

Kings Heath & Moseley Places for People

Phase 2 Designs (packages 1 & 2)

Consultation Report

January 2025

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1. Introduction

Places for People in Kings Heath & Moseley aims to reduce traffic in residential neighbourhoods so that it is safer to walk, wheel, and cycle, and nicer to be outside.

The first phase of this scheme was delivered as a trial in 2020 and made permanent in 2022 with the intention that a second phase would implement a revised area-wide scheme, with measures grouped into four packages for delivery.

Between 7 May and 9 June 2024, we ran a consultation to seek feedback on the proposed designs for packages 1 and 2 of this second phase of the Places for People scheme:

- Package 1: improvements to phase 1 measures to the west of Kings Heath High Street including the York Road pedestrian zone.
- Package 2: new measures being introduced to the east of Kings Heath High Street including modal filters, one-way streets, and physical traffic calming.

This report summarises feedback received from this consultation and details action taken in response ahead of implementation in 2025.

Summary

926 responses were received. 23 responses were submitted on behalf of a business or organisation, with 21 unique organisations represented. The remaining 903 responses came from individual citizens

Key feedback

- Concerns about wayfinding for a section of properties on Howard Road due to the positioning of the modal filter on Colmore Road.
- Requests for additional bollards to prevent drivers from bypassing the modal filters along Howard Road by using footways and grass verges.
- Concerns about increased speeding on one-way streets. Consider where it is possible to retain two-way movement if it does not change the ethos of the scheme.
- Concern that Waterloo Road is too narrow to remain two-way.
- Minimise any loss of on-street parking.
- Consider further measures to help alleviate congestion on Institute Road.
- Concerns about displacement of traffic and increased speeding along Clarence Road and Gaddesby Road due to drivers using these streets instead of Billesley Lane and Springfield Road.

Based on the feedback received, the following amendments have been made to the package 1 and package 2 measures:

Package 1 amendments

- The Colmore Road modal filter will remain in its current position rather than being moved to the junction with Howard Road, to enable direct access to properties on this section of Howard Road.
- Additional bollards will be installed around the modal filters on All Saints Road and Hazelhurst Road to ensure traffic is unable to bypass these by driving over the grassed areas.
- Waterloo Road will be made one-way from York Road to South Road.
- Westfield Road will remain two-way.

Package 2 amendments

- Goldsmith Road will be made one-way from Institute Road to Drayton Road.
- The proposed modal filter at the junction of Springfield Road and Melton Road will be repositioned away from the roundabout so that access to the area used for off-street parking is maintained.
- The one-way restriction on Poplar Road from Valentine Road will be extended all the way up to the Asda entrance.
- Relocate the proposed modal filter at the junction of School Road and Ashfield Road to the junction of Ashfield Road and Ashfield Avenue to retain access to garages behind properties on School Road.
- Retain the existing crossing location on Billesley Lane by One-Stop (north of Westlands Road) but upgrade this to a zebra crossing and install high-friction surfacing.
- Additional traffic calming measures will be installed on Gaddesby Road, Clarence Road, and the section of Springfield Road between the junctions with Billesley Lane and Addison Road.

Next Steps

Various changes have been made to the proposed designs in response to feedback received as part of this consultation (as outlined above).

All of the detailed design are now complete and are going through the city council's internal review process as well as a Design Review Panel with Transport for West Midlands and Active Travel England (as per all Active Travel Fund schemes).

Once approved, Full Business Cases will be produced for these two packages and go forward for approval in line with the council's governance processes. Some elements of both packages are also subject to statutory consultation on Traffic Regulation Orders. Pending approvals, construction work is scheduled to take place between July and November 2025.

2. Consultation responses

926 responses were received. 23 responses were submitted on behalf of a business or organisation, with 21 unique organisations represented. The remaining 903 responses came from individual citizens

Scheme Feedback

Package 1A – along Howard Road

Package overview

This package seeks to prevent through-traffic from using residential streets to travel between Howard Road and Vicarage Road. Access to properties in this area is from Vicarage Road.

The measures included as part of this package are:

- modal filter on Colmore Road, to the north of the junction with Howard Road
- modal filter on Hazelhurst Road, to the north of the junction with Howard Road
- modal filter on All Saints Road, to the north of the junction with Howard Road

Respondents were asked if they wished to make any comments on any of the measures included in this package and, if so, they were invited to share their thoughts on these.



301 people chose to provide comments on this specific package.

Responses from internal roads

The following roads are internal to package 1A:

- Abbots Road
- All Saints Road (north section)
- Hazelhurst Road (north section)
- Colmore Road (north section)

16 responses were received from residents of the above roads, with 15 of these respondents providing feedback on package 1A. Although the respondents were not specifically asked whether they were broadly in favour of or opposed the scheme, many did express a view or sentiment on this. Of the 15 responses:

- 3 expressed a positive view of the overall scheme
- 4 expressed a negative view of the overall scheme
- 8 expressed no particular sentiment, or commented only on the detail of the package proposal.

Key design related issues raised in the 15 resident responses were:

- Concern about vehicles driving on the footway and grass verges to bypass the modal filters.
- Comments about signage – which signs are used and that the current concrete bases take up too much footway.
- Concern about congestion and anti-social and illegal parking, particularly for drop off/collection of children from local schools.
- Parking next to the modal filters can limit the space for vehicles to turn around.
- Preference to keep the planters in current location rather than spend money on more revised measures.

No responses were received from businesses/organisations on the above roads.

Responses from bounding roads

The following roads immediately border package 1A:

- Vicarage Road (between Avenue Road and A435 Alcester Road South)
- Howard Road
- A435 Alcester Road South (between Howard Road to Vicarage Road)

26 responses were received from residents of the above roads, with 24 of these respondents providing feedback on package 1A. Although the respondents were not specifically asked whether they were broadly in favour of or opposed the scheme, many did express a view or sentiment on this. Of the 24 responses:

- 1 expressed a positive view of the overall scheme
- 22 expressed a negative view of the overall scheme
- 1 expressed no particular sentiment, or commented only on the detail of the package proposal.

Key design related issues raised in the 24 resident responses were:

- Concern about vehicles driving on the footway and grass verges to bypass the modal filters.
- The revised location would prevent access to the service road on Howard Road, from the main part of Howard Road – concern this would impact the ability of service providers (e.g. deliveries, emergency services) to find a route to these properties
- Concern about congestion and anti-social and illegal parking, particularly for drop off/collection of children from local schools.
- Would prefer a design which involves more planting and revises the road layouts to feel less like a road.
- Parking next to the modal filters can limit the space for vehicles to turn around.
- Preference to keep the planters in current location rather than spend money on more revised measures.
- Would prefer one-way streets rather than modal filters

No responses were received from businesses/organisations on the above roads.

All responses

In total, 301 people chose to provide comments on this specific package, including the 39 respondents above, responding from roads internal to or immediately bounding package 1A. Of the 301 responses, 12 were from businesses/organisations, 289 were from individuals.

Although the respondents were not specifically asked whether they were broadly in favour of or opposed the scheme, many did express a view or sentiment on this. Of the 301 responses:

- 64 expressed a positive view of the overall scheme
- 215 expressed a negative view of the overall scheme
- 22 expressed no particular sentiment, or commented only on the detail of the package proposal.

Key design related issues raised in the 301 responses were:

- Enforcement: respondents expressed concern over the enforcement of modal filters and speed limits. A significant comment which came up several times was fear that cars will simply drive around modal filter on footways and verges.
- Modal Filter/Bollard: respondents commented on the design and location of modal filters. It was largely a popular decision to implement permanent bollards where practical.
- Parking: Parking was highlighted as a significant complaint. Respondents worried that antisocial parking would undermine the goals of Places for People and have a negative impact on the area as a whole.
- Signage: respondents commented on the quantity and type of signage.
- Other design issues: respondents pointed out other specific design issues such as alignment with dropped kerbs.

Package 1A amendments

The following amendments to the proposed design will be taken forward:

- The Colmore Road modal filter will remain in its current position rather than being moved to the junction with Howard Road, to enable direct access to properties on this section of Howard Road.
- Additional bollards will be installed around the modal filters on All Saints Road and Hazelhurst Road to ensure traffic is unable to bypass these by driving over the grassed areas.

Package 1B – West of Kings Heath High Street

Package overview

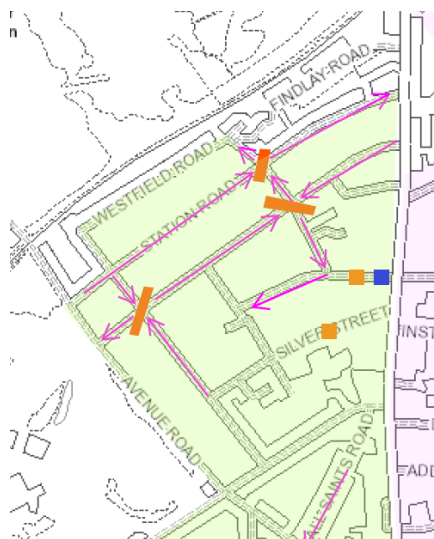
This package seeks to prevent through-traffic from using residential streets to travel between Kings Heath High Street and Avenue Road. Access to properties in this area is from either Vicarage Road, Avenue Road, or Kings Heath High Street.

The measures included as part of this package are:

- modal filter on Silver Street east of the junction with Whitesmiths Croft
- Pedestrian & cycle zone on York Road between Kings Heath High Street and Waterloo Road
- diagonal modal filter across the junction (N-S) of Highbury Road/Grange Road
- diagonal modal filter across the junction (E-W) of Grange Road/York Road
- diagonal modal filter across the junction (N-S) of Station Road/York Road

Respondents were asked if they wished to make any comments on any of the measures included in this package and, if so, they were invited to share their thoughts on these.

They were also presented with an alternative option to retain a modal filter in the current location on Highbury Road to the south-east of the junction with Grange Road, rather than installing a diagonal modal filter across the junction of Highbury Road/Grange Road, and asked whether they had a preference between the two options.



410 people chose to provide comments on this specific package and 354 people responded to the question about a preferred option for Highbury Road.

Responses from internal roads

The following roads are internal to package 1B:

- | | |
|---------------------|---------------------|
| • Balaclava Road | • Silver Street |
| • Bank Street | • Silverfield Close |
| • Chamberlain Court | • South Road |
| • Fairfield Road | • Station Road |
| • Findlay Road | • Waterloo Road |
| • Grange Road | • Westfield Road |
| • Highbury Road | • York Road |
| • Kings Gate | |

134 responses were received from residents of the above roads, with 128 of these respondents providing feedback on package 1B. Although the respondents were not specifically asked whether they were broadly in favour of or opposed the scheme, many did express a view or sentiment on this. Of the 116 responses:

- 44 expressed a positive view of the overall scheme
- 27 expressed a negative view of the overall scheme
- 57 expressed no particular sentiment, or commented only on the detail of the package proposal (simply expressing that they prefer the current layout of the Places for People scheme was counted as no particular/neutral sentiment).

Key design related issues raised in the 116 resident responses were:

- Preference for current layout from some respondents.
- Revised proposal reduces the number of access/exit options for accessing properties within the area.
- Concerns that one-way streets will increase vehicle speeds, will be abused or ignored and will make routes more complicated for vehicles accessing properties within the area.
- Concerns about large vehicles – swept path at diagonal filters, trapping other vehicles while stopped for deliveries etc.
- Concern about loss of parking from revised proposal and of increased pressures on on-street parking in Station Road, Grange Road and Bank Street due to easier access from High Street.
- Concern about ongoing vandalism of modal filters.
- Comments about York Road and the benefits of making the pedestrianisation more permanent and more apparent from the layout.

Views were mixed from the three businesses/organisations who responded from the above roads. One was pleased to see a more permanent and obvious pedestrianisation of York Road, one felt the scheme as a whole was deterring people from visiting shops in Kings Heath and the third was concerned that customers and deliveries find it hard to locate their business.

Responses from bounding roads

The following roads immediately border package 1B:

- Avenue Road
- A345 High Street
- Vicarage Road (between Avenue Road and A435 Alcester Road South)

13 responses were received from residents of the above roads, with 11 of these respondents providing feedback on package 1B. Although the respondents were not specifically asked whether they were broadly in favour of or opposed the scheme, many did express a view or sentiment on this. Of the 24 responses:

- 0 expressed a positive view of the overall scheme
- 11 expressed a negative view of the overall scheme
- 0 expressed no particular sentiment, or commented only on the detail of the package proposal.

The 11 resident responses made no comments on the specific design proposals, all were concerned only with providing an opinion on the Places for People scheme as a whole.

No responses were received from businesses/organisations on the above roads.

All responses

In total, 410 people chose to provide comments on this specific package, including the 130 respondents above, responding from roads internal to or immediately bounding package 1B. Of the 410 responses, 12 were from businesses/organisations, 398 were from individuals.

Although the respondents were not specifically asked whether they were broadly in favour of or opposed the scheme, many did express a view or sentiment on this. Of the 410 responses:

- 119 expressed a positive view of the overall scheme
- 176 expressed a negative view of the overall scheme
- 115 expressed no particular sentiment, or commented only on the detail of the package proposal.

Key design related issues raised in the 301 responses were:

- Modal Filter/Bollard: respondents commented on the design and location of modal filters. It was largely a popular decision to implement permanent bollards where practical, although some advocated for the retention of conventional planters seeing them as community assets.
- Public Realm/York Road: whilst there were a minority of negative comments on York Road, a significant majority of respondents argued in favour of York Road's pedestrianisation and agreed that further works would improve it. It was described as a 'huge success' and 'special environment' amongst a large array of compliments.
- One-way: respondents commented on the implementation of diagonal modal filters and one-way streets. Many expressed worries that it would be dangerous for cyclists and there was a split on asking for or denying contraflow cycling. Other respondents advocated for a one-way system in place of modal filters.
- Enforcement: respondents commented on the lack of enforcement. A portion of respondents argued that further camera enforcement would be an effective measure.
- Parking: it was again highlighted that antisocial parking risks nullifying the benefits of the scheme. This was argued both by respondents with an overall positive or overall negative view of the scheme.

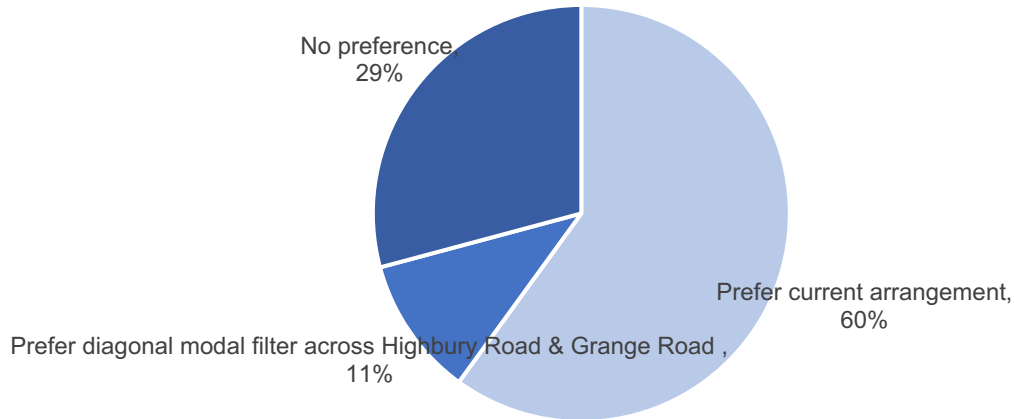
Preference for Highbury Road

Respondents were asked whether a modal filter on Highbury Road to the south-east of the junction of Grange Road (as is presently in place) or a diagonal modal filter across the junction of Highbury Road & Grange Road was preferred.

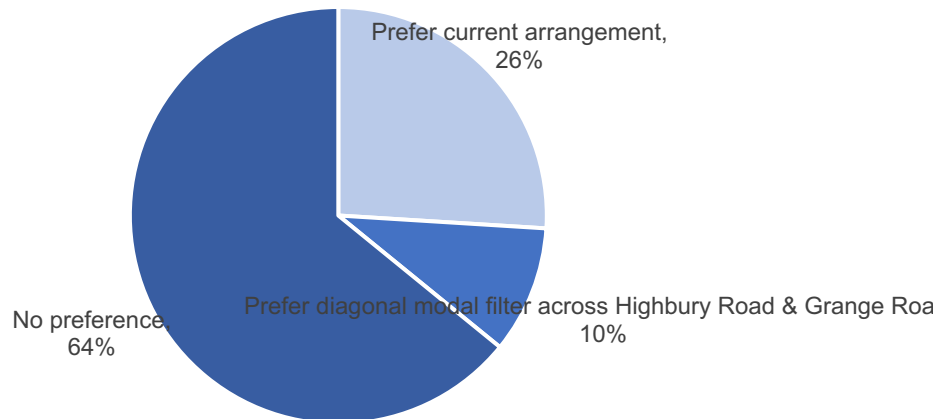
354 respondents answered this question, of which 120 are residents or represent a business/organisation of the internal roads in the area.

In both cases, the current arrangement was preferred over a revision to a diagonal modal filter.

Highbury Road preference (people on internal roads)



Highbury Road preference (all respondents)



Package 1B amendments

The following amendments to the proposed design will be taken forward:

- Waterloo Road will be made one-way from York Road to South Road.
- Westfield Road will remain two-way
- The diagonal modal filter option for Highbury Road/Grange Road will be progressed

Package 2A – between Wheelers Lane and Addison Road

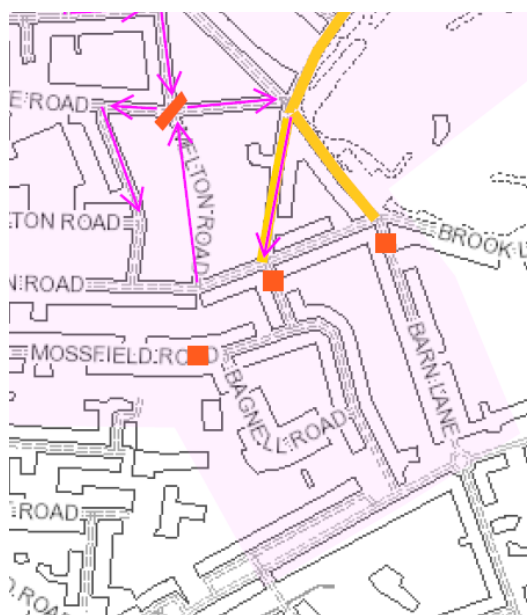
Package overview

This package seeks to prevent through-traffic from using residential streets to travel between Wheelers Lane and Addison Road/Kings Heath High Street. Access to properties in this area is from either Wheelers Lane (green shaded area on map) or Barn Lane/Springfield Road (pink shaded area).

The measures included as part of this package are:

- modal filter on Mossfield Road west of the junction with Bagnell Road
- modal filter on Portman Road at the junction with Addison Road
- modal filter on Barn Lane at the junction with Addison Road

Respondents were asked if they wished to make any comments on any of the measures included in this package and, if so, they were invited to share their thoughts on these.



364 people chose to provide comments on this specific package.

Responses from internal roads

The following roads are internal to package 2A:

- | | |
|---|---|
| • Addison Road (between Melton Road and Springfield Road) | • Melton Road (between Institute Road and Addison Road) |
| • Bagnell Road | • Mossfield Road |
| • Barn Lane | • Portman Road |
| • Gaddesby Road | • Richmond Place |

79 responses were received from residents of the above roads, with 56 of these respondents providing feedback on package 2A. Although the respondents were not specifically asked whether they were broadly in favour of or opposed the scheme, many did express a view or sentiment on this. Of the 56 responses:

- 19 expressed a positive view of the overall scheme
- 27 expressed a negative view of the overall scheme

- 10 expressed no particular sentiment, or commented only on the detail of the package proposal.

A small number of design related comments were made:

- A number of specific comments about exact location of modal filters, including proximity to property access
- Query about turning space at modal filter
- Comments about the design/materials used for bollards
- Concern proposal reduces the number of access/exit options for accessing properties within the area.

No responses were received from businesses/organisations on the above roads.

Responses from bounding roads

The following roads immediately border package 2A:

- Billesley Lane
- Brook Lane
- Wheelers Lane

33 responses were received from residents of the above roads, with 23 of these respondents providing feedback on package 2A. Although the respondents were not specifically asked whether they were broadly in favour of or opposed the scheme, many did express a view or sentiment on this. Of the 23 responses:

- 4 expressed a positive view of the overall scheme
- 9 expressed a negative view of the overall scheme
- 10 expressed no particular sentiment, or commented only on the detail of the package proposal.

Key design related issues raised in the 23 resident responses were:

- The modal filter on Barn Lane was mentioned by a number of respondents both in a positive and negative light.
- Concern about safety on boundary roads, with requests for traffic calming and pedestrian crossings on Brook Lane and Wheelers Lane

One response was received from businesses/organisations on the above roads. They made no specific comments about package 2A.

All responses

In total, 364 people chose to provide comments on this specific package, including the 79 respondents above, responding from roads internal to or immediately bounding package 2A. Of the 364 responses, 10 were from businesses/organisations, 354 were from individuals.

Although the respondents were not specifically asked whether they were broadly in favour of or opposed the scheme, many did express a view or sentiment on this. Of the 364 responses:

- 74 expressed a positive view of the overall scheme
- 225 expressed a negative view of the overall scheme
- 65 expressed no particular sentiment, or commented only on the detail of the package proposal.

There were several issues that were prevalent across each of the Package 2 areas. This took the shape of key themes that came up each time such as parking access and fears around anti-social parking, the need for enforcement measures on speed limits and modal filter restrictions, arguments (largely) in favour of permanent modal filters/bollards but also some cases for the retention of planters and removable bollards, serious worries about road harm in and around the Kings Heath/Moseley area including a specific concern for active modes.

Other key design related issues raised in the 364 responses were:

- Modal filter location: Some specific points on the placement of modal filters were made.
- Bus gate: most of the comments on the proposed bus gate were positive, although the comment was made that it would be inconvenient for residents whose most immediate access point was adjacent to the bus gate.

Package 2A amendments

No changes to the proposed design will be taken forward.

Package 2B – east of Kings Heath High Street

Package overview

This package seeks to prevent through-traffic from using residential streets to travel between Kings Heath High Street and Springfield Road & Billesley Lane. Access to properties in this area is from various points along Kings Heath High Street.

The measures included as part of this package are:

- diagonal modal filter across the junction (NE-SW) of Institute Road & Melton Road
- modal filter on Melton Road at the junction with Springfield Road
- diagonal modal filter to replace the existing 5-arm roundabout at the junction (N-S) of Poplar Road, Valentine Road, School Road, Cambridge Road & Springfield Road
- modal filter on Ashfield Road at the junction with School Road

Respondents were asked if they wished to make any comments on any of the measures included in this package and, if so, they were invited to share their thoughts on these.

486 people chose to provide comments on this specific package.

Responses from internal roads

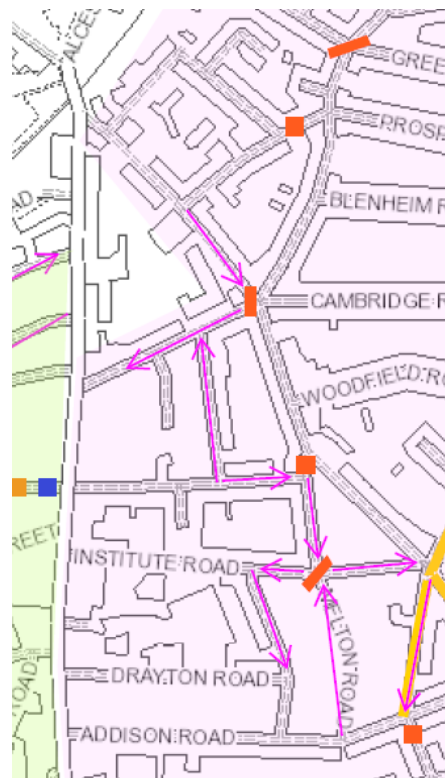
The following roads are internal to package 2B:

- | | |
|---|-------------------|
| • Addison Road (between A435 High Street and Melton Road) | • Heathfield Road |
| • Ashfield Avenue | • Institute Road |
| • Ashfield Road | • Leasowes Road |
| • Drayton Road | • Melton Road |
| • Florence Road | • Poplar Road |
| • Goldsmith Road | • Valentine Road |
| | • Woodville Road |

112 responses were received from residents of the above roads, with 97 of these respondents providing feedback on package 2B. Although the respondents were not specifically asked whether they were broadly in favour of or opposed the scheme, many did express a view or sentiment on this. Of the 97 responses:

- 39 expressed a positive view of the overall scheme
- 24 expressed a negative view of the overall scheme
- 34 expressed no particular sentiment, or commented only on the detail of the package proposal (simply expressing that they prefer the current layout of the Places for People scheme was counted as no particular/neutral sentiment).

Key design related issues raised in the 97 resident responses were:



- A number of concerns were raised about the proposed layout close to Kings Heath Primary School, with some people preferring the current arrangement with a modal filter on Poplar Road, some preferring the proposed new layout and a number of queries regarding the one-way street on Valentine Road.
- Concerns were raised that traffic levels on Goldsmith Road would increase under this proposal.
- It was requested that all one-way streets should allow contraflow cycling.
- One way streets on Heathfield Road, Melton Road and Institute Road were generally welcomed and a request was made that this should apply to the full lengths of Heathfield and Institute.
- Concern was raised that the plans require some loss of on street parking.
- Permanent (non removable) bollards were welcomed, following the vandalism of current modal filters.

Four businesses/organisations responded from the above roads. Three of these were opposed to the scheme in general, considering that it made it more difficult for visitors and staff to reach them by car. One raise queries about the proposed layout around Valentine, Poplar and Woodville Roads and on how a Car Free School Street would interact with the Places for People design.

Responses from bounding roads

The following roads immediately border package 2B:

- Alcester Road South
- High Street
- Howard Road East

11 responses were received from residents of the above roads, with 7 of these respondents providing feedback on package 2B. Although the respondents were not specifically asked whether they were broadly in favour of or opposed the scheme, many did express a view or sentiment on this. Of the 7 responses:

- 0 expressed a positive view of the overall scheme
- 6 expressed a negative view of the overall scheme
- 1 expressed no particular sentiment, or commented only on the detail of the package proposal.

The only design issue raised in the 7 responses was requests for traffic calming, either on the boundary roads or on the internal roads instead of modal filters.

Five businesses/organisations responded from the above roads, with only one choosing to comment on package 2B. The comment did not relate to scheme design.

All responses

In total, 486 people chose to provide comments on this specific package, including the 105 respondents above, responding from roads internal to or immediately bounding package 2B. Of the 486 responses, 16 were from businesses/organisations, 470 were from individuals.

Although the respondents were not specifically asked whether they were broadly in favour of or opposed the scheme, many did express a view or sentiment on this. Of the 486 responses:

- 121 expressed a positive view of the overall scheme
- 238 expressed a negative view of the overall scheme

- 127 expressed no particular sentiment, or commented only on the detail of the package proposal.

There were several issues that were prevalent across each of the Package 2 areas. This took the shape of key themes that came up each time such as parking access and fears around anti-social parking, the need for enforcement measures on speed limits and modal filter restrictions, arguments (largely) in favour of permanent modal filters/bollards but also some cases for the retention of planters and removable bollards, serious worries about road harm in and around the Kings Heath/Moseley area including a specific concern for active modes.

Package 2B amendments

The following amendments to the proposed design will be taken forward:

- Goldsmith Road will be made one-way from Institute Road to Drayton Road.
- The proposed modal filter at the junction of Springfield Road and Melton Road will be repositioned away from the roundabout so that access to the area used for off-street parking is maintained.
- The one-way restriction on Poplar Road from Valentine Road will be extended all the way up to the Asda entrance.

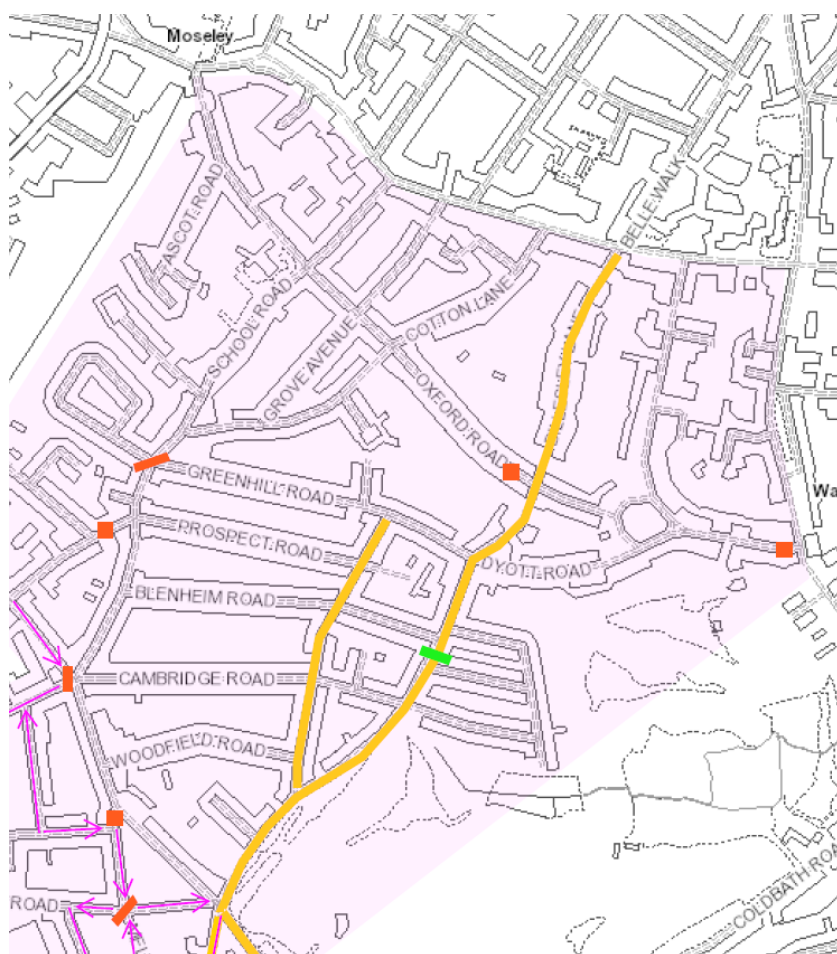
Package 2C – South Moseley area

This package seeks to prevent through-traffic from using School Road to travel between Kings Heath and Moseley Village and from using residential streets to travel between Yardley Wood Road/Billesley Lane and St Mary's Row/Moseley Village. Access to properties in this area is from either St Mary's Row/Wake Green Road or Billesley Lane.

The measures included as part of this package are:

- diagonal modal filter across the junction (NE-SW) of School Road/Greenhill Road/Greenend Road
- modal filter on Oxford Road to the west of the junction with Billesley Lane
- modal filter on St Agnes Road at the junction with Yardley Wood Road

Respondents were asked if they wished to make any comments on any of the measures included in this package and, if so, they were invited to share their thoughts on these.



448 people chose to provide comments on this specific package.

Responses from internal roads

The following roads are internal to package 2C:

- | | |
|------------------|------------------|
| • Ascot Road | • Clarence Road |
| • Birches Close | • Cotton Lane |
| • Blenheim Road | • Dyott Road |
| • Cambridge Road | • Eastlands Road |

- Elmfield Crescent
- Greenend Road
- Greenhill Road
- Grove Avenue
- Manor Park Close
- Mulberry Drive
- Northlands Road
- Oxford Road
- Paton Grove
- Poulton Close
- Prospect Road
- Ritchie Close
- School Road
- Southlands Road
- Springfield Road
- St Agnes Close
- St Agnes Road
- Thornley Close
- Westlands Road
- Woodfield Road

331 responses were received from residents of the above roads, with 256 of these respondents providing feedback on package 2C. Although the respondents were not specifically asked whether they were broadly in favour of or opposed the scheme, many did express a view or sentiment on this. Of the 256 responses:

- 85 expressed a positive view of the overall scheme
- 115 expressed a negative view of the overall scheme
- 56 expressed no particular sentiment, or commented only on the detail of the package proposal (simply expressing that they prefer the current layout of the Places for People scheme was counted as no particular/neutral sentiment).

Key design related issues raised in the 256 resident responses were:

- The modal filter on St Agnes Road was mentioned by several respondents, mostly expressing satisfaction that it was proposed and would resolve traffic issues here
- The removal of the existing modal filter on School Road and addition of a diagonal filter at Greenhill was raised by several respondents, many of whom would prefer the retention of the current filter or had concerns about the new diagonal filter.
- Respondents expressed concern that Cotton Lane and Grove Avenue would see increased traffic under the proposed design.
- Respondents expressed concern at the reduced routes into and out of the area, and some proposed changes to junction design at the boundary of package 2C (including re-instating the right turn from A435 Alcester Road into St Marys Row).
- Some respondents felt the measures should be introduced on a temporary basis first to allow for amendments to be made. On the other hand, some welcomed the more permanent arrangement compared with the existing planters.
- Some respondents expressed concern over driver behaviour, including driving on the footway to bypass modal filters and speeding.

Two businesses/organisation from the above roads responded, but they did not make any comments about package 2C

Responses from bounding roads

The following roads immediately border package 2C:

- Alcester Road
- St Mary's Row
- Wake Green Road
- Yardley Wood Road

27 responses were received from residents of the above roads, with 23 of these respondents providing feedback on package 2C. Although the respondents were not

specifically asked whether they were broadly in favour of or opposed the scheme, many did express a view or sentiment on this. Of the 23 responses:

- 1 expressed a positive view of the overall scheme
- 18 expressed a negative view of the overall scheme
- 4 expressed no particular sentiment, or commented only on the detail of the package proposal.

The 23 resident responses made two design related comments: concern was raised about flooding at the location of the modal filter on St Agnes Road and traffic calming was requested for Yardley Wood Road.

All responses

In total, 448 people chose to provide comments on this specific package, including the 279 respondents above, responding from roads internal to or immediately bounding package 2C. Of the 448 responses, 10 were from businesses/organisations, 438 were from individuals.

Although the respondents were not specifically asked whether they were broadly in favour of or opposed the scheme, many did express a view or sentiment on this. Of the 448 responses:

- 121 expressed a positive view of the overall scheme
- 237 expressed a negative view of the overall scheme
- 90 expressed no particular sentiment, or commented only on the detail of the package proposal.

There were several issues that were prevalent across each of the Package 2 areas. This took the shape of key themes that came up each time such as parking access and fears around anti-social parking, the need for enforcement measures on speed limits and modal filter restrictions, arguments (largely) in favour of permanent modal filters/bollards but also some cases for the retention of planters and removable bollards, serious worries about road harm in and around the Kings Heath/Moseley area including a specific concern for active modes.

Package 2C amendments

The following amendments to the proposed design will be taken forward:

- Relocate the proposed modal filter at the junction of School Road and Ashfield Road to the junction of Ashfield Road and Ashfield Avenue to retain access to garages behind properties on School Road.

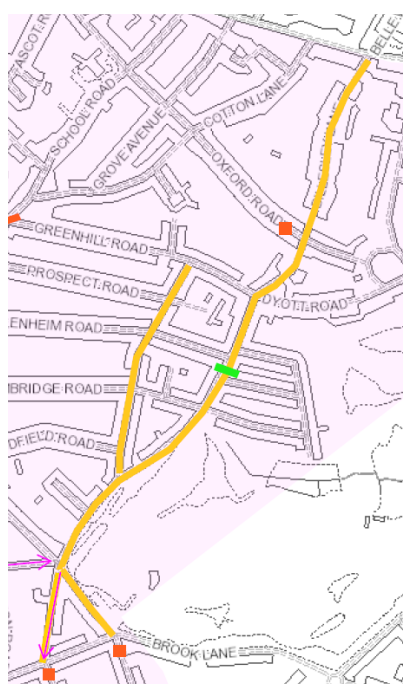
Package 2D – Billesley Lane and Springfield Road traffic calming

This package consists of physical traffic calming measures to reduce vehicle speed and discourage the use of these roads as a through-route.

The measures included as part of this package are:

- series of 10 splitter islands (chicanes) on Billesley Lane between Springfield Road and Wake Green Road and existing speed cushions to be raised
- zebra crossing on Billesley Lane north of the junction with Westlands Road
- two splitter islands and speed cushions on Springfield Road between Billesley Lane and Addison Road
- speed cushions to also be installed on Gaddesby Road

Respondents were asked if they wished to make any comments on any of the measures included in this package and, if so, they were invited to share their thoughts on these.



393 people chose to provide comments on this specific package.

Responses from internal roads

The following roads are internal to package 2D:

- | | |
|------------------|--------------------|
| • Billesley Lane | • Richmond Place |
| • Gaddesby Road | • Springfield Road |

49 responses were received from residents of the above roads, with 40 of these respondents providing feedback on package 2D. Although the respondents were not specifically asked whether they were broadly in favour of or opposed the scheme, many did express a view or sentiment on this. Of the 40 responses:

- 18 expressed a positive view of the overall scheme
- 8 expressed a negative view of the overall scheme
- 14 expressed no particular sentiment, or commented only on the detail of the package proposal (simply expressing that they prefer the current layout of the Places for People scheme was counted as no particular/neutral sentiment).

Key design related issues raised in the 40 resident responses were:

- Comments about the location of measures on Billesley Lane, relating to visibility, vehicle access to properties and tendency to footway parking.
- Concern that the measures on Springfield Road may be insufficient.
- A mix of opinions on whether traffic calming measures are required on Gaddesby Road.
- Queries about the impact on cyclists and requests that their safe passage be taken into consideration.
- Various views on the type of measures proposed, including the height and width of horizontal measures and the robustness of vertical measures to ensure drivers could not drive over them.
- Comments about where residents could park when the measures were installed.

Three businesses/organisations responded from the above roads. One made a comment about package 2D, raising concerns about access for deliveries and parking.

Responses from bounding roads

As package 2D comprises traffic calming measures rather than traffic restrictions, it does not have bounding roads in the same way as other packages.

All responses

In total, 393 people chose to provide comments on this specific package, including the 41 respondents above, responding from roads internal to or immediately bounding package 2D. Of the 393 responses, 8 were from businesses/organisations, 385 were from individuals.

Although the respondents were not specifically asked whether they were broadly in favour of or opposed the scheme, many did express a view or sentiment on this. Of the 393 responses:

- 132 expressed a positive view of the overall scheme
- 135 expressed a negative view of the overall scheme
- 126 expressed no particular sentiment, or commented only on the detail of the package proposal.

Comments on package 2D placed a heavy emphasis on enforcement, primarily of speed limits, with camera enforcement requested by several respondents. Similarly, some expressed that the measures didn't go far enough to deter speeding on these streets, or requested similar treatment on other local road. Several respondents also commented on the type/design of measures proposed and suggested alternatives (e.g. full width speed 'humps' instead of 'cushions').

13 respondents raised concerns that drivers would use Clarence Road to bypass some of the traffic calming on Billesley Lane.

Package 2D amendments

The following amendments to the proposed design will be taken forward:

- Retain the existing crossing location on Billesley Lane by One-Stop (north of Westlands Road) but upgrade this to a zebra crossing and install high-friction surfacing.
- Additional traffic calming measures will be installed on Gaddesby Road, Clarence Road, and the section of Springfield Road between the junctions with Billesley Lane and Addison Road.