

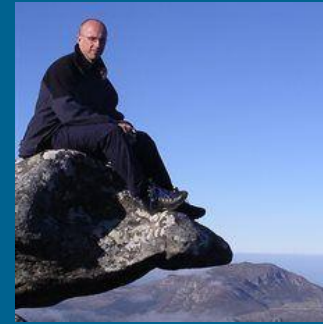
Expectations and lived experiences of Low Traffic Neighbourhoods in Birmingham



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Travelling in our cities

- UK: 82% live in urban environments
- 😊 Facilities, Employment, Recreation, Culture, Learning
- ☹️ Air pollution, Noise pollution, Safety
- ⬆️ Car usage: 1970 ➡️ 2021: 125 billion miles ➡️ 298 billion miles
- ➡️ Greenhouse gases: Carbon Dioxide
- Poor air quality & noise pollution
- ➡️ physical, behavioural & mental health issues



Travelling in our cities

Poor infrastructure planning → community severance → social inequality



- People from ethnic minority backgrounds are more likely to live in urban environments
- Birmingham: 47% of the population are from ethnic minority groups
- Adverse impacts of traffic ≥ affect people who are less likely to have access to a car
- Disabled people, female headed households, children and older people



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Low Traffic Neighbourhoods

- What is an LTN?
- ...Modal Filters



- ✓ Vehicular access to homes
- ✗ Through traffic

- ↓ Car use
- ↑ Active travel for short trips
- ↓ Noise & Air pollution
- ↑ Safety
- ↑ Environment to live in & travel



Emergency Active Travel Fund

- 2019: COVID-19
- Space for social distancing while travelling

Emergency Active Travel Fund

- May 2020: Department for Transport
- Local authorities →
 - Pavement widening
 - Road closures
 - Outdoor dining
 - Pop-up cycle lanes
 - Low Traffic Neighbourhoods



Birmingham City Council Public Consultations

2020 July

August

September

October

November

December

2021 January

February

March

April

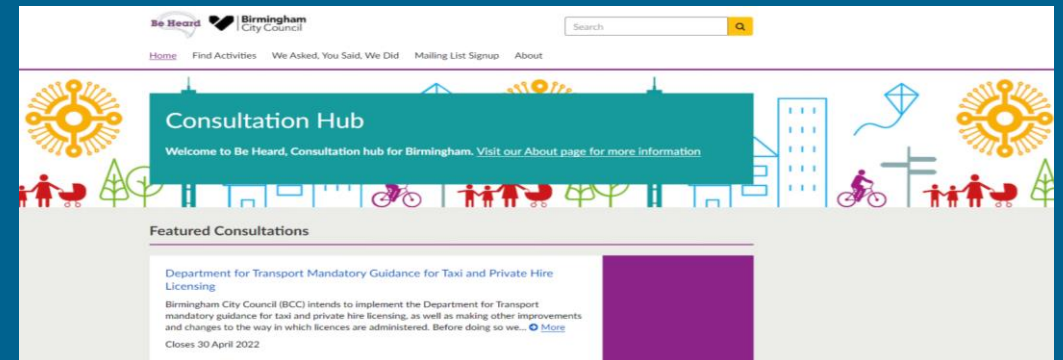
Kings Heath
& Moseley
Consultations

Kings Heath
LTN

Moseley LTN

Kings Heath
& Moseley
Consultations

The 'Be Heard' online platform



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The response

- Pre LTN: 3751 responses (Kings Heath 3238, Moseley 513)
- Post LTN: 791 responses from Kings Heath and Moseley
- 45-54 years (19%), Female (41%)
- Residents (69%), shoppers (27%); friends and family (22%); local employees (13%) parents (13%).
- Usual local travel method: walking (60%), driving (56%), bus (29%), cycling (27%) car passenger (19%)
- Pre-made statements (Yes/No)
- Views on traffic issues (e.g. speeding, safety)
- Changes they would like to see (e.g. stop rat running, more green spaces)
- Free text 'Other comments'



Our research

Qualitative thematic analysis of free text responses

Overarching categories:

- (i) Pre-LTN transport concerns and proposed solutions
- (ii) Anticipated and reported benefits from the LTN schemes
- (iii) Anticipated and reported disadvantages from the LTN schemes



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Benefits of an LTN

Substantial levels of support (38%)



Anticipated benefits

- ↓ Rat running, speeding, driver aggression  No filter  ↑ traffic
- Reduce traffic at dangerous junctions
- Reduce overall car use
- Increase walking and cycling  Integrated network
- Health benefits from better air quality
- Less noise pollution
- Better environment for socialising
- Sense of community
- Quieter, pleasanter environment
- - more likely to support local business



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Disadvantages of an LTN

Substantial levels of concern (37%)

Anticipated disadvantages

Traffic, noise, air pollution
Unsuitable roads,
New boundary roads, High street
Dangerous driving
Car, active transport



- No traffic evaporation
- Shifting the problem onto other roads  High street use
- Modal filters  dead ends, U turning cars & car parks
- Interfering with necessary journeys
- Discriminating against those with disabilities

More pressing issues:

- Parking, road & pavement repair
- Re-designing streets to improve traffic flow: fewer traffic lights, crossing & 20mph zones
- Re-routing high street traffic to other arterial routes



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Location and transport communities

Positive

- Residents of roads with a filter
- Cyclists on filtered roads
- Walkers of filtered roads

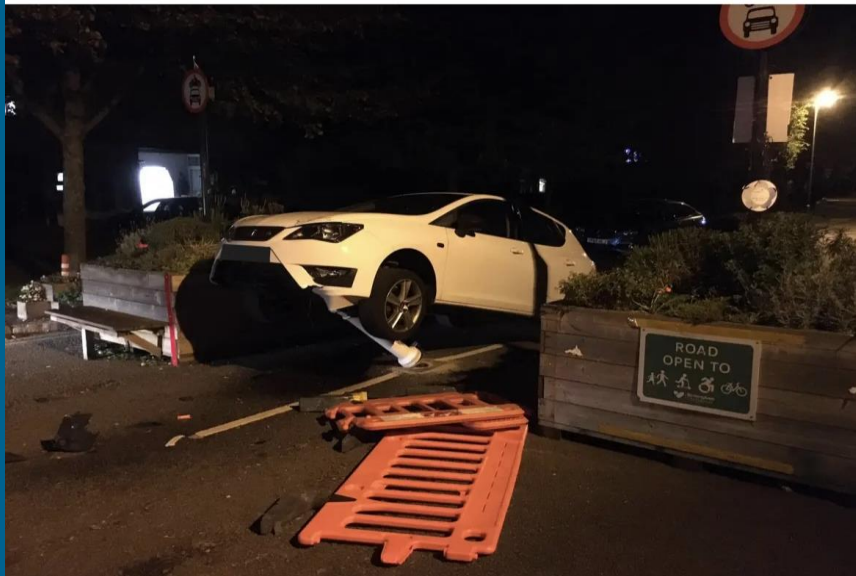
Negative

- Residents of roads adjacent to filters
- Disabled car users
- Using car for work
- School drop off then commute via car



To subvert or acquiesce

You can't park there mate



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Implications for urban environments

- Respondents felt that some local issues could be addressed by LTNs, not all
- Addressed: rat running, speeding, aggressive driving, and overall traffic flow
- ↑ Safety → modal shift → environmental & social benefits
→ physical and mental health benefits
- Inconvenience, discrimination, unequal effects
- High street...displaced traffic flow...pedestrianisation?
- Alternatives: speed bumps, residents parking, camera enforcement
- Carrot vs stick - improving public transport before restrictions on cars???



Implications for future LTNs

Their traffic
Their pollution
Their road rage



~~Community
cohesion~~

Peaceful

Low traffic

Modal shift

Less pollution

Ignored



Discriminated
against



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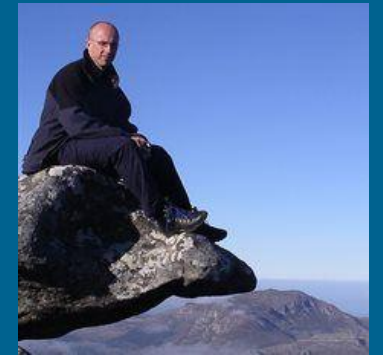
Conclusions

- Long term acceptance?
- Discrimination: Car users, cyclists on new rat runs, disabled people, roads without filters and boundary roads
- Piecemeal approach undermining the sense of community
- Consider interconnecting issues across:
- Wider areas of residential street
- School, faith, business environments
- Co-ordinated network of modal filters → ↑ benefits ↓ disadvantages



Thank you for listening

- Dr Ruth Pritchett
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- Professor G Neil Thomas



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