Creating Places for People in Kings Heath

Low traffic neighbourhood pilot – phase one
Online briefing session
24 August 2020
Welcome

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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)
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

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*BCC also contributing £500,000+ of match-funding*
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, Ladywood 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

ACTIVE (LOW TRAFFIC) NEIGHBOURHOODS

ENABLING RESIDENTS TO WALK AND CYCLE TACKLING CLIMATE CHANGE, CAR DEPENDENCY, CONGESTION, AND AIR POLLUTION

- 22km of segregated cycle lanes
- 40 modal filters to prevent local streets being used by motorists rat runs, as well as two part-time motor vehicle closures in local shopping parades
- Improved 100 junctions
- Planted more than 700 trees
- Installed almost 300 bikehangars
- Created seven station cycle hubs providing 477 secure parking spaces
- Built 15 pocket parks

References:
https://wfcycling.wordpress.com/mini-holland/evidence
https://www.enjoywalthamforest.co.uk/work-in-your-area/walthamstow-village

WALKING
+32 MINUTES PER WEEK

CYCLING
+9 MINUTES PER WEEK

LIFE
+7 MONTHS EXPECTANCY

ECONOMY
+30% RETAIL
-17% VACANCY

VEHICLES
-56% RESIDENTIAL
-38% OVERALL

COMMUNITY
+216% STATIC STREET USE

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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?

- 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)

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

### Survey Results

- **Too much traffic**: 70% (72% of all responses, 71% of Kings Heath residents)
- **Speeding**: 67% (60% of all responses, 63% of Kings Heath residents)
- **Pollution**: 60% (56% of all responses, 57% of Kings Heath residents)
- **Parking issues**: 56% (57% of all responses, 47% of Kings Heath residents)
- **Not safe to cycle**: 47% (47% of all responses, 38% of Kings Heath residents)
- **Dangerous junctions**: 44% (47% of all responses, 100% of Kings Heath residents)
- **Hard to cross roads**: 37% (38% of all responses, 6% of Kings Heath residents)
- **There are no problems**: 2% (2% of all responses, 6% of Kings Heath residents)
- **Other**: 6% (6% of all responses, 6% of Kings Heath residents)

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

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 #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 permittable)
- 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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