

Creating Places for People in Kings Heath

Low traffic neighbourhood pilot – phase one

Online briefing session

24 August 2020



Welcome



Cllr Lisa Trickett
Brandwood & Kings Heath ward, Birmingham City Council



Cllr Mike Leddy

Session outline

- Welcome & introductions
- Policy context to Places for People
- Background to the Kings Heath LTN pilot
- Overview of low traffic neighbourhoods
- Progress to date and proposed approach
- Initial engagement and feedback
- Delivery and next steps
- Questions

Places for People in Birmingham

- Reclaiming local streets for:
 - Walking
 - Cycling
 - Playing
 - Socialising
- Cleaner air
- Quieter
- Safer environment
- How? Less traffic



Draft Birmingham Transport Plan (January 2020)

- **Prioritising active travel in local neighbourhoods**
- Active travel – walking and cycling – will become how most people get around their locality most of the time.
- Cars will no longer dominate street life around homes and schools.
- Residential neighbourhoods and local centres will be places where people are put first.



Wider Policy Context

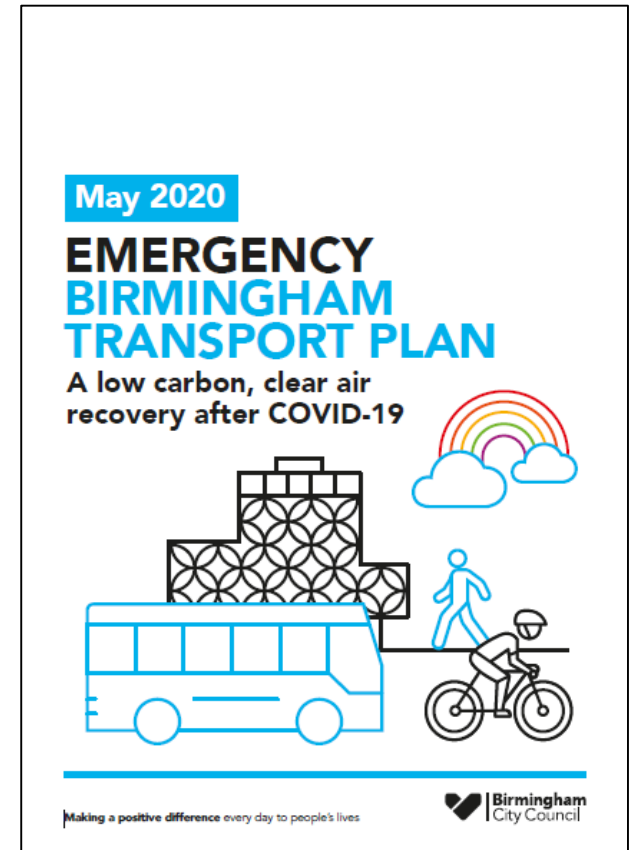
- **Birmingham Walking & Cycling Strategy (January 2020)**
 - Develop low traffic neighbourhoods and car-free school streets, through filtered permeability, parking management & streetscape improvements.

- **Draft Clean Air Strategy (February 2019)**
 - A city wide approach to tackling air pollution
 - Improving the wider transport network, whilst increasing the range of cleaner and environmentally/health-friendly journey options available

- **Route to Zero Taskforce (Autumn 2019)**
 - Established in response to BCC declaring a climate emergency, June 2019
 - Transport one of seven workstreams/service area focuses within this

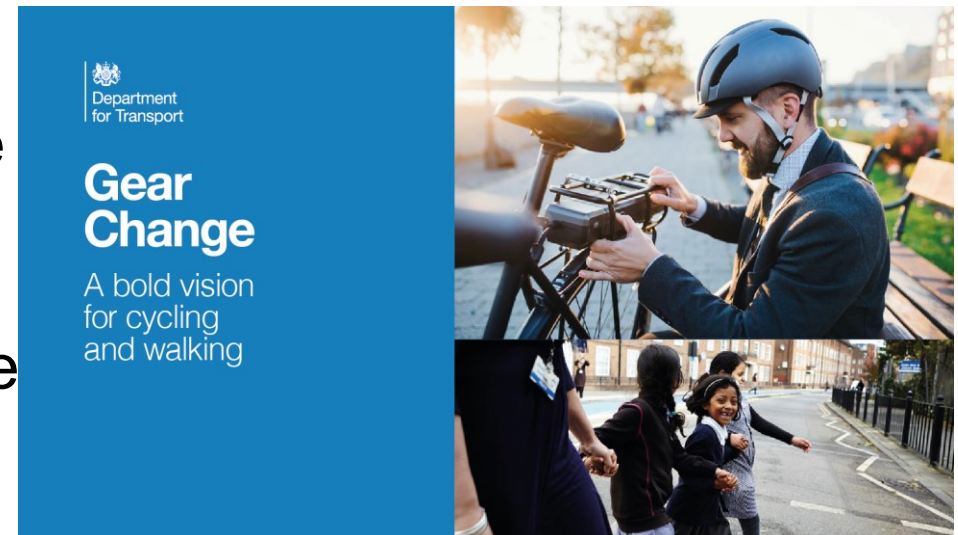
Emergency Birmingham Transport Plan (May 2020)

- **A low carbon, clean-air recovery after COVID-19**
 - Safer space for walking and cycling
 - Enable social distancing
- Deliver low traffic neighbourhood pilots in at least two areas
- Identify how this will be extended across the whole city



Gear Change cycling & walking plan (July 2020)

- Residential side streets across the country can be blighted by rat-running. Low-traffic neighbourhoods will be created in groups of residential streets by installing point closures – for example, bollards or planters – on some of the roads.
- It would still be possible to access any road in the area, but motor traffic would not be able to use the roads as through routes.
- Accidents, pollution and noise will be dramatically reduced for residents.



DfT Emergency Active Travel Fund (EATF)

- £2 billion package to create new era for cycling and walking
- To be used to implement temporary interventions to create an environment that is safe for both walking and cycling.
- *To receive any funding, local authorities will need to demonstrate that they have swift and meaningful plans to reallocate road space to cyclists and pedestrians.*
- *The quickest and cheapest way of achieving this will normally be point closures... (which) can be used to create low-traffic filtered neighbourhoods.*
- Made available in two tranches (Jul-Sep and Oct-Mar)

COVID-19 Emergency
Active Travel Fund



Department
for Transport

EATF Tranche 1

- 9 May – funding announced
- 27 May – invitation to bid issued (guidance/criteria)
- 5 Jun – submission deadline (via WM Combined Authority)
- 26 Jun – notification of outcome received
- 7 Jul – funding offer letter received

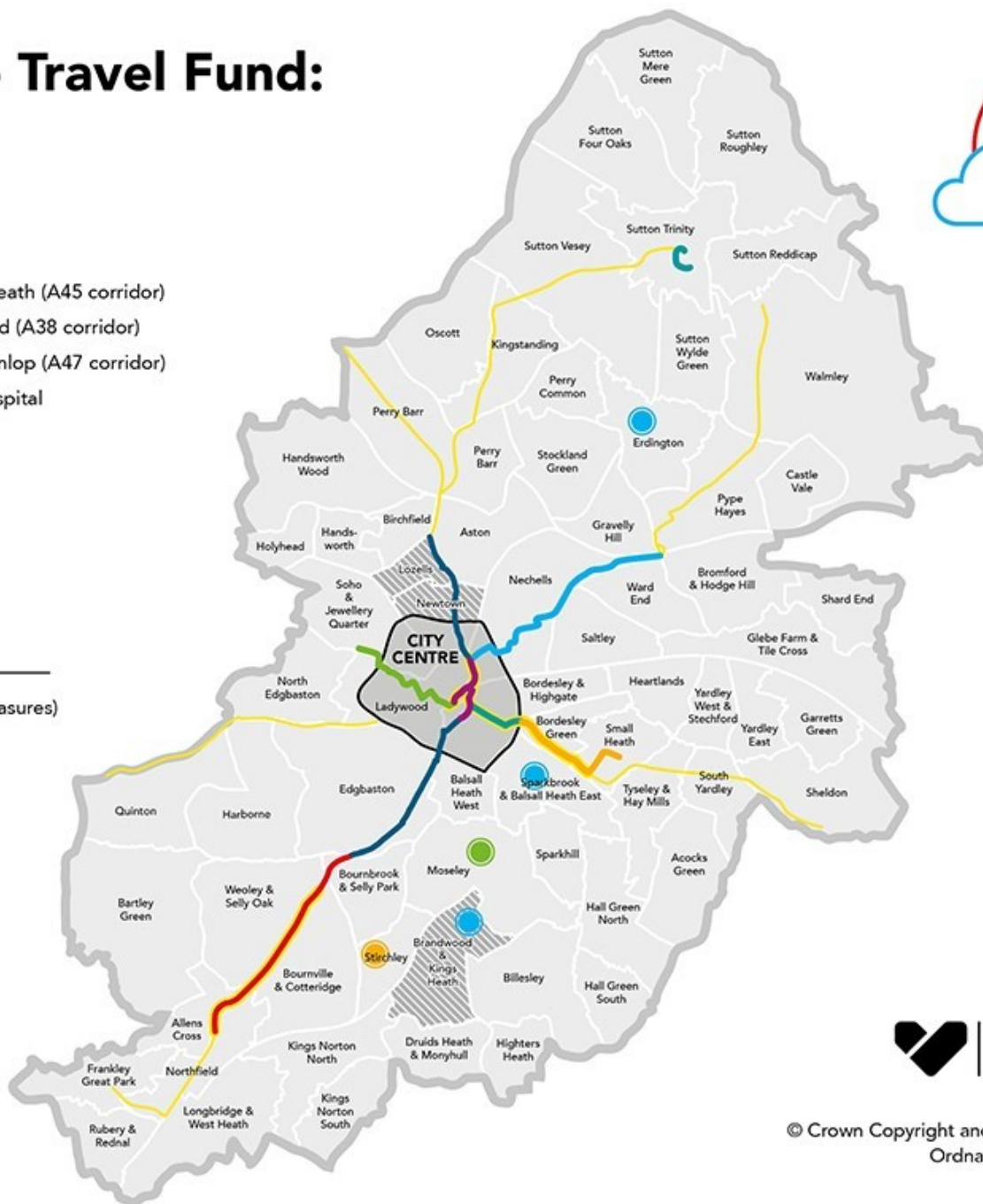
Allocations	Indicative	Actual
West Midlands	£3,447,000	£3,847,155
Birmingham	£1,034,075	£1,130,982
<i>BCC also contributing £500,000+ of match-funding</i>		

Emergency Active Travel Fund: Birmingham



Tranche 1 Schemes:

- Pop-up cycle lanes: Sutton Coldfield
 - Pop-up cycle lanes: city centre to Small Heath (A45 corridor)
 - Pop-up cycle lanes: Selly Oak to Northfield (A38 corridor)
 - Pop-up cycle lanes: city centre to Fort Dunlop (A47 corridor)
 - Pop-up cycle lanes: city centre to City Hospital
 - Pop-up cycle lanes: Bradford Street
 - Pop-up cycle lanes: A38 to A34
 - City centre traffic cells
 - Places for people – Low traffic neighbourhoods
 - Local centres: Moseley
 - Local centres: Stirchley
-
- Local centres (with existing temporary measures) (Erdington, Kings Heath, Ladypool Road)
 - Segregated cycle routes: A38 and A34 (existing)
 - Regional priority cycle routes (future proposals)



Kings Heath LTN pilot timescale

- June – mobilisation and commissioning of technical support
- 3 Jul – agreed pilot study area for baseline analysis
- 15 Jul – draft strategies and location options issued
- 22 Jul – internal review workshop, feedback provided
- 24 Jul – information uploaded to Commonplace site
- 5 Aug – design brief agreed
- 7 Aug – design review workshop
- 12 Aug – design proposals (plans) issued
- 18 Aug – details of phase one announced

What are Low Traffic Neighbourhoods?

- Groups of residential streets where through trips by motor vehicles are discouraged or removed
- Residents can continue to drive onto their street, have visitors, get deliveries, etc
- Also look to reduce traffic and provide safer crossings and cycle routes on main roads
- By reducing the amount of traffic it's nicer to be outside, quieter, and safer to walk, cycle, play or chat



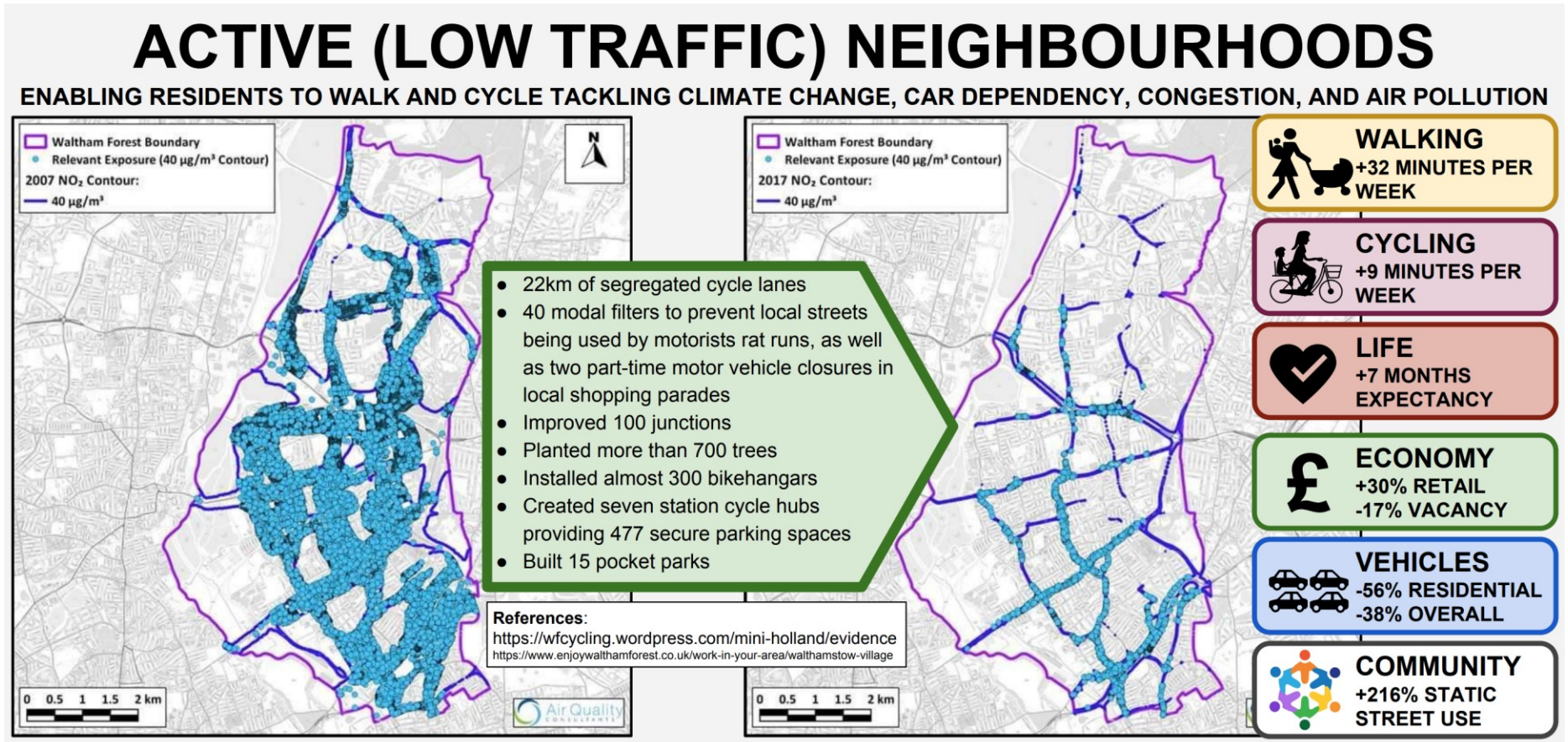
Example from Enjoy Waltham Forest



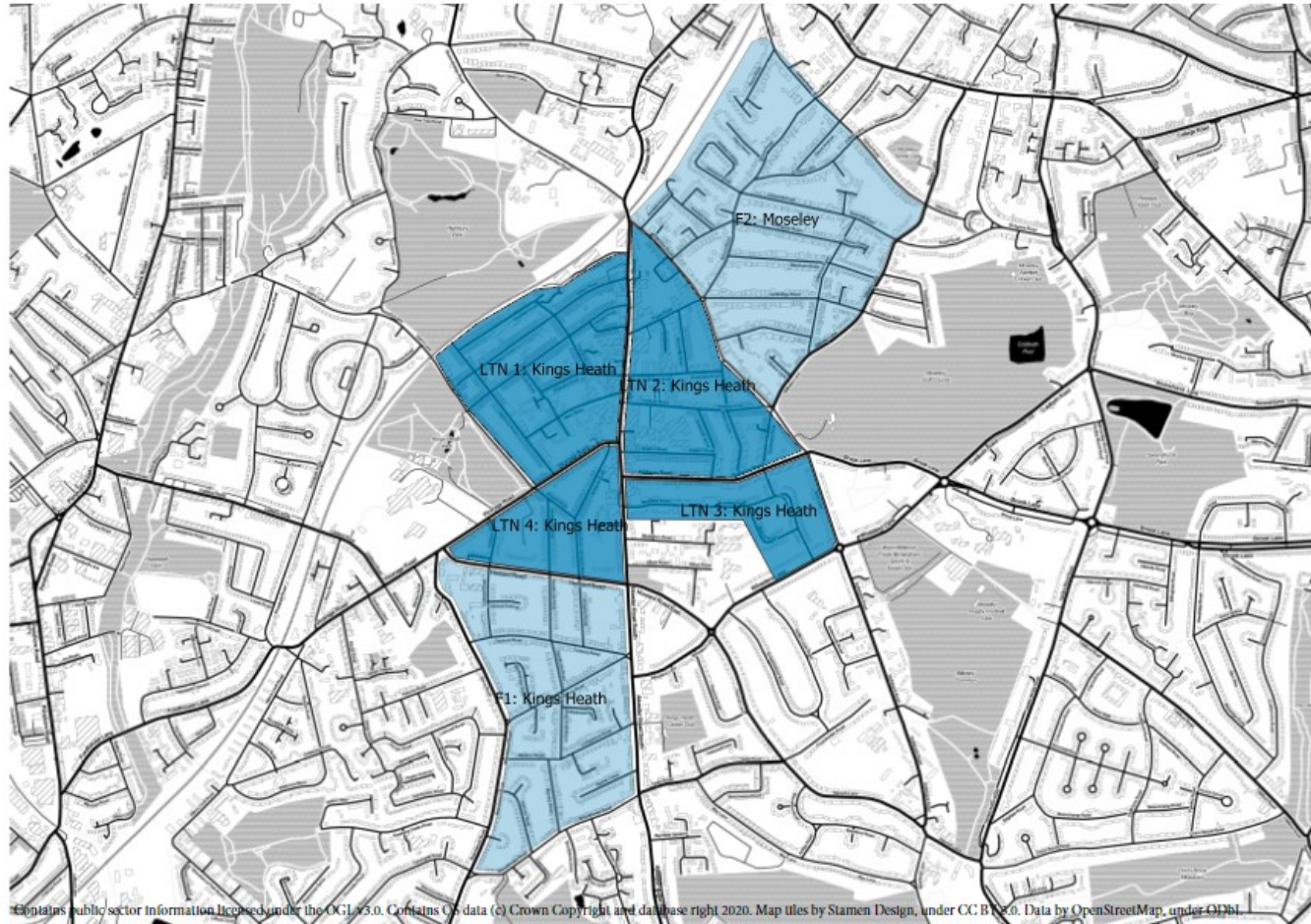
Orford Road, Walthamstow – before and after images

<https://enjoywalthamforest.co.uk/>

Benefits from Enjoy Waltham Forest



Kings Heath LTN study area



Kings Heath LTN pilot phases

Development work highlighted the need for a phased approach:

- Phase 1: Kings Heath West – from summer 2020
 - Phase 1b: Poplar Road/Cambridge Road/School Road

- Phase 2: Kings Heath East – from autumn 2020
 - Phase 2b: South Moseley area (*building on phase 1b*)

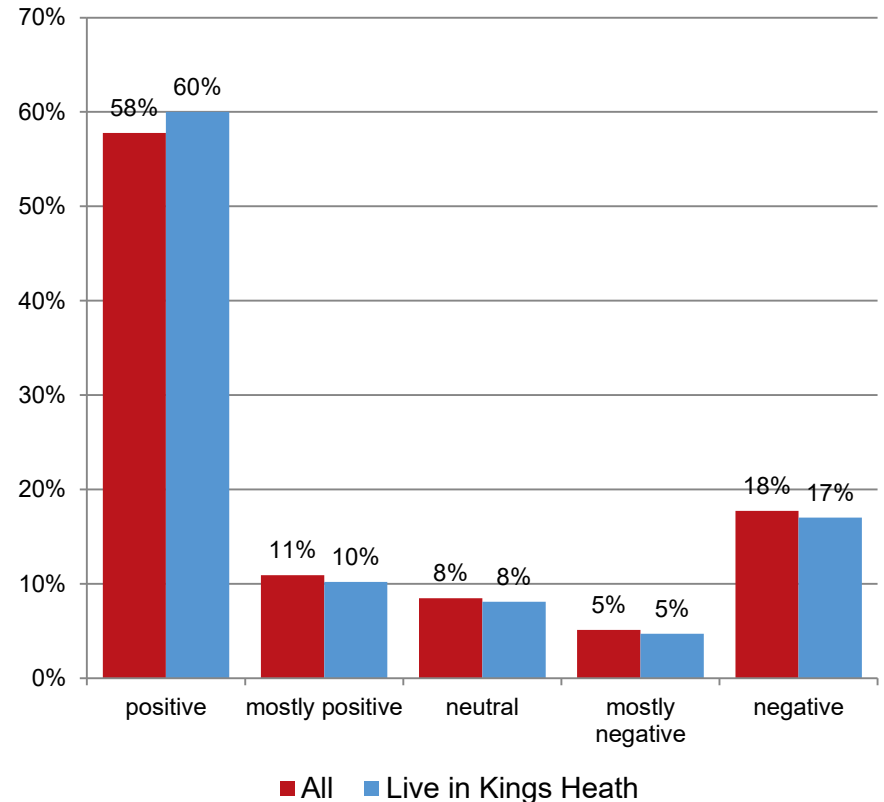
- Phase 3: Kings Heath South – from early 2021
 - *aligned with cross-city bus measures for A435 (TfWM)*

How do you feel about the Kings Heath LTN pilot?

- 1,348 comments made as of Monday 17 August 2020:
- 1,000 live in Kings Heath
- 175 don't live in Kings Heath
- 173 didn't specify

- **NB** figures are for comments, not for respondents; people can make more than one comment, the most comments by one person is 46

How do you feel about Kings Heath becoming a low traffic neighbourhood?



How do you feel about Kings Heath becoming a Low Traffic Neighbourhood?



- 926 comments
- 69% of all comments



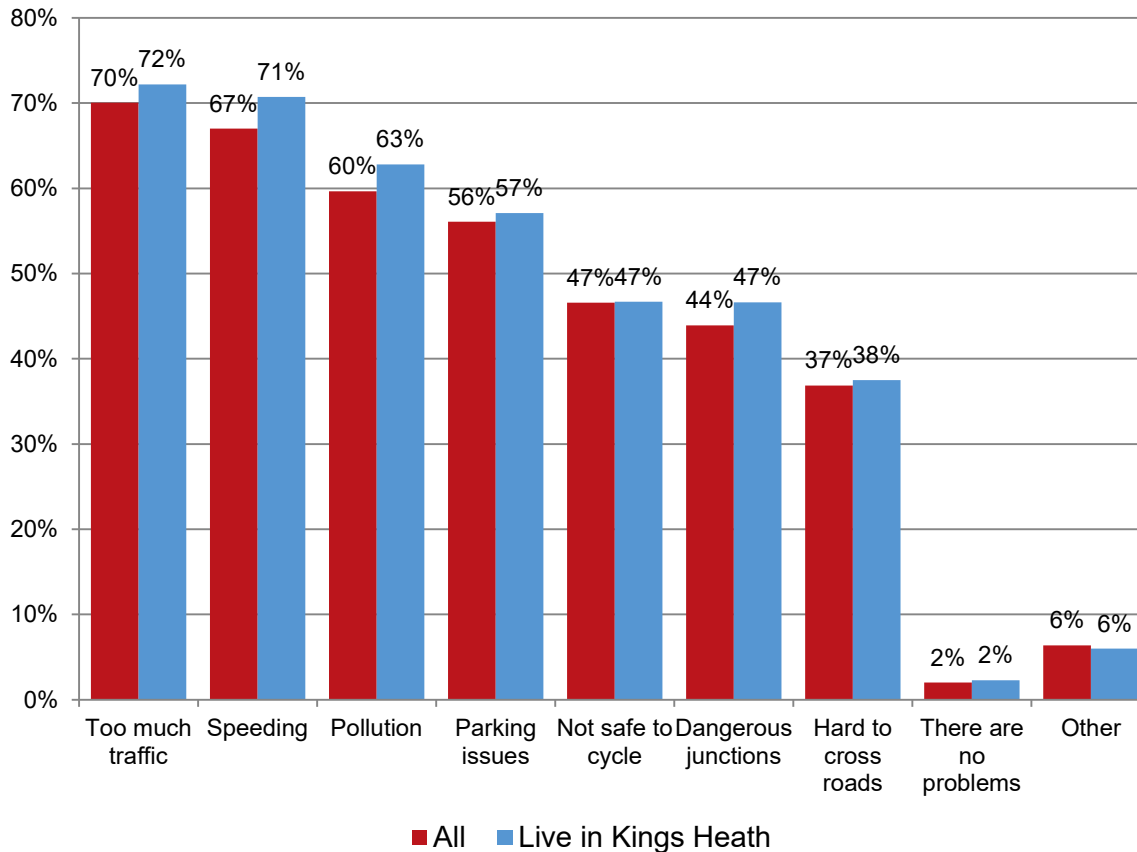
- 114 comments
- 8% of all comments



- 308 comments
- 23% of all comments

What do you think are the main problems in the area (Kings Heath)? (% of 1,348 comments)

What do you think are the main problems in the area?

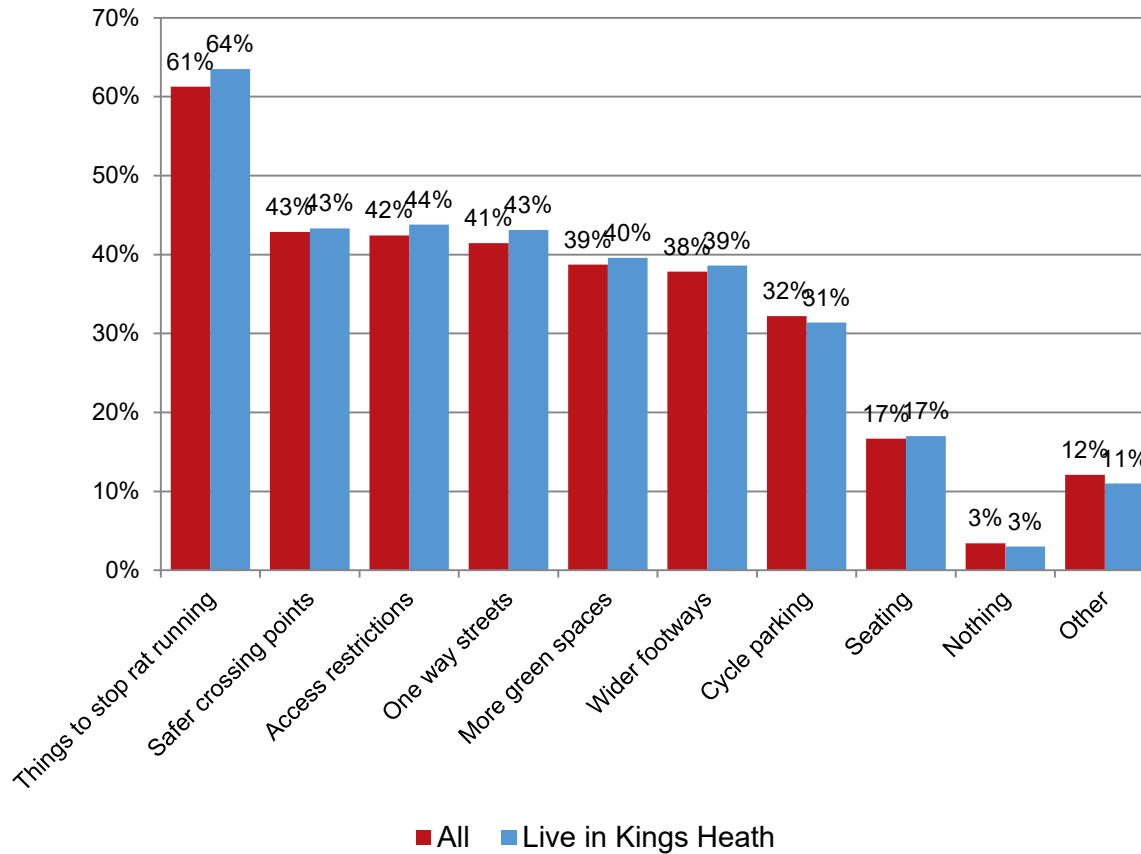


Other problems:

- Rat running
- Cars on pavement
- Noise pollution
- Congestion
- Narrow two way streets
- School traffic
- Driver behaviour
- HGVs on High Street
- Pedestrian safety
- Road rage
- Engine idling
- Broken equipment/poor road surface
- High car ownership
- Cyclist behaviour

What changes would you like to see in the area (Kings Heath)? (% of 1,348 comments)

What changes would you like to see in the area?



Other changes:

- Cycle infrastructure
- Permit/residents parking
- Speed enforcement
- Increase/retain/free parking
- Pedestrian facilities
- Car park for High Street
- Parking enforcement
- Add traffic calming
- Improve public transport
- Manage/reduce school traffic
- Balanced, fair approach
- Modal filters
- Increase disabled parking
- Reduce HGVs on High Street
- Fewer cars

Comments on Kings Heath LTN proposals



- Lots of support for scheme
- Kings Heath will be nicer
- Safer streets
- Good for health
- Good for businesses

“I am very encouraged to see the bold planning proposals! [...] It will feel socially and environmentally a happier, greener community.”



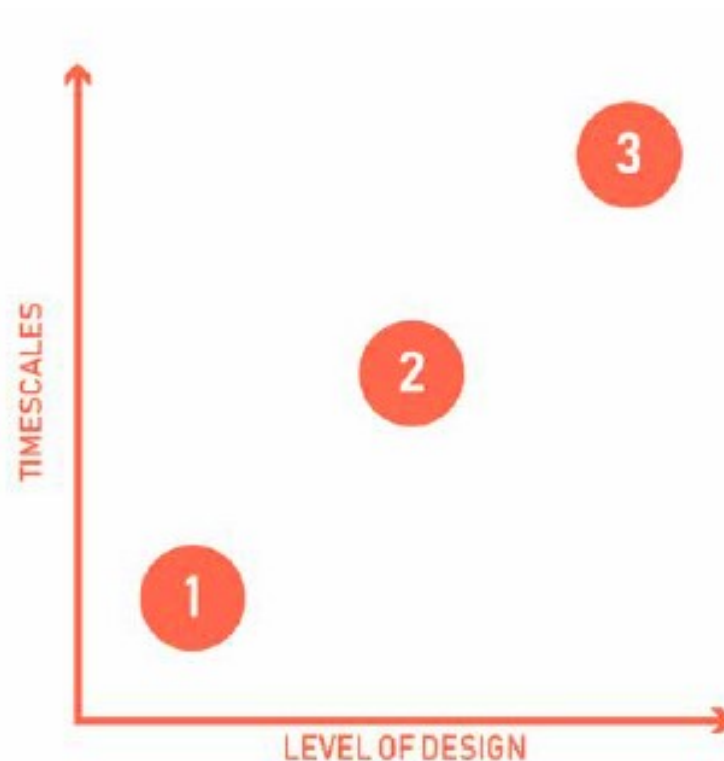
- Traffic displaced elsewhere
- Bad for businesses
- Bad for residents
- Concerns re: equality impact and access for some people
- Monitoring/data needed

“To stop the use of side roads will create even more congestion and the impact will be felt in surrounding areas.”

The delivery process – a staged approach

Measures will be introduced in a staged approach and will evolve over the duration of the pilot:

- Stage 1: Quick, temporary changes to streets
- Stage 2: Using the street space differently
- Stage 3: Making changes more permanent?



We want your views

<https://covidmeasuresbirmingham.commonplace.is/overview>

The delivery process – a staged approach

Stage 1

- to be installed at the start of the pilot, over the next 1-2 weeks



Stage 2

- to be delivered over next month, with options for local involvement



Stage 3






- to be considered after the pilot has been in place for 6 months

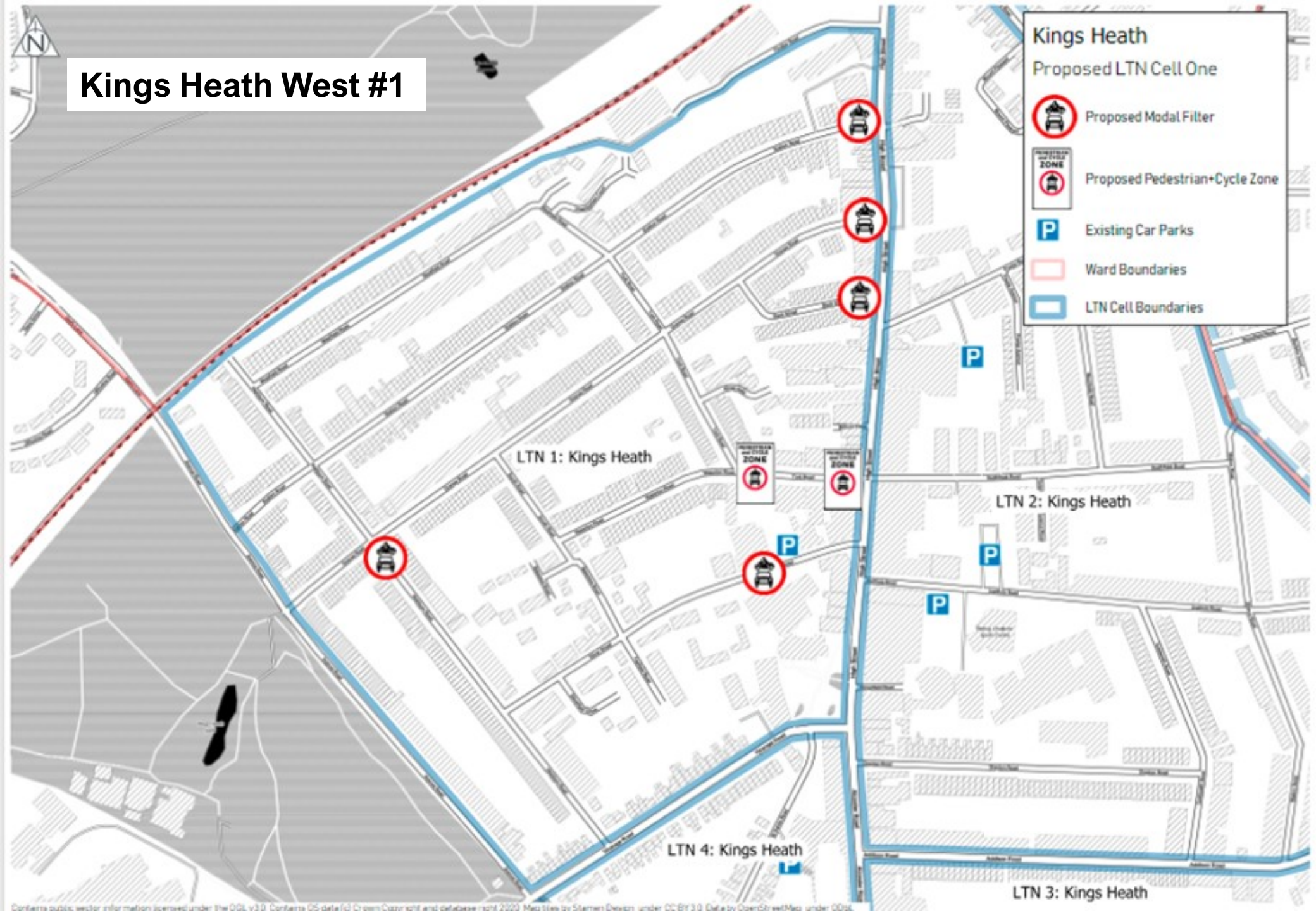


NB: *all design layouts will be adapted to be suitable for the particular location*

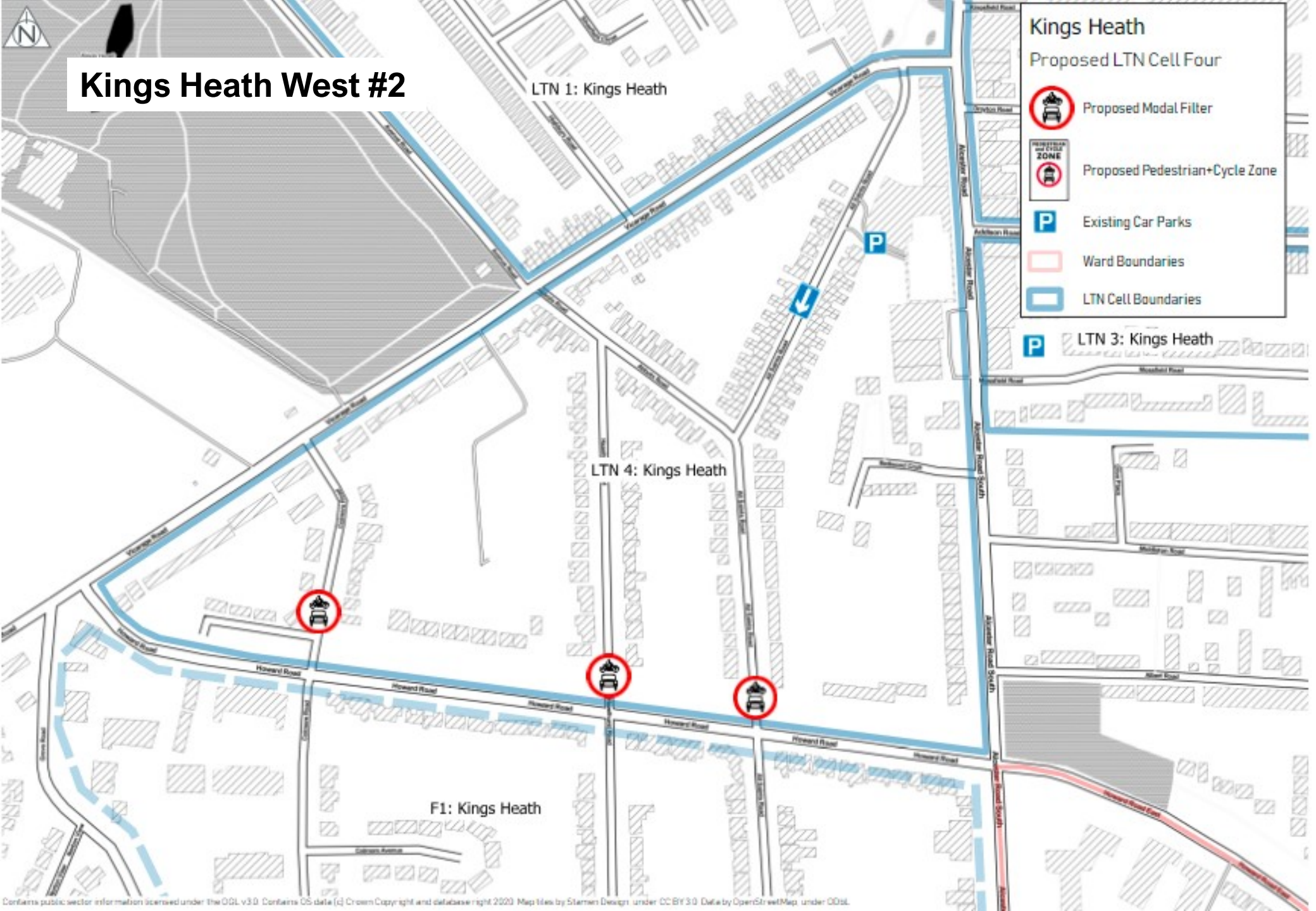
Kings Heath West #1

Kings Heath
Proposed LTN Cell One

-  Proposed Modal Filter
-  Proposed Pedestrian+Cycle Zone
-  Existing Car Parks
-  Ward Boundaries
-  LTN Cell Boundaries



Kings Heath West #2



Next Steps

- Measures across Kings Heath West area will begin to be implemented over the coming week
- We hope to organise some pop-up community events around these where possible (and if permissible)
- These are temporary trial measures initially and they will be monitored closely to assess impact
- There is potential for changes/modifications to be made or for them to be removed where necessary
- However, important to recognise that there is a ‘bedding in’ period with this approach, and it is necessary to allow a period of time before determining overall impact of measures

Next Steps

- Development and design work on other phases is continuing
- Will be communicating a further update on Phase 1b (Poplar/Cambridge/School Roads) later this week
- Continuing to progress previously shared plans for Phase 2 (Kings Heath East) but reviewing how these can be enhanced through further measures around identified locations
- Future phases are partly dependant on outcome of EATF tranche two funding submission – but also developing plans for resourcing Places for People on an ongoing basis through the Transport & Highways Capital Programme
- There will be ongoing engagement with residents and other stakeholders across all areas affected to shape future plans

Questions

- Timescales, other areas, impact of phased approach
- Displacement, negative impact on bordering roads (divisive)
- Consultation, comms & engagement, people not online
- Monitoring, baseline data, measuring/demonstrating success
- TM: signage, diversions, alternative routes, turning circles, one-way sections, no entry signs, existing banned turns
- Bus routes, future changes to services
- Impact on businesses, deliveries, access to car parks
- FAQs: access, emergency services, waste collection
- Other issues: air pollution, speeding, parking (permits), traffic congestion/volume (strategic network), pavement cycling

Please contact connected@birmingham.gov.uk
with any questions or comments



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Making a positive difference everyday to people's lives