

Harborne East Traffic Management Scheme (LTN)

Summary

The Harborne East Traffic Management Scheme proposes implementing a Low Traffic Neighborhood (LTN) to reduce cut-through traffic in residential streets north of Harborne High Street. Using strategic modal filters while maintaining resident access, this 12-18 month experimental trial aims to improve road safety and air quality, particularly around Harborne Primary and Chad Vale Primary schools. The scheme would be funded through the Environment and Transport Neighbourhood Fund and include ongoing community consultation.

Background & Justification

- High volumes of cut-through traffic on residential streets (Ravenhurst Road, Wentworth Road, Station Road, Park Hill Road)
- Traffic surveys show most vehicles exceed 20mph limits
- Birmingham has the UK's worst air quality (five times WHO levels), affecting child development and health
- Narrow residential roads not designed for current traffic volumes
- Children walking to schools navigate congested, polluted streets
- Local demographics support reduced car dependency (26% of households have no car, 43% work mainly from home)

Proposed Solution

Following community feedback and traffic modeling, we recommend:

1. Strategic Modal Filters:
 - Margaret Grove
 - Across Wentworth Road and Ravenhurst Road
 - Lonsdale Road
2. Implementation via Experimental Traffic Regulation Order (ETRO):
 - 12-18 month trial with ongoing consultation
 - Removable if unsuccessful
 - Allows adjustments based on real-world impacts

ABStreet traffic modeling shows the scheme eliminates cut-through routes while maintaining resident access and creating distinct neighborhood cells.

Benefits & Expected Impact

- Traffic Reduction: Decreased through-traffic, reduced school congestion
- Safety Improvements: Safer school routes, reduced speeding, safer pedestrian crossings
- Environmental Benefits: Improved air quality, reduced noise pollution
- Community Wellbeing: More pleasant streets, increased active travel, enhanced local "village feel"
- Economic Benefits: Research shows walkable neighborhoods experience increased local retail activity

Cost Estimate & Feasibility

- Estimated Total Cost: £25-30,000, based on estimate for similar three filter scheme being implemented in Bordesley & Highgate also under ENTF

The scheme meets ENTF criteria:

- Road Harm Reduction
- Promotion of Active Travel
- Air Quality and climate change mitigation

Community Support & Stakeholder Input

- 450+ doors knocked, 115 surveys completed
- 80% of respondents support traffic reduction measures
- Scheme endorsed by:
 - Head Teacher, Chad Vale Primary School
 - Deputy Head Teacher, Harborne Primary School
 - The Circle Cycling Club
 - Friends of Harborne Walkway

The plan has evolved significantly based on community feedback:

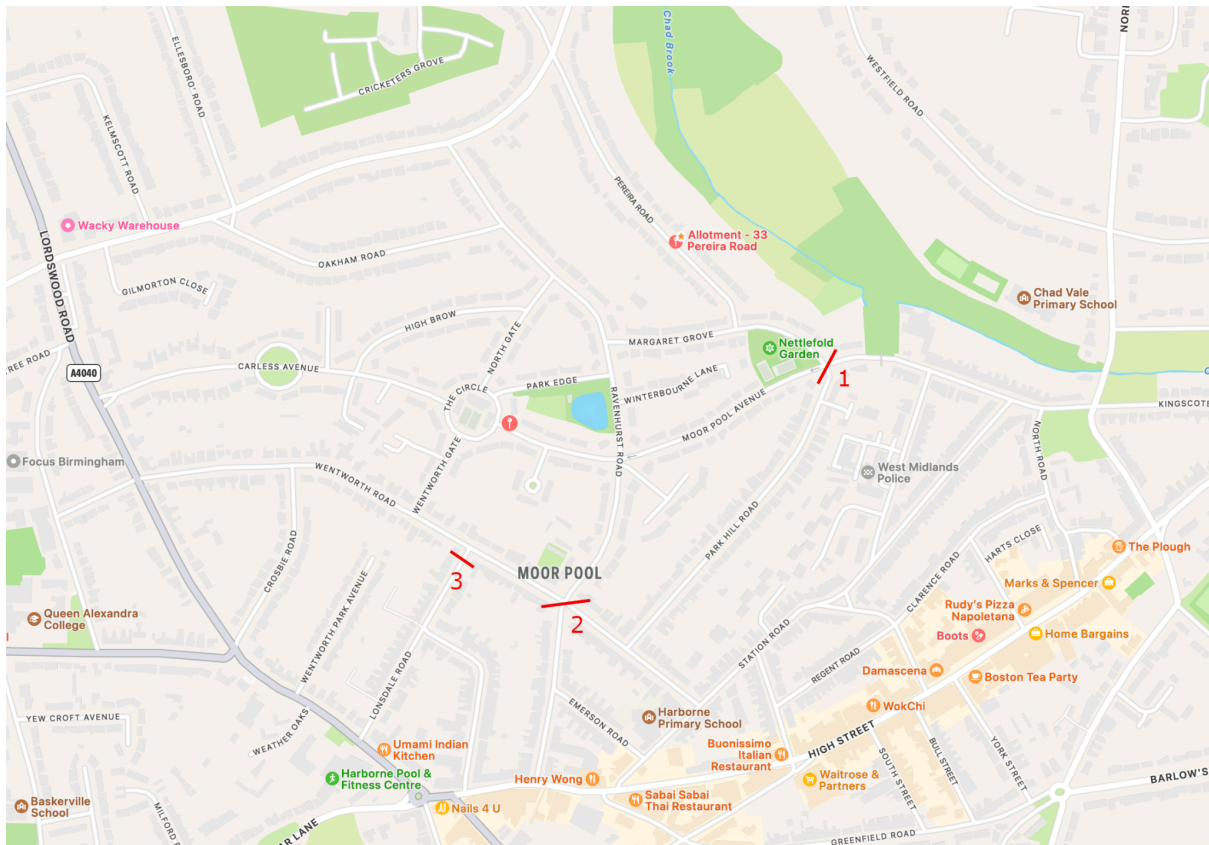
- Filter changes and reductions
- "Scheme B" rejected after concerns about Park Hill Road
- ABStreet modeling incorporated to visualize effects
- Renamed from "Moor Pool" to "Harborne East" to reflect broader coverage

Conclusion

This scheme represents a time-limited opportunity to address growing traffic problems using available ENTF funding before the March 2025 deadline. The experimental approach allows for real-world testing with minimal risk.

LTNs have been successfully implemented across the UK with documented benefits. By preventing cut-through traffic while maintaining resident access, the scheme balances necessary vehicle use with creating safer, healthier streets. The broad community support indicates residents recognize the need for change. There will always be a loud minority who oppose change, as has consistently been shown across the UK and Europe, these kinds of changes are broadly popular.

Without intervention, traffic volumes will increase, worsening congestion, pollution, and safety concerns. This cost-effective, evidence-based solution offers immediate benefits for the Harborne East community.



Further details available on <https://betterstreetshq.com/>