roughley North	School zone	Potential interventions include: 20mph limits, side road zebras and continuous footways, dropped kerbs and tactiles, new/improved crossing points, modal filters/quiet streets, tightening junction radii, upgrade alleyways, remove/improve access control barriers, formalisation of parking bays, improved street lighting, cycle parking, artwork, temporary school street closures	Sutton Mere Green, Sutton Roughley	36

040 [3]	Mere Green and Roughley South	School zone	Potential interventions include: 20mph limits, side road zebras and continuous footways, dropped kerbs and tactiles, new/improved crossing points, modal filters/quiet streets, tightening junction radii, upgrade alleyways, remove/improve access control barriers, formalisation of parking bays, improved street lighting, cycle parking, artwork, temporary school street closures	Sutton Mere Green, Sutton Roughley	36
044 [7]	7 Monmouth Drive	School zone	Potential interventions include: 20mph limits, side road zebras and continuous footways, dropped kerbs and tactiles, new/improved crossing points, modal filters/quiet streets, tightening junction radii, upgrade alleyways, remove/improve access control barriers, formalisation of parking bays, improved street lighting, cycle parking, artwork, temporary school street closures	Sutton Vesey	36
047 [10]	10 Oscott	School zone	Potential interventions include: 20mph limits, side road zebras and continuous footways, dropped kerbs and tactiles, new/improved crossing points, modal filters/quiet streets, tightening junction radii, upgrade alleyways, remove/improve access control barriers, formalisation of parking bays, improved street lighting, cycle parking, artwork, temporary school street closures	Sutton Vesey	36
050 [13]	Penns Lane	School zone	Potential interventions include: 20mph limits, side road zebras and continuous footways, dropped kerbs and tactiles, new/improved crossing points, modal filters/quiet streets, tightening junction radii, upgrade alleyways, remove/improve access control barriers, formalisation of parking bays, improved street lighting, cycle parking, artwork, temporary school street closures	Sutton Wylde Green	36
052	Blake Street	Train station walking zone	Potential interventions include: 20mph limits, side road zebras and continuous footways, dropped kerbs and tactiles, new/improved crossing points, modal filters/quiet streets, tightening junction radii, upgrade alleyways, remove/improve access control barriers, formalisation of parking bays, improved street lighting, cycle parking	Sutton Mere Green, Sutton Four Oaks	36
054	Four Oaks	Train station walking zone	Potential interventions include: 20mph limits, side road zebras and continuous footways, dropped kerbs and tactiles, new/improved crossing points, modal filters/quiet streets, tightening junction radii, upgrade alleyways, remove/improve access control barriers, formalisation of parking bays, improved street lighting, cycle parking	Sutton Mere Green, Sutton Four Oaks	36
062	Brassington Avenue	Protected cycle tracks	Dependent on Masterplan plans - potential for protected cycling facilities and removal of all traffic except buses	Sutton Trinity	36
071	Penns Lane	Protected cycle tracks		Sutton Wylde Green	36
073	Clarence Road	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Mere Green, Sutton Four Oaks	36
075	Park View Road	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Four Oaks	36
076	Crown Lane	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Four Oaks	36

077	Belwell Lane	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Mere Green, Sutton Four Oaks	36
087	Rectory Road	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Trinity	36
088	Holland Road	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Trinity	36
089	Manney Hill	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Wylde Green	36
090	Manor Road	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Trinity	36
094	Bull's Lane	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Walmley and Minworth	36
102	Routes into and through the allocated housing sites (LCWIP)	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Redicapp, Sutton Walmley and Minworth	36
104	Goldieslie Road (LCWIP)	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Wylde Green	36
111	Lynham Gardens/Forge Lane (LCWIP)	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Walmley and Minworth	36
113	Walmley Ash Lane (LCWIP)	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Walmley and Minworth	36
003 [3]	A543 / Weeford Road	Key junction	Introduce cycle crossing provision and improve pedestrian crossing provision	Sutton Roughley	70
004 [4]	Lichfield Road / Tamworth Road	Key junction	Introduce cycle crossing provision and improve pedestrian crossing provision	Sutton Four Oaks, Sutton Trinity	70

005[5]	Birmingham Road / Queen Street roundabout	Key junction	Junction reduction Bus and cyclists access only to Brassington Avenue Consider closure of Manor Road Arm from junction to reduce junction complexity Improved cycle/pedestrian crossing facilities	Sutton Trinity	70
019 [7]	Hollyfield Road / Rectory Road	Crossing points and side roads	Introduce cycle crossing provision to connect proposed cycle route	Sutton Reddicap	70
035 [3]	Lower Parade	Placemaking	If bus station relocated, potential to pedestrianise but have dedicated cycling space, keeping cyclists away from the existing pedestrianised Parade but allowing them a quick route through and access to the centre.	Sutton Trinity	70
036 [4]	Lower Queen Street junction with ring road	Placemaking	Re-allocate carriageway for public space, with only one access lane to/from the ring road, intoroduce more greenery and seating and reduce overall dominance of carrriageway	Sutton Trinity	70
065	Birmingham Road (LCWIP)	Protected cycle tracks	Likely to be significantly constrained to deliver	Sutton Trinity	70
068	A38 (LCWIP)	Protected cycle tracks	As part of Langley and Peddimore development	Sutton Walmley and Minworth	70
114 [20]	B4138 Adj. Streetly Gate	Crossing points and side roads	Improving crossing facilities to access the Streety Gate and reducing the barrier posed by the B4138	Sutton Vesey	70
116 [22]	Monmouth Drive/Stonehouse Road	Crossing points and side roads	Upgrading crossing facilities to improve connection over Monmouth Drive to Stonehouse Road	Sutton Vesey	70
034 [2]	Station Street	Placemaking	Remove car parking on this side of the station with possible exemption for blue badge holders. Reallocate space to public realm or other ideas explored in the masterplan. Enhance gateway for people walking and cycling	Sutton Trinity	78
041 [4]	Sutton Trinity	School zone	Potential interventions include: 20mph limits, side road zebras and continuous footways, dropped kerbs and tactiles, new/improved crossing points, modal filters/quiet streets, tightening junction radii, upgrade alleyways, remove/improve access control barriers, formalisation of parking bays, improved street lighting, cycle parking, artwork, temporary school street closures	Sutton Roughley, Sutton Trinity	78
045 [8]	Manney Hill and Holland Road	School zone	Potential interventions include: 20mph limits, side road zebras and continuous footways, dropped kerbs and tactiles, new/improved crossing points, modal filters/quiet streets, tightening junction radii, upgrade alleyways, remove/improve access control barriers, formalisation of parking bays, improved street lighting, cycle parking, artwork, temporary school street closures	Sutton Trinity, Sutton Wylde Green	78
049 [12]	Walmley North	School zone	Potential interventions include: 20mph limits, side road zebras and continuous footways, dropped kerbs and tactiles, new/improved crossing points, modal filters/quiet streets, tightening junction radii, upgrade alleyways, remove/improve access control barriers, formalisation of parking bays, improved street lighting, cycle parking, artwork, temporary school street closures	Sutton Walmley and Minworth	78
058	Streetly Lane	Protected cycle tracks	Adjacent to park boundary. Might be possible within grass verge - ownership permitting. Narrow carriageway - likely to be challenging to accommodate a protected track within highway boundary	Sutton Four Oaks	78

060	Lichfield Road	Protected cycle tracks	Significant road space reallocation required with likely pinchpoints	Sutton Mere Green, Sutton Four Oaks, Sutton Trinity	78
061	Tamworth Road	Protected cycle tracks	Requires road space reallocation	Sutton Trinity, Sutton Roughley	78
066	Clifton Road (LCWIP)	Protected cycle tracks	Requires road space reallocation, shared footway/cycleway might be required at pinch points	Sutton Trinity	78
070	Coleshill Road (LCWIP)	Protected cycle tracks	Likely to face significant width restrictions	Sutton Trinity	78
072	Hillwood Common Road to Grange Lane	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Mere Green	78
074	Butlers Lane	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Mere Green	78
078	Little Sutton Road	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Mere Green	78
079	Jordan Road	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Mere Green	78
080	Little Sutton Lane	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Roughley	78
084	Bedford Road	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Trinity	78
091	Digby Road to Farthing Lane	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Trinity	78
093	Green Lanes (part LCWIP)	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Wylde Green	78

095	Wishaw Lane	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Walmley and Minworth	78
097	Rectory Road (LCWIP)	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Trinity	78
100	Lisures Drive/Berryfield Road (LCWIP)	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Reddicap	78
103	Church Road/ Station Road (part LCWIP)	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Vesey, Sutton Wylde Green	78
105	Vesey Road (LCWIP)	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Wylde Green	78
108	Shottery Grove/Webster Way (LCWIP)	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Walmley and Minworth	78
109	Ashurst Road/Webster Way (LCWIP)	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Walmley and Minworth	78
115 [21]	Sutton Oak Road/ Chester Road North junction adj. to Sutton park entrance	Key junction	Redesign junction to provide for walking and cycling and reduce vehicle dominance to better link into park	Sutton Vesey	80
042 [5]	Reddicap Heath North	School zone	Potential interventions include: 20mph limits, side road zebras and continuous footways, dropped kerbs and tactiles, new/improved crossing points, modal filters/quiet streets, tightening junction radii, upgrade alleyways, remove/improve access control barriers, formalisation of parking bays, improved street lighting, cycle parking, artwork, temporary school street closures	Sutton Reddicap	102
043 [6]	Sutton Park	School zone	Potential interventions include: 20mph limits, side road zebras and continuous footways, dropped kerbs and tactiles, new/improved crossing points, modal filters/quiet streets, tightening junction radii, upgrade alleyways, remove/improve access control barriers, formalisation of parking bays, improved street lighting, cycle parking, artwork, temporary school street closures	Sutton Vesey	102
046 [9]	Reddicap Heath South	School zone	Potential interventions include: 20mph limits, side road zebras and continuous footways, dropped kerbs and tactiles, new/improved crossing points, modal filters/quiet streets, tightening junction radii, upgrade alleyways, remove/improve access control barriers, formalisation of parking bays, improved street lighting, cycle parking, artwork, temporary school street closures	Sutton Reddicap, Sutton Walmley and Minworth	102

051	14 Walmley South	School zone	Potential interventions include: 20mph limits, side road zebras and continuous footways, dropped kerbs and tactiles, new/improved crossing points, modal filters/quiet streets, tightening junction radii, upgrade alleyways, remove/improve access control barriers, formalisation of parking bays, improved street lighting, cycle parking, artwork, temporary school street closures	Sutton Walmley and Minworth	102
032 [15]	Minworth	School zone	Potential interventions include: 20mph limits, side road zebras and continuous footways, dropped kerbs and tactiles, new/improved crossing points, modal filters/quiet streets, tightening junction radii, upgrade alleyways, remove/improve access control barriers, formalisation of parking bays, improved street lighting, cycle parking, artwork, temporary school street closures	Sutton Walmley and Minworth	102
081	Blackroot Road	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Four Oaks	102
082	Mulroy Road	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Trinity	102
083	St Andrew's Road	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Trinity	102
096	Boswell Road/Hospital (LCWIP)	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Trinity	102
098	Chadwick Rd/Blakemore Drive (LCWIP)	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Reddicap	102
107	Shrubbery Close (LCWIP)	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Wylde Green	102
112	Forge Lane/A38 (LCWIP)	Quiet ways	Potential interventions include: Modal filtering, upgrading alleyways, removing/improving access control barriers, one-way streets with contraflow cycling, 20mph speed limits, tighter junction radii, traffic calming	Sutton Walmley and Minworth	102
	Bring existing routes up to LTN1/20 standard across Sutton and remove access control barriers to maximise accessibility	Existing cycle routes and PRoWs	Potential to remove access control barriers as a quick win with a longer term strategy for path widening and upgrading. Existing painted cycle lanes may need to be widened and protected in line with LTN1/20 depending on traffic speeds and volumes, with the guidance guiding against painted lanes. Lighting should also be a key consideration	All wards	NA
	Singalised junctions	Existing cycle routes and PRoWs	Upgrade existing junctions to improve singal phase for people walking and cycling, with the potential to include early release signal for cyclists.	All wards	NA

4. Evidence base

1. Evidence base

Policy context

Sutton Coldfield Strategic Plan 2020-23

The plan sets out RSCTC's ambitions to create a cleaner, greener, safer, more vibrant place in which to live, work and to enjoy. The priorities which this projects seeks to incorporate are as follows:

- Regenerating the town centre;
- Planning a sustainable future for our town;
- Enhancing Sutton Park as a vital community asset; and
- Preserving and promoting our local arts, heritage and culture.

Birmingham Local Cycling and Walking Investment Plan 2020

The Birmingham LCWIP was adopted January 2020. Sutton has been identified by BCC as a priority area for walking improvements. The proposed cycle network identified as part of the LCWIP is set out in Figure 13.

As can be seen from Figure 13, the network is uneven in its coverage, leaving the northern end of Sutton largely without a proposed cycle network. The Active Travel Strategy therefore seeks to provide a more comprehensive network to the north and identify and additional gaps which require filling.

Gear Change 2020

The Cycling and Walking Plan for England, 'Gear change: a bold vision for cycling and walking', was published on 27 July 2020. The plan sets out the government's shift in transport policy: to prioritise active travel over single-occupancy private vehicles.

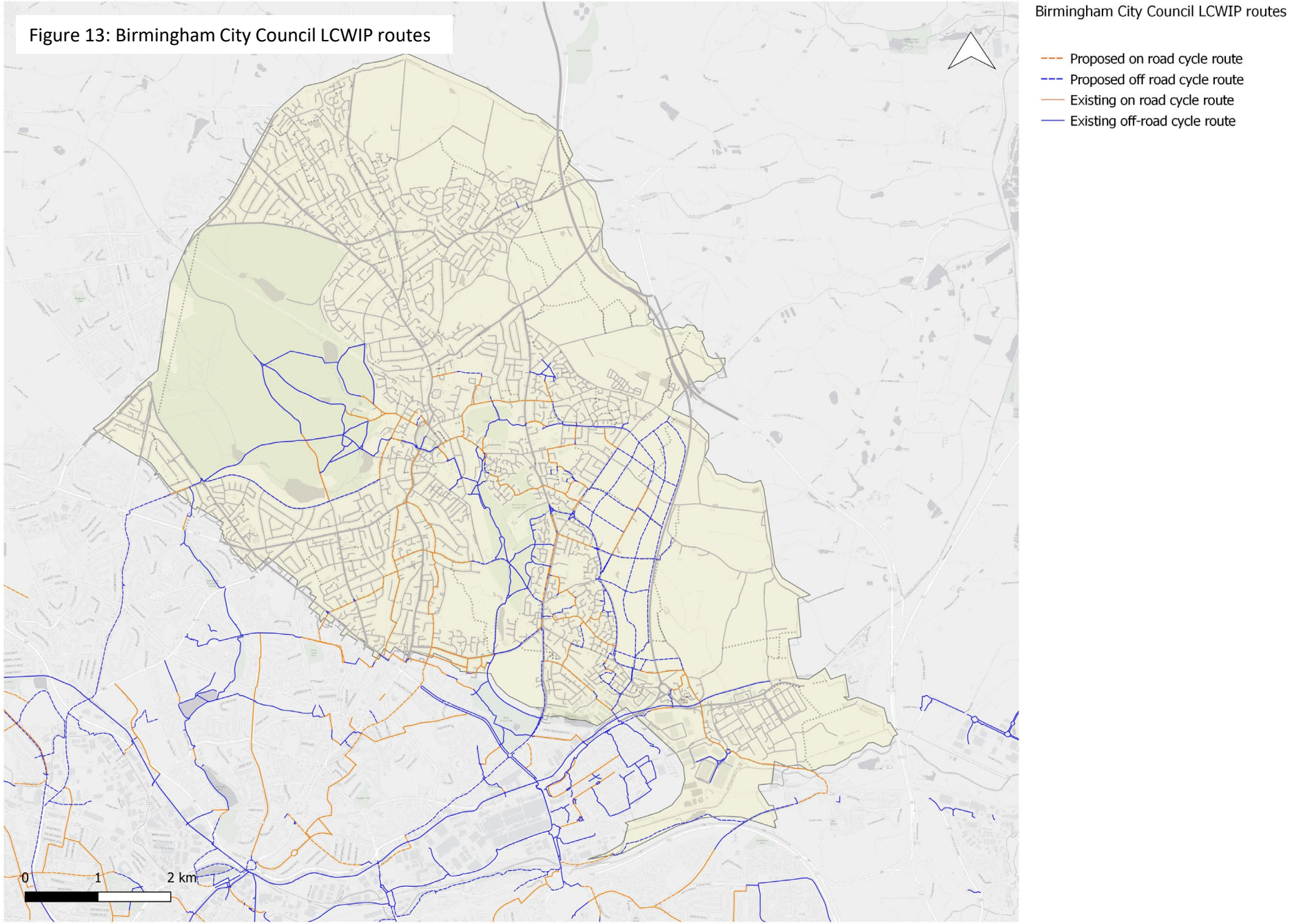
The plan recognises the need to tackle the barriers to active travel, providing better quality infrastructure to make sure people feel safe and confident cycling. The plan also recognises the need to reduce rat-running on residential side streets through more low traffic neighbourhoods (LTNs) as well and creating cycle, bus and walking corridors by closing some roads to through traffic except for buses and access.

Sutton Coldfield Town Centre Masterplan

The masterplan was adopted as an SPD in May 2021 in response to a town centre which was 'experiencing a decline well before the arrival of the coronavirus pandemic and the current situation only prompts greater urgency to transform it into a town centre that lives up to its Royal title, takes advantage of its relationship with Sutton Park, focuses on the health and wellbeing of its community, and provides a sustainable and environmentally-resilient future for its residents and businesses'.

The Masterplan sets out an ambitious vision for a more people-centred town centre which will better facilitate trips by walking and cycling.

Figure 13: Birmingham City Council LCWIP routes



Previous studies and masterplans

Towards a fifteen minute town: Active Travel Network Plan

Urban Movement were commissioned to create an active travel vision for Sutton, producing a final report in April 2021. There was a mixed response among local stakeholders to the final design recommendations within the report, but nonetheless contains some robust thinking and suggestions for facilitating safer trips for walking and cycling which have fed into the thinking on this project.

Urban Movement note that this is a technical starting point for an active travel network in Sutton and recommend that further work is done with local stakeholders and residents in order to identify how some or all of theses identified neighbourhoods might come forward for development.

The map highlights a total of 64 potential LTNs within which safer conditions could be created for walking and cycling, and where new or improved crossings would be required to connect these neighbourhoods over boundary roads. It was recommended that these be prioritised for delivery, regardless of which other interventions come forward, in order to overcome key barriers to more trips by foot or bike.

Baseline analysis

Demographics

Sutton Coldfield is acknowledged as a town with a higher than average population over the age of 65 and higher than average car ownership, as per Figure 14.

While there are indeed high levels of car ownership, census data highlights that there are in fact around 6000 households who do not own a car or van in Sutton. If the England average household size of 2.4 is applied, that equates to around 14,000 people who might need alternative ways to travel.

Whilst over 20% of the population was listed as over 65 during the last census, above the national average of 16%, the majority of residents (62%) are of working age (16-64). Those of working age have a significant impact on travel patterns and congestion, with commuting trips making up around 12% of all trips in Great Britain.

Therefore, there is a significant proportion of residents for whom age is not considered a barrier to travelling actively and can bring real benefits. Even for very young children, parents can choose active travel as an option if the right conditions are created.

Therefore, whilst the current age demographics and car ownership trends are indeed a consideration for developing and Active Travel Strategy, it is important to acknowledge the opportunity and potential to enable more active lifestyles for those over 65 and to support travel choice for those who do not own a car. Whilst some journeys will continue to need to be made by car, an ambitious active travel strategy will work to remove barriers for walking and cycling in Sutton for all age groups, allowing them to travel differently should they choose.

Car ownership comparison_2011 census

Location	No cars or vans in household_count	1 or more car or van in household_count	Total households	No cars or vans in household_percent	1 or more car or van in household_percent
England	5,691,251	16,372,117	22,063,368	25.8%	74.2%
Birmingham	147,112	263,624	410,736	35.8%	64.2%
Sutton Coldfield	6,386	33,501	39,887	16.0%	84.0%
Sollihull	16,992	69,064	86,056	19.7%	80.3%
Edgbaston	13,822	25,887	39,709	34.8%	65.2%
Sutton Four Oaks	1,405	8751	10,156	13.8%	86.2%
Sutton New Hall	1,368	8065	9,433	14.5%	85.5%
Sutton Trinity	2,081	8582	10,663	19.5%	80.5%
Sutton Vesey	1,532	8103	9,635	15.9%	84.1%

Figure 14: Car ownership figures from 2011 census

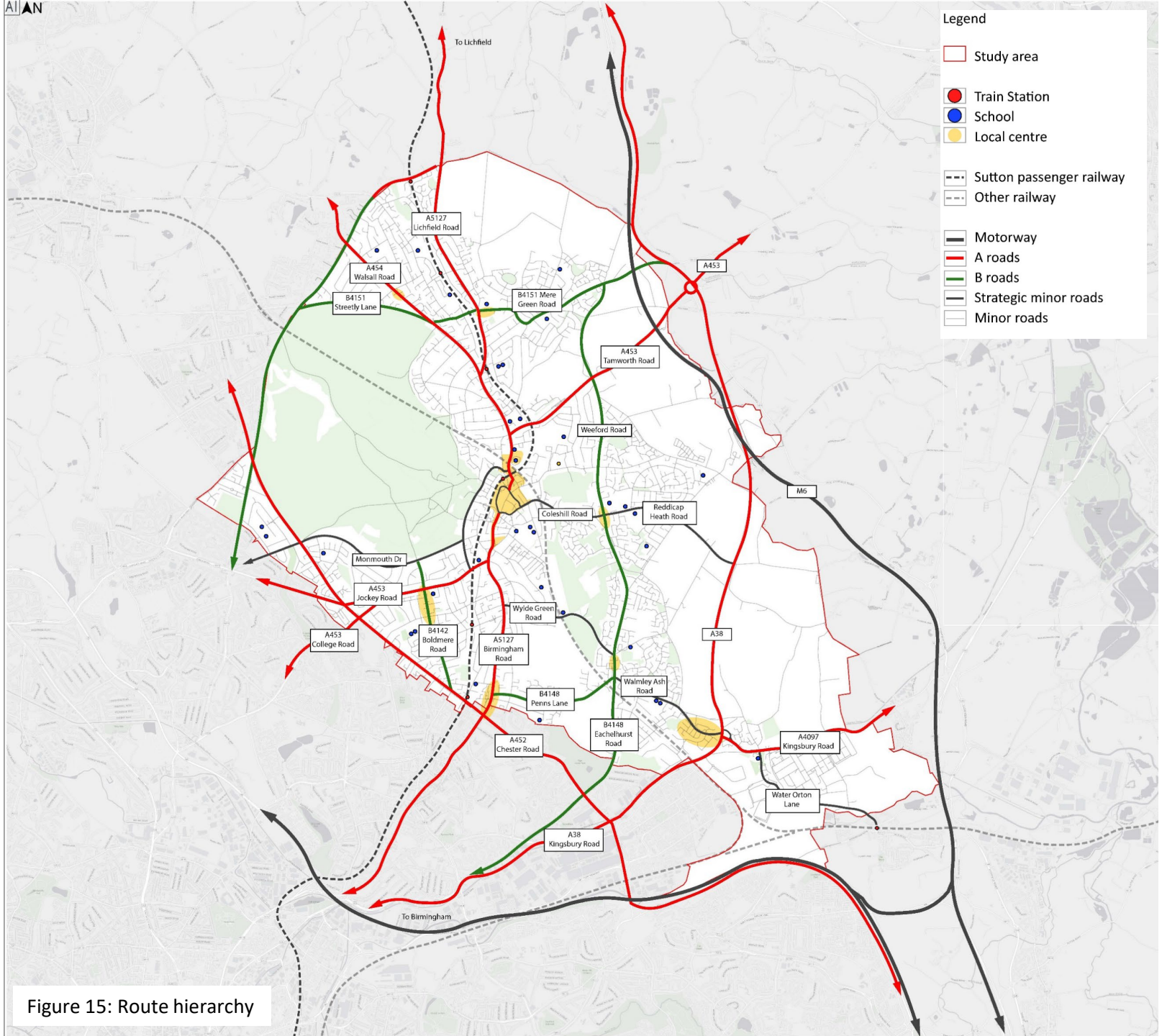


Figure 15: Route hierarchy

Road hierarchy

From Figure 15 we can see that Sutton has a well-connected road network, with several strategic links passing through the town and offering connections to Lichfield, Birmingham and beyond via the M6.

However, when we consider this from a walking and cycling perspective, these major and strategic roads often create a barrier for those attempting to cross or travel along them, creating severance and often putting people off travelling by foot or cycle.

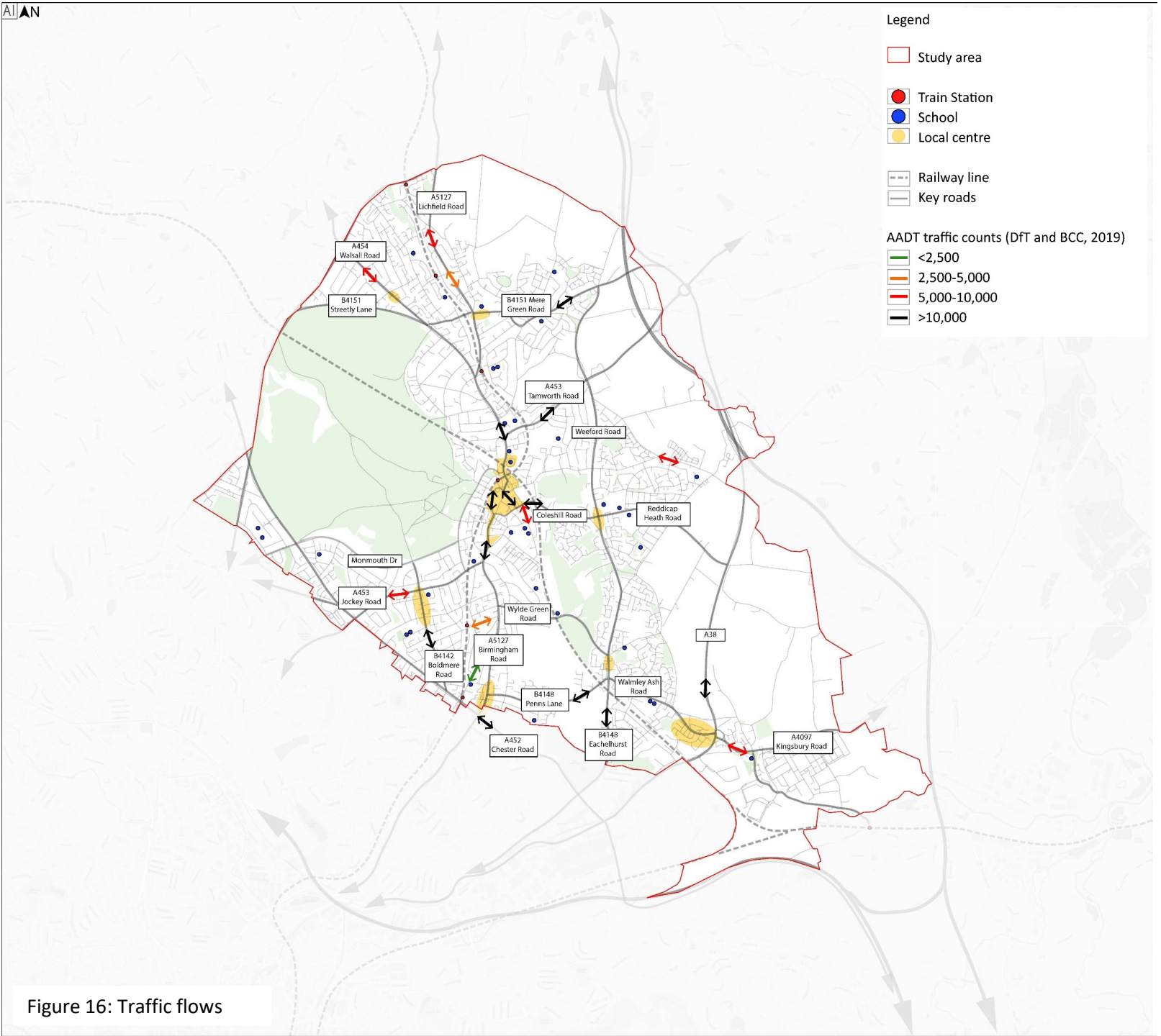


Figure 16: Traffic flows

Traffic flows

Traffic count analysis was undertaken using data from 2019 provided by BCC and the Department for Transport (DfT) and is displayed in Figure 16. Data is available for 2020 however, due to the impacts of the Coronavirus Pandemic on traffic levels, data from 2019 is viewed to be a better representation of traffic behaviour ongoing. We are, however, mindful that work and travel patterns continue to change following the events of 2020.

As per Figure 4.1 in LTN1/20 (pictured overleaf), cycling in the carriageway is identified as safe for most people when traffic speeds do not exceed 20mph, and traffic flows do not exceed c. 2,500 vehicles per day (vpd).

Where speeds exceed 30mph (regardless of traffic volumes), light segregation is required as a minimum, with full separation required over 40mph. The Cycling Level of Service tool which can be used to assess LTN1/20 compliancy identifies that cyclists sharing the carriageway where flows exceed 10,000 vpd should be scored as a 'critical fail'.

The traffic counts analysed show that traffic flows exceed 10,000 vpd on a number of roads across Sutton Coldfield, most of which do not provide protected cycling infrastructure. These roads include Lichfield Road, Tamworth Road, Birmingham Road and Eachelhurst Road. The nature of these roads and their role in the traffic network makes sufficient traffic reduction for cycling in the carriageway highly unlikely. These routes therefore require protected cycling infrastructure.

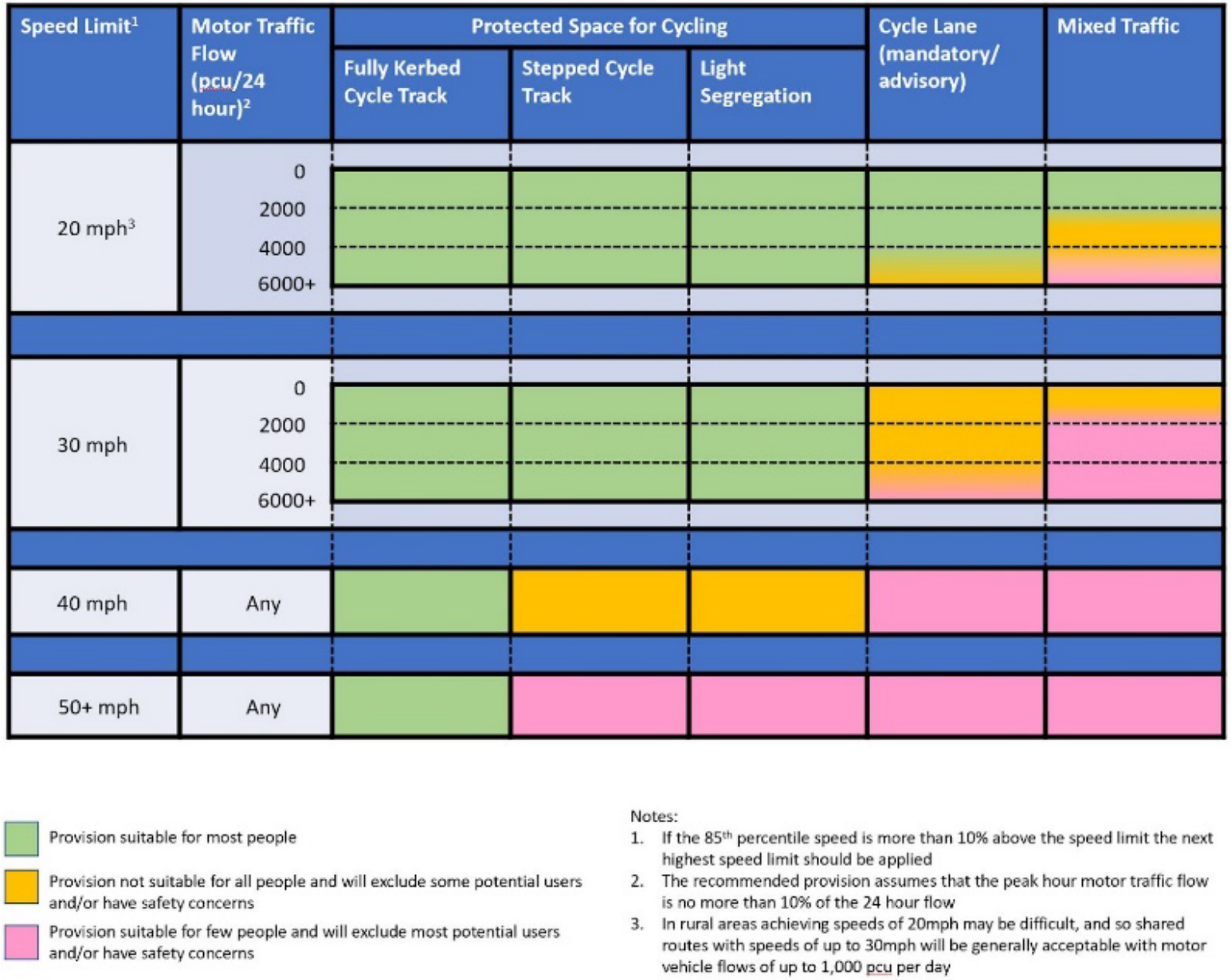
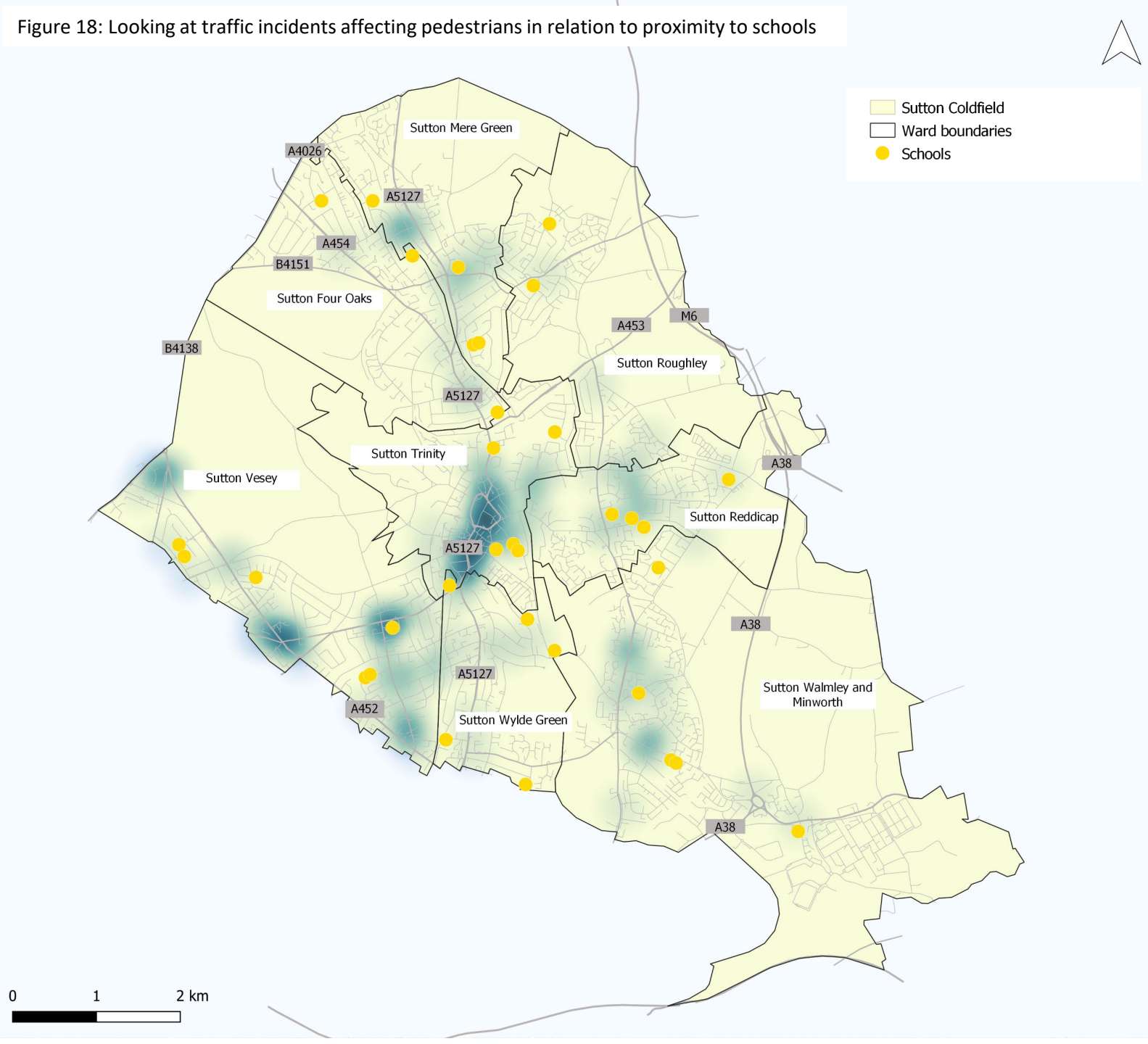


Figure 17: Figure 4.1 from LTN1/20 identifying suitable traffic speeds and volumes for in carriageway cycling and when separation is required

The overall picture from the analysis is one of significantly high traffic volumes for trips to be made by walking and cycling. Danger from road traffic is one of the main quoted reason for people not to cycle (National Travel Survey -Department for Transport, 2020), highlighting one of the clear likely barriers keeping cycling levels low in Sutton Coldfield. Given that 25% of daily trips by car in Birmingham are less than a mile (Birmingham City Council, 2020), there is significant potential to transfer these journeys, and slightly longer journeys, to active modes and reduce the barrier to cycling.

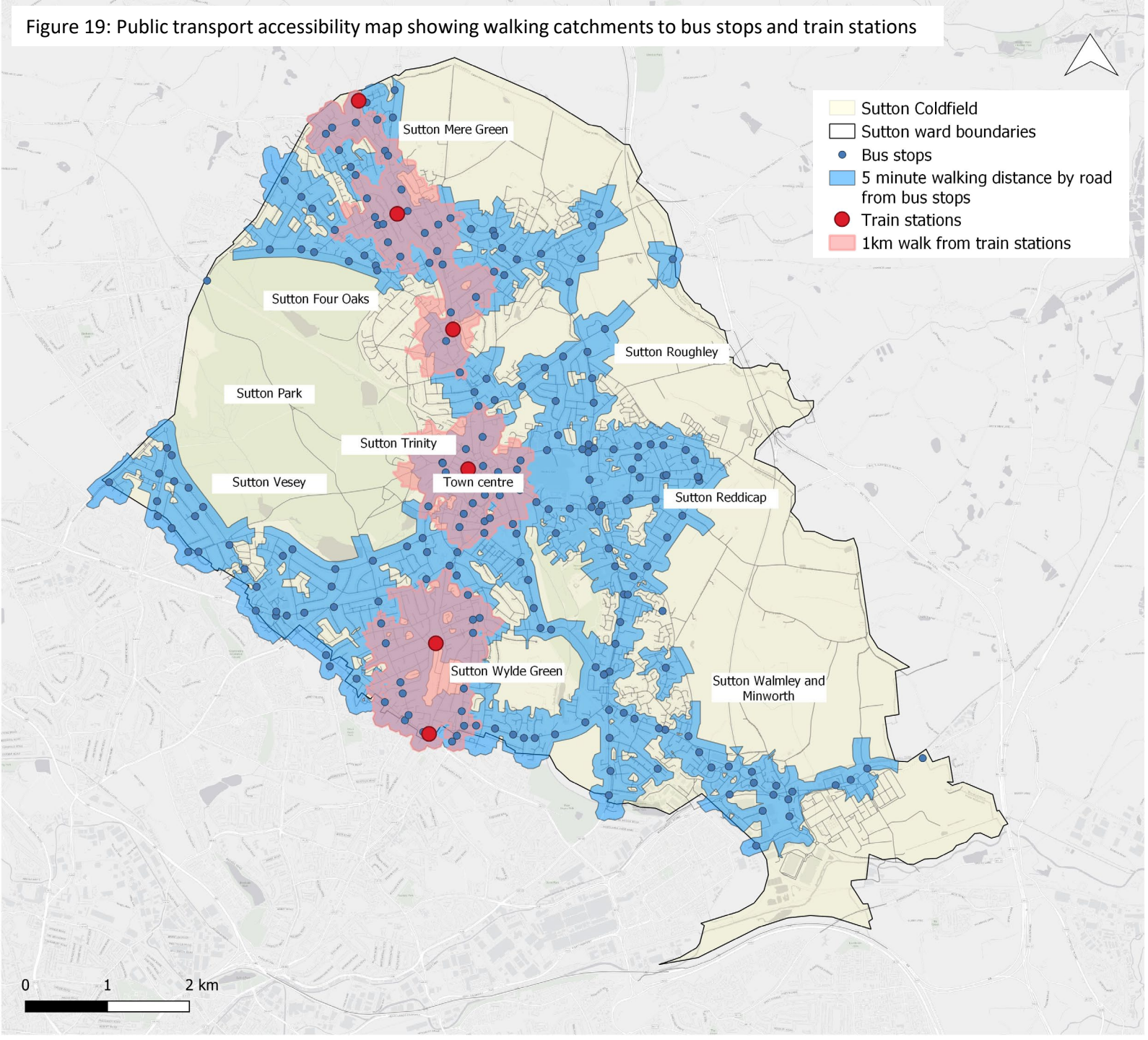
Figure 18: Looking at traffic incidents affecting pedestrians in relation to proximity to schools



Traffic incidents

Analysis of traffic incidents where pedestrians were injured or killed shows an unsurprising correlation between accident hotspots and areas of higher traffic levels. Later analysis also shows overlap between these areas and where demand for safe cycling is likely to be highest. Figure 18 also highlights the close proximity of these hotspots to a number of local schools.

Figure 19: Public transport accessibility map showing walking catchments to bus stops and train stations

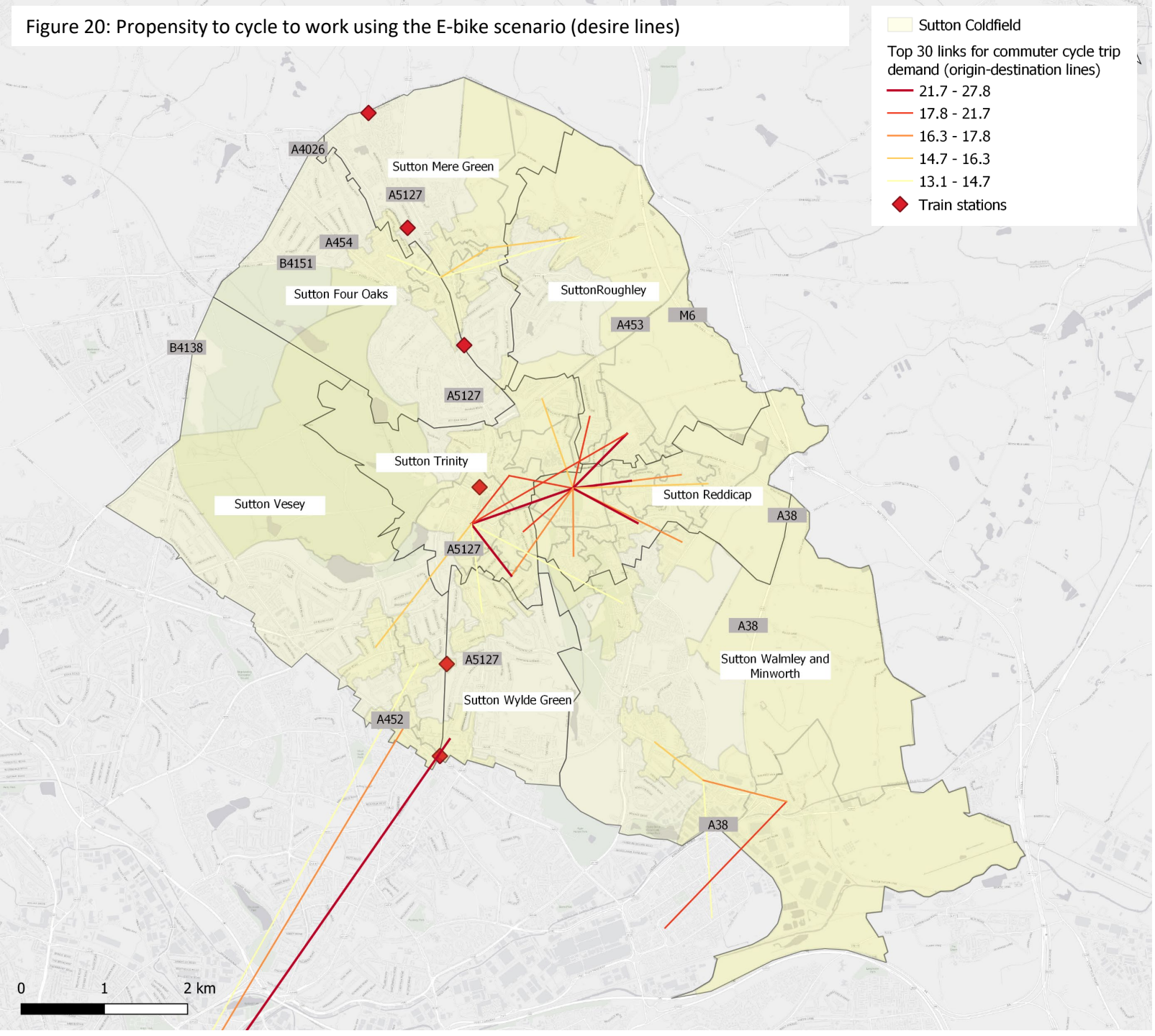


Public transport accessibility

Figure 19 displays how much of Sutton is within walking catchments of bus stops and train stations. Access to public transport is essential to reducing the number of car trips taking place in Sutton, and therefore improving the safety of the walking and cycling environment. Public transport analysis identified that the majority of people within Sutton Coldfield, but not all, live within a 5 minute walk (400m) of a bus stop. For train stations, a buffer of 1km is applied, as typically people are prepared to walk further to access a train station. This shows good access to train stations for those living within the central north/south belt along the trainline, but highlights that the majority of people won't be able to walk to the train station.

If it were safer to cycle to the stations, a broader buffer of typically 5km could be applied, which would significantly increase accessibility to train stations by active modes. This highlights the potential for improved cycling links to increase the accessibility of train stations, and further reduce the reliance on the private car and reduce congestion within the town.

Figure 20: Propensity to cycle to work using the E-bike scenario (desire lines)



Propensity to cycle to work and school

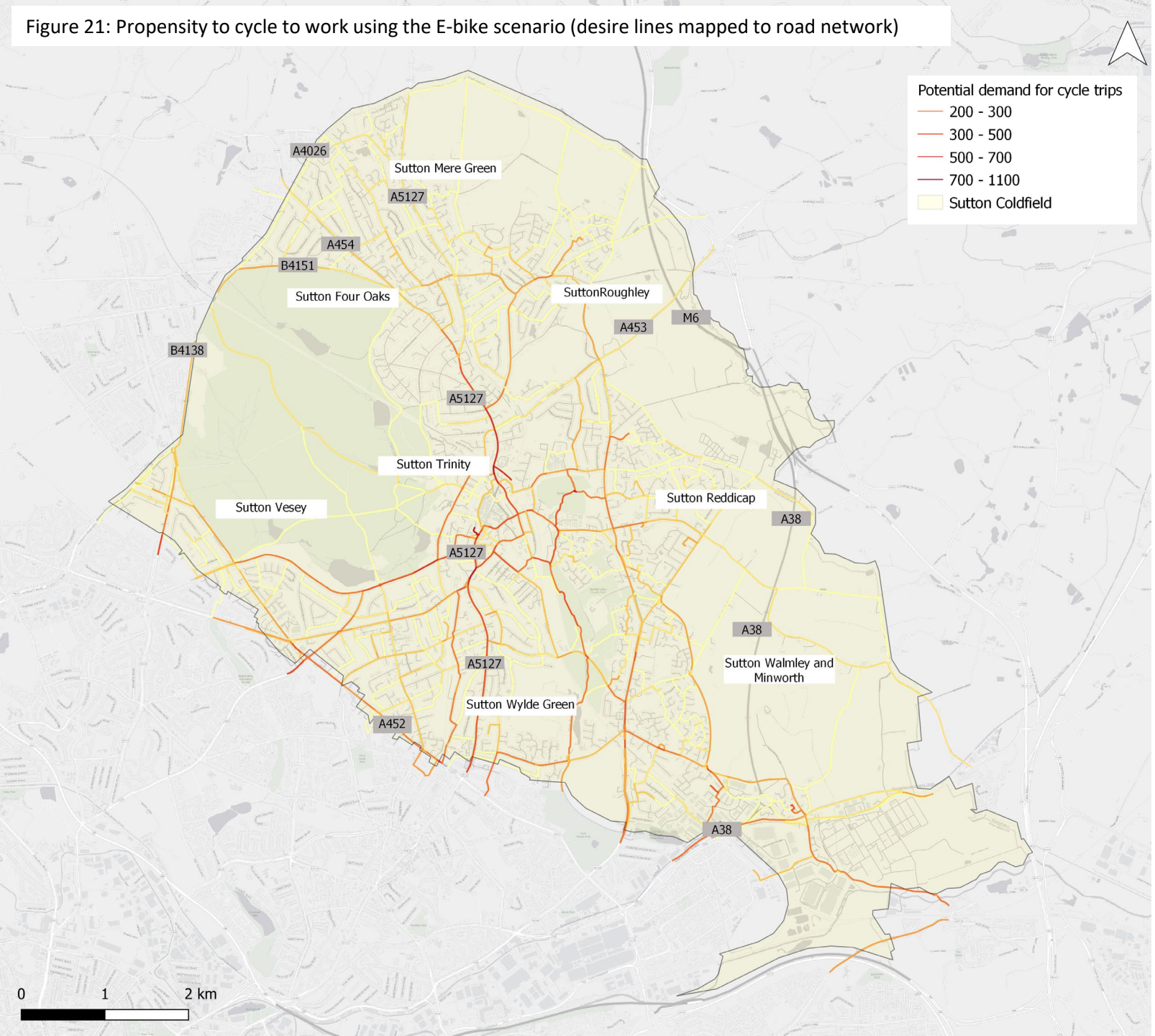
The PCT analysis indicated the corridors within Sutton with the highest potential for cycling include:

- Lichfield Road
- Birmingham Road
- Monmouth Drive
- Goldieslie Road
- Clifton Road
- Eachelhurst Road

The Propensity to Cycle Tool (www.pct.bike) is a nationwide model that identifies where increases in the rates of cycling can be expected through the provision of better infrastructure. It uses census travel to work data and school travel data and looks at trip distances to see where there may be scope for more short journeys to be undertaken by cycling.

The PCT is a critical tool in the development of cycling networks and provides a framework of demand for identifying the location of future desire lines for cycling. It should be noted however, that the PCT uses 2011 census data and therefore should be supplemented by more recent and local knowledge to avoid being overly reliant on the PCT outputs.

Figure 21: Propensity to cycle to work using the E-bike scenario (desire lines mapped to road network)



Propensity to cycle to work

The PCT Commute layer provides scenarios for forecasting future levels of cycling which range in ambition from the 'Government Target' (based on doubling cycling set out in the 2014 draft Cycling Delivery Plan), 'Gender Equality' (where women are as likely as men to cycle), 'Go Dutch' (uses Dutch propensities to cycle) up to the 'E-Bike' scenario (builds on the 'Go Dutch' assumptions but also takes account of the role that electrically assisted cycles can play in facilitating longer distances and hillier routes. For the purposes of identifying demand in Sutton, the e-bike scenario was used to reflect the likely uptake in use. The PCT outputs provide two scenarios:

Straight-Line Networks (Figure 20) – shows direct paths between Origin-Destinations which gives an overview of the key desire lines for cycling flows. This is shown for the top 30 trips with the highest demand.

Applied Networks (Figure 21) – the second stage applies the straight desire line to the existing road network to provide a more detailed summary of where increased cycle flows would take place on the local network. Whilst this is a useful indication of demand, further analysis such as site visits to the area are required to decide the best route for these trips to take place on, as some of the identified routes here may not be feasible to deliver.

Figure 22: Propensity to cycle to school using the Dutch scenario (desire lines mapped to road network)

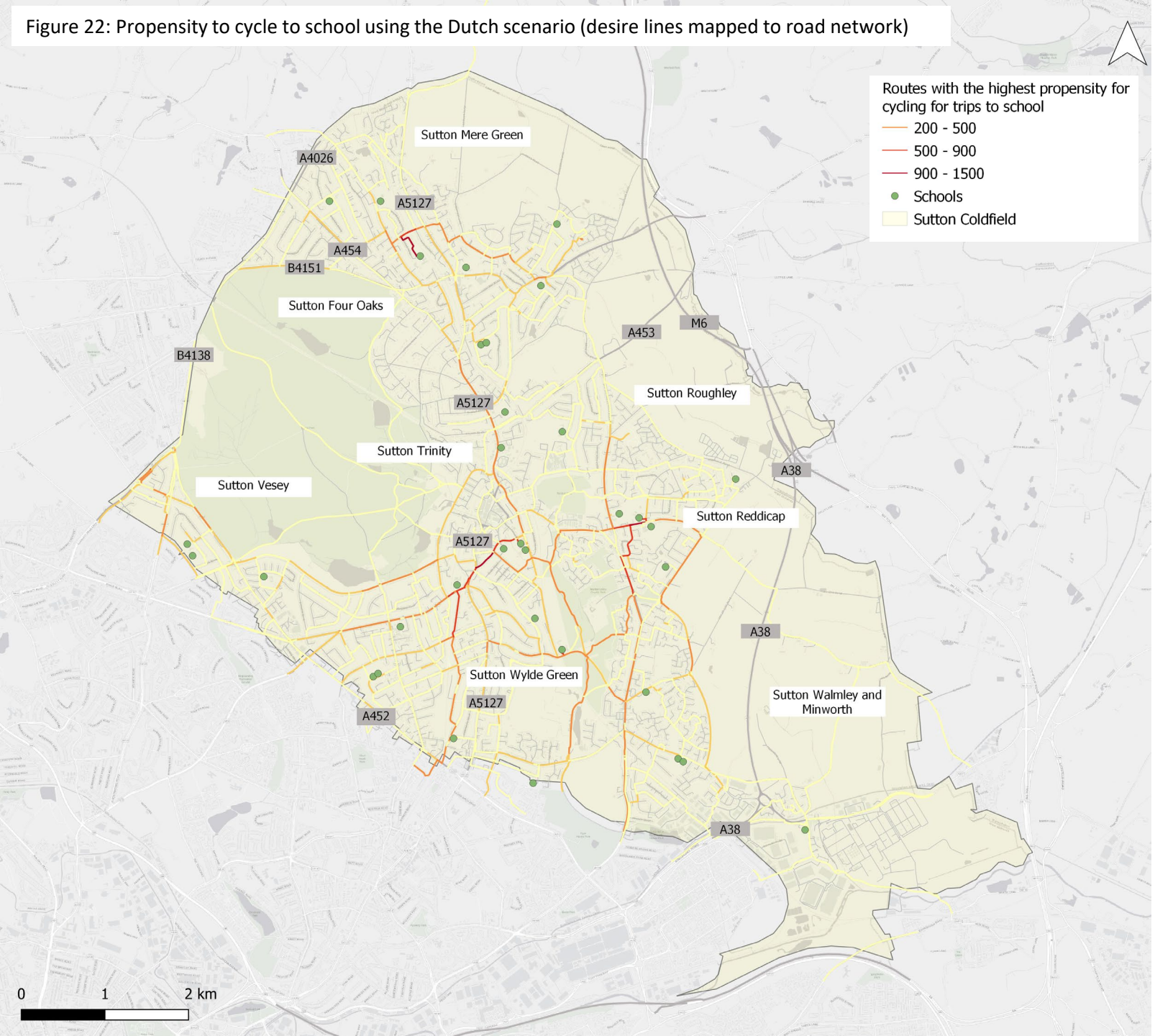


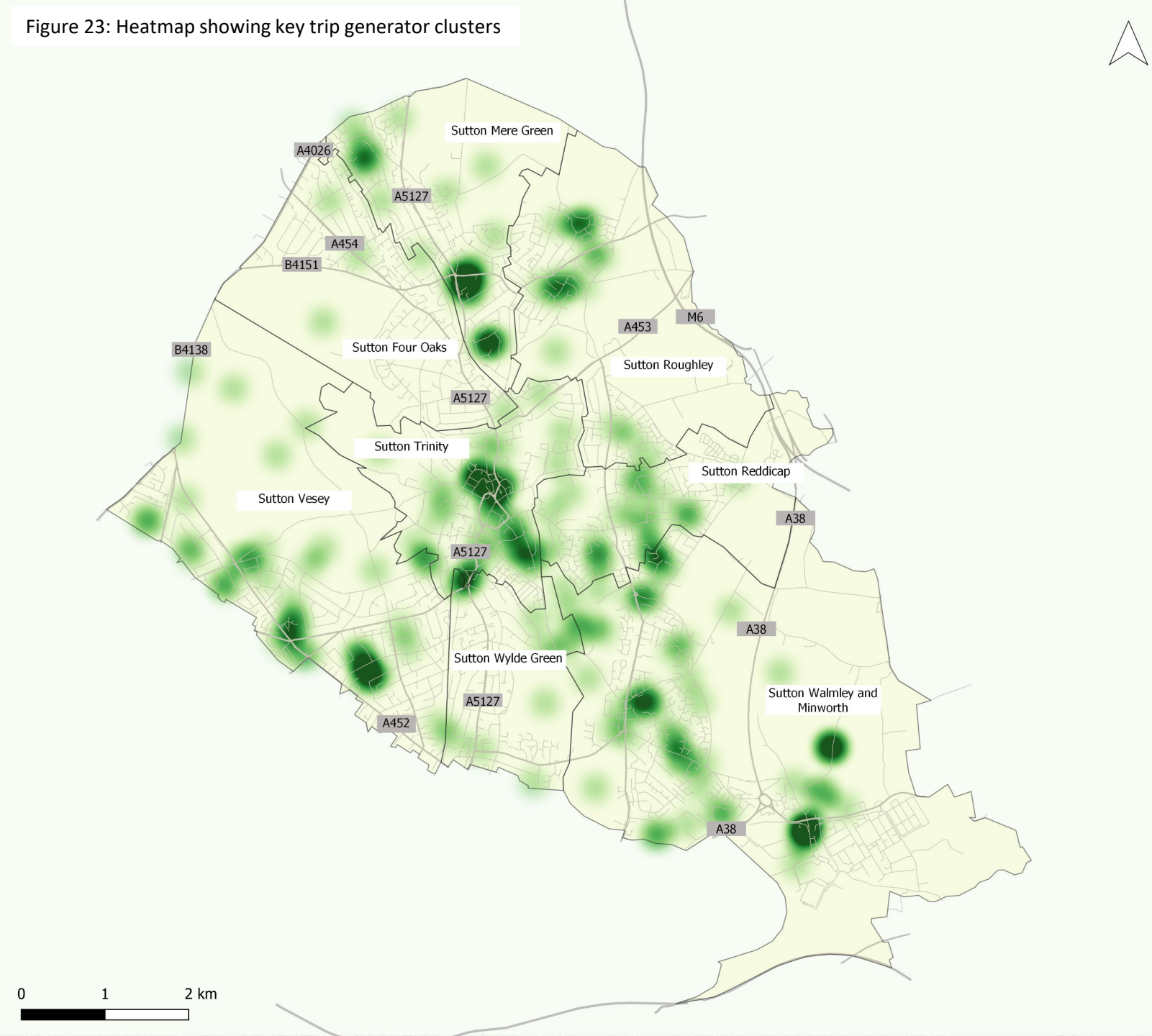
Figure 21 on the previous page shows high demand for cycle connections to Birmingham City Centre (off map) from the south of Sutton. Although picked up by the PCT tool, these trips would be over 5 miles. Whilst a comfortable distance with an E-bike, this is further than most people will comfortably cycle to work. However, what this suggests is that with better connections to local train stations, these trips could begin with a walk or cycle and form part of a multimodal train trip to Birmingham city centre.

Propensity to cycle to school

The PCT schools layers uses 2010/2011 School Census travel-to-school data. The schools layer extends and complements the commuting layer by putting a greater emphasis on local trips in residential areas as opposed to arterial routes into city centres. The school layer can therefore help plan for cycling (and walking) at the neighbourhood-level, and is often a better proxy for local trips than the commuting layer for 'everyday trips'.

As with the commuting layer, the school layer has a range of scenarios for forecasting future levels of cycling including the 'Government Target' (which represents a doubling of school cycling nationwide to 3.7%), 'Go Cambridge' (based on cycling levels among school children in Cambridge (21.5%)) and 'Go Dutch' (based on travel to school trips in the Dutch Travel Survey (41%)). The 'Go Dutch' scenario has been selected for Sutton as is it provides the most ambitious scenario (see Figure 22).

Figure 23: Heatmap showing key trip generator clusters



Everyday trips

Whilst useful, the PCT does not cover the full range of 'everyday trips' such as trips to the shops, to healthcare appointments, or to meet friends and family. The heatmap below therefore clusters a number of key trip generators to identify clusters of important destinations for people walking and cycling. Future developments have also been included to better understand which trips will be required in the future. Trip generators include the following:

- Schools
- Commercial and housing growth sites
- Public green spaces and recreation grounds
- Hospitals
- Leisure sites (such as golf courses)
- Retail sites
- Major site allocations
- Core employment areas

Typically, the hotspots for key destinations overlap with the key corridors identified by the PCT, with a few additions.

Issues and opportunities observed on site

A site visit was undertaken to further the team's understanding of the context. The images adjacent and overleaf capture some of the issues and opportunities observed.

Opportunity to revitalise attractive public spaces by reducing dominance of car parking

Wide footways on Birmingham Road providing spillout space but made less pleasant by traffic noise

Attractive routes through Sutton Park but with limited useability in the dark due to lack of lighting

Access control barriers rendering routes inaccessible for wheelchairs users and those with adapted bikes or buggies

Wide priority junctions near to schools, facilitating faster driving speeds and creating wide distances for pedestrians to cross

Severance created by the ringroad between the city centre and surrounding areas, discouraging trips on foot

Footway pinchpoints alongside busy roads

Footway parking causing some pedestrians to have to step into the carriageway

Dominance of guard railing and street signage reducing town centre attractiveness

Footway pinch points over the railway line

Stakeholder engagement

Workshops with local Councillors

Three workshops were held with Local Councillors, first to find out their vision for Sutton, then to share the findings of the baseline analysis and proposed locations and for focus, and finally to share the prioritisation process with them and get their input on how it might be used and which schemes might come forward for feasibility work. Ongoing, it will be up to Local Councillors to help the Town Council use the prioritisation tool to identify some priority schemes.

The following key issues were raised and fed into the Active Travel Vision and objectives:

- Need to future proof Sutton as the town centre becomes less about retail and more residential and about leisure;
- Walking as important as cycling;
- Crossings and footway provision is essential;
- Demographics and car ownership a potential barrier to behaviour change;
- Key routes into Sutton are often too narrow for protected cycle infrastructure;
- Dark winter nights discourage cycling, especially on off-road routes. Alternatives are needed to encourage active journeys all year round;
- Links to and from Sutton Park are key, and locations for bike hire
- The town centre and its gateways cause pinch points for walking and cycling
- Link Sutton Park and New Hall Valley

Further detailed thoughts have been received from Local Councillors which have been recorded and fed into the final long list of potential schemes.

Workshops with BCC and TfWM

Information on local schemes was provided by BCC and a further calls held with them to share thinking on the Vision and potential schemes which might come forward. Their feedback has fed into the final vision, with opportunity for them to share their thoughts on the final strategy. Discussions helped to ensure the vision will support BCC and TfWM aspirations and policy.

Workshop with other local stakeholders

A wider group of stakeholders representing local interest groups was held early in the process to establish what their vision was for Sutton and whether they agreed with or had anything to add to the baselines analysis. This provided useful insight into the opportunities and constraints for Sutton, and many attendees have volunteered to continue to engage with the process.

5. Conclusions and next steps

5. Conclusions and next steps

This study has used an evidence and stakeholder-led approach to curate an active travel vision for Sutton Coldfield, supported by 5 objectives. This is an essential starting point for guiding future development in Sutton which give local people genuine transport choice and deliver the Town Council's sustainability aspirations.

Key barriers to walking and cycling in Sutton and beyond tend to focus around perceived and actual dangers from high levels of traffic. Addressing traffic dominance is therefore key to unlocking more trips by walking and cycling, with opportunities to deliver benefits far beyond modeshift – from reduced air and noise pollution to creating more people-focussed places which encourage people to spend time there.

The list of interventions identified offer opportunities to make positive changes for active travel and to generally make Sutton Coldfield a nicer place to spend time. Identifying priorities for delivery, whether short term or long term, is the next crucial step in transforming how trips are made across the town. The prioritisation matrix provides the opportunity to do this based on project objectives and further local priorities.

Glossary

Term	Explanation
LCWIP	Local Cycling and Walking Investment Plan. An evidence-led document which sets out an aspirational walking and cycling network for a town or city and how this might be delivered.
LTN1/20	Local Transport Note 1/20 – the Department for Transport's National Cycle Design Guidance
Quietways	Local streets where it is safe to cycle in the carriageway due to low traffic speeds and volumes.
Protected cycle infrastructure	Cycle tracks where cyclists have physical protection/separation from adjacent traffic. This can include full kerb separation, light separation using features such as traffic wands or stepped separation, raising the cycle track above carriageway level but below footway level.
Temporary school street closures	Closing school streets to traffic at drop off and pick up times using Traffic Regulation Orders. This can be reinforced with ANPR cameras or temporary physical street closures. Exemption can be included for residents and staff who require access.
Traffic regulation orders	Traffic regulation orders (TROs) are legal agreements which allow local authorities or the police to enforce regulations including speed limits, on-street parking and one-way streets. Most TROs are created in consultation with our local communities and the police, to address specific traffic congestion or quality of life issues.

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