

Creating Places for People in Kings Heath

Low traffic neighbourhood pilot – phase one

Online briefing session

1 October 2020



Welcome



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



Cllr Mike Leddy

Session outline

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

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



Places for People in Birmingham

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



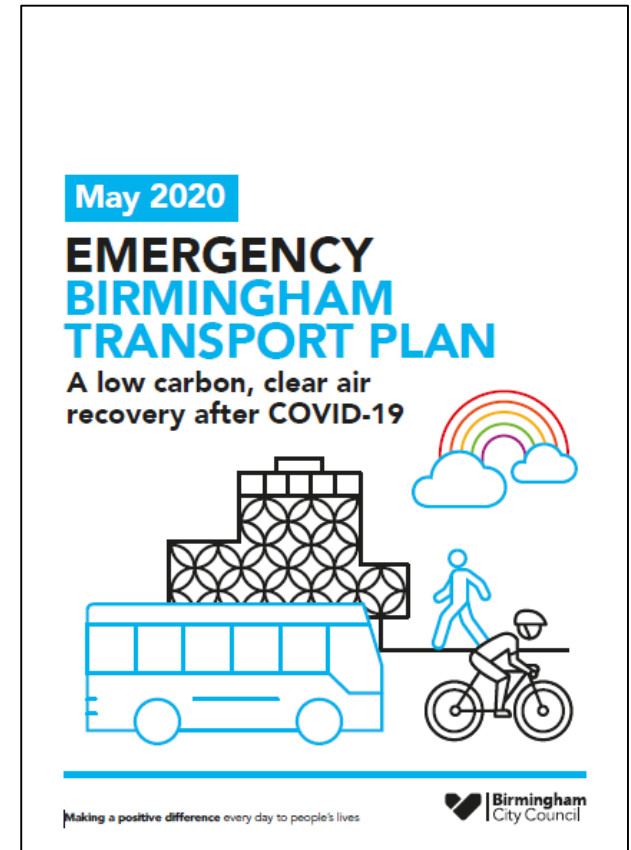
Draft Birmingham Transport Plan (January 2020)

- **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.



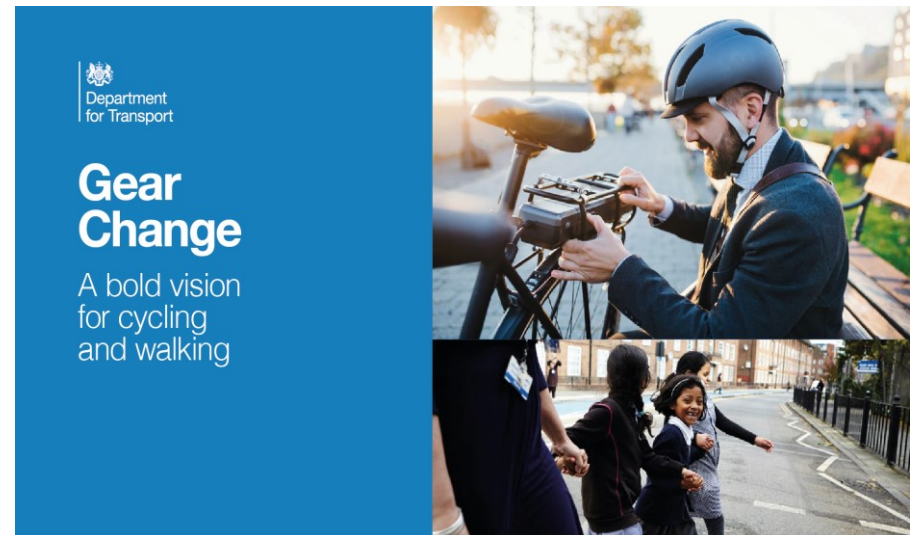
Emergency Birmingham Transport Plan (May 2020)

- **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

- Received confirmation of DfT funding (offer letter) on 7 Jul

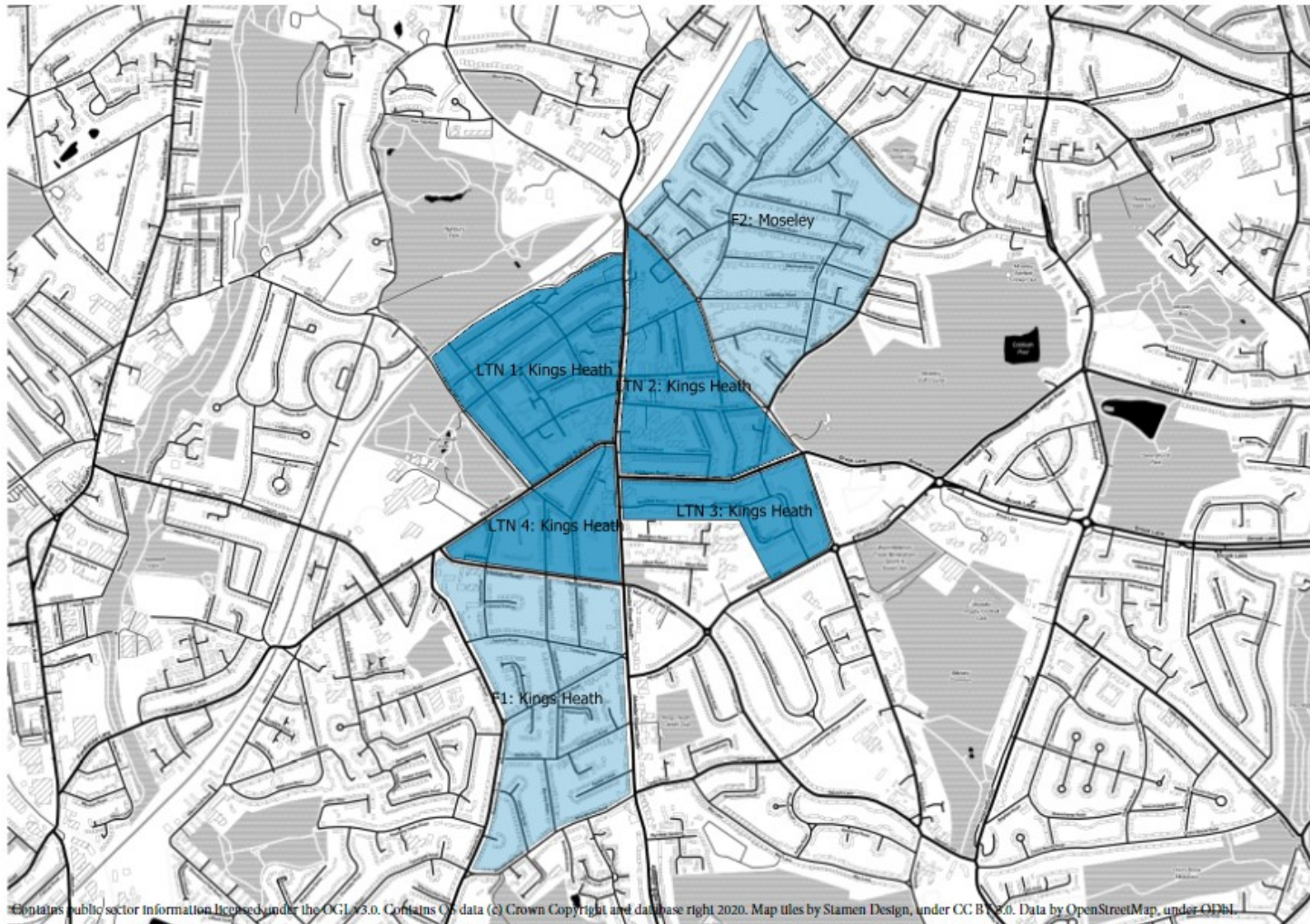
Allocations	Indicative	Actual
West Midlands	£3,447,000	£3,847,155
Birmingham	£1,034,075	£1,130,982
<i>BCC also contributing £500,000+ of match-funding</i>		

- Included initial low traffic neighbourhood pilots in Kings Heath (and Lozells, alongside some early demonstration measures in Bournville, Castle Vale and Moseley) ahead of further delivery as part of EATF Tranche 2 (Oct '20 – Mar '21)

Kings Heath LTN pilot development 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 measures announced
- 14 Sep – commencement of works

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)*

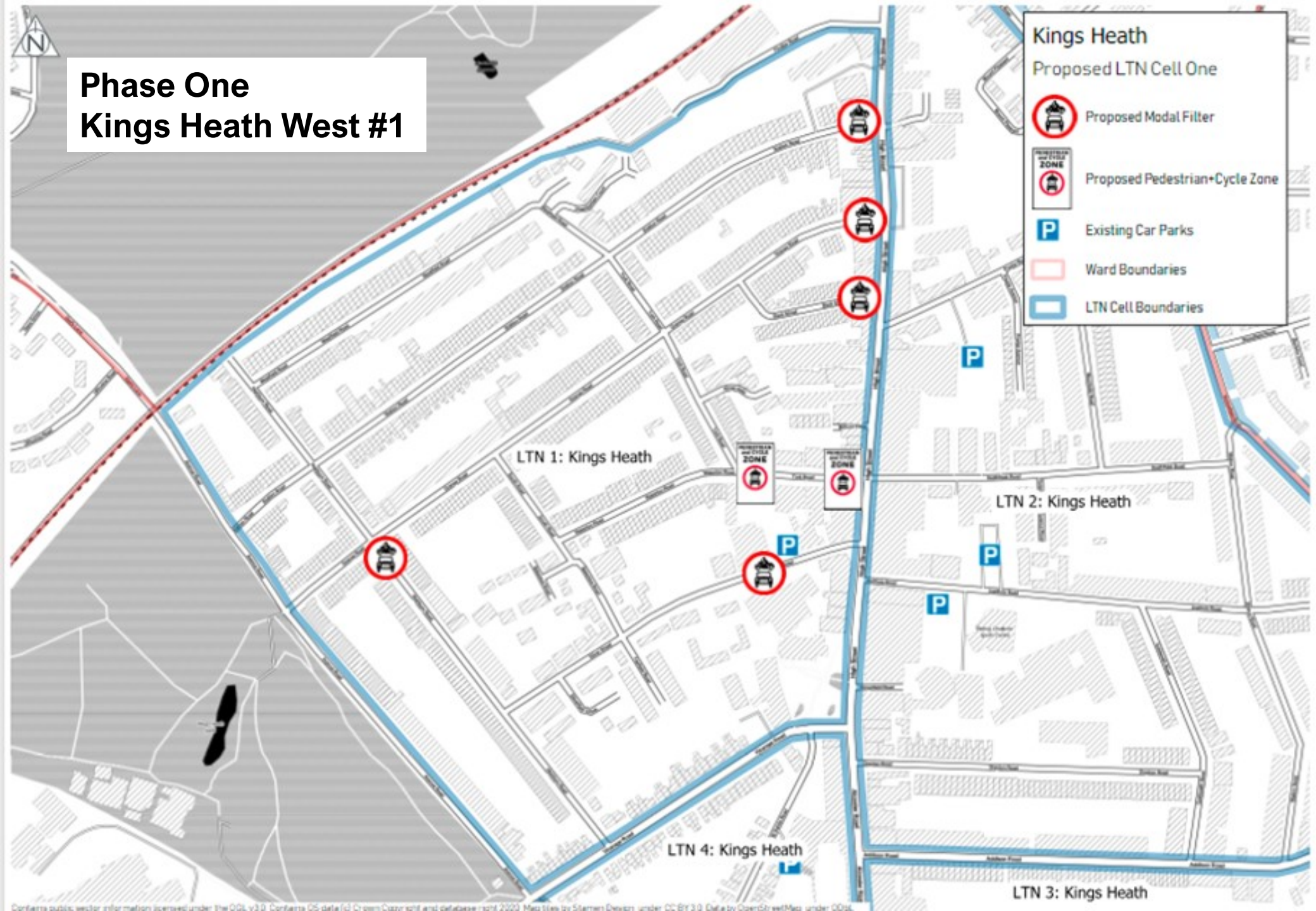
Phase One

Kings Heath West #1

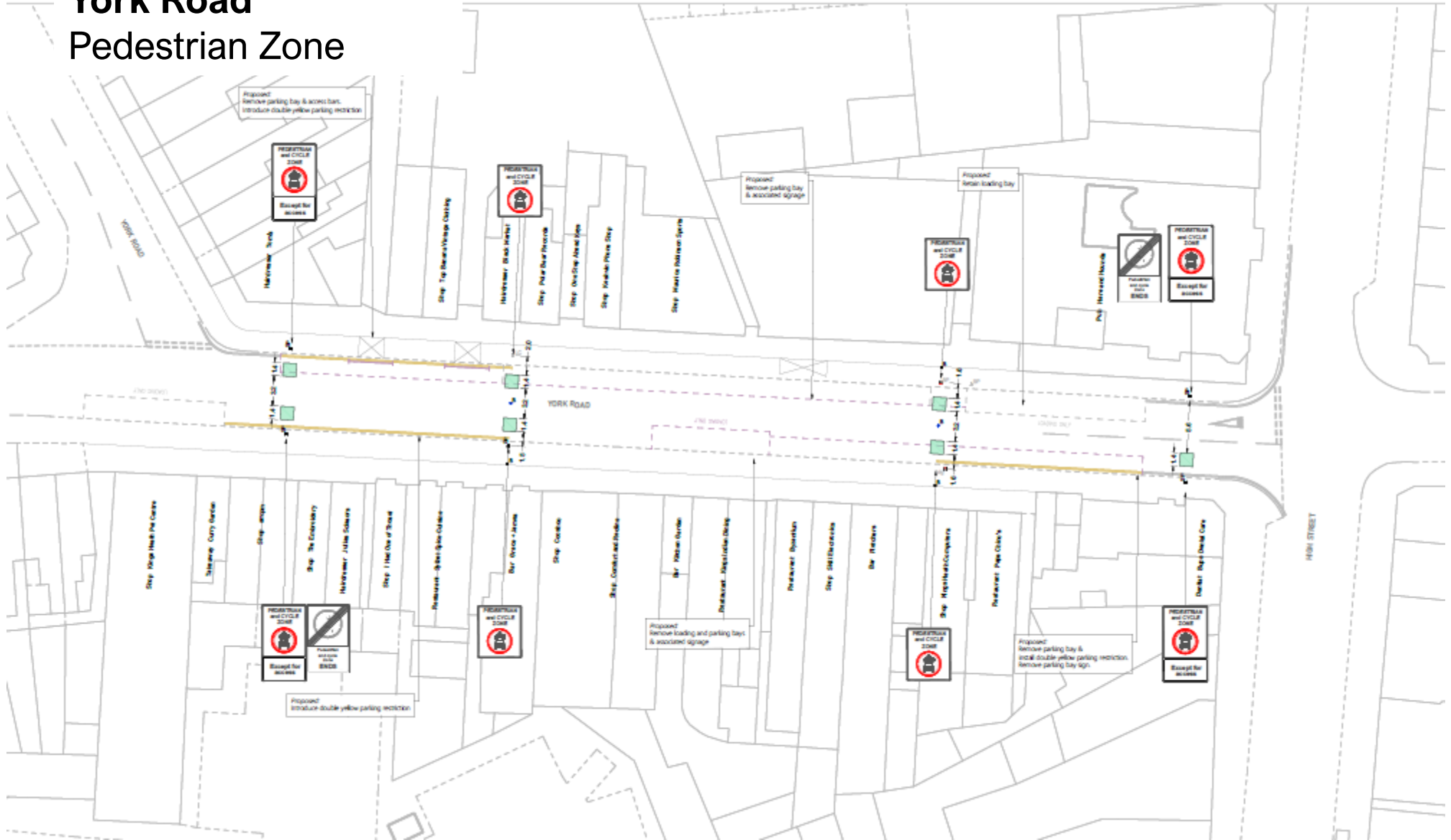
Kings Heath

Proposed LTN Cell One

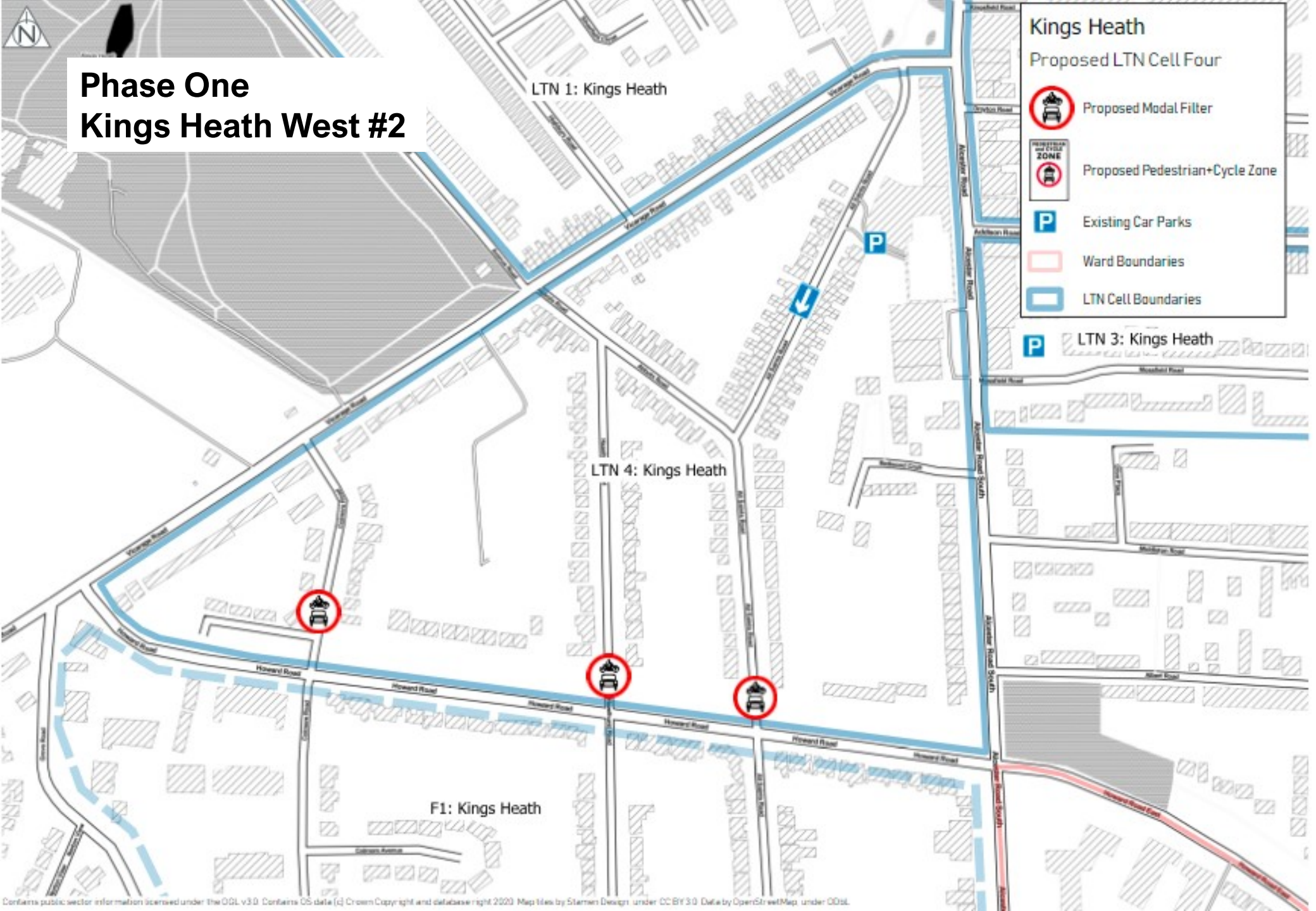
-  Proposed Modal Filter
-  Proposed Pedestrian+Cycle Zone
-  Existing Car Parks
-  Ward Boundaries
-  LTN Cell Boundaries



York Road Pedestrian Zone



Phase One Kings Heath West #2



Kings Heath

Proposed LTN Cell Four

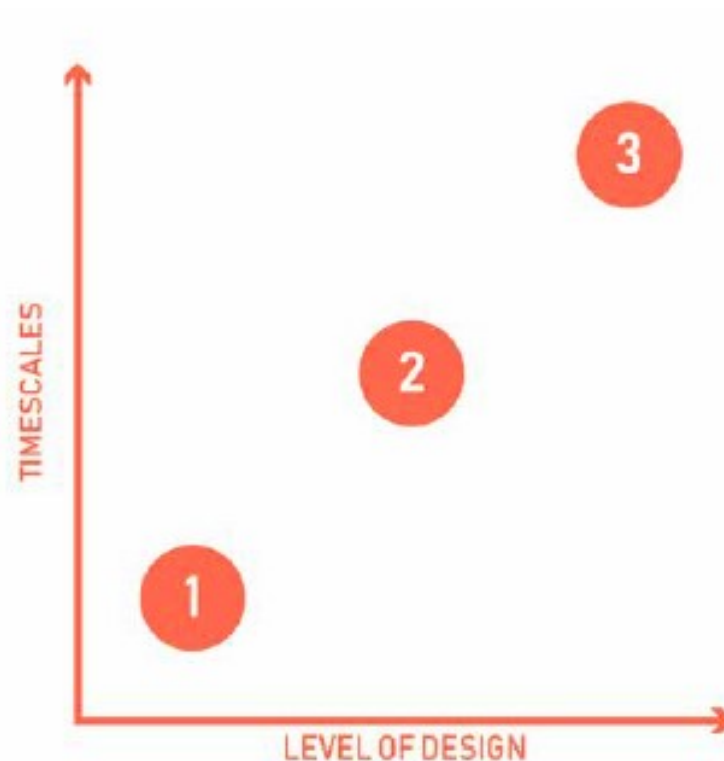
- Proposed Modal Filter
- Proposed Pedestrian+Cycle Zone
- Existing Car Parks
- Ward Boundaries
- LTN Cell Boundaries

LTN 3: Kings Heath

The delivery process – a staged approach

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

- Stage 1: Quick, temporary changes to streets
- Stage 2: Starting to use 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

- quick temporary changes to the street



Stage 2

- using the street space differently



Stage 3

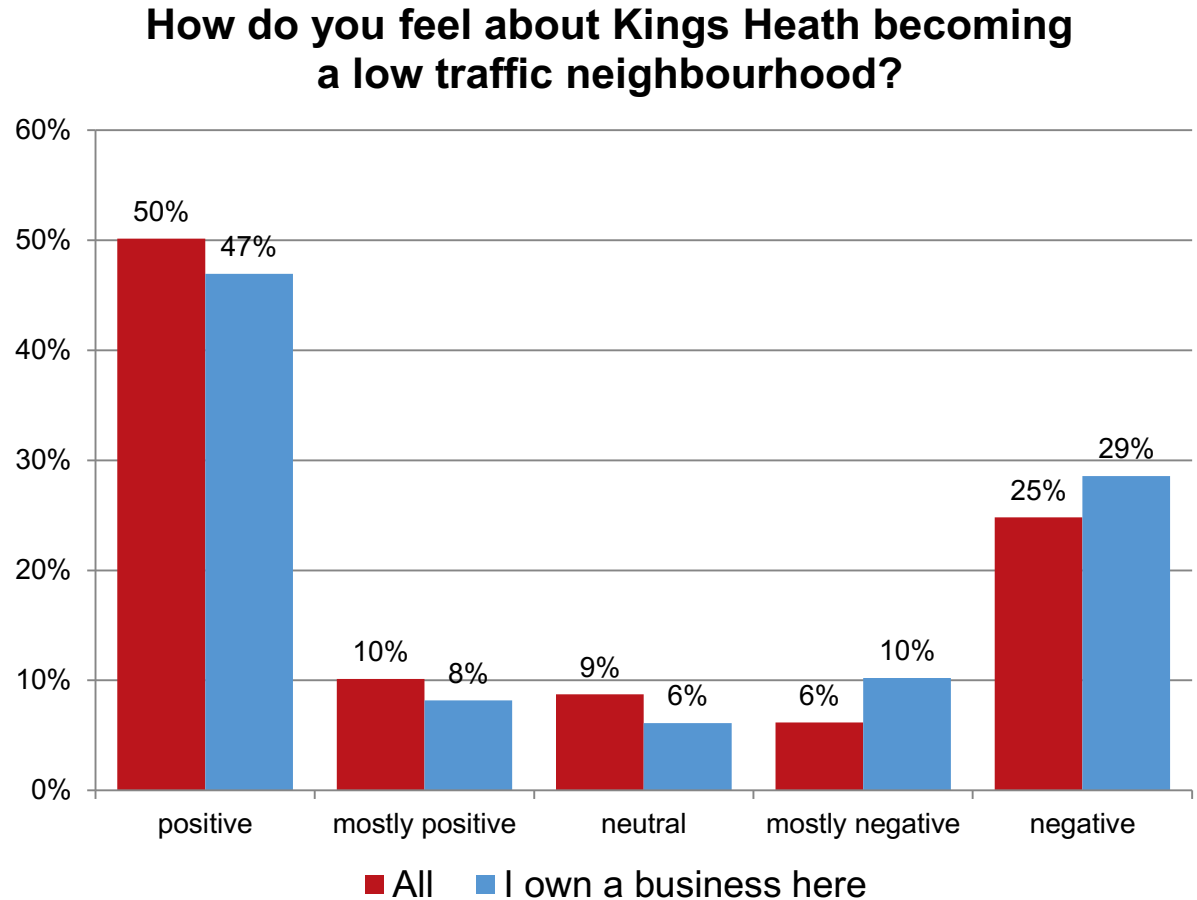
- making changes more permanent?



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

How do you feel about the Kings Heath LTN pilot?

- 1,878 comments made as of 30 September 2020:
- Of these, 49 indicated they own a business
- **NB** figures are for comments, not for respondents; people can make more than one comment



Comments from business owners



“The recent (April-May) traffic reduction made it very clear that cars and traffic are ruining an otherwise lovely village.”

“Happy to be inconvenienced as a driver if it reduces emissions and air pollution. I’m concerned about climate crisis but won’t do much voluntarily. I need to be made to change.”

“York Road is a vibrant street with a range of independent restaurants, bars and shops, and it would be fantastic if it became even more of a destination to spend time safely. We have customers that arrive by both car and foot, but we believe the benefits of pedestrianising the street far outweigh the restrictions on parking for customers.”

Comments from business owners



“This will either cause more traffic or deter people from coming to the High Street at all, killing off businesses.”

“Shoppers that use our lovely high street will seek alternative shopping areas where they feel welcome and can park close to the shops.”

“I deliver in Kings Heath daily, a short 1/2 mile journey with heavy goods will be made longer. How is this going to reduce pollution?”

“Not all of our clients live within walking distance so I am concerned about the loss of business. We need more parking and easier access to a failing high street that once was busy with decent shops and more footfall.”

Next Steps

- First trial measures currently being implemented
- We hope to organise some pop-up community events around these where and if possible
- 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
- This is the start of an engagement process for EATF Tranche 2

Issues/Questions raised previously

- Lack of consultation, insufficient communications & engagement
- Impact on businesses: access to car parks, delivery requirements, customer parking, collection of bulky items
- Access for waste/refuse collection and emergency services
- Traffic displacement, negative impact on main/bordering roads
- Traffic management issues: signage, turning circles, alternative routes, one-way sections, no entry signs, existing banned turns
- How will the scheme be monitored, what does success look like?
- Other general traffic issues: congestion/volume (strategic network), air pollution, speeding, parking (resident permit scheme), cycling

Please use <https://covidmeasuresbirmingham.commonplace.is> for any comments on the proposals

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



@BhamCityCouncil



@birminghamcitycouncil



@bhamcitycouncil

