
Jacobs

Places for People: Kings Heath and Moseley

Consultation Feedback Summary Report

FINAL

January 2022

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1. Introduction and background

Places for People aims to reduce traffic in residential neighbourhoods so that it is safer for people to walk and cycle, and nicer to be outside for children to play and neighbours to chat.

In many parts of Birmingham, residents find their streets are busy with traffic, particularly when people are taking shortcuts to avoid main roads. When traffic is reduced the neighbourhood becomes quieter, the air is cleaner, and streets feel safer.

The principle of Places for People is that residents can continue to drive onto their street, have visitors, get deliveries, etc, but it is made harder to drive straight through the area.

The story so far

Last year, we introduced temporary measures in parts of Kings Heath and Moseley, most notably placing large planters and bollards to prevent motorised vehicles from using side streets to cut through and avoid main roads.

Most of these changes were made on the west side of Kings Heath High Street, with just a few to the east.

These measures caused considerable controversy, and we received a lot of feedback from the local community, both through our formal engagement and outside this, with numerous conversations, emails, meetings, and site visits taking place over the following months.

What is very apparent from the feedback received is that people care deeply about Kings Heath and Moseley: they want it to be safe, welcoming, and accessible for everyone, for local business to thrive, and for emissions to be reduced or eliminated.

Since the scheme was implemented, we have responded to your concerns where possible and made some changes, for example by moving the planters on Grange Road, supporting businesses on York Road to let vehicle access for their deliveries and changing timings of traffic lights on Vicarage Road. At the same time, we have stood firm on keeping the scheme in place and allowing time for it to 'bed in', knowing that changes to travel behaviour don't all happen overnight.

You said, we did

In winter 2020/21 we conducted a review of the Places for People project delivered in Kings Heath and Moseley, alongside other schemes implemented during COVID-19, and in February/ March 2021 we asked for your views to inform phase two of the project. We have also looked at research from other organisations, including the Department for Transport's Residents' Survey and Transport for All's Pave the Way report.

As expected, opinions remain divided, some people would like the whole thing scrapped, some feel the measures are not nearly enough and more radical action is needed, and many

sit somewhere in between. Feedback identified some general issues in the area, including too much traffic, dangerous driving, and not enough safe cycle routes. Some people also told us about streets where these problems were especially present. On social media, people were concerned that the measures made it more difficult for emergency vehicles to access the area.

Where possible, the new proposals aim to tackle these issues: reducing the number of vehicles using many streets, an option for traffic calming, contraflow cycling on one-way streets (so cyclists can travel in both directions) and an option for a cycle lane on Billesley Lane.

Although emergency vehicles have a key to remove the bollards, feedback from these services is that they prefer to navigate around the closures, with the quieter streets making it easier to do this than when lots of drivers were cutting through the side streets.

Finally, we know that residents of the more main roads are concerned about having more cars on their roads. We acknowledge that there will be some initial displacement of traffic as we prevent drivers from cutting through side roads. However, Places for People and other measures in the Birmingham Transport Plan are designed to drastically reduce travel by private car, shifting most local trips to walking and cycling and longer journeys to public transport. This large-scale change in behaviour is needed to reduce congestion, but most importantly to reduce carbon emissions and air pollution and respond to the climate crisis.

What now?

Bringing together the results of our review, and the further local feedback received since then, BCC consulted on the next phase of Places for People in Kings Heath and Moseley.

Through this, the scheme will be made permanent and new measures will be added, particularly to the east of Kings Heath High Street.

BCC presented concept designs, meaning that the plans show where a measure might be placed, but do not include the detailed design of exactly how it would be arranged. There are two options for each side of the High Street, and we would like to know which of each you prefer and what you like and dislike about them.

This is not a consultation on whether the Places for People project should go ahead, it is about finding the best design for the next stage of the project.

2. Consultation strategy and methodology

2.1 Consultation

The consultation was about phase two of the Kings Heath and Moseley Places for People scheme, in which measures from phase one will be made permanent, possibly with some changes, and new measures will be added, particularly to the east of Kings Heath High Street.

The consultation presented concept designs, meaning that the plans show where a proposed measure might be placed, but do not include the detailed design of exactly how it would be arranged. There were two options proposed for each side of the High Street:

- Option A (west side) represents the scheme currently in place
- Option B (west side) presents an alternative to the current arrangement
- Option C (east side) presents a new proposal for the east side of the High Street
- Option D (east side) presents a new proposal for the east side of the High Street.

Respondents were asked:

- Which option they prefer for each side of the High Street
- What they like and dislike about each option
- Some specific 'local' questions such as whether they would prefer that one-way streets have a contraflow cycle lane or retain on-street parking on both sides.

Figure 2.1 and Figure 2.2 illustrate the outline concept design options for the west side of Kings Heath High Street, with Figure 2.3 and Figure 2.4 illustrating the outline concept design options for the east side of Kings Heath High Street.

Figure 2.1: Option A concept design (existing option) – west side

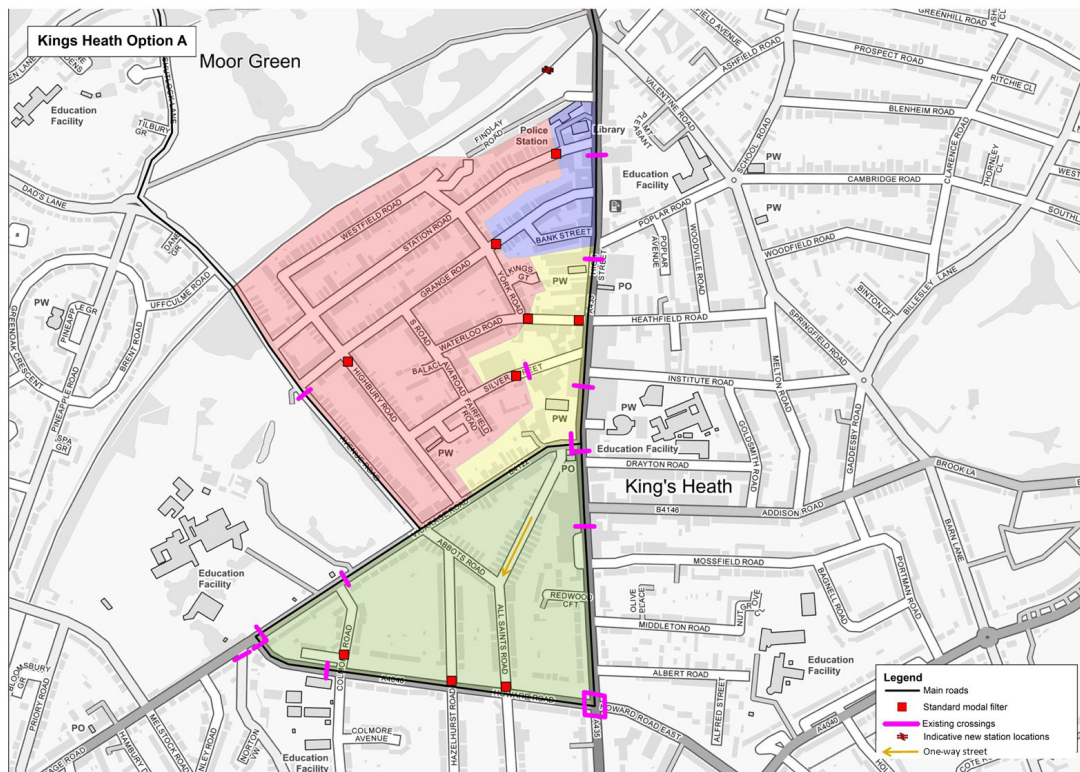


Figure 2.2: Option B concept design–west side

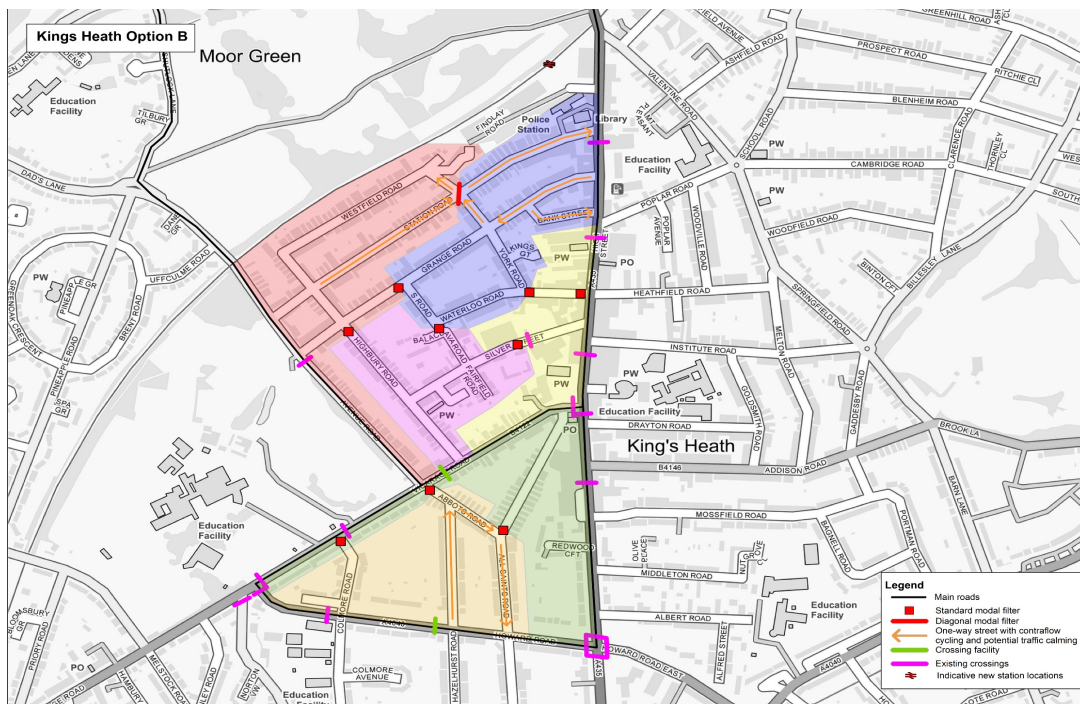


Figure 2.3: Option C concept design– east side

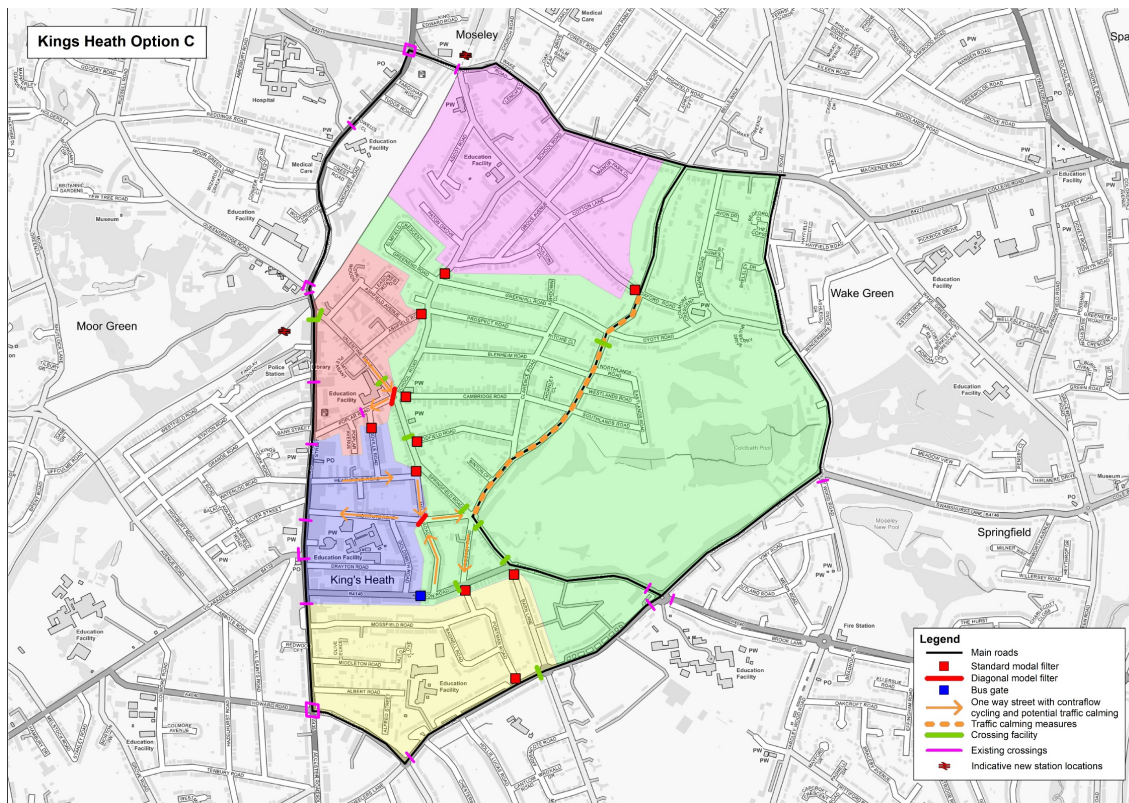
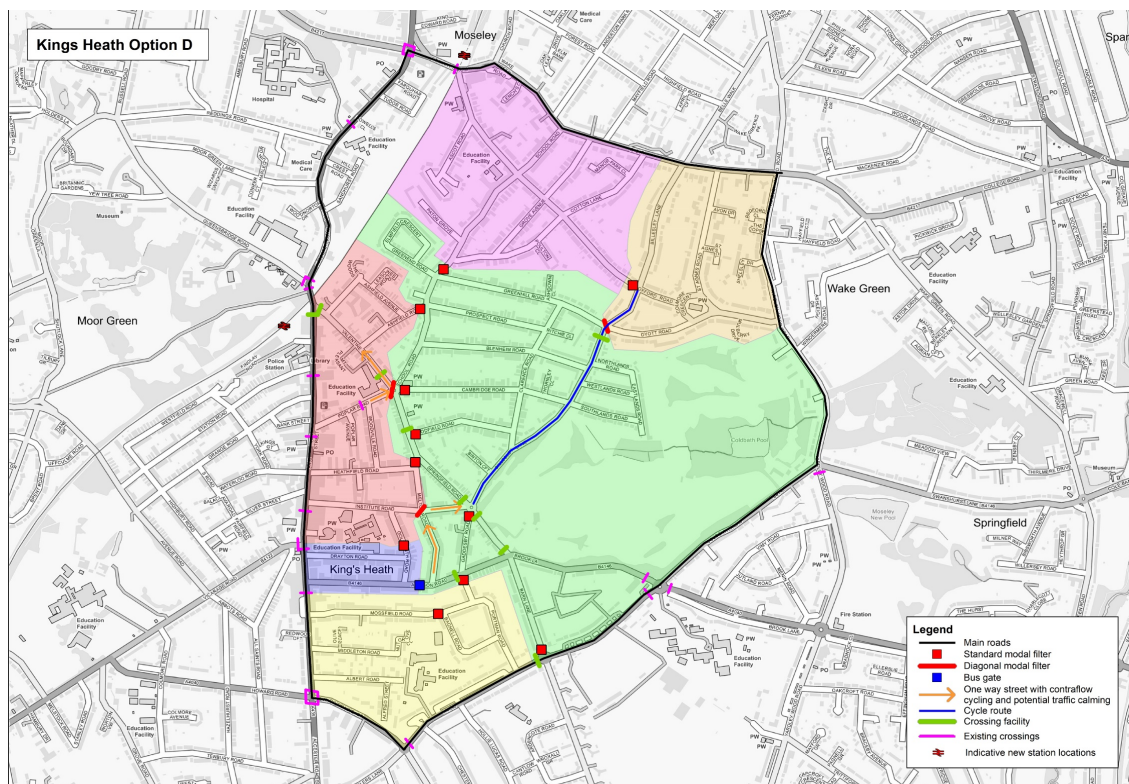


Figure 2.4: Option D concept design – east side



2.2 Consultation method ology

2.2.1 Methods of consultation and engagement

The full consultation information (including plans) was made available online at: [Birmingham BeHeard](#).

Further background to the scheme and information about the wider Places for People programme remains online at [Birmingham City Council](#), and a link to the consultation was added to this page.

Key documents (consultation plans, further consultation information, paper copy of questionnaire) were also available in Kings Heath library.

Messages informing people about the consultation and directing them to the website were shared across appropriate channels including:

- Printed leaflets (delivered to every property in the scheme area, including boundary roads, during the first few days of the consultation.)
- Existing email and other electronic communications (corporate BCC, Birmingham Connected)
- Existing stakeholder/ community contacts and networks
- Roadside signage and on-street posters
- Traditional media (press release)
- Social media

A number of in-person and virtual events were held to present consultation information and to enable conversations with the project team. Section 2.3 below summarises the schedule of events.

2.2.2 Response channels

Responses were primarily be collected online via Be Heard. Paper questionnaires were also available in Kings Heath library and at face-to-face events, but online responses were encouraged wherever possible. **Appendix A** contains the consultation questionnaire.

Where contact is made via a channel other than Be Heard, we will strongly encourage people to also complete the questionnaire online or on paper, if they are able.

An email address was advertised for any queries (connected@birmingham.gov.uk). Anyone who emailed were also encouraged to respond via Be Heard. Emails were logged to feed into the consultation report where appropriate, with section 9 providing an overview of the emails received.

2.3 Programme and schedule of events

The consultation was held between **30 September and 05 November 2021**.

2.3.1 Events

A number of events were held to present consultation information and to enable conversations with the project team. Table 2-1 summarises the schedule of events.

Table 2-1: Summary of schedule of events

Event	Audience	Date/time
Teams Live Event	Primarily local residents, but anyone may register to attend	Tuesday 5 October 2021, 6pm-7.30pm
Online Business Briefing	Local businesses may register to attend	Wednesday 6 October 2021, 3pm-4.30pm
Public drop-in event York Road (outdoor)	Primarily for local residents, but anyone was able to attend	Tuesday 12 October 2021, 3.30pm-6.30pm
Public drop-in event Kings Heath Community Centre	Primarily for local residents, but anyone was able to attend	Tuesday 19 October 2021, 11am-2pm
Public drop-in event Kings Heath Community Centre	Primarily for local residents, but anyone was able to attend	Tuesday 26 October 2021, 3.30pm-6.30pm
Public drop-in event Cambridge Road Methodist Church	Primarily for local residents, but anyone was able to attend	Saturday 30 October 2021, 10am-1pm
Business drop-in event Kings Heath Community Centre	Local businesses and organisations	Monday 1 November 2021, 4pm-6pm

During the consultation, officers aimed to avoid meeting with specific resident or campaign groups individually, but still encouraged them to join drop-in events. This allowed different groups to also hear one another's views and will avoid any concerns that any group has more influence than another, or than individuals who are not part of a group.

Officers and Councillors at the events compiled the main themes of feedback they received into post-event briefing note. Whilst it was not possible to record everything that was said, the main topics and issues were identified. During the events, attendees were encouraged to respond to the online consultation questionnaire or given a paper version to respond via, to ensure their views were accurately recorded. **Appendix B** contains these briefing notes.

3. Overview of responses

The online form received 4,321 responses, with an additional 65 paper survey responses. These responses were analysed alongside each other, therefore going forward the combined total number of 4,386 responses has been used for analysis. Of these responses, 44 came from a representative of a group, business or organisation, with the remaining 4,342 coming from individuals.

BCC also received 203 emails regarding the consultation, five of which were directed to the BeHeard page to give their thoughts as a response to this consultation. The majority of emails related to specifics within the schemes or the consultation itself, and these emails were responded to by Birmingham City Council staff.

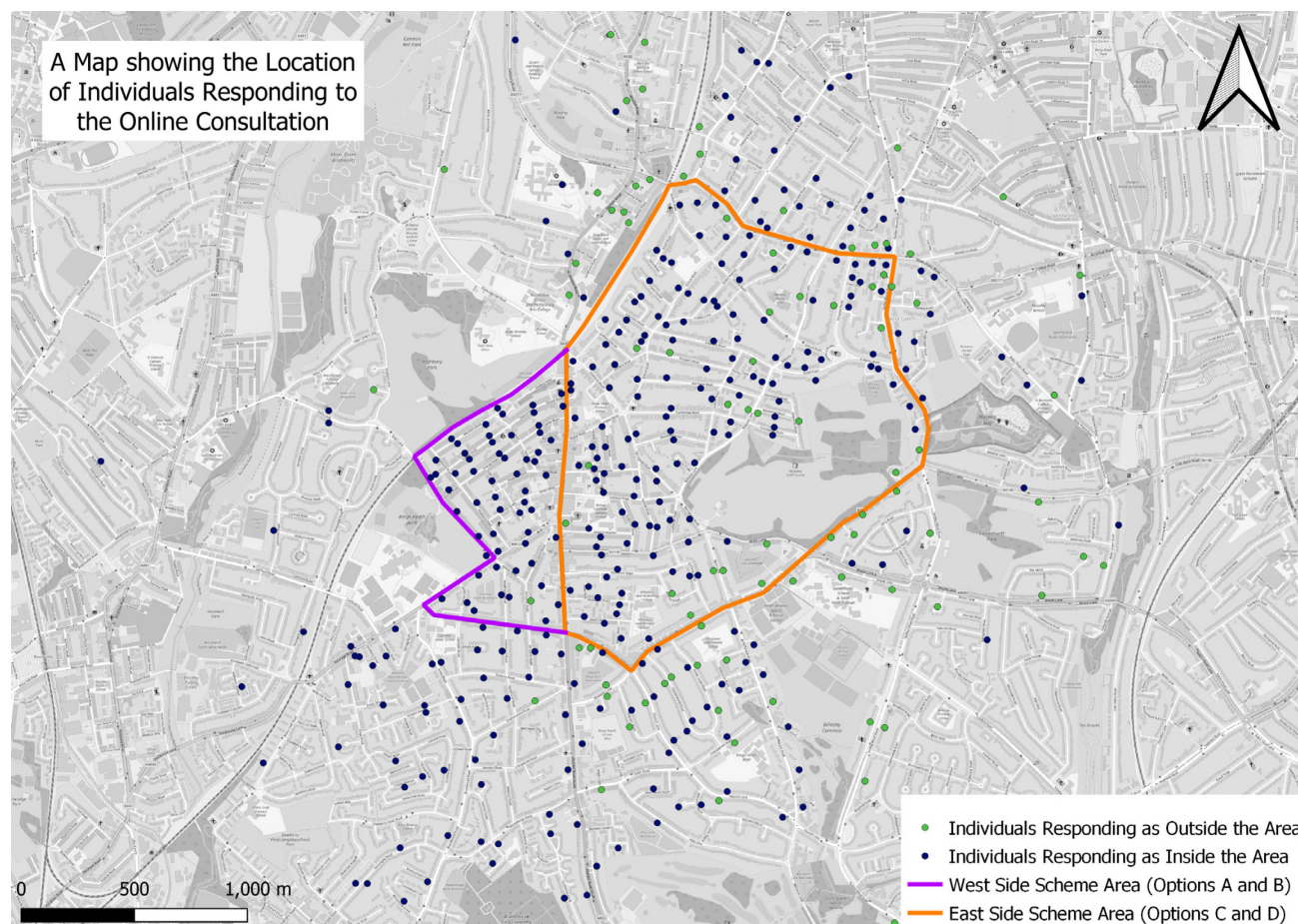
3.1 Individuals

Individuals were asked to identify which road they lived on within the scheme area or whether they lived outside of the area. 1,280 respondents said that they lived outside of the area, with 3,061 living within the scheme area and 1 respondent not specifying where they lived. Of those respondents living within the area, 452 came from respondents living on a road that is proposed as a boundary road in the Places for People proposals, this is based on respondents identifying which road they lived on.

The map of individual respondent locations shown in Figure 3.1 has been compiled using information provided as part of the survey. It should be noted that these dots are representative of postcode areas, not specific locations of individual respondents. The blue dots represent respondents who stated that they lived inside of the scheme location, with the green dots representing those who stated that they lived outside of the scheme location.

Some respondents appear to have misidentified themselves as being inside and outside of the scheme area, when comparing to postcode information provided. However this representative breakdown is specific to both the east and west scheme areas, rather than the entire Kings Heath and Moseley area. Therefore, as part of the further analysis, the disaggregation of responses into 'within scheme area', 'outside of scheme area' and 'boundary road' has taken what respondents have identified themselves, rather than postcode information.

Figure 3.1: Map illustrating individual respondents' locations in relation to the proposed scheme area



3.2 Businesses and organisations

The 44 businesses and organisations responding to the consultation were asked for the postcode of their business/ organisation, and the responses were analysed to see whether the business was inside the area, outside the area, or inside the area and on a boundary road. The results are shown below in Table 3-1.

Table 3-1: Business/organisation location

Where is the Business Located?	Count (Total: 44)
Inside scheme area	23
Outside scheme area	12
On Boundary Road	7
Not Answered	2

3.3 Respondents' connection and travel choices within the scheme area

Respondents were asked how they usually travelled in the area, being able to select multiple different options to show their travel habits in and around Kings Heath and Moseley. These

responses have been totalled and are presented in Table 3-2. Respondents were able to select multiple answers, therefore percentages do not total 100.

Table 3-2: Results on how respondents' travel within the scheme area

How do you usually travel in the area?	Count (Total: 4386)	%
Walk	3039	69%
Cycle	1068	24%
Car or van	3509	80%
Bus	1177	27%
Train	110	3%
Motorcycle	63	1%
Taxi or private hire	517	12%
Other	76	2%
Not applicable	16	0%

The majority of respondents travel through the area via two main modes, these being car or van (80%) and walking (69%), just over a quarter of respondents (27%) said they travelled within and through the area by bus, with just under a quarter (24%) cycling in the area.

Similarly, respondents were asked about their connections to Kings Heath and Moseley, and their responses are shown below. Again, respondents were able to select multiple answers, therefore percentages do not total 100.

Table 3-3: Results on respondents' connection to the scheme area

What is your connection to the area?	Count (Total: 4386)	%
I live here	3515	80%
I work here	798	18%
I study here	66	2%
I live nearby	559	13%
I own a business here	135	3%
I do the school run here	534	12%
I'm here for leisure	462	11%
I commute through here	670	15%
I do my shopping here	1585	36%
I make deliveries here	57	1%
I have friends and family here	0	0%
Other	89	2%

80% of respondents stated that they lived in the area, this broadly correlates with respondents' answers on the specific roads they lived on. 36% of respondents used the areas of Kings Heath and Moseley for shopping, with 18% working in the area. 670 respondents (15%) stated that they commute through the area, with 534 (12%) saying that they do the school run in the area.

3.4 Respondents with disabilities

In order to understand if the scheme would have implications on protected groups, respondents were asked demographic questions (reported in section 8) and about whether they considered themselves to have any disabilities, with the responses shown below in Table 3-4.

Table 3-4: Results on whether respondents consider themselves to have a disability

Do you consider yourself to have a disability?	Count (Total: 4386)	
Yes	471	11%
No	3823	87%
Not Answered	92	2%

Respondents who answered yes were then asked if the disability affected how they were able to travel, and the responses are shown below in Table 3-5. It must be noted that some respondents answered this question without answering yes to the previous question, hence the slight difference in figures.

Table 3-5: Results on whether respondents' disabilities affect their ability to travel

Does your disability affect how you travel?	Count (Total: 478)	
Yes	391	82%
No	83	17%
No Comment	4	1%

Respondents who considered themselves to have a disability were then asked how their disability affects their ability to travel, and these responses were categorised with the counts shown below in Table 3-6. Not all respondents to the previous question answered this question, hence the slight difference in total figures.

Table 3-6: Results on how respondents' disabilities affect their ability to travel

Please tell us how your disability affects how you are able to travel.	Count (Total: 472)	
Mental Health	27	6%
Mobility	275	58%
Other non-mobility disabilities ¹	62	13%
Public Transport Issues ²	46	10%
Reliant on a Car	109	23%
Unable to Drive	18	4%
Other Comment ³	23	5%
Non-specific response ⁴	10	2%
Not Answered	84	18%

¹ Other non-mobility related disabilities included: bowel issues, migraines, Autism Spectrum Disorder (ASD)

² Covers a range of issues where respondents specifically mentioned being unable to travel by public transport easily

³ Not related to disabilities and the impact of travel, but relating to the scheme (i.e. comments on proposals or opinions on non-related topics)

⁴ Responses were not related to how their disability impacts how they travel

The majority of respondents to this question (58%) stated that their disability related to mobility, which limited their ability to walk or cycle. Many of these respondents felt that this meant that they would miss out on key benefits of the proposals. Respondents who discussed disabilities relating to mental health (6%) often stated that they felt their travel options were limited and that they felt uncomfortable on public transport. A key theme from respondents who brought up public transport issues (10%) stated that this was because they were unable to travel on foot or cycle to the stop for the public transport, or that they often needed quick access to facilities like toilets and they were unable to ensure this on public transport services.

Following this, respondents were asked how their travel has been and may possibly be affected by the Places for People proposals. These responses were categorised as travel being made better, worse, no impact, the impact being non-specific (neither better or worse), or would rather not say.

Table 3-7: Results on how the Places for People proposals may affect those respondents with disabilities ability to travel

How your travel is/will be affected by the Places for People proposals?	Count (Total: 472)	%
Better	24	5%
Worse	365	77%
No Impact	10	2%
Non-specific impact	18	4%
Prefer Not to Say	4	1%
Did Not Answer	51	11%

Of those who claimed that their travel would be improved by the Places for People proposals (better), 3 responses claimed that it would make their car travel better, 2 claimed that it would make public transport trips better, 19 responses said that it would be better for walking in the area, and 9 stated that it would be better for other reasons (such as cycling safety or having a quieter area to travel through).

Of those who claimed that their travel would be made more difficult by the Places for People proposals (worse), 279 respondents said that the proposals would make it more difficult to travel by car, 23 said that it would make their travel using public transport worse, 20 stated that it would be worse for walking in the area, 59 worried that it may adversely affect their health, and 31 discussed other issues (such as worries around potential impacts for residents parking and fears as to how the proposals may affect taxi fares).

Respondents were also asked if they held a blue badge for disabled parking, and these responses are shown in Table 3-8 below.

Table 3-8: Results of number of respondents with blue badge for disabled parking

Do you hold a blue badge for disabled parking?	Count (Total: 472)	%
Yes	165	35%

Do you hold a blue badge for disabled parking?	Count (Total: 472)	%
No	307	65%
Not Answered	1	0%

4. Principles of Places for People

4.1 Kings Heath and Moseley being part of the Places for People Proposal

Respondents were asked how they feel about Kings Heath and Moseley being part of the Places for People Proposal. The responses have been summarised below.

Table 4-1: Results on how all respondents feel about Kings Heath and Moseley being part of the Places for People project

How do you feel about Kings Heath and Moseley being part of the Places for People project?	Count (Total: 4386)	%
Positive / strongly support	860	20%
Mostly positive / tend to support	612	14%
Neutral / don't know / no response	409	9%
Mostly negative / tend to oppose	737	17%
Negative / strongly oppose	1727	39%
Not Answered	41	1%

Overall, 56% respondents felt mostly negative or negative about Kings Heath and Moseley's inclusion in the Places for People proposals with 34% feeling mostly positive or positive about the scheme. Of these, 39% stated that they strongly opposed Kings Heath and Moseley being included, with 20% strongly supporting its inclusion.

4.1.1 Individual Responses

When considering individual responses to the question, the results show that responses for individuals mirror the those for all responses (individuals and business/organisations), in terms of percentages, with 56% tending to oppose or strongly opposing the scheme and 34% tending to support or strongly supporting the scheme.

Table 4-2: Results on how individual respondents feel about Kings Heath and Moseley being part of the Places for People project

How do you feel about Kings Heath and Moseley being part of the Places for People project?	Count (Total: 4342)	%
Positive / strongly support	856	20%
Mostly positive / tend to support	603	14%
Neutral / don't know / no response	406	9%
Mostly negative / tend to oppose	731	17%
Negative / strongly oppose	1707	39%
Not Answered	39	1%

However, the results differ slightly when focusing on individual respondents living within the study area. Table 4-3 summarises the results below.

Table 4-3: Results on how individual respondents living in the scheme area feel about Kings Heath and Moseley being part of the Places for People project

How do you feel about Kings Heath and Moseley being part of the Places for People project?	Count (Total: 3061)	%
Positive / strongly support	691	23%
Mostly positive / tend to support	490	16%
Neutral / don't know / no response	287	9%
Mostly negative / tend to oppose	453	15%
Negative / strongly oppose	1109	36%
Not Answered	31	1%

Individuals living inside the scheme area support the scheme slightly more (39% tend to support and strongly support) and oppose the scheme slightly less (51% tend to oppose and strongly oppose) than all individuals combined (34% and 56% respectively). With 23% strongly supporting the scheme inside the area, compared with 20% when counting all individuals. Similarly, 36% of respondents inside the area strongly oppose the scheme, which is lower than that 39% when including all individuals.

Results also differed when analysing the opinions of those individuals living on proposed boundary roads. Table 4-4 summarises the results below.

Table 4-4: Results on how individual respondents living on proposed boundary roads feel about Kings Heath and Moseley being part of the Places for People project

How do you feel about Kings Heath and Moseley being part of the Places for People project?	Count (Total: 452)	%
Positive / strongly support	45	10%
Mostly positive / tend to support	39	9%
Neutral / don't know / no response	34	8%
Mostly negative / tend to oppose	83	18%
Negative / strongly oppose	247	55%
Not Answered	4	1%

Those living on a proposed boundary tended to feel more negative about the Places for People proposals, with 55% of respondents on boundary roads stating that they feel 'Negative / strongly oppose' the scheme in Kings Heath and Moseley. This is substantially more than all individuals (39%) and for individuals living in the study area on the whole (36%).

Responses for individuals living outside of the area are shown in Table 4-5 below.

Table 4-5: Results on how individual respondents living outside the scheme area feel about Kings Heath and Moseley being part of the Places for People project

How do you feel about Kings Heath and Moseley being part of the Places for People project?	Count (Total: 1280)	%
Positive / strongly support	165	13%
Mostly positive / tend to support	113	9%
Neutral / don't know / no response	119	9%
Mostly negative / tend to oppose	278	22%
Negative / strongly oppose	600	47%
Not Answered	5	1%

These individuals were also more negative about the proposals (47% answering 'Negative / strongly oppose'), which is more than all individual respondents and respondents living in the area. It could be inferred that residents living outside of the area may feel more negatively about the scheme as they see fewer benefits associated with reduced traffic on residential roads, a more attractive environment for active modes and public realm benefits.

4.1.2 Business Responses

Respondents representing businesses and organisations were asked how they felt about Kings Heath and Moseley being part of the Places for People project. Table 4-6 summarises the overall feeling of businesses and organisations towards the project.

Table 4-6: Results on how respondents representing businesses/organisations feel about Kings Heath and Moseley being part of the Places for People project

How do you feel about Kings Heath and Moseley being part of the Places for People project?	Count (Total: 44)	%
Positive / strongly support	4	9%
Mostly positive / tend to support	9	20%
Neutral / don't know / no response	3	7%
Mostly negative / tend to oppose	6	14%
Negative / strongly oppose	20	45%
Not Answered	2	5%

Overall, 59% of respondents representing businesses and organisations felt mostly negative or negative about Kings Heath and Moseley's inclusion in the Places for People proposals, compared with 29% feeling mostly positive or positive about the scheme.

The results for businesses/ organisations identifying as being located inside the scheme area (those on boundary roads included) differ slightly to all businesses/ organisations, as shown in Table 4-7 below.

Table 4-7: Results on how respondents representing businesses/organisations located within the scheme area feel about Kings Heath and Moseley being part of the Places for People project

How do you feel about Kings Heath and Moseley being part of the Places for People project?	Count (Total: 30)	%
Positive / strongly support	1	3%
Mostly positive / tend to support	7	23%
Neutral / don't know / no response	3	10%
Mostly negative / tend to oppose	5	17%
Negative / strongly oppose	14	47%
Not Answered	0	0%

Overall, responses on behalf of businesses and organisations within the scheme area felt slightly more negatively than businesses overall, with 64% (19) within the scheme area tending to oppose or strongly opposing the proposals, compared to 59% (26) for businesses/organisations overall. 26% (8) of businesses/organisations tended to support or strongly support the inclusion compared to 29% (13) of responses on behalf of businesses/organisations overall.

Responses for businesses on boundary roads are shown below.

Table 4-8: Results on how respondents representing businesses/organisations located on boundary roads feel about Kings Heath and Moseley being part of the Places for People project

How do you feel about Kings Heath and Moseley being part of the Places for People project?	Count (Total: 7)	%
Positive / strongly support	0	0%
Mostly positive / tend to support	2	29%
Neutral / don't know / no response	0	0%
Mostly negative / tend to oppose	0	0%
Negative / strongly oppose	5	71%
Not Answered	0	0%

With the smaller number of responses, the results may be more polarised, but overall, 71% (5) of business/organisation responses on boundary roads were strongly opposed to the area's inclusion in the project, and 29% (2) felt mostly positive/tended to support.

Responses for businesses/organisations living outside of the area are shown in Table 4-9 below.

Table 4-9: Results on how respondents representing businesses/organisations located outside the scheme area feel about Kings Heath and Moseley being part of the Places for People project

How do you feel about Kings Heath and Moseley being part of the Places for People project?	Count (Total: 12)	%
Positive / strongly support	3	25%
Mostly positive / tend to support	2	17%
Neutral / don't know / no response	0	0%
Mostly negative / tend to oppose	1	8%
Negative / strongly oppose	6	50%
Not Answered	0	0%

Businesses and organisations outside of the scheme area felt less negatively about the inclusion of Kings Heath and Moseley as part of the Places for People project, with 58% (6) giving negative responses compared to 59% (26) for businesses/organisations overall. The businesses outside of the area also felt more positive about the inclusion, with 42% (5) selecting positive responses compared to 29% (13) for all business respondents.

4.2 Types of intervention to best to reduce traffic and improve safety for cycling and walking

Respondents were asked what type of intervention they think works best to reduce traffic and improve safety for cycling and walking. Respondents were able to select all that applied. The responses have been summarised in Table 4-10 below.

Table 4-10: Results on type of interventions to reduce traffic and improve safety for cycling and walking

What type of intervention do you think works best to reduce traffic and improve safety for cycling and walking?	Count (Total: 4386)	%
Modal filters	985	22%
Traffic calming	1787	41%
More pedestrian crossings	1294	30%
Cycle facilities	1669	38%
Pedestrian-only areas	1023	23%
20mph speed limits	1978	45%
One-way streets	1625	37%
Public transport improvements	2609	59%

The majority of respondents (59%) said that they would like to see improvements to public transport. Other popular interventions were: 20mph speed limits (45%), traffic calming (41%), cycle facilities (38%), and one-way streets (37%).

5. West of Kings Heath High Street Options

5.1 Quantitative responses - Options A and B

Respondents were asked out of the two options (Option A and Option B) which option best helps reduce traffic and support walking and cycling. Out of the total number of respondents (4,386), 4,282 answered this question, the percentages summarised in Table 5-1 below relate to those who answered the question.

Table 5-1: Option A and B Scheme Preference for Reducing Traffic and Supporting Walking and Cycling

Out of the two options (Option A and Option B) developed from ideas from the Kings Heath community, which option do you think best helps reduce traffic and support walking and cycling?	Count (Total: 4386)	%
Option A	548	12%
Option B	532	12%
Neither	2643	60%
Don't Know	559	13%
No response	104	-

The majority of respondents (60%) selected that neither option was preferred by them, with other respondents almost equally split between Option A and B (both with 12% and Option A having slightly more responses). 13% of respondents stated that they did not know which option they thought was best.

5.1.1 Individual Responses

When considering responses from individuals, the results broadly show the same trends. Responses from those individuals who answered this question are shown below.

Table 5-2: Option A and B Scheme Preference for Reducing Traffic and Supporting Walking and Cycling - Individuals

Out of the two options (Option A and Option B), which option do you think best helps reduce traffic and support walking and cycling?	Count (Total: 4342)	%
Option A	545	13%
Option B	525	12%
Neither	2619	60%
Don't Know	553	13%
No response	100	-

The results differ slightly when focusing only on individuals living within the study area, the responses are shown below.

Table 5-3: Option A and B Scheme Preference for Reducing Traffic and Supporting Walking and Cycling - Individuals living within the scheme area

Out of the two options (Option A and Option B), which option do you think best helps reduce traffic and support walking and cycling?	Count (Total: 3061)	%
Option A	447	15%
Option B	410	13%
Neither	1661	54%
Don't Know	461	15%
No response	82	-

When comparing individuals living within the scheme area (3,061) compared to all individuals (4,342), individuals within the scheme area have a slightly higher preference for both Option A (15% compared to 13%) and B (13% compared to 12%), with fewer respondents choosing Neither (54% compared to 60%).

When only showing responses for individuals on boundary roads, the sentiment of the responses changes more so than when looking at individuals overall. These responses are shown below.

Table 5-4: Option A and B Scheme Preference for Reducing Traffic and Supporting Walking and Cycling - Individuals living on boundary roads

Out of the two options (Option A and Option B), which option do you think best helps reduce traffic and support walking and cycling?	Count (Total: 452)	%
Option A	32	7%
Option B	32	7%
Neither	350	77%
Don't Know	32	7%
No response	6	-

Substantially more respondents (77%, 350 respondents) chose neither option as being preferred, with the exact same number of respondents being split between Option A, B and Don't Know (32 respondents).

The table below shows the responses of individuals living outside of the area.

Table 5-5: Option A and B Scheme Preference for Reducing Traffic and Supporting Walking and Cycling - Individuals living outside of the scheme area

Out of the two options (Option A and Option B), which option do you think best helps reduce traffic and support walking and cycling?	Count (Total: 1280)	%
Option A	98	8%
Option B	115	9%
Neither	958	75%
Don't Know	92	7%
No response	17	-

Residents living outside of the area seem to broadly have the same feelings as residents living on the boundary roads, with a similar proportion of respondents choosing neither option (75% compared to 77% on boundary roads). However, residents outside of the area did seem to slightly favour Option B more than Option A (115 responses for Option B compared to 98 for Option A).

5.1.2 Business Responses

When considering responses from businesses and organisations, the results are as follows.

Table 5-6: Option A and B Scheme Preference for Reducing Traffic and Supporting Walking and Cycling - Businesses and Organisations

Out of the two options (Option A and Option B), which option do you think best helps reduce traffic and support walking and cycling?	Count (Total: 44)	%
Option A	3	7%
Option B	7	16%
Neither	24	55%
Don't Know	6	14%
No response	4	-

The majority of businesses and organisations selected 'neither' (55%), with more of a preference for Option B (16%) when compared to Option A (7%) and 14% stating they did not know.

The results differ slightly considering businesses and organisations located within the scheme area. The results are shown below.

Table 5-7: Option A and B Scheme Preference for Reducing Traffic and Supporting Walking and Cycling - Businesses and Organisations with the scheme area

Out of the two options (Option A and Option B), which option do you think best helps reduce traffic and support walking and cycling?	Count (Total: 30)	%
Option A	2	7%
Option B	7	23%
Neither	15	50%
Don't Know	4	13%
No response	2	-

Half of the businesses and organisations within the scheme area chose 'neither' option, with 23% selecting Option B, and 7% selecting Option A.

Responses for businesses and organisations on boundary roads are shown below.

Table 5-8: Option A and B Scheme Preference for Reducing Traffic and Supporting Walking and Cycling - Businesses and Organisations on Boundary Roads

Out of the two options (Option A and Option B), which option do you think best helps reduce traffic and support walking and cycling?	Count (Total: 7)	%
Option A	0	0%
Option B	1	14%
Neither	5	71%
Don't Know	0	0%
No response	1	-

Of the 7 businesses and organisations, 1 did not answer the question, 1 stated that they preferred Option B, and the remaining 5 stated that they preferred neither option.

The results for businesses and organisations located outside of the area are shown below.

Table 5-9: Option A and B Scheme Preference for Reducing Traffic and Supporting Walking and Cycling - Businesses and Organisations Outside the Area

Out of the two options (Option A and Option B), which option do you think best helps reduce traffic and support walking and cycling?	Count (Total: 12)	%
Option A	1	8%
Option B	0	0%
Neither	9	75%
Don't Know	2	17%

9 of the 12 businesses and organisations outside of the area stated that they preferred neither option, 1 showed a preference for Option A, with the remaining 2 businesses and organisations stating that they didn't know which option they preferred.

5.2 Qualitative responses – Options A and B

When asked what elements respondents liked and disliked about the different options, respondents were able to provide open written responses. These responses have been coded along key themes and analysed, first by overall opinion, then by the sub-category for general points they made within their response, and finally by the specific like/ dislike they raised. The coding matrices are shown in **Appendix C**.

For example, if a respondent felt positively about improved safety for cyclists under the Places for People proposals, then the Overall Opinion would be 'Positive', then the Sub-Category would be 'Safety', and finally the Specific would be 'Cyclist Safety'. Each response was given one overall opinion but could have multiple sub-categories and specifics.

5.2.1 What elements do you like or dislike about Option A?

2,742 respondents (63% of the total number of respondents) provided information on what they liked or disliked about the Option A. The overall opinions for Option A are shown below.

Table 5-10: Option A Overall Opinion

Overall Opinion	Count (Total: 2742)	%
Positive	330	12%
Negative	2000	73%
No Impact	12	0%
Non-specific response(neither positive nor negative)	157	6%
Mixed response(both positive and negative)	117	4%
No Comment (i.e. N/A)	125	5%
No response	1,644	-

Overall, 73% of responses were negative about the scheme or solely negative about different aspects of the option with only a small number including some additional positives. 12% were positive towards Option A, with 4% offering a mixture of both positive and negative feelings towards the option without a clear consensus on balance. 6% were neither positive or negative on the option, with 5% stating 'no comment' (oftentimes being 'No' or 'N/A'). Figures vary significantly when focusing only on residents living on boundary roads, where 87% of responses had negative opinions and just 3% gave a positive response to Option A.

When looking at the different sub-categories, it should be noted that each respondent could mention the same sub-category multiple times, for example, if a respondent gave a positive response and they felt positively about cyclist safety and pedestrian safety, then the response would be marked as having a 'Positive' opinion, a 'Safety' subcategory and then 'Cyclist Safety' for the specific, and a 'Safety' subcategory with 'Pedestrian Safety' specific. Therefore, the counts for each sub-category includes the number of instances in which the sub-category was mentioned and not the number of respondents who mentioned it. However, general themes can be drawn from the numbers, with most respondents mentioning each sub-category once.

The instances of each sub-category being mentioned for Option A are shown below, ranked from most common theme to least common.

Table 5-11: Option A general sub-categories

Sub-Category	Count from 2742 Responses
Negative Car Impacts	1991
Oppose P&P Altogether	852
Negative Pollution Impacts	725
Negative about the Design	467
Positive about the Design	231
Positive Environmental Impacts	224
Positive about Safety	181
Negative about Safety	151
Public Transport Issues	66
Negative for Pedestrians	61
Want to Expand the Scheme	22

The most common response was that respondents felt that the impact for cars would be negative, with 1,991 instances of this being mentioned across the 2,742 responses. There were 852 instances where somebody raised an issue outlining their opposition to the Places for People scheme, for example, deeming that the scheme is unfair or that they are opposed to roads closures under any circumstances. The most frequently mentioned positive responses were about the scheme design (231 mentions), such as positioning of modal filters, and positives about environmental impacts (224 mentions), such as reduced air pollution or reduced noise pollution.

Respondents also outlined their specific likes and dislikes regarding Option A, these are summarised in Table 5-12.

Table 5-12: Option A Specifics

Specifics	Count (Total: 2742)
Increased Traffic on Boundary Roads	891
Excessive Increase in Journey Time	483
Increased Traffic on High Street	268
Increased Pollution Overall	259
Increased Traffic Overall	240
Negative Business Impacts	237
Perceived favouritism – i.e. only benefits certain people, disproportionate impacts across the area	235
Negative about Modal Filters	230
Wants open roads	219
More pollution on roads within scheme area due to displaced traffic	217
Negative Filter Placement	212
More Pollution on Boundary Roads and High Street	212
Reduced Safety on Boundary Roads	138
Positive Filter Placement	118
Reduced Traffic	97
Positive about Modal Filters	82
Better Public Realm	76
Negative Emergency Vehicle Impacts	74
Increased Speeding	55
Improved Pedestrian Safety	52
Improved Cyclist Safety	52
Increased Public Transport Traffic	52
More Traffic on non-boundary roads outside of scheme area	39
Unsafe for Pedestrians	39
Opposed to Discouraging Cars	33
Negative Delivery Driver Impacts	33
More Noise Pollution	33
Improved Children Safety	29
Fewer Cars on Roads	28
Reduced Speeding	28

Specifics	Count (Total: 2742)
Less enjoyable walking	27
Reduced Noise	22
Place more in King Heath	21
Positive about One Way Streets	19
Better Air Quality	17
Improved Car Safety	13
Negative about One Way Streets	11
Unsafe for Cars	11
Likes the Aesthetics(i.e. planters)	9
Dislikes the Aesthetics(i.e. planters)	9
Public transport inaccessible (have to use car)	9
Perceived Lack of Pedestrian Safety at Night	9
More Litter	4
Place more in Birmingham	3

As with the sub-categories, the most common issues raised by respondents related to cars, with worries over increased traffic on boundary roads being the most commonly raised specific issue, with 891 respondents raising this as a concern. When focusing on those living on a boundary road (452 respondents), 304 provided specifics as to what they liked or disliked about Option A. Of the 304 responses, 142 raised fears over increased traffic on boundary roads as a concern.

483 responses raised an issue with the potential for the scheme to excessively increase journey times with Option A either related to changing routes due to the positioning of the modal filters or because of concerns over increased traffic/congestion on boundary roads increasing travel time. 268 of all respondents raised the issue of increased traffic on the High Street specifically, with 240 raising issues of increased traffic overall.

237 responses stated that Option A may have a negative impact on businesses in the area 37 businesses/organisations out of the 44 provided specifics as to what they liked and disliked about Option A, with 7 outlining concerns regarding negative impact to businesses in the area.

235 responses highlighted concerns over favouritism (perceived or not) within the scheme, i.e. where the filters had been placed, who benefits from the scheme and implications to residents on boundary roads being given less favourable treatment. 39 responses from individual respondents on boundary roads also raised this issue.

259 responses raised the potential issue of air pollution overall in Kings Heath and Moseley, with 217 stating their concern about pollution on roads as a result of displaced traffic (within scheme area but not boundary roads) and 212 mentioned concerns over potential increases in air pollution on main roads (boundary roads, including the High Street). However, 17 responses felt that air quality would actually be improved under Option A.

In terms of design, 82 responses were positive about the inclusion of modal filters in Option A, whereas 230 were negative about the measure. 19 responses outlined a positive opinion

about One Way Streets with 11 negative opinions. 219 responses outlined opposition to closing roads at all, with 33 opposed to discouraging car use in any way.

On the issue of safety, 52 responses stated Option A would improve pedestrian safety, 52 also thought that it would improve cyclist safety, 13 thought that car safety would be improved, 29 thought that safety would be improved for children, and 28 stated that Option A could result in a reduction in speeding. However, 39 responses stated that Option A would make roads less safe for pedestrians, with 138 stating that boundary roads would be less safe in general under this option. 55 responses outlined that the proposals may in fact increase the number of cars speeding, this was often related to negative feelings towards one-way streets.

In terms of positive specifics, 118 responses stated positive opinion on the location of one or more of the filters as part of Option A, with 97 also outlining that the proposals could lead to reduced traffic on one or more roads in the area. 76 responses outlined support for improvements to the public realm as a result of the proposals, with the majority of these related to the York Road measures, stating that it was a good place to socialise outdoors.

5.2.2 What elements do you like or dislike about Option B?

2,575 respondents (59% of the total number of respondents) provided information on what they liked or disliked about the Option B. The overall opinions for Option B are shown below.

Table 5-13: Option B Overall Opinion

Overall Opinion	Count (Total: 2575)	%
Positive	312	12%
Negative	1818	71%
No Impact	7	0%
Non-specific response (neither positive nor negative)	162	6%
Mixed response (both positive and negative)	127	5%
No Comment (i.e. N/A)	149	6%
No response	1811	-

Overall, 71% of responses were negative about the scheme or solely negative about different aspects of the option with only a small number including some additional positives. 12% were positive towards Option B, with 5% offering a mixture of both positive and negative feelings towards the option without a clear consensus on balance. 6% were neither positive or negative on the option, with 6% stating 'no comment' (often times being 'No' or 'N/A').

The instances of each subcategory being mentioned for Option B are shown below.

Table 5-14: Option B Sub-Categories

Sub-Category	Count from 2575 Responses
Negative Car Impacts	1592
Oppose PfP Altogether	774
Negative about the Design	664
Negative Pollution Impacts	498

Sub-Category	Count from 2575 Responses
Positive about the Design	490
Positive Environmental Impacts	121
Negative about Safety	111
Positive about Safety	56
Negative for Pedestrians	52
Public Transport Issues	50
Want to Expand the Scheme	11

Again, the most common response about the scheme involved perceived negative impacts for cars, with 1592 instances of this being mentioned, more than double the second most frequently mentioned. There were 774 instances where somebody raised an issue outlining their opposition to the Places for People scheme for example, being opposed to closing roads or discouraging cars. The most frequently mentioned positive response was about the scheme design (490 mentions), however there were more negative remarks about the design (664).

Respondents also outlined their specific likes and dislikes regarding Option B, these are summarised in Table 5-15.

Table 5-15: Option B Specifics

Specifics	Count (Total: 2575)
Increased Traffic on Boundary Roads	655
Excessive Increasing Journey Time	374
Negative Filter Placement	245
Wants open roads	237
Increased Traffic on High Street	237
Negative about Standard Modal Filters	229
Perceived favouritism – i.e. only benefits certain people, disproportionate impacts across the area	203
Increased Traffic Overall	191
Increased Pollution Overall	187
Negative Business Impacts	185
Positive about One Way Streets	179
More Pollution on Boundary Roads and High Street	157
More pollution on roads within scheme area due to displaced traffic	134
Positive Filter Placement	133
Reduced Safety on Boundary Roads	105
Negative about One-Way Streets	101
Increased Speeding	89
Reduced Traffic	84
Positive about New Crossings	71
Positive about Diagonal Modal Filters	65
Negative about Diagonal Modal Filters	65
Negative Emergency Vehicle Impacts	57
Unsafe for Pedestrians	43

Specifics	Count (Total: 2575)
Positive about Standard Modal Filters	38
Opposed to Discouraging Cars	34
Increased Public Transport Traffic	33
More Traffic on non-boundary roads outside of the scheme area	30
Negative Delivery Driver Impacts	28
Negative about New Crossings	19
Fewer Cars	18
Improved Children Safety	18
Improved Pedestrian Safety	17
More Noise Pollution	17
Better Public Realm	15
Improved Cyclist Safety	14
Unsafe for Cars	14
Public transport inaccessible (have to use the car)	14
Less enjoyable walking	11
Place more in Kings Heath	10
Reduced Speeding	7
Improved Car Safety	6
Perceived Lack of Pedestrian Safety at Night	5
Better Air Quality	4
Dislikes the Aesthetics	4
Reduced Noise	3
More Litter	3
Likes the Aesthetics	2
Place more in Birmingham	1

As was the case for Option A, the most commonly raised specific negative of the scheme was the perception that traffic on the boundary roads would increase with the introduction of Option B. However, for Option A this was mentioned by 891 respondents, whereas for Option B it was mentioned as a concern by 655 respondents. A similar trend is seen when looking at worries relating to excessive increasing journey times, this issue was raised by 483 respondents for Option A and 374 for Option B.

When focusing on those living on a boundary road (452 respondents), 277 provided specifics as to what they liked or disliked about Option B. Of these 277 responses, 104 specifically raised concerns over increased traffic on boundary roads. 185 responses stated that Option B may have a negative impact on businesses in the area. 31 businesses/organisations out of the 44 provided specifics as to what they liked and disliked about Option B, with 5 outlining concerns regarding negative impact to businesses in the area.

In terms of positives, the most commonly mentioned positive of the scheme was about the one-way streets in Option B, with 179 respondents mentioning them, which is substantially more than 19 responses for Option A. However, 101 respondents felt negatively about one-way streets in Option B, again up from 11 in Option A.

Comparison tables on key themes of positive and negative responses for Option A and Option B are summarised below in Table 5-16 and Table 5-17 respectively.

Table 5-16: Comparison of number of responses for Option A and B Positive Specifics

Specific	Option A (Total: 2742)	Option B (Total: 2575)
Positive about Standard Modal Filters	82	38
Positive about Diagonal Modal Filters	-	65
Positive about One Way Streets	19	179
Positive about New Crossings	-	71
Positive Filter Placement	118	133
Likes the Aesthetics	9	2
Better Air Quality	17	4
Less Litter	0	0
Better Public Realm	76	15
Reduced Noise	22	3
Fewer Cars	28	18
Reduced Traffic	97	84
Improved Pedestrian Safety	52	17
Improved Cyclist Safety	52	14
Improved Car Safety	13	6
Reduced Speeding	28	7
Improved Children Safety	29	18
Place more in Kings Heath	21	10
Place more in Birmingham	3	1

Table 5-17: Option A and B Negative Specifics

Specific	Option A (Total: 2742)	Option B (Total: 2575)
Negative about Standard Modal Filters	230	229
Negative about Diagonal Modal Filters	-	65
Negative about One-Way Streets	11	101
Negative about New Crossings	-	19
Negative Filter Placement	212	245
Dislikes the Aesthetics	9	4
Perceived favouritism	235	203
Opposed to Discouraging Cars	33	34
Wants open roads	219	237
Negative Emergency Vehicle Impacts	74	57
Negative Business Impacts	237	185
Negative Delivery Driver Impacts	33	28
Increased Traffic on Boundary Roads	891	655
More Traffic on non-boundary roads outside of the scheme area	39	30
Increased Traffic on High Street	268	237
Increased Traffic Overall	240	191
Excessive Increasing Journey Time	483	374

Specific	Option A (Total: 2742)	Option B (Total: 2575)
Increased Speeding	55	89
Unsafe for Cars	11	14
Increased Public Transport Traffic	52	33
Public transport inaccessible (have to use car)	9	14
Unsafe for Pedestrians	39	43
Less enjoyable walking	27	11
More Noise Pollution	33	17
More Pollution on Boundary Roads and High Street (boundary roads/high streets)	212	157
More pollution on roads within scheme area due to displaced traffic	217	134
More Light Pollution	0	0
Increased Pollution Overall	259	187
More Litter	4	3
Reduced Safety on Boundary Roads	138	105
Perceived Lack of Pedestrian Safety at Night	9	5

5.2.3 Is there anything else you would like to add or change to the proposals that hasn't already been said?

The respondents were asked if there was anything further they would like to add and change to the proposals that hasn't already been covered in their previous responses.

2263 respondents (52% of total number of respondents) provided information on further changes to the proposal. The overall opinions of these respondents are captured in Table 5-18 below.

The results show that 54% of responses were negative towards Options A and B, with 5% of responses providing a positive opinion. However, 617 respondents can be categorised as providing 'Alternatives', meaning that 28% of respondents would like to add or change to the proposal. These changes are presented in Table 5-19.

Table 5-18: Overall Opinion -anything further to add/change

Overall Opinion	Count (2263)	%
Positive	103	5%
Negative	1199	54%
Alternatives	617	28%
Comments about consultation	122	5%
No comment (i.e. N/A)	158	7%
Non-specific comment (neither positive nor negative)	34	2%
No response	2123	-

Table 5-19 presents a summary of the alternatives that respondents suggested to Places for People scheme proposals (for Options A and B). The alternatives are organised from highest to lowest, with the highest being the most popular amongst respondents and the lowest being the least. The most popular alternative suggested involved improvements to public transport with 174 respondents stating that this is something they would like to add and change to the proposals, closely followed by one-way roads at 141 responses. The alternatives with the lowest counts are grouped into other and are listed in the associated footnote.

Table 5-19: Summary of alternatives suggested

Alternatives	Count (Total: 617)
Improvements to public transport	174
One-way Roads	141
Improved cycling infrastructure	118
Comments about the Council	106
Build the railway station	89
Traffic calming measures	88
Measuring Success	80
Provide better information	71
Introduce speed limits	59
Open up roads	49
Introduce speed cameras	40
Additional crossings	34
Pedestrianised areas	31
Electric Vehicles	29
Improve access to the High Street	26
Resident parking pass	25
Speed bumps	24
Better signage	21
Other ⁵	145

5.3 Summary

When analysing the preference of all respondents (4,386) regarding the Places for People proposals on the west of Kings Heath High Street (Options A and B), the most selected response was neither (60%), with no substantial difference in preference between Option A (12%) or Option B (12%).

These results change slightly when considering responses from those individuals who have identified themselves as living within the entire scheme area (both west and east side - 3,061). Results show there is a minor preference for Option A (15%), when compared to Option B

⁵ Fewer than 5 responses: Covid-19 impacts; Free parking; Changing location/ area of modal filters; Timed closures of modal filters; Bus gates; Ban pavement parking; Introduce park and ride; Additional green space; School Parking; APNR filters; Improve pavement conditions; CAZ extension; Bus lanes; Highway maintenance (potholes); Improve overall connectivity; Additional/ changes to traffic lights; and Education.

(13%), as well as a slight decrease in the number of respondents outlining that neither option is preferable (56%) when compared to all respondents.

Conversely there is an increase in those respondents preferring neither when considering those respondents living on boundary roads (452) and living outside the area (1280), up to 77% and 75% respectively from 60% for all respondents. Overall, 55% of businesses and organisations responded neither.

For both Option A and Option B respondents stated that negative impacts to cars was the main element that respondents disliked about the options, with regards to increased traffic on boundary roads and increased journey times for those in cars. In terms of positive comments, 12% of respondents outlined what they liked about both Option A and Option B, outlining improvements to environment (i.e. air quality) and the design of the scheme (i.e. reduced traffic along residential roads and improved environment for walking and cycling).

When respondents were given the opportunity to suggest anything that they would like to add or change to the proposal, the most common responses include: improvements to public transport; consideration of one-way roads; and improvements to cycling infrastructure.

Further sensitivity analysis has used postcode information to identify those responses from individuals living within the west side of the Places of People proposed scheme (498 individual respondents). This is to understand how people specifically living within the Option A and Option B scheme area feel about the proposals. Table 5-20 summarises the results, which show that Option A (44%) is preferred by residents of the west side of the scheme area when compared to Option B (12%). Slightly more prefer neither option (44%), but this is less than when considering all individuals living within the entire scheme areas (both west and east).

Table 5-20: Option A and B- individuals living inside the west side of the proposed scheme area

Out of the two options (Option A and Option B), which option do you think best helps reduce traffic and support walking and cycling?	Count (Total: 498)	%
Option A	199	40%
Option B	59	12%
Neither	219	44%
Don't Know	16	3%
No response	5	-

6. East of Kings Heath High Street Options

6.1 Quantitative responses - Options C and D

Respondents were asked out of the two options (Option C and Option D), which option best helps reduce traffic and support walking and cycling. Out of the total number of respondents (4,386), 4,342 answered this question, the percentages summarised in Table 6-1 below relate to those who answered the question.

Table 6-1 Option C and D Scheme Preference for Reducing Traffic and Supporting Walking and Cycling

Out of the two options developed from ideas from the Kings Heath and Moseley community, which option do you think best helps reduce traffic and supports walking and cycling?	Count (Total: 4386)	%
Option C	585	13%
Option D	566	13%
Neither	2729	62%
Don't Know	378	9%
No response	128	-

The majority of respondents (62%) selected that neither option was preferred by them, with other respondents almost equally split between Option C and D (both with 13% and Option C having slightly more responses). 9% of respondents stated that they did not know which option they thought was best.

6.1.1 Individual Responses

When considering responses from individuals, the results broadly show the same trends. Responses from those individuals who answered this questionnaire are shown below.

Table 6-2: Option C and D Scheme Preference for Reducing Traffic and Supporting Walking and Cycling - Individuals

Out of the two options (Option C and Option D), which option do you think best helps reduce traffic and supports walking and cycling?	Count (Total: 4342)	%
Option C	580	13%
Option D	560	13%
Neither	2703	62%
Don't Know	375	9%
No response	124	-

The results differ slightly when focusing only on individuals living within the study area, the responses are shown below

Table 6-3: Option C and D Scheme Preference for Reducing Traffic and Supporting Walking and Cycling - Individuals living in the scheme area

Out of the two options (Option C and Option D), which option do you think best helps reduce traffic and supports walking and cycling?	Count (Total: 3061)	%
Option C	501	16%
Option D	467	15%
Neither	1754	57%
Don't Know	253	8%
No response	86	-

When comparing individuals living within the scheme area (3,061) compared to all individuals (4,342), individuals within the scheme area have a slightly higher preference for both Option C (16% compared to 13%) and D (15% compared to 13%), with fewer respondents choosing Neither (57% compared to 62%).

When only showing responses for individuals on boundary roads, the sentiment of the responses changes more so than when looking at individuals overall. These responses are shown below.

Table 6-4: Option C and D Scheme Preference for Reducing Traffic and Supporting Walking and Cycling - Individuals living on boundary roads

Out of the two options (Option C and Option D), which option do you think best helps reduce traffic and supports walking and cycling?	Count (Total: 452)	%
Option C	25	6%
Option D	32	7%
Neither	348	77%
Don't Know	29	6%
No response	18	-

Substantially more respondents (77%, 348 respondents) chose neither option as being preferred, with the similar numbers of respondents split between Option C (6%, 25 respondents), D (7%, 32 respondents), and Don't Know (6%, 29 respondents).

The table below shows the responses of individuals living outside of the area.

Table 6-5: Option C and D Scheme Preference for Reducing Traffic and Supporting Walking and Cycling - Individuals living outside of the scheme area

Out of the two options (Option C and Option D), which option do you think best helps reduce traffic and supports walking and cycling?	Count (Total: 1280)	%
Option C	79	6%
Option D	93	7%
Neither	949	74%
Don't Know	122	10%
No response	37	-

Residents living outside of the area seem to broadly have the same feelings as residents living on the boundary roads, with a similar proportion of respondents choosing neither option (74% compared to 77% on boundary roads). However, residents outside of the area did seem to slightly favour Option D more than Option C (93 responses for Option D compared to 79 for Option C), however more respondents did not know which option they preferred (122 responses).

6.1.2 Business Responses

When considering responses from businesses and organisations, the results are as follows.

Table 6-6: Option C and D Scheme Preference for Reducing Traffic and Supporting Walking and Cycling - Businesses and Organisations

Out of the two options (Option C and Option D), which option do you think best helps reduce traffic and supports walking and cycling?	Count (Total: 44)	%
Option C	5	11 %
Option D	6	14 %
Neither	26	59 %
Don't Know	3	7 %
No response	4	-

The majority of businesses and organisations selected 'neither' (59%), with more of a preference for Option D (14%) when compared to Option C (11%) and 7% stating they did not know.

The results differ slightly considering businesses and organisations located within the scheme area. The results are shown below.

Table 6-7: Option C and D Scheme Preference for Reducing Traffic and Supporting Walking and Cycling - Businesses and organisations inside the scheme area

Out of the two options (Option C and Option D), which option do you think best helps reduce traffic and supports walking and cycling?	Count (Total: 30)	%
Option C	5	17 %
Option D	4	13 %
Neither	18	60 %
Don't Know	2	7 %
No response	1	-

Over half of the businesses and organisations within the scheme area chose 'neither' option (60%), with 17% selecting Option C, and 13% selecting Option D.

Responses for businesses and organisations on boundary roads are shown below.

Table 6-8: Option C and D Scheme Preference for Reducing Traffic and Supporting Walking and Cycling - Businesses and organisations on boundary roads

Out of the two options (Option C and Option D), which option do you think best helps reduce traffic and supports walking and cycling?	Count (Total: 7)	%
Option C	1	14 %
Option D	1	14 %
Neither	4	57 %
Don't Know	0	0 %
No response	1	-

Of the 7 businesses and organisations on boundary roads to respond to the consultation, 1 selected Option C as their preference, 1 selected Option D, 4 selected neither option as being preferred, and 1 did not answer the question.

Finally, the results for businesses and organisations outside of the area are shown below.

Table 6-9: Option C and D Scheme Preference for Reducing Traffic and Supporting Walking and Cycling - Businesses and organisations outside the area

Out of the two options (Option C and Option D), which option do you think best helps reduce traffic and supports walking and cycling?	Count (Total: 12)	%
Option C	0	0 %
Option D	2	17 %
Neither	8	67 %
Don't Know	1	8 %
No response	1	-

Of the 12 businesses and organisations outside of the area to respond this consultation, no one selected Option C as their preference, 2 selected Option D, 8 selected Neither option as being preferred, 1 stated that they did not know which option they preferred, and 1 did not answer the question.

6.1.3 Billesley Lane proposals in Options C and D

Additionally to the wider Option preference, respondents were asked a further question, as to what improvement they preferred along Billesley Lane specifically. Respondents were asked if they preferred Billesley Lane to be retained as a through route with traffic calming (Option C) or changed to a filtered road with no through traffic (Option D). Table 6-10 summarises the results.

Table 6-10: Billesley Lane Options- Overall Responses

Do you think Billesley Lane should be a through route with traffic calming (as in Option C) or a filtered road with no through traffic (as in Option D)?	Count (Total: 4386)	%
Through route with traffic calming (Option C)	2282	52 %
Filtered road with no through traffic (Option D)	517	12 %
Don't know / no opinion	790	18 %

Do you think Billesley Lane should be a through route with traffic calming (as in Option C) or a filtered road with no through traffic (as in Option D)?	Count (Total: 4386)	%
Not Answered	796	18%

The majority of respondents (52%) selected that they preferred the treatment of Billesley Lane in Option C, which is for the road to remain a through road with traffic calming, this was mentioned frequently in the qualitative responses to Option C as well, with many respondents worrying about the current speeding and late-night dangerous driving on Billesley Lane. Whilst Option D could mitigate issues of speeding and dangerous driving, by implementing a modal filter to remove through traffic, this was not a preferred solution (12%). 18% stated that they did not know or had no opinion, and another 18% did not answer the question.

The responses for individuals living in the area and businesses/organisations broadly mirror the same trends as all respondents, as shown below in Table 6-11 and Table 6-12 respectively.

Table 6-11: Billesley Lane Options- Individuals inside the area

Do you think Billesley Lane should be a through route with traffic calming (as in Option C) or a filtered road with no through traffic (as in Option D)?	Count (Total: 3059)	%
Through route with traffic calming (Option C)	1635	53%
Filtered road with no through traffic (Option D)	423	14%
Don't know / no opinion	506	17%
Not Answered	495	16%

Table 6-12: Billesley Lane Options- Businesses and organisations

Do you think Billesley Lane should be a through route with traffic calming (as in Option C) or a filtered road with no through traffic (as in Option D)?	Count (Total: 44)	%
Through route with traffic calming (Option C)	26	59%
Filtered road with no through traffic (Option D)	1	2%
Don't know / no opinion	8	18%
Not Answered	9	20%

The responses from individuals who identified they live on Billesley Lane (72 respondents) have also been analysed, a summary has been outlined in Table 6-13 below.

Table 6-13: Billesley Lane Options - Billesley Lane residents

Do you think Billesley Lane should be a through route with traffic calming (as in Option C) or a filtered road with no through traffic (as in Option D)?	Count (Total: 72)	%
Through route with traffic calming (Option C)	11	15%
Filtered road with no through traffic (Option D)	41	57%
Don't know / no opinion	7	10%
Not Answered	13	18%

For all respondents (4,386), the majority of support (52%) was for the proposed treatment of Billesley Lane in Option C, with little support for Option D (12%). However, when looking only responses from Billesley Lane residents, the majority of support was for Option D which proposed to install a modal filter (57%). Only 15% of respondents selected Option C, which is substantially fewer than respondents overall.

6.2 Qualitative responses – Options C and D

6.2.1 What elements do you like or dislike about Option C?

2,821 respondents (64% of the total number of respondents) provided information on what they liked or disliked about the Option C.

Table 6-14: Option C Overall Opinion

Overall Opinion	Count (Total: 2821)	%
Positive	323	11%
Negative	1945	69%
No Impact	7	0%
Non-specific response (neither positive nor negative)	167	6%
Mixed (both Positive and Negative)	258	9%
No Comment	121	4%

Overall, 69% of responses were negative about the scheme or solely negative about different aspects of the option with only a small number including some additional positives. 11% were positive towards Option C, with 9% offering a mixture of both positive and negative feelings towards the option without a clear consensus on balance. 6% were neither positive or negative on the option, with 4% stating 'no comment' (oftentimes being 'No' or 'N/A'). Figures vary significantly when focusing only on residents living on boundary roads, where 81% of responses had negative opinions and just 4% gave a positive response to Option C.

The instances of each subcategory being mentioned for Option C are shown below, ranked from most common theme to least common.

Table 6-15: Option C Sub Categories

Sub-Category	Count from 2821 Responses
Negative Car Impacts	1966
Negative about the Design	863
Oppose P&P Altogether	745
Positive about the Design	715
Negative Pollution Impacts	476
Negative about Safety	167
Positive Environmental Impacts	149
Positive about Safety	134
Negative for Pedestrians	72
Public Transport Issues	53

Sub-Category	Count from 2821 Responses
Want to Expand the Scheme	25

The most common response was that respondents felt that the impact for cars would be negative, with 1,966 instances of this being mentioned across the 2,821 responses. There were 863 instances where somebody raised a negative comment about one or more features of the design, often where a modal filter was positioned or the inclusion of certain features in the option. However the most frequently mentioned positive responses were about the scheme design (715 mentions), such as positioning of modal filters, and positives about environmental impacts (149 mentions), such as reduced air pollution or reduced noise pollution.

Respondents also outlined their specific likes and dislikes regarding Option C, these are summarised in Table 6-16.

Table 6-16: Option C Specifics

Specifics	Count (Total: 2821)
Increased Traffic on Boundary Roads	810
Excessive Increasing Journey Time	502
Negative opinion on filter placement	420
Wants open roads	239
Perceived favouritism	219
Increased Speeding	203
Increased Traffic on High Street	196
Negative about Standard Modal Filters	190
Positive about Traffic Calming Measures	187
Increased Pollution Overall	183
Positive Filter Placement	180
Increased Traffic Overall	175
More Pollution on Boundary Roads and High Street	174
Positive about One Way Streets	168
Negative Emergency Vehicle Impacts	146
Reduced Safety on Boundary Roads	142
Reduced Traffic	105
Negative about Traffic Calming Measures	83
Negative Business Impacts	78
More Pollution on Roads within Cells due to Displaced Traffic	76
Positive about New Crossings	75
Negative about One-Way Streets	72
Unsafe for Pedestrians	63
Negative about Diagonal Modal Filters	61
Positive about Standard Modal Filters	52
Reduced Speeding	51
More Noise Pollution	40
More Traffic on non-Boundary Roads Outside of Cells	39

Specifics	Count (Total: 2821)
Unsafe for Cars	39
Positive about Diagonal Modal Filters	38
Improved Pedestrian Safety	37
Increased Public Transport Traffic	33
Opposed to Discouraging Cars	32
Place more in KH	24
Negative about Bus Gates	23
Improved Cyclist Safety	20
PT Inaccessible (Have to use Car)	20
Perceived Lack of Pedestrian Safety at Night	19
Negative Delivery Driver Impacts	18
Negative about New Crossings	17
Positive about Bus Gates	15
Better Air Quality	15
Improved Car Safety	15
Fewer Cars	14
Reduced Noise	9
Improved Children Safety	9
Less enjoyable walking	9
Better Public Realm	5
Dislikes the Aesthetics	2
More Litter	2
Likes the Aesthetics	1
More Light Pollution	1
Less Litter	0
Place more in Birmingham	0

As with the sub-categories, the most common issues raised by respondents related to cars, with worries over increased traffic on boundary roads being the most commonly raised specific issue, with 810 respondents raising this as a concern. When focusing on those living on a boundary road (452 respondents), 269 provided specifics as to what they liked or disliked about Option C. Of the 269 responses, 99 raised fears over increased traffic on boundary roads as a concern.

502 respondents overall raised an issue with the potential for the scheme to excessively increase journey times with Option C either related to changing routes due to the positioning of the modal filters or because of concerns over increased traffic/congestion on boundary roads increasing travel time. 196 of all respondents raised the issue of increased traffic on the High Street specifically, with 175 raising issues of increased traffic overall. 239 respondents stated that they were opposed to closing roads and therefore disagreed with any form of modal filter and the majority of the scheme proposals.

The most common positive response was around the inclusion of traffic calming measures on Billesley Lane in particular, with 187 mentions. 168 respondents were positive about the

inclusion and position of one-way streets within the scheme, with 72 respondents feeling negatively about them, many of which related to fear of increased speeding which was mentioned by 203 respondents. 51 respondents felt that it would in fact reduce speeding in the area.

6.2.2 What elements do you like or dislike about Option D?

2,730 respondents (62% of the total number of respondents) provided information on what they liked or disliked about the Option D.

Table 6-17: Option D Overall Opinion

Overall Opinion	Count (Total: 2730)	%
Positive	300	11%
Negative	1936	71%
No Impact	3	0%
Non-specific response (neither positive nor negative)	175	6%
Mixed (both Positive and Negative)	196	7%
No Comment	119	4%
No response	10	-

Overall, 71% of responses were negative about the scheme or solely negative about different aspects of the option with only a small number including some additional positives. 11% were positive towards Option D, with 7% offering a mixture of both positive and negative feelings towards the option without a clear consensus on balance. 6% were neither positive or negative on the option, with 4% stating 'no comment' (oftentimes being 'No' or 'N/A').

The instances of each subcategory being mentioned for Option D are shown below.

Table 6-18: Option D Sub-Categories

Sub-Category	Count from 2730 Responses
Negative Car Impacts	1698
Negative about the Design	896
Oppose P4P Altogether	699
Positive about the Design	499
Negative Pollution Impacts	444
Positive about Safety	202
Positive Environmental Impacts	164
Negative about Safety	141
Public Transport Issues	51
Negative for Pedestrians	39
Want to Expand the Scheme	18

Again, the most common response about the scheme involved perceived negative impacts for cars, with 1698 instances of this being mentioned, more than double the second most frequently mentioned. There were 699 instances where somebody raised an issue outlining their opposition to the Places for People scheme for example, being opposed to closing roads

or discouraging cars. The most frequently mentioned positive response was about the scheme design (499 mentions), however there were more negative remarks about the design (896).

Respondents also outlined their specific likes and dislikes regarding Option D, these are summarised in Table 6-19. Table 5-15

Table 6-19: Option D Specifics

Specific	Count (Total: 2730)	
Increased Traffic on Boundary Roads	722	26%
Negative Filter Placement	538	20%
Excessive Increasing Journey Time	523	19%
Wants open roads	214	8%
Perceived favouritism	192	7%
Increased Pollution Overall	189	7%
More Pollution on Boundary Roads and High Street	168	6%
Negative about Standard Modal Filters	163	6%
Negative Emergency Vehicle Impacts	159	6%
Increased Traffic on High Street	155	6%
Positive about Cycle Lanes	153	6%
Increased Traffic Overall	151	6%
Positive Filter Placement	130	5%
Reduced Safety on Boundary Roads	130	5%
Reduced Traffic	111	4%
Increased Speeding	78	3%
Negative Business Impacts	73	3%
More Pollution on Roads within Cells due to Displaced Traffic	72	3%
Reduced Speeding	68	2%
Negative about Diagonal Modal Filters	64	2%
Negative about Cycle Lanes	62	2%
Positive about One Way Streets	59	2%
Improved Pedestrian Safety	47	2%
Improved Cyclist Safety	42	2%
Negative about One-Way Streets	40	1%
Positive about Standard Modal Filters	39	1%
Positive about New Crossings	39	1%
Positive about Diagonal Modal Filters	36	1%
More Traffic on non-Boundary Roads Outside of Cells	36	1%
Increased Public Transport Traffic	33	1%
Unsafe for Pedestrians	33	1%
Unsafe for Cars	28	1%
Positive about Traffic Calming Measures	27	1%
Opposed to Discouraging Cars	26	1%
Improved Children Safety	24	1%
Negative about Bus Gates	21	1%
Fewer Cars	20	1%

Specific	Count (Total: 2730)	
Negative Delivery Driver Impacts	19	1%
Better Air Quality	17	1%
PT Inaccessible (Have to use Car)	17	1%
Improved Car Safety	16	1%
Place more in KH	16	1%
Positive about Bus Gates	13	0%
Negative about New Crossings	13	0%
More Noise Pollution	12	0%
Perceived Lack of Pedestrian Safety at Night	12	0%
Reduced Noise	11	0%
Less enjoyable walking	7	0%
Better Public Realm	6	0%
Negative about Traffic Calming Measures	4	0%
More Light Pollution	2	0%
Place more in Birmingham	1	0%
Dislikes the Aesthetics	1	0%
More Litter	1	0%
Likes the Aesthetics	0	0%
Less Litter	0	0%

As was the case for Option C, the most commonly raised specific negative of the scheme was the perception that traffic on the boundary roads would increase with the introduction of Option D. However, for Option C this was mentioned by 810 respondents, whereas for Option D it was mentioned as a concern by 722 respondents. A similar number of respondents to both Option C (502) and Option D (523) expressed concerns relating to excessive increasing journey times.

When focusing on those living on a boundary road (452 respondents), 262 provided specifics as to what they liked or disliked about Option D. Of these 262 responses, 95 specifically raised concerns over increased traffic on boundary roads.

In terms of positives, the most commonly mentioned positive of the scheme was about the one-way streets in Option B, with 179 respondents mentioning them, which is substantially more than 19 responses for Option A. However, 101 respondents felt negatively about one-way streets in Option B, again up from 11 in Option A.

In terms of positives, 153 respondents mentioned positive feelings about the inclusion of cycle lanes in the option. 62 respondents felt negatively about the cycle lanes in Option D.

The one-way street provision in Option D seemed to attract both less opposition and less support than those in Option C. From Option C responses, 168 were positive about the one-way streets with 72 negative responses, whereas for Option D the positive responses dropped to 59 but the negative responses also dropped to 40.

Comparison tables on key themes of positive and negative responses for Option C and Option D are summarised below in Table 6-20 and Table 6-21 respectively.

Table 6-20: Option C and D Specific Positives

Specific	Option C (2821)	Option D (2730)
Positive about Standard Modal Filters	52	39
Positive about Diagonal Modal Filters	38	36
Positive about One Way Streets	168	59
Positive about New Crossings	75	39
Positive about Traffic Calming Measures	187	27
Positive about Bus Gates	15	13
Positive about Cycle Lanes	-	153
Positive Filter Placement	180	130
Likes the Aesthetics	1	0
Better Air Quality	15	17
Less Litter	0	0
Better Public Realm	5	6
Reduced Noise	9	11
Fewer Cars	14	20
Reduced Traffic	105	111
Improved Pedestrian Safety	37	47
Improved Cyclist Safety	20	42
Improved Car Safety	15	16
Reduced Speeding	51	68
Improved Children Safety	9	24
Place more in KH	24	16
Place more in Birmingham	0	1

Table 6-21: Option C and D Specific Negatives

Specific	Option C (2821)	Option D (2730)
Negative about Standard Modal Filters	190	163
Negative about Diagonal Modal Filters	61	64
Negative about One-Way Streets	72	40
Negative about New Crossings	17	13
Negative about Traffic Calming Measures	83	4
Negative about Bus Gates	23	21
Negative about Cycle Lanes	-	62
Negative Filter Placement	420	538
Dislikes the Aesthetics	2	1
Perceived favouritism	219	192
Opposed to Discouraging Cars	32	26
Wants open roads	239	214
Negative Emergency Vehicle Impacts	146	159
Negative Business Impacts	78	73
Negative Delivery Driver Impacts	18	19

Specific	Option C (2821)	Option D (2730)
Increased Traffic on Boundary Roads	810	722
More Traffic on non-Boundary Roads Outside of Cells	39	36
Increased Traffic on High Street	196	155
Increased Traffic Overall	175	151
Excessive Increasing Journey Time	502	523
Increased Speeding	203	78
Unsafe for Cars	39	28
Increased Public Transport Traffic	33	33
PT Inaccessible (Have to use Car)	20	17
Unsafe for Pedestrians	63	33
Less enjoyable walking	9	7
More Noise Pollution	40	12
More Pollution on Boundary Roads and High Street	174	168
More Pollution on Roads within Cells due to Displaced Traffic	76	72
More Light Pollution	1	2
Increased Pollution Overall	183	189
More Litter	2	1
Reduced Safety on Boundary Roads	142	130
Perceived Lack of Pedestrian Safety at Night	19	12

6.2.3 Is there anything else you would like to add or change to the proposals that hasn't already been said?

The respondents were asked if there was anything further they would like to add and change to the proposals that hasn't already been covered in their previous responses.

2263 respondents (52% of total number of respondents) provided information on further changes to the proposal. The overall opinions of these respondents are captured in Table 6-22 below.

The results show that 53% of responses were negative towards Options C and D, with 5% of responses providing a positive opinion. However, 633 respondents can be categorised as providing 'Alternatives', meaning that 28% of respondents would like to add or change to the proposal. These changes are presented in Table 6-23.

Table 6-22: Overall Opinion -anything further to add/change

Overall Opinion	Count (2263)	%
Positive	114	5%
Negative	1194	53%
Alternatives	633	28%
Comments about the consultation	153	7%
No comment	127	6%
Non-specific comment (neither positive nor negative)	42	2%
No response	2123	-

Table 6-23 presents a summary of the alternatives that respondents suggested to Places for People scheme proposals (for Options C and D). The alternatives are organised from highest to lowest, with the highest being the most popular amongst respondents and the lowest being the least. The most popular alternative suggested involved improvements to public transport with 162 respondents stating that this is something they would like to add and change to the proposals, closely followed by improvements to cycle infrastructure at 119 responses. The alternatives with the lowest counts are grouped into other and are listed in the associated footnote.

Table 6-23: Summary of alternatives suggested

Alternatives	Count (Total: 633)
Improvements to public transport	162
Improved cycling infrastructure	119
Traffic calming measures	111
Comments about the council	97
Build the train station	96
Provide better information	90
One-way roads	86
Open up roads	80
Measuring success	79
Improve overall connectivity	52
More Police enforcement	44
Changing location/area of modal filters	43
Enforce speed limits	42
Additional crossings	41
Speed bumps	37
Resident parking pass	33
Introduce speed cameras	32
Electrical Vehicles	27
Pedestrianised areas	21
Other ⁶	135

6.3 Summary

When analysing the preference of all respondents (4,386) regarding the Places for People proposals on the east of Kings Heath High Street (Options C and D), the most selected response was neither (62%), with no substantial difference in preference between Option C (13%) or Option D (13%). These percentages are retained when considering responses from

⁶ Fewer than 5 responses: COVID 19 impacts; Free parking; Timed closures of modal filters; Bus gates; Better signage; Ban parking on pavements; Introduce Park and Ride; Improve access to High Street; Additional green space; School Buses; APNR filters; Improve pavement conditions; CAZ extension; Bus Lanes; Potholes; Additional/ changes to traffic lights; Education; Vote; Weight Limits.

those individuals who have identified themselves as living within the entire scheme area (both west and east side- 3,061).

Conversely there is an increase in those respondents preferring neither when considering those respondents living on boundary roads (452) and living outside the area (1280), up to 77% and 74% respectively from 62% for all respondents. Overall, 59% of businesses and organisations responded neither.

For both Option C and Option D respondents stated that negative impacts to cars was the main element that respondents disliked about the options, with regards to increased traffic on boundary roads and increased journey times for those in cars. In terms of positive comments, 12% of respondents outlined what they liked about both Option A and Option B, outlining improvements to environment (i.e. air quality) and the design of the scheme (i.e. reduced traffic along residential roads and improved environment for walking and cycling).

In addition, when considering the measures for Billesley Lane specifically, the total number of respondents preferred Option C (52% - 2,282) which proposes traffic calming, however residents of Billesley Lane favour Option D (57% - 41) which proposes to implement a modal filter.

When respondents were given the opportunity to suggest anything that they would like to add or change to the proposal, the most common responses include: improvements to public transport; improvements to cycling infrastructure; and implementation of further traffic calming measures.

Further sensitivity analysis has used postcode information to identify those responses from individuals living within the east side of the Places of People proposed scheme (1762 individual respondents). This is to understand how people specifically living within the Option C and Option D scheme area feel about the proposals. Table 6-24 summarises the results, which show that there is minimal difference between Option C (22%) and Option D (21%) for residents of the east side of the scheme area. More residents selected neither option (52%), but this is less than when considering all individuals living within the entire scheme areas (both west and east).

Table 6-24: Option C and D - individuals living inside the east side of the proposed scheme area

Out of the two options (Option C and Option D), which option do you think best helps reduce traffic and support walking and cycling?	Count (Total: 1737)	%
Option C	383	22%
Option D	366	21%
Neither	909	52%
Don't Know	79	4%
No response	25	-

7. About the consultation

7.1 Participation in previous engagement and consultations

Respondents were asked if they had taken part in previous consultations about the Places for People scheme in Kings Heath and Moseley, the responses are shown below.

Table 7-1: Respondents' participation in previous consultations about this scheme

Have you taken part in previous consultations about this scheme?	Count (Total: 4386)	%
Yes	1358	31%
No	2634	60%
Unsure	346	8%
No response	48	1%

60% of respondents said that they had not taken part in any previous consultations, with 31% stating that they had been involved in consultations prior to this one, and 8% were unsure on their involvement up to now.

7.2 Participation in this consultation

Similarly, respondents were asked if they had attended any online or face to face consultation events about the Places for People proposals. The responses are shown below.

Table 7-2: Respondents' attendance at events relating to the consultation for these proposals

Have you attended, or do you intend to attend an online or face to face consultation event about these proposals?	Count (Total: 4386)	%
Yes	1483	34%
No	2015	46%
Unsure	827	19%
No response	106	2%

46% stated that they had not attended an online or face-to-face event as part of this consultation, with 34% saying that they had attended an event, and 19% being unsure.

Respondents were also asked if they felt that the information provided had enabled them to make an informed comment on the proposals. The responses are shown below.

Table 7-3: Respondents' opinions on the provision of consultation information

Do you feel that the information provided has enabled you to make an informed comment on the proposals?	Count (Total: 4386)	%
Yes	2981	68%
No	1307	30%
No response	98	2%

⁷ Due to rounding, the percentages do not add up to 100.

68% felt that they had been given sufficient information to make an informed comment on the proposals, with 30% saying that they felt they were not given enough information to make an informed comment.

7.3 What additional information would have helped you comment on the proposals?

Respondents were asked about what additional information would have helped them to comment on the proposals. These were open questions that allowed for written responses, and the analysis of these responses is shown below.

7.3.1 Overall Opinion

Respondents were asked what additional information would have helped them comment on the proposals. Of the 2129 responses to this question (49% of total number of respondents), only 2% stated that they were happy with the consultation, whilst 53% stated that they were unhappy with the consultation, summarised below in Table 7-4.

Table 7-4: Overall Opinion of how respondents felt about the consultation process.

Opinion	Count (Total: 2129)	%
Happy with consultation	46	2%
Unhappy with consultation	1116	52%
Other comments	840	39%
No Major comments	99	5%
No response	2257	-

7.3.2 Specific Negatives

As more than half of the respondents were unhappy with the consultation, Table 7-5 highlights the specific negatives that the respondents felt towards the consultation. Measuring success and the need for more data has 366 responses, making it the most referenced negative option. This is followed by poor explanations at 11% and maps at 8%. Therefore, increased data availability to help measure success alongside better explanations would have helped respondents comment on the proposals.

Table 7-5: Specific negatives about the consultation.

Specific Negative	Count (Total: 1311)
Measuring Success / Data availability	366
More explanation	228
Maps	170
Was not informed	91
Dialogue from the council	73
Modelling outputs	72
Consult with local people	72
Justification and reasoning for the council	69

Specific Negative	Count (Total: 1311)
Consultation dates/times	46
In person meetings	36
Use of internet	26
Leaflets	19
Online Questions	19
Vote	16
COVID 19 impacts	6
Formatting	2

In addition to the overall opinions and specific negatives identified, 405 respondents suggested alternative schemes and 459 expressed additional concerns. These are presented in Table 7-6 and Table 7-7 respectively.

Table 7-6: Alternatives Schemes

Alternative Schemes	Count (Total: 405)
Additional options	83
Public Transport	77
Photographs and Videos of consultation	43
Wait for Train station	37
Traffic calming	25
Active mode infrastructure	23
One-way streets	23
Plans showing diversions round modal filters	21
Enforcement	6
Speed Awareness	3
Electrical vehicles	3
Additional crossings	2
Education	1

Table 7-7: Additional Concerns

Additional concerns	Count (Total: 459)
Feeling ignored	110
Congestion	67
Environment (pollution)	66
Issues for the high street	55
More consideration for people with disabilities	35
Displacement of traffic	22
Safety	20
Social inequality	19
Emergency services	17
Understanding how certain roads were chosen	17
Mental Health	9
Issues for schools	6
Timescale	6
Wanting to leave the area	5

Additional concerns	Count (Total: 459)
Location of filters	2
Post COVID 19 impacts	2
Issues with parking	1

8. Demographic breakdown of responses

Respondents were asked several demographic questions, with their responses shown below.

Table 8-1: Age of all respondents

Which age group applies to you?	Count (Total: 4140)	%
0 - 4	1	0%
5 - 9	3	0%
15 - 17	14	0%
18 - 19	26	1%
20 - 24	112	3%
25 - 29	242	6%
30 - 34	364	9%
35 - 39	410	10%
40 - 44	500	12%
45 - 49	430	10%
50 - 54	476	11%
55 - 59	356	9%
60 - 64	342	8%
65 - 69	343	8%
70 - 74	286	7%
75 - 79	147	4%
80 - 84	44	1%
85+	28	1%
No response	246	-

Table 8-2: Genderidentity of all respondents

What is your gender?	Count (Total: 4386)	%
Male	1967	45%
Female	2047	47%
Other	12	0%
Prefer not to say	196	4%
Not Answered	164	4%

Table 8-3: Sexualorientation of all respondents

What is your sexual orientation?	Count (Total: 4386)	%
Bisexual	91	2%
Gay or Lesbian	133	3%
Heterosexual or Straight	2875	66%
Not Answered	351	8%
Other	41	1%
Prefer not to say	895	20%

The table below shows the ethnic groups of all respondents. It should be noted that respondents were able to make multiple selections, therefore some selected more than one, resulting in the count below totalling larger than the total number of respondents.

Table 8-4: Respondents' Ethnic Group

What is your ethnic group ?	Count
White: English/Welsh/Scottish/Northern Irish/British	3035
Other White background	237
Asian/Asian British	532
Black African/Caribbean/Black British	367
Mixed/multiple ethnic groups	118
Other ethnic group	83
Not Answered	414

Table 8-5: Religion/b eliefs of all respondents

What is your religion or belief?	Count (Total: 4386)	%
Buddhist	31	1%
Christian (including church of England, Catholic, Protestant, and all other Christian denominators)	1159	26%
Hindu	51	1%
Jewish	19	0%
Muslim	302	7%
Sikh	45	1%
Any other religion (please specify below)	36	1%
No Religion	1687	38%
Not Answered	324	7%
Prefer not to say	732	17%

9. Overview of email correspondence

An email address was advertised for any queries (connected@birmingham.gov.uk) related to the Places for People consultation. This section provides an overview of the correspondence and key themes of the emails received during the consultation.

It should be noted that anyone who emailed were also encouraged to respond via Be Heard.

Birmingham City Council received 203⁸ emails during the consultation period. Table 9-1 summarises the source of emails received.

Table 9-1: Source of email correspondence received

Source	Count (Total: 203)	%
Member of Parliament (MP)	2	1%
Local Councillor	5	2%
Member of public or business	192	95%
Birmingham City Council (internal)	3	1%
Other	0	0%

The majority of emails were from members of the public or representatives of businesses/organisations, with a small number of emails from local councillors and MPs with representations from constituents.

The correspondence has been categorised by key sentiment in Table 9-2.

Table 9-2: Key sentiments of the correspondence

Source	Count (Total: 203)	%
Positive	13	6%
Negative	73	36%
Mixed	24	12%
Request for more information	84	41%
Proposes alternatives	8	4%
Other	1	0%

The main themes have been outlined below:

- Consultation – requests for more information, concerns of consultation process, issues with consultation materials and events.
- Features of the proposals – requests for further information on proposals, positives or issues with locations of modal filters or proposals.
- Increases in traffic – concerns over congestion, displacement of traffic onto other roads, increases in distance travelled.

⁸ Correspondence with 203 individuals logged. 3 were resent from prior correspondence to the consultation period and 2 logs included more than one email from the same individual during the consultation period.

- Data - requests for data and more information, concerns of lack of data collection (traffic, air quality, before and after monitoring, inadequate data).
- Proposals for other schemes or measures – railway station, one-way streets, better public transport, improved cycle links
- Request for further information about proposals – modal filters, diagonal filters, pedestrian crossings, etc.
- Safety – concerns over safety in evenings, safety of cyclists, increased traffic concerns
- Providing further information on features – problems with existing features (bollards, access/ turning), location of modal filters.

10. Summary

Bringing together the results of our review, and the further local feedback received since then, BCC consulted on the next phase of Places for People in Kings Heath and Moseley.

BCC presented concept designs, meaning that the plans show where a measure might be placed, but do not include the detailed design of exactly how it would be arranged. There were two options for each side of the High Street. The consultation was not to decide on whether the Places for People project should go ahead, it was about finding the best design for the next stage of the project.

The consultation was held between **30 September and 05 November 2021**. Respondents were able to feedback online (via BeHeard) and via paper survey (if required), as well as attend a number of in-person and virtual events, which aimed to present consultation information and to enable conversations with the project team.

The online form received 4,321 responses, with an additional 65 paper survey responses. These responses were analysed alongside each other, therefore going forward the combined total number of 4,386 responses has been used for analysis. Of these responses, 44 came from a representative of a group, business or organisation, with the remaining 4,342 coming from individuals.

10.1 Summary of results

10.1.1 West side of Kings Heath High Street (Options A and B)

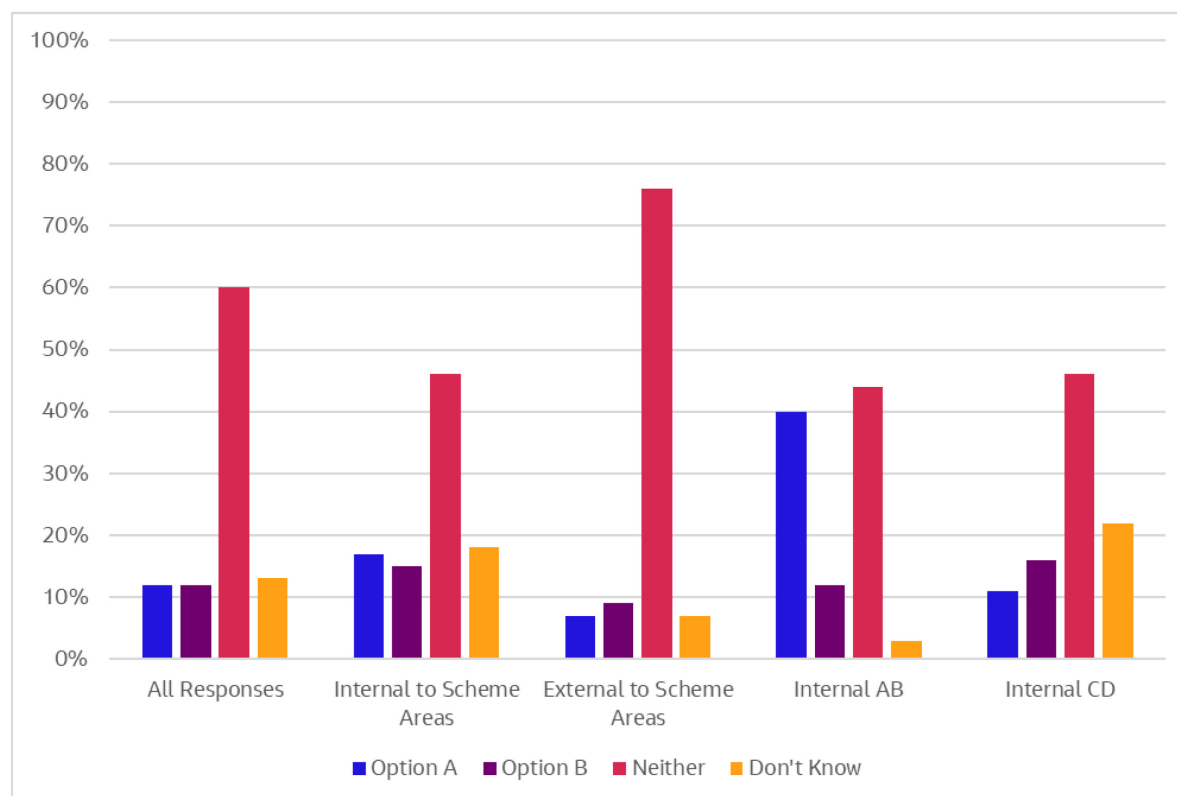
When analysing the preference of all respondents (4,386) regarding the Places for People proposals on the west of Kings Heath High Street (Options A and B), the most selected response was neither (60%), with no substantial difference in preference between Option A (12%) or Option B (12%).

Individuals and businesses/organisation were able to select whether they lived within the scheme area, on a boundary road or outside of the scheme area. This information has been used to analyse responses to understand the level of support across these different groups.

Additionally respondents were asked to provide their postcode. This information has been used as a further sensitivity to identify those responses from individuals living within the west side of the Places of People proposed scheme, as well as those living within the east side of the proposed scheme, within the entire scheme area (both east and west) and external to the scheme area.

The graph below show the different levels of support for Options A and B from respondents based on their location (using postcode data).

Figure 10.1: Option A and B support split by location (using postcode data)



When looking only at respondents living inside the proposed scheme area covered by Option A and Option B, whilst 'Neither' remains the most popular response (44%), it is reduced when compared to all responses (60%) and it is closely followed by a preference for Option A (40%). With Option B only receiving 12% of selection, there is a clearer preference for Option A for those individuals living within the west side of the scheme area.

For both Option A and Option B, respondents stated that negative impacts to cars was the main element that respondents disliked about the options, with regards to increased traffic on boundary roads and increased journey times for those in cars. In terms of positive comments, 12% of respondents outlined what they liked about both Option A and Option B, outlining improvements to environment (i.e. air quality) and the design of the scheme (i.e. reduced traffic along residential roads and improved environment for walking and cycling).

10.1.2 East side of Kings Heath High Street (Options C and D)

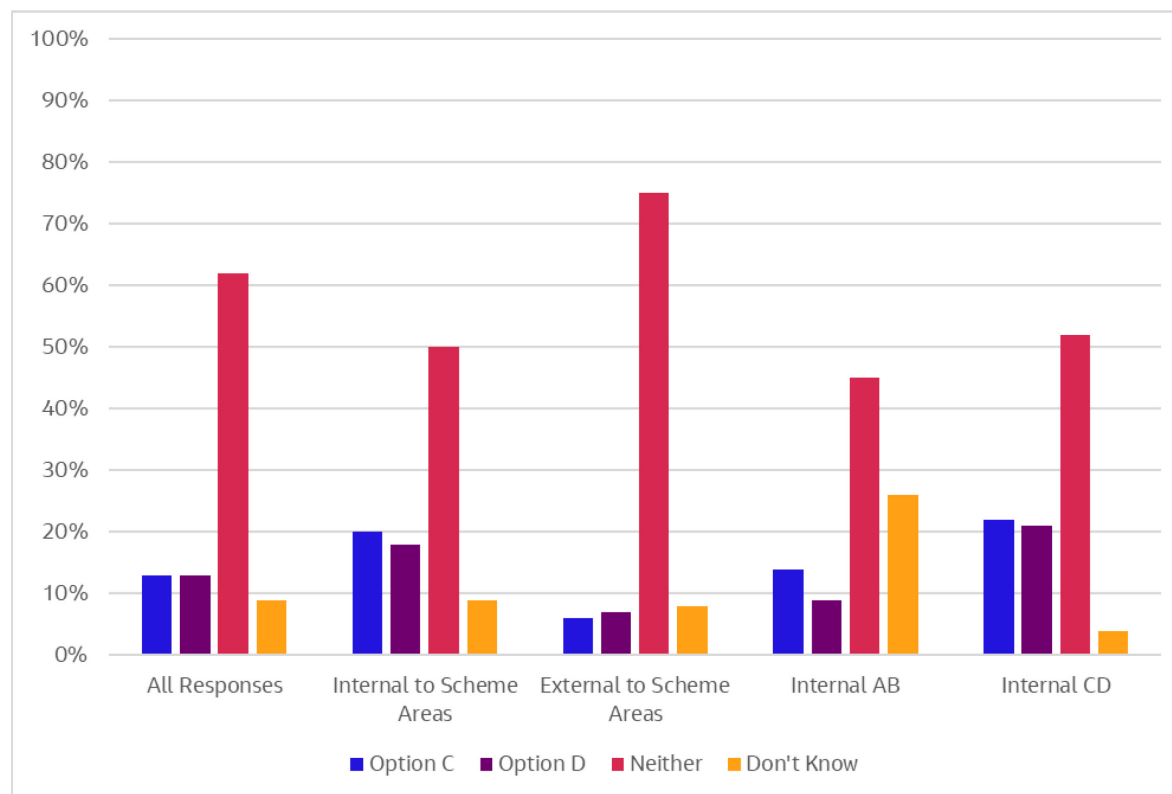
When analysing the preference of all respondents (4,386) regarding the Places for People proposals on the east of Kings Heath High Street (Options C and D), the most selected response was neither (62%), with no substantial difference in preference between Option C (13%) or Option D (13%). These percentages are retained when considering responses from those individuals who have identified themselves as living within the entire scheme area (both west and east side - 3,061).

Individuals and businesses/organisation were able to select whether they lived within the scheme area, on a boundary road or outside of the scheme area. This information has been used to analyse responses to understand the level of support across these different groups.

Additionally respondents were asked to provide their postcode. This information has been used as a further sensitivity to identify those responses from individuals living within the east side of the Places of People proposed scheme, as well as those living within the east side of the proposed scheme, within the entire scheme area (both east and west) and external to the scheme area.

The graph below shows the different levels of support for Options C and D from respondents based on their location (using postcode data).

Figure 10.2: Option C and D support split by location (using postcode data)



Unlike with west side of the scheme area where individuals located in the west of the scheme area outlined a clear preference for Option A over Option B in the case of individuals located in the east side of the scheme there is no differentiation between preference for either Option C (22%) or Option D (21%), however there seems to be a slight increase in support for Places for People proposed scheme when compared to all responses (16% and 15% respectively). 'Neither' remains the most popular selection at 52%.

11. Appendix A.1. Consultation Questionnaire

Kings Heath & Moseley Places for People Questionnaire

If you are able to access the internet, please respond to this consultation using the online survey at:

www.birminghambeheard.org.uk/economy/kingsheathpfp

If you do not have internet access, please complete this paper form and place it in the box provided in Kings Heath library.

Consultation closes Friday 5 November 2021

Your responses will be used solely for this consultation and will be kept confidential. Any comments used will be kept anonymous and individuals will not be identified. Your personal data will be held by Birmingham City Council as the data controller and by Jacobs UK Limited as data processors. Personal data will not be shared with any other organisation. This survey is being conducted in accordance with the Data Protection Act 2018 and General Data Protection Regulations (GDPR) and if you would like to know more about our Data Protection Policy please visit www.birmingham.gov.uk/privacy.

By filling out the survey you are giving permission for Birmingham City Council to use the data for the purposes outlined above.

Consultation Questionnaire

Section 1: About you

1. Are you responding as an individual or on behalf of a business or organisation?

☐ Individual ☐ On behalf of a business/organisation (including elected members)

NB: If you are responding as an individual please skip to section 3.

Section 2: About your business/organisation (Businesses or Organisations only)

2. What is the name of your business or organisation? _____

3. What is the postcode of your business or organisation? _____

4. What is your name?

5. Can we contact you via email about Kings Heath in the future?

☐ Yes ☐ No

6. What is your email address?

7. Please confirm you are authorised to respond on behalf of your business or organisation.

☐ I am authorised to respond on behalf of my group or organisation

Section 3: About you (Individuals only)

8. What road do you live on?

9. What is your home postcode?

10. Can we contact you via email about Kings Heath in the future?

☐ Yes ☐ No

11. What is your email address?

12. How do you usually travel in the area? *(please select all that apply)*

☐ Walk ☐ Cycle ☐ Car or van
☐ Bus ☐ Train ☐ Motorcycle
☐ Taxi or private hire ☐ Other ☐ Not applicable
If you selected 'Other' please provide details

13. What is your connection to the area? *(please select all that apply)*

☐ I live here ☐ I work here ☐ I study here
☐ I live nearby ☐ I own a business here ☐ I'm here for leisure
☐ I do the school run here ☐ I commute through here ☐ I do my shopping here
☐ I make deliveries here ☐ I have family and friends here ☐ Other
If you selected 'Other' please provide details

14. Do you consider yourself to have a disability? *(By "disability" we mean a physical or mental impairment which has a substantial and long-term adverse effect on a person's ability to carry out normal day-to-day activities)*

☐ Yes ☐ No

15. If you answered no to question 14 then please skip to question 19. If you answered yes to question 14, does your disability affect how you travel?

☐ Yes ☐ No

16. Please tell us how your disability affects how you are able to travel

17. Please tell us how your travel is / will be affected by the Places for People proposals

18. Do you hold a blue badge for disabled parking?

☐ Yes

☐ No

Section 4: Principles of Places for People

19. How do you feel about Kings Heath and Moseley being part of the Places for People project? *(please tick one box)*

☐ Positive / strongly support

☐ Mostly positive / tend to support

☐ Neutral / don't know / no response

☐ Mostly negative / tend to oppose

☐ Negative / strongly oppose

20. What type of intervention do you think works best to reduce traffic and improve safety for cycling and walking? *(please select all that apply)*

☐ Modal filters *(a simple bollard or planter through which people can travel by walking and cycling, but not by car)*

☐ Traffic calming *(e.g. speed humps)*

☐ More pedestrian / cycle crossings

☐ Cycle facilities

☐ Pedestrian only areas

☐ 20mph

speed limits

☐ One-way streets

☐ Public transport

improvements

Section 5: West of Kings Heath High Street Options

In 2020 we began delivering some measures to the west of Kings Heath High Street (Option A). We would like to collect your feedback on these measures as well as the alternative option that we have developed (Option B).

Plans and information about Options A and B can be found in the consultation leaflet and in information held in Kings Heath library.

21. Out of the two options (Option A and Option B) developed from ideas from the Kings Heath community, which option do you think best helps reduce traffic and support walking and cycling? *(please select one box)*

☐ Option A

☐ Option B

☐ Don't know

☐ Neither

22. What elements do you like or dislike about Option A?

23. What elements do you like or dislike about Option B?

24. Is there anything else you would like to add or change to the proposals that hasn't already been said?

Section 6: East of Kings Heath High Street Options

In 2020, we delivered some measures to the east of the High Street in Moseley. We have since developed two options (Option C and Option D) which we would like to collect your feedback on.

Plans and information about Options C and D can be found in the consultation leaflet and in information held in Kings Heath library.

25. Out of the two options (Option C and Option D) developed from ideas from the Kings Heath community, which option do you think best helps reduce traffic and support walking and cycling? *(please select one box)*

☐ Option C

☐ Option D

☐ Don't know

☐ Neither

26. What elements do you like or dislike about Option C?

27. What elements do you like or dislike about Option D?

28. Do you think Billesley Lane should be a through route with traffic calming (as in Option C) or a filtered road with no through traffic (as in Option D)? *(please select one option)*

☐ Through route with traffic calming (Option C)

☐ Filtered road with no through traffic (Option D)

☐ Don't know / no opinion

29. Is there anything else you would like to add or change to the proposals that hasn't already been said?

Section 7: About the consultation

30. Have you taken part in previous consultations about this scheme? *(please tick one box)*

☐ Yes

☐ No

☐ Unsure

31. Have you attended, or do you intend to attend an online or face to face consultation event about these proposals? *(please tick one box)*

☐ Yes

☐ No

☐ Unsure

32. Do you feel that the information provided has enabled you to make an informed comment on the proposals? *(please tick one box)*

☐ Yes ☐ No

33. What additional information would have helped you comment on the proposals?

Section 8: About you

These optional questions will help us to identify any patterns or trends, particularly ones that show that there might be a potential negative impact on a particular group or groups.

34. Age: which age group applies to you?

- ☐ 0-4 ☐ 5-9 ☐ 10-14 ☐ 15-17 ☐ 18-19 ☐ 20-24
☐ 25-29 ☐ 30-34 ☐ 35-39 ☐ 40-44 ☐ 45-49 ☐ 50-54
☐ 55-59 ☐ 60-64 ☐ 65-69 ☐ 70-74 ☐ 75-79 ☐ 80-84
☐ 85+ ☐ Prefer not to say

35. What is your gender?

- ☐ Male ☐ Female ☐ Other ☐ Prefer not to say

36. What is your ethnic group?

- ☐ White: English/Welsh/Scottish/Northern Irish/British
☐ Other white background (please specify): _____
☐ Asian/Asian British
☐ Black African/Caribbean/Black British
☐ Other ethnic group (please specify): _____
☐ Prefer not to say

37. What is your sexual orientation?

- ☐ Bisexual ☐ Gay or lesbian ☐ Heterosexual or straight ☐ Other ☐ Prefer not to say

38. Religion: What is your religion or belief?

- ☐ No religion ☐ Buddhist ☐ Hindu ☐ Jewish ☐ Muslim ☐ Sikh
☐ Christian (including Church of England, Catholic, Protestant, and all other Christian denominations)
☐ Any other religion (please specify): _____
☐ Prefer not to say

11.1 Appendix A.2. Post-event briefing notes

11.2 Kings Heath Public Consultation – Teams: 5/10/2021

11.2.1 Data:

- Why is the survey data limited to 2 small samples taken during lockdowns? This reduces the validity and is an inaccurate representation.
- Are there plans for monitoring in place?
- Before and after data- will it be provided? How will it be done? Is there a success criteria for Phase 1? Why was it not done for Phase 1?
- Requesting more recent data about the 25% of journeys under a mile statistic as 2011 Transport Survey is outdated
- Will the modelling use realistic data for through traffic and not just short journeys made by residents?
- What data does the Council have about how far people live from where they work and from where they have their leisure activities?
- Metrics are needed to support statements. How much increase in active travel?

11.2.2 Consultation:

- Why is there no option to object/ oppose?
- Why is the Council not listening to the feedback from the ‘trial’ scheme?
- Why has the experimental element of the previous scheme changed into a definite one?
- Where is the data from the full consultations up to the 22nd of April?
- Need to listen to people with disabilities and the elderly

11.2.3 Pollution:

- How is the Council going to address the extra fumes and pollution being forced upon the residents of these roads?
- Is there going to be any monitoring of air quality around schools?
- How does placing a modal filter reduce pollution? It is just being moved onto other roads.
- Pedestrian crossings make cars slow down, stop, idle and then move on slowly therefore producing more pollution. This will make our area subject to more pollution and traffic noise. Do we have the right to appeal?

11.2.4 Routes:

- Under the new proposals my only exit from my local road will be via the High Street. Why has this been changed?

- Have reports from other LTNs been considered?
- How about making parking on the High Street for disabled people?
- Need to improve disabled access not just walking and cycling
- What is the Council doing to make sure buses will not be caught in extra traffic moved from the LTN streets onto bus routes?

11.2.5 Safety:

- What are BCC doing to protect women's safety? BCC need to do more and not just focus on lighting.
- School safety issue with drivers on footpaths
- What measures will be taken to improve access and safety at junctions onto 'main' roads?

11.3 Teams Business Briefing notes 6 Oct 2021

- Will traffic be on one way system up the High Street? (No). One of her main concerns was traffic at junction of Valentine Rd (no longer relevant).
- Is Kings Heath Primary on Poplar Road going to be a part of Car Free School Streets? (No)
- They have lost a lot of footfall on Poplar Road, they don't have a parklet etc. They are achieving 30% of regular footfall.
- No explanation for why we are doing what we're doing.
- Do we have evidence for pollution?
- London travel system is excellent, completely different from transport system in Bham.
- KH and Moseley are not well connected.
- Train line is taking too long to complete. Moving people into public transport that 'doesn't exist yet'.
- Public transport difficult to manage for big families.
- Admission policy for her business priority given to walkers, but most come by car.
- Those travelling from KH and Moseley are experiencing problems due to current LTN system- 40 mins to get to her business.
- Harborne, Edgbaston clients not coming due to traffic.
- LTN causing difficulty around Swanshurst school roundabout- road closures causing congestion around this roundabout.
- Swanshurst school has particular issues with traffic and pupils arriving by car.
- Everyone coming to KH by car from the East- there is no way for them to get into KH now which is impacting businesses.
- Would be nice to create some marketing to reinforce the message to come to KH.
- There is still ample car parking space within the area, would it be possible to put up localised signs to direct people to car parks so people know where they can go when they get here.
- Deliveries are done by large vehicles; Balaclava Rd is very difficult to get down and option B would make it even more difficult.
- Some companies are refusing to deliver to them.
- Silver St bollard is the largest issue, perhaps should move- if it does remain then something to explain to people how to get to the business would be helpful.
- Will there be any other business meetings? (yes)
- Look at automating the bollards or providing delivery drivers with a code or key.
- Potential to move the bollard to west of Fairfield rd.
- Need to get into York rd and have a meeting with businesses there, they can come up with a solution. They cannot unlock bollards there.
- There are lots of places that are not on bus routes - these people need to use cars to get around if they live further than walking distance.

- "Local neighbourhood" and "commercial town" are two heavily conflicting concepts for the same area.
- Lack of participation from York rd businesses. They have people parking vans. Need to better create a protocol for how space is used on York rd.
- Springfield and Brook Lane are highly congested with on street parking - clearly not originally designed to be main roads.

11.4 Places for People in Kings Heath & Moseley

Public drop in event Tuesday 12 October, 3.30pm -6pm, York Road

The event was very busy and the seven members of staff present were talking with members of the public throughout the session. It is therefore difficult to judge how many members of the public attended, but it is estimated at 200-250. The majority of these were residents, but a small number of businesses/ organisation made themselves known.

People attending the drop in session were asked to also complete the consultation questionnaire, online or on paper to ensure that their views were accurately captured. However, the following key points were raised and recorded by officers:

11.4.1 General issues

- Many people highlighted a specific journey that they currently undertook by car and how the distance would become much greater under the proposals, should they continue to drive for that trip.
- Some people were expecting to be able to speak with local councillors at this event (although the consultation materials do not advertise councillor presence, ward councillors will be attending drop in sessions where possible, but none were available on this occasion).
- The cells in area C/ D are much larger than A/ B, but some options/ cells have fewer access points, so some access roads may remain a little busier.
- Children should be involved in the consultation.
- Issues specific to wheelchair users, including poor provision of dropped kerbs throughout Birmingham, speed limitations on mobility aids which are not comparable to other active travel modes, and impact of longer car journeys on people's freedom and independence.
- General concern for safety at the junction of High St / Wheelers Lane and Wheelers Lane / Howard Road
- A number of residents spoke about the need for enforcement as problems on the High St are exacerbated by illegal parking etc. Never any money put aside for mitigations to problems created as a result of the scheme.

11.4.2 Specific issues

Area A/B

- Idling vehicles on Waterloo Road – visitors to York Road (e.g. takeaways) and residents of rental properties smoking in their cars. Could there be anti-idling posters threatening fines, and enforcement activity?
- Under option B, concerns the roads in the blue area would return to high levels of visitor parking for the High Street.

- Traffic signals and pedestrian crossing at junction of Vicarage Road, Avenue Road and Abbots Road was proposed in 2018 and rejected by residents due to concerns it would increase congestion.

Area C/D

- Option D, the green area has only one access point, is this sufficient? If this was a new development, how would this conform to BCC's standards for developers? Would BCC require developers to undertake junction improvements?
- Option C, concern about space to turn around at modal filter on Woodville Road. When told there would be double yellow lines at the planter to ensure space, resident felt it would be unacceptable to lose any parking space on this road.
- Option D, the red area has potential for drivers to avoid a section of High Street by cutting through Valentine, Poplar, Woodville, Heathfield, Melton and Institute Roads. Problem possibly reduced by one way look on Heathfield, Melton and Institute Roads.
- Option D, will drivers use Billesley Lane and Oxford Road to avoid junction on Wake Green Road and Yardley Wood Road?
- Options C and D, will drivers use Oxford Road and Cotton Lane to avoid a section of Wake Green Road?
- Options C and D, concern this will push most trips by residents in purple area through Moseley Village, which is already busy.
- Right turn is currently not permitted from A435 Alcester Road into St Marys Row. Could this be opened up to allow for vehicles which would previously have got around by cutting through in the area to the south, and may now try to cut through on residential roads in the area to the north.
- Is Coldbath Road a suitable boundary road. Although it has a number (B4146), it is narrow, with homes very close to the road and narrow footways often blocked by parked cars. Could Brook Lane and Yardley Wood Road be used instead where there are wide grassed areas and footways are set well back from the road?
- Option C, the traffic calming on Billesley Lane needs to be right – putting in a type which doesn't work would be a waste of money and opportunity.
- Bus 34 serves Oxford Road, Billesley Lane, Springfield Road, Poplar Road and Addison Road and is an important service for older people in the area who cannot walk to the High Street. Its current route would not be possible under options C or D.
- Option C, Mossfield Road would have to be used by large vehicles accessing Wheelers Lane Schools, and the road is not suitable for this.
- If a one way loop is introduced on Heathfield/ Melton/ Institute Roads, large vehicles making deliveries to businesses such as Iceland, as well as all traffic for the off street car parks and Bishop Challoner School would have to use these roads and Heathfield and Melton Roads could become busier than they are now.

- The exact location of a modal filter on Melton Road is important. Residents would also like to know whether the informal parking area on the roundabout with Springfield Road would be retained.
- A number of residents were concerned at proposals as they thought Billesley Lane was closed completely. Wording in the leaflet says it is closed to through traffic but for people who are unsure what that means, they interpreted it as closed to all vehicles.
- One resident suggested the idea of a bypass to the west of Kings Heath.

11.5 Places for People in Kings Heath & Moseley

Public drop in event Tuesday 19 October, 11am-2pm, Kings Heath Community Centre

The event was attended by approximately 120 people. A small number of people came to the session but were not able to wait to speak with a member of staff. Nine members of staff were present in total, with six at tables to speak with consultees and three managing arrivals and answering shorter questions.

Most people were understanding about the need to queue and wait to speak with someone, but a few suggestions were received about how to improve the event.

The majority of attendees were residents, but a small number of businesses/ organisations made themselves known.

People attending the drop in session were asked to also complete the consultation questionnaire, online or on paper to ensure that their views were accurately captured. However, the following key points were raised and recorded by officers:

11.5.1 General issues

- Many people highlighted a specific journey that they currently undertook by car and how the distance would become much greater under the proposals, should they continue to drive for that trip.
- Some people were expecting to be able to speak with local councillors at this event (although the consultation materials do not advertise councillor presence, ward councillors will be attending drop in sessions where possible, but none were available on this occasion).
- Several people felt that they had no choice or no say as the scheme would be going ahead to phase 2 regardless of their feelings.
- Some people were concerned about how the scheme could be monitored without clear baseline data from pre-COVID.
- Some residents felt that the scheme was unfair and made some streets quieter and more pleasant at the expense of others.
- Several people within the green area on the eastern side of the High Street felt that they were being trapped in their homes (particularly option D as Brook Lane is the only exit to the area).
- Some residents are concerned about the impacts this scheme has caused the community and created division between the community and neighbours.
- No references for the data included in the pie charts on the consultation document
- A few people questioned how an 18 month ETRO had led to a permanent scheme
- A number of residents wanted to know what type of Traffic Calming (Horizontal, Vertical or Optical) would be installed, concern that existing 'speed humps' were dangerous.

- Some residents were unsure what a 'Bus Gate' was.
- Some residents were expecting large scale Concept Designs on boards at the entrance to the room so that they could study them before asking any questions.
- The Pfp scheme is going to cause SEN pupil transport to get held up which isn't ideal for some of those pupils being transported. There are 500 SEN pupils taken by mini bus or taxi from the Kings Heath area special schools.
- Doesn't feel safe on public transport as a lone female
- Emergency services have to log incidents where problems with access, have to do U turn etc on a call after they finish their shift on a system called datix. They often don't have the time or inclination to do this at the end of a shift so these issues won't be reported/ logged
- Feels there may be more antisocial behaviour on roads that are blocked off at 1 end.
- Billesley Lane shouldn't be marked on the plan as a main road as it isn't designated as one.
- Has anyone looked at crashes on the roads pre and post LTN going in, particularly on the external roads?
- Directing all traffic onto the High Street will reduce Air Quality
- Open the train station and improve public transport before implementing the measures
- Could the modal filters incorporate public seating?

11.5.2 Specific issues

Area A/B

- Request for one way streets through the green area and no modal filters
- Silver Street close to High Street sees high levels of visitor parking.
- Vicarage Road still see frequent traffic queues and poor air quality. However, the proposed crossing would be more appropriate on Avenue Road to assist children travelling to school.
- No right turn from Howard Road to Vicarage Road could make egress difficult from properties in yellow/ orange areas.
- Resident of Whiteside Croft on Silver Street said the car park residents use is on other side of barrier. Also claimed there was now an issue with illegal parking on yellow lines as people don't use Lidl car park
- Why has Tenbury Road been dropped? Was in original plans
- Concerns on Tenbury around speeding and anti social parking across drives / on pavements – concerns could be made worse by CFSS for Colmore
- Option B proposals for top half of All Saints Rd mean won't be able to get through to Abbots Rd and on to Vicarage Rd.
- This section of All Saints Rd is heavily parked on both sides. Not suitable for 2 way traffic
- On leaving the Sainsbury's car park, motorists won't be able to make a right turn onto Vicarage Road due to queuing traffic on Vicarage Road already

Area C/D

- Planning permission has been granted for a nursery on corner of Ascot Road/ Oxford Road, concerns about parents dropping off/ collecting children.
- Residents in blue and red areas will be forced to use High Streets for all car trips and would prefer to avoid it.
- Springfield Road/ Billesley Lane residents welcome proposals, varied views on C vs D
- Green area large and very east facing. Could the purple area be extended to increase the number of properties whose vehicles would be released to the north?
- No need for internal filters in green area – would prefer Cambridge Road and Woodfield Road filters not be included to avoid sending more traffic down Blenheim Road.
- Will there be no through road signs on the ends of all roads? Specifically in the purple area to discourage use of Oxford Road and Cotton Lane to avoid a section of Wake Green Road?
- Right turn is currently not permitted from A435 Alcester Road into St Marys Row. Could this be opened up to allow for vehicles which would previously have got around by cutting through in the area to the south, and may now try to cut through on residential roads in the area to the north.
- Is Coldbath Road a suitable boundary road. Although it has a number (B4146), it is narrow, with homes very close to the road and narrow footways often blocked by parked cars. Could Brook Lane and Yardley Wood Road be used instead where there are wide grassed areas and footways are set well back from the road? Also, lots of parents park on Coldbath Road for pick-up/ drop-off at Swanhurst School
- A few people asked why there are so many crossings proposed around Addison Road when there would be a reduction in traffic? Concerns as more crossings may result in loss of parking.
- Concerns raised around Melton Road and Goldsmith Road with a large number of vehicles parking up and dropping off for St Dunstan's and Bishop Challenor.
- Springfield Road residents appreciate the addition of filter as road has been used as a 'bypass' for high street
- Residents of Greenhill Road delighted by new plans – think D is more 'equitable'
- C is still open to speeding
- Several residents of Greenend / Elmfield Crescent feel filter should be moved to other side of Greenhill to enable them to exit towards Moseley and not always have to drive down to Billesley lane etc when using their vehicles
- Is there opportunity for a diagonal on School / Greenhill to enable Greenend residents to have above?
- Billesley lane is a bus route – number 34 – used by elderly
- C and D still leave possibility of using Dyott / Billesley as a cut through to avoid lights on Wake Green Road
- Has any monitoring been done on Dyott? Subject to very high speeds – wide road. Aware of monitoring on Oxford but not Dyott

- Line of sight on Billesley Lane is obscured by trees – the stretch between Greenhill and Oxford. Dangerous and multiple accidents.
- If C is preferred option will Billesley residents have further opportunity to comment on the traffic calming?
- Crossing points on Addison Rd will mean loss of parking for residents
- Traffic calming also needed on the section of Billesley Lane between Wake Green Rd and Oxford Rd in Option C
- With Option D traffic will use St Agnes Rd as a rat-run instead
- As resident of Ashfield Ave how can residents travel to Moseley without having to drive a very long way round (if turn right out of the bottom of Valentine Rd towards Moseley, get to main junction at Salisbury Rd/ St Mary's Row and can't turn right at the lights
- Diagonal filter at the junction of Melton Rd/ Institute Rd. Could this not be the other way round as how it's currently arranged, means only way in and out for residents of Heathfield/ Melton/ Institute 1 way in Option C is from the High St. Usual direction usually leaves her section of Melton Rd is either via other end of Heathfield Rd or Addison Rd as travelling this direction to work.
- Not marked on plans that currently access from High St onto Drayton Rd is only for the first few metres of the road. After that it's no entry.
- Dyott Rd is a wide rd with speeding vehicles, and the arrangement directing traffic along here is going to make this worse.
- With Bishop Challoner, Swanshurst and Kings Heath Boys traffic using Billesley Lane, if it was used as a cycle route, it would help students cycling to these schools.
- Existing traffic calming on Billesley lane and Oxford Rd needs looking at as currently completely ineffective in slowing vehicles down.
- If Drayton Rd is used as 2 way, will be an issue in particular for delivery drivers as road so narrow due to parked cars.
- Can only turn left out of Drayton Rd onto High St and left in to Drayton Rd from High St due to central reservation preventing right in and right out manoeuvres.
- Concerned about routes out of the area when needing to use car to access the city centre for spaghetti junction means using peripheral route that are narrow (Coldbath Rd).
- The four existing pedestrian refuges on Billesley Lane need to be made more substantial
- Too many filters along School Road and Springfield Road blocking access into the pink and purple cells
- Concerns raised about the indicative locations of pedestrian crossings on narrow pavements (Addison Road)

11.6 Places for People in Kings Heath & Moseley

Public drop in event Tuesday 26 October, 3.30am-6.30pm, Kings Heath Community Centre

The event was attended by approximately 90 people. A small number of people came to the session but weren't able to wait to speak with a member of staff. Nine members of staff were present in total, with six at tables to speak with consultees and three managing arrivals and answering shorter questions. One Councillor (Kerry Jenkins, Moseley) also joined for some of the session.

Most people were understanding about the need to queue and wait to speak with someone, but a few complaints were received.

The majority of attendees were residents, but a small number of businesses/ organisations made themselves known.

People attending the drop in session were asked to also complete the consultation questionnaire, online or on paper to ensure that their views were accurately captured. However, the following key points were raised and recorded by officers:

11.7 General issues

- Many people highlighted a specific journey that they currently undertook by car and how the distance would become much greater under the proposals, should they continue to drive for that trip.
- Several people felt that they had no choice or no say as the scheme would be going ahead to phase 2 regardless of their feelings.
- One resident reported that friends on Paton Grove had not received the leaflet.
- Four complaints that consultation was poor – Two when pressed this was more of a concern about phase 1 than the current consultation. Two felt that both phases had been poorly consulted, and that the Council appeared subversive in its approach to consulting on LTNs.
- Suggestion that widespread traffic calming would be preferable to modal filters, which were felt to be a 'crude solution'. Resident felt the scheme had been drawn up with no 'local knowledge' or understanding of the area. (Further five residents all cited specific concerns with modal filters and confirmed they would much prefer systemic traffic calming instead, citing that modal filters are causing driver (and resident) frustration, resulting in increased (dangerous?) vehicle speeds and making Kings Heath a difficult place to live (i.e. impacting on deliveries and ability to undertake 'essential' car trips, such as transporting elderly persons to hospital appts). One resident said he is planning to put his house on the market next year to move away, and he is aware of at least another four who are either considering moving or have now put their houses up for sale as a direct/ indirect result of the LTN implementation.

- A number of comments citing that the LTNs had actually made conditions worse for cyclists, as frustrated drivers were now behaving more aggressively on treated streets, and the traffic uplift on the main routes now serves to make these more hostile environments to cycle along or cut across.
- Concerns that investment in alternative modes is sadly lacking and unattractive. Bus service operational reliability as a result of LTN has deteriorated through Kings Heath, no rail services yet, local cycling infrastructure in poor condition, no cycle hire or scooter hire in Kings Heath to provide travel choice alternatives, so effectively the LTN proposals will reduce transport modal choice as it limits residents' realistic choices to walking.
- Two comments that cycle parking infrastructure in Kings Heath remains poor and should have been extensively improved before the LTN was implemented.
- Signage needs improving. Mostly to make drivers aware they are turning into no through roads, although some directional signage may help (e.g. on Avenue Road approach to Vicarage Road drivers need to know to turn right for access to Kings Heath local centre).
- Funding should be spent on on-street electric charging points and/ or insulation for housing.
- No traffic modelling has been done on the existing situation, so how can you compare the situation before to after to see if any benefit?
- What will be seen as a success if no before data?
- There is no option in the consultation to scrap the scheme
- Need to re-engineer the Vicarage Rd/ Howard Rd junction to allow vehicles to turn rgt out of Howard Rd into Vicarage Rd to take pressure off Grove Rd
- Barriers down High St are an issue for cyclists as they stick out into the road.
- Scheme shouldn't be put in until rail station
- Lack of info from the start
- How will large lorries make deliveries and then get back out?
- One way systems – are indicated as being a series of right turns, left turns would be better and safer
- Feedback that people were not using the library although unsure whether this was due to the LTN or to the pandemic
- Too much emphasis on online consultation
- A number of residents were concerned that there was not enough traffic data to be able to model/ base the designs on.
- The pie charts illustrated on the leaflet did not reference how many people had responded to the survey
- Residents asked if a document would be available which provides background on the how the concept designs were developed and details of the modelling and traffic data used.
- One resident complained that the first link (to a spreadsheet?) on the website is broken.

- A number of residents were asking as these are concept designs, will there be further consultation once proposed designs have been finalised.

11.8 Specific issues

11.8.1 Area A/B

- Significant issues experienced around parking on Westfield Road. High levels of car ownership among residents lead to crowding and parking on corners which obstructs access for large vehicles delivering to businesses (resident suggested marked parking bays may help). In addition the Mosque attracts many visitors every evening and for Friday prayers and problems of double parking and idling engines are frequent. Cllr Trickett is aware and trying to work with Mosque community.
- No right turn from Howard Road to Vicarage Road and from Vicarage Road to A435 were felt to be too restrictive when accompanied by proposed measures.
- Concern over the access to Sainsburys in option B and access back to main road from the store.
- Concern over increased traffic on Institute Road with people accessing the school and church.
- Double yellow lines on Institute Road not enforced at present. Visibility is impaired by parked cars.
- Taxi rank on Institute Road is used by normal cars.
- Concern about speeding on Alcester Rd past Howard Rd jcn once traffic has passed through busy High Street.
- Concern about excessive traffic/ standing traffic on Vicarage Road
- Concern about high volume of traffic Howard Road.
- Bus stops on Vicarage Road near the High Street close together and cause issues when buses are at stops.
- Concern about access to/ from All Saints Road, current scheme has made conditions/ manoeuvres more dangerous.
- Within Option B can not turn around at closure point of All Saints Road, not physically possible.
- Abbots Road/ Vicarage Road junction is more congested with current arrangement.
- High Street/ Howard Rd jcn lights need to be re-phased.
- Red Lion jcn traffic lights have been amended but need further alterations as have not made much difference.
- Feels would be better to have traffic 1 way on Colmore Rd/ Hazelhurst Rd
- Concern regarding the filter on Abbots Road/ Vicarage Road and the implications on Hazelhurst Road.

11.8.2 Area C/D

- Green area large and very east facing. In particular resident of Elmfield Crescent and Greenend Road felt very cut off from both Kings Heath and Moseley in the proposal. Spoke about possible inclusion in purple or red area instead and generally the purple area seemed preferred, although some were not happy that this would be at the expense of connection to green area.
- Generally positive feedback from resident of yellow area, feels scheme will improve problems around Wheelers Lane Primary School.
- Woodville Road resident concerned about loss of parking under option C – prefer current arrangement with filter on Poplar Road.
- Positive feedback from Springfield Road residents, although they felt that internal filters in green area were not needed.
- Positive feedback from Addison Road resident, although they would prefer a standard modal filter to a bus gate, with buses re-routed to Wheelers Lane – feel this would also benefit Wheelers Lane schools with improved bus provision.
- Suggestion that some modal filters be implemented but scheme should leave some ‘cut through’ options.
- Right turn is currently not permitted from A435 Alcester Road into St Marys Row. Could this be opened up to allow for vehicles which would previously have got around by cutting through in the area to the south, and may now try to cut through on residential roads in the area to the north.
- Some concern about access to rear access of shops off Heathfield Road (Cash Convertors, Vodafone) in option C/D.
- Some concern about access to Iceland car park/ delivery via in option C/D, concern over increase traffic on Heathfield Road.
- Concern about increase in traffic speeds along Oxford Road in option C/D due to width of road being more attractive to speeding vehicles. Already see speeding along street.
- Concern about increase in traffic/ congestion at Wheelers Lane/ Brook Lane roundabout.
- Request for more crossing points at the edge of the PFP area as those roads around circumference will become busier.
- Keep Billesley Lane open, but more traffic calming needed along the whole length from Wake Green Rd to rbt at Springfield Rd, but there is a bus route on Billesley Lane so needs to be appropriate traffic calming.
- One Stop - a lot of passing trade. Would be affected if Billesley Lane closed.
- More traffic will be pushed on to Yardley Wood Rd. Pedestrians walking along here will be worse off.
- Parking may be an issue on Addison Rd – not able to go round the block to find a parking space
- Child at local nursery and drop off/ pick up on way to/ from work. Maybe problems getting to/ from the nursery to home (Addison Rd).

- To get out of Moseley will have to drive down Greenhill Rd (from Elmfield Crescent) – difficult road to drive down because of all the parked cars.
- Filter needs to be at other end of Mossfield Rd just past the entrance/exit to the gym
- Could residents parking permits be considered on Addison Rd?
- Current traffic calming measures on Billesley Lane are not working – the speed humps need to be continuous across the whole width of the road.
- Resident (Springfield Road) concerned that there could be a pedestrian crossing outside their house, will they get to see any further designs or be informed before any crossing is installed?

11.9 Places for People in Kings Heath & Moseley

Public drop in event Saturday 30 October, 10am-1pm, Cambridge Road Methodist Church

The event was attended by approximately 110 people. A small number of people came to the session but weren't able to wait to speak with a member of staff. Seven members of staff and two Councillors (Kerry Jenkins, Moseley and Martin Straker-Welds, Moseley) were present, with six people at tables to speak with consultees and three managing arrivals and answering shorter questions.

Most people were understanding about the need to queue and wait to speak with someone, but a few suggestions for improvements were received.

The majority of attendees were residents.

People attending the drop in session were asked to also complete the consultation questionnaire, online or on paper to ensure that their views were accurately captured. However, the following key points were raised and recorded by officers and Councillors:

11.10 General issues

- Many people highlighted a specific journey that they currently undertook by car and how the distance would become much greater under the proposals, should they continue to drive for that trip.
- Several people felt that they had no choice or no say as the scheme would be going ahead to phase 2 regardless of their feelings and that the information distributed from the Council was very disingenuous and misleading (particularly as no formal decision has been taken to date which contradicts the leaflet)
- Questions were raised about success factors/ monitoring, the time period over which that would apply/ be reported and the lack meaningful data to inform scheme design.
- Several comments that public transport needs to be improved (including stations opening) before this scheme is implemented. Especially as we are still in the middle of a pandemic and confidence to use public transport is still low (for a lot of elderly people).
- Will WMCycle Hire and Voi scooters be extended to Kings Heath? That would help people to use cars less.
- Some people felt that people simply would not give up driving, so the scheme was pointless. When asked what they would do to reduce vehicle use, one resident suggested rationing petrol/ diesel.
- A resident with positive feedback for the scheme still felt more could be done to improve public transport between neighbourhoods (i.e. not just to city centre), and co-ordination of roadworks. They felt that the levels of on-street parking meant cycling was not made easier within the scheme.

- Concern about impact on elderly and disabled people who feel cut off from their community as they are solely dependent on their car.
- Concern about impact on High Street businesses.
- Concern about impact on community who have very divided opinions on the scheme.
- Car ownership and on-street parking is excessive.
- General feeling that the scheme creates quiet streets/ reduces pollution in places where people don't spend much time outside, and puts traffic/ pollution in places where people do want to spend time – High Street, around schools etc.
- Feeling that the scheme has been imposed with no real reason for choosing Kings Heath and Moseley; only KH&M people are being asked to reduce their car use, not everyone else.
- Would like more trees and cycle lanes to be added to boundary roads. On Kings Heath High Street, on-street parking should be removed and replaced with planters to absorb pollution. Bus pull ins should be provided, and pinch points for traffic flow should be examined/ improved.
- Request for air quality monitoring on all boundary roads.
- Issues with HGVs using unclassified roads.
- More creative solutions are needed for journeys to schools – drop off points away from school, walking buses, electric bikes, bike storage.
- Question raised about whether the scheme will improve safety for cyclists.
- Concerns raised by a few residents that by removing a lot of the traffic from inside the LTN, the roads became so quiet that people then felt unsafe walking in the dark as there is nobody about.
- Very little 20mph signage in the green area – particularly on Billesley Lane
- Generally, people want to see positive improvement in the area but don't feel that this scheme will deliver that as people will not change attitudes until appropriate alternatives are in place. They also feel that this scheme is particularly divisive as some people are winners (clean air) and others get more vehicles and worse AQ.
- A couple of people asked about residents parking schemes especially if some parking will be lost for the turning area behind planters. Specifically Woodville / Heathfield / Institute which are often used by shoppers and are already under pressure for parking for residents
- Several people had concerns about having to reverse up their road to get out as too narrow to do a 3 point turn. Specifically All Saints and Woodville. Concerns were allayed when shown a picture of the turning area behind planters.
- Consultation documents in English only. Could we have done promotion on community radio. Unity FM etc
- The dotted line for Billesley Lane is confusing on the consultation doc
- Any plans for tree planting? Could some sort of 'green wall' be put in place on high street to absorb some of pollution for shoppers
- Could the number of bus stops on the high st be looked at?

11.10.1 Specific issues

Area A/B

- A resident who was opposed to road closures in general praised the changes on York Road.
- Could right turn from Vicarage Road to A435 be reinstated for general traffic?
- Seat added to planter on School Road is excellent – real help for elderly people. Could planters be sponsored so more things like this can be done?
- Problems of congestion on Vicarage Road and Colmore Road. Difficult to get to church (presume All Saints). Also problem of buses congregating on Vicarage Road.
- Could right turn in to Kingsfield Road be banned – hazardous for pedestrians crossing and holds up traffic. May pose issue for church access?
- Could there be a right turn out of Drayton? Currently no right turn out of either Drayton or Addison

Area C/D

- Concerns that vehicles may cut through St Agnes Road to avoid junction of Yardley Wood Road and Wake Green Road.
- Positive feedback from a Springfield Road resident, although they would have liked the consultation to include more of an idea of what the proposals will look like on street.
- Two residents of Ashfield Avenue highlighted that traffic on the A435 makes it very difficult to turn out of Valentine Road, and this would become their only exit route.
- Several comments that Coldbath Road may not be a suitable boundary road. One suggestion that it could be one way.
- Anti-social driving is a major problem on Billesley Lane so traffic calming is welcomed. But concern of displacement to Clarence Road unless there is a modal filter to prevent this (noted by two residents).
- Under option D, Brook Lane (which is narrow) is the only access point to a large area. The footway is also very narrow along here and therefore not suitable for large volumes of pedestrians (noticeably at school drop-off/pick-up times)
- Could Billesley Lane traffic calming (option C) be extended further north than shown on plan?
- St Agnes Road also experiences significant anti-social driving, including racing and ‘doughnuts’ around St Agnes Church.
- Anti-social driving and other behaviours was noted by every resident spoken to (Lucy) within the green area of the plan. Billesley Lane and St Agnes Road in particular.
- A Greenhill Road resident asked if it would be possible to create a roundabout at the junction of Greenhill Dyott and Billesley Roads, feeling this would reduce speeding.
- On street parking on Howard Road East causes congestion – could this be looked at as part of area wide study?

- Green area large and very east facing. Spoke about possible inclusion of some roads in purple or red area with a few residents of roads in the north of the green area.
- Concerns that due to increase of traffic on Wake Green Road, it is going to become increasingly more difficult to turn right out of School Road, Grove Avenue onto the main road – would support a keep clear or yellow box to help pull out.
- Current traffic calming on Billesley Lane is ineffective. Need signal controlled pedestrian crossing which actually stops the traffic. Need speed camera. Proposed crossing of Billesley Lane is in the wrong place, should be close to shops (at Blenheim Road).
- Billesley Lane traffic calming – should extend the whole way up the road and be regardless of which option is chosen. Speed bumps don't work as it is and are noisy, so chicanes would be supported as would address the 'racetrack' that currently exists.
- Drayton Road shown as two way in proposals, would like it to be one way (currently two way with no entry at one end). Further problems will arise with the Car Free School Streets Scheme.
- Request for air quality monitoring within the green zone of option D.
- Cotton Lane resident concerned that they will see increased traffic due to Oxford Road residents exiting on to Wake Green off Cotton. Already tails back at peak time so concerned about idling traffic.
- No traffic calming on Cotton – there is on all other neighbouring roads
- Concern about Cotton being used as a cut through via Oxford to avoid sitting traffic on Wake Green
- A resident made alternative suggestions, including changes to Billesley Lane and adding more crossing points. They will email their proposals.
- Residents of Blenheim Road feel it particularly unfair that neighbouring residents on Cambridge Road and Woodfield Road have planters (that do not restrict through movement of vehicles). All roads should have a filter or none of them rather than preferential treatment.
- Dyott and St Agnes used as a 'race track' with speeds over 60mph – plans still would enable this and haven't addressed. Needs a filter or traffic calming.
- Billesley lane – issue with motorcyclists speeding too
- No right turn from A435 northbound into St Mary's Row
- Scheme results in poor access into the High Street generally
- Would prefer to modal filter on Ashfield

11.11 Places for People in Kings Heath & Moseley

Business drop in event Monday 1 November, 4pm-6pm, Kings Heath Community Centre

The event was attended by 14 people from 11 businesses, plus one individual (not from a business or organisation). Five members of staff were present in total along with Matt Powell from Kings Heath BID.

People attending the drop in session were asked to also complete the consultation questionnaire, online or on paper to ensure that their views were accurately captured. Key points were raised and recorded by officers. These are not included in this report as the content of the comments would identify the individual.

11.12 Appendix A.3 Coding Matrices

11.12.1 Option A Coding Matrix

- Positive
 - Positive about the design
 - Positive about modal filters
 - Positive filter placement
 - Positive about one-way streets
 - Likes the aesthetics
 - Positive environmental impacts
 - Better air quality
 - Less litter
 - Better public realm
 - Reduced noise
 - Fewer cars
 - Reduced traffic
 - Positive about Safety
 - Improved pedestrian safety
 - Improved cycle safety
 - Improved car safety
 - Reduced speeding
 - Improved children safety
 - Want to expand the scheme
 - Place more in KH
 - Place more in Birmingham
- Negative
 - Negative about the design
 - Negative about modal filters

- Negative filter placement
- Dislikes the aesthetics
- Oppose PfP altogether
 - Perceived favouritism
 - Opposed to discouraging cars
 - Wants open roads
 - Negative emergency vehicle impacts
 - Negative business impacts
 - Negative delivery driver impacts
- Negative car impacts
 - Increased traffic on boundary roads
 - More traffic on non-boundary roads outside of cells
 - Increased traffic on high street
 - Increased traffic overall
 - Excessive increasing journey time
 - Increased speeding
 - Unsafe for cars
- Public transport for issues
 - Increased public transport traffic
 - PT inaccessible (have to use car)
- Negative for pedestrians
 - Unsafe for pedestrians
 - Less enjoyable walking
- Negative pollution impacts
 - More noise pollution
 - More pollution on boundary roads and high street
 - More pollution on roads within cells due to displaced traffic

- More light pollution
- Increased pollution overall
- More litter
- Negative about safety
 - Reduced pedestrian safety on boundary roads
 - Perceived lack of pedestrian safety at night
- No impact
- Non-specific response (neither positive nor negative)
- Mixed response (both positive and negative)
- No comment

11.12.2 Option B Coding Matrix

- Positive
 - Positive design
 - Positive about standard modal filters
 - Positive about diagonal modal filters
 - Positive about one-way streets
 - Positive about new crossings
 - Positive filter placement
 - Likes the aesthetics
 - Environmental
 - Better air quality
 - Less litter
 - Better public realm
 - Reduced noise
 - Fewer cars
 - Reduced traffic
 - Safety

- Improved pedestrian safety
 - Improved cyclist safety
 - Improved car safety
 - Reduced speeding
 - Improved children safety
- Expand the scheme
 - Place more in KH
 - Place more in Birmingham
- Negative
 - Negative design
 - Negative about standard modal filters
 - Negative about diagonal modal filters
 - Negative about one-way streets
 - Negative about new crossings
 - Negative filter placement
 - Dislikes the aesthetics
 - Pfp altogether
 - Perceived favouritism
 - Opposed to discouraging cars
 - Wants open roads
 - Negative emergency vehicle impacts
 - Negative business impacts
 - Negative delivery driver impacts
 - Cars
 - Increased traffic on boundary roads
 - More traffic on non-boundary roads outside of cells
 - Increased traffic on high street

- Increased traffic overall
- Excessive increasing journey time
- Increased speeding
- Unsafe for cars
- PT
 - Increased public transport traffic
 - PT inaccessible (must use car)
- Pedestrians
 - Unsafe for pedestrians
 - Less enjoyable walking
- Pollution
 - More noise pollution
 - More pollution on boundary roads and high street
 - More pollution on roads with cells due to displaced traffic
 - More light pollution
 - Increased pollution overall
 - More litter
- Safety
 - Reduced safety on boundary roads
 - Perceived lack of pedestrian safety at night
- No impact
- Non-specific response (neither positive nor negative)
- Mixed response (both positive and negative)
- No comment

11.12.3 Option C Coding Matrix

- Positive
 - Positive design

- Standard modal filters
- Diagonal modal filters
- One-way streets
- New crossings
- Traffic calming measures
- Bus gates
- Filter placement
- Aesthetics
- Environmental
 - Air quality
 - Litter
 - Public realm
 - Reduced noise
 - Fewer cars
 - Reduced traffic
- Safety
 - Pedestrian safety
 - Cyclist safety
 - Car safety
 - Reduced speeding
 - Children safety
- Expand the scheme
 - Place more in KH
 - Place more in Birmingham
- Negative

- Negative design
 - Standard modal filters
 - Diagonal modal filters
 - One-way streets
 - New crossings
 - Traffic calming measures
 - Bus gates
 - Filter placement
 - Aesthetics
- Pfp altogether
 - Perceived favouritism
 - Opposed to discouraging cars
 - Wants open roads
 - Business impacts
 - Emergency vehicle impacts
 - Delivery driver impacts
- Cars
 - Traffic on boundary roads
 - Traffic on other roads
 - Traffic on high street
 - Traffic overall
 - Excessive increasing journey time
 - Speeding
 - Unsafe for cars
- PT

- Traffic
- PT inaccessible (have to use car)
- Pedestrians
 - Unsafe for pedestrians
 - Less enjoyable walking
- Pollution
 - Noise pollution
 - Pollution on main road
 - Pollution on new roads
 - Light pollution
 - Increased pollution overall
 - Litter
- Safety
 - Safety on boundary roads
 - Perceived safety at night
- No impact
- Non-specific response (neither positive nor negative)
- Mixed response (both positive and negative)
- No comment

11.12.4 Option D Coding Matrix

- Positive
 - Positive design
 - Standard modal filters
 - Diagonal modal filters
 - One-way streets

- New crossings
 - Traffic calming measures
 - Bus gates
 - Cycle lanes
 - Filter placement
 - Aesthetics
- Environmental
 - Air quality
 - Litter
 - Public realm
 - Reduced noise
 - Fewer cars
 - Reduced traffic
- Safety
 - Pedestrian safety
 - Cyclist safety
 - Car safety
 - Reduced speeding
 - Children safety
- Expand the scheme
 - Place more in KH
 - Place more in Birmingham
- Negative
 - Negative design
 - Standard modal filters
 - Diagonal modal filters
 - One-way streets

- New crossings
- Traffic calming measures
- Bus gates
- Cycle lanes
- Filter placement
- Aesthetics
- Pfp altogether
 - Perceived favouritism
 - Opposed to discouraging cars
 - Wants open roads
 - Business impacts
 - Emergency vehicle impacts
 - Delivery driver impacts
- Cars
 - Traffic on boundary roads
 - Traffic on other roads
 - Traffic on high street
 - Traffic overall
 - Excessive increasing journey time
 - Speeding
 - Unsafe for cars
- PT
 - Traffic
 - PT inaccessible (have to use car)
- Pedestrians
 - Unsafe for pedestrians
 - Less enjoyable walking

- Pollution
 - Noise pollution
 - Pollution on main road
 - Pollution on new roads
 - Light pollution
 - Increased pollution overall
 - Litter
- Safety
 - Safety on boundary roads
 - Perceived safety at night
- No impact
- Non-specific response (neither positive nor negative)
- Mixed response (both positive and negative)
- No comment