

Dear Andy, Liam, Jenny, Ian, Kerry, Martin, Waseem, Phil, Ian, Joe and Lisa
Project management, BCC Pilot LTNs – a better way 20th May 2021



To Councillor Kerry Jenkins kerry.jenkins@birmingham.gov.uk
Councillor Martin Straker Welds martin.straker.welds@birmingham.gov.uk
Councillor Zaffar waseem.zaffar@birmingham.gov.uk
Councillor Ian Ward ian.ward@birmingham.gov.uk
Phil Edwards philip.edwards@birmingham.gov.uk
Ian MacLeod ian.macleod@birmingham.gov.uk
Joe Green joe.green@birmingham.gov.uk
Lisa Trickett lisa.trickett@birmingham.gov.uk
Andy Smart andy.street@wmca.org.uk
Liam Byrne byrnel@parliament.uk
Jenny Wilkinson JennyWilkinsonLibDem@outlook.com

cc Woodfield Road Residents including Liz Stafford (via WhatsApp)

From Dr Mark Piney markpiney@blueyonder.co.uk

1.0. Introduction

Please see the letter from most of Woodfield Road residents sent to BCC today by Rick Robinson. My wife, Liz Stafford, and I agree with and have signed the Woodfield Road residents letter. This letter contains additional comments and suggestions.

2.0. Pilot LTNs in Kings Heath and Moseley

The initial Pilot LTNs set-up in Moseley and Kings Heath and elsewhere in Birmingham had:

1. No clear aim
2. No measurable objectives or ways of assessing them

3. Consequently, no way of assessing whether the Pilot LTN Project was a success or failure

There was no consultation with the populations that might be affected. The Pilot LTNs were done to us – imposed.

2.1. Impact on Kings Heath and Moseley

Because the traffic circulation was blocked at vital points the remaining roads became clogged with traffic, much of it stationary. New rat-runs appeared. Including the road my wife and I live on, Woodfield Road. The clogging meant that journey times into and out of the area increased. Businesses on roads blocked off by the large flower-pots lost custom and money. Those running the businesses had longer work days, because of the increased travel times at the beginning and end of the work day. It seems likely that emergency service response times increased (the Services could be asked for the data covering the Pilot period).

3.0. Project Management and BCC

Any project needs an aim or remit, objectives, and clear, simple agreed ways of assessing whether the objectives and aim/remit have been met. All this should be sorted out **before** the project starts, so everyone knows what they are doing and responsible for. In this context this is what a coherent BCC Traffic calming project might look like.

The BCC remit could be fourfold:

1. A scheme which slows but allows free-flow of traffic on Birmingham roads, especially, but not only in built-up areas
2. And allows as free, safe movement of people of all ages and degrees of fitness including disabled
3. And allows the emergency service vehicles as rapid and simple access as possible to emergencies
4. And reduces air pollution, noise and traffic danger to all.

In the Appendix I've put forward some of my own ideas. No doubt you'll get and develop more ideas.

I look forward to your considered replies as do all the other residents in Woodfield Road

Mark Piney

Dr M Piney, 10 Woodfield Road Birmingham B13 9UJ

PS For my latest COVID-19 exposure control guidance "*Basic notes: Staying safe from Sars-CoV-2 virus^[1] and why the exposure controls work Version 5, 26th April 2021*" see this [link](#) which shows both drafts and this [link](#) to see the latest (Version 5) published on 26th April. Please Share this guidance within your organisation and with family and friends.

[1] The cause of COVID 19 disease

Appendix

The Birmingham LTN was a dogs-dinner from the very beginning. Rather than be boxed in by the Pilot LTN (and Tranche 2) offer I think we should ask for what's needed.

There will be lots of ways of slowing traffic through Birmingham residential areas and making it safer and less polluting for all.

These are just eight ideas I have had. No doubt there will be many ideas to choose from:

Maybe a combination of control measures including,

1. Carefully thought through, limited in application, one-way roads
2. Active speed signs,
3. Careful use of more speed bumps
4. Proper enforcement of the speed limits (by the police or maybe traffic wardens?)
5. Better designated cycle routes
6. Wider pavements in crowded pedestrian areas
7. Better kerb-side ramps for wheelchair users and others who have trouble walking speedily
8. Scrapping of the Covid 19 "*Social Distancing Measures*" – They serve no purpose and force people close together on sometimes crowded pavements. See my Guidance.

