

Kings Heath & Moseley

A Place for People

Places for People in Kings Heath and Moseley 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 get 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**¹ and **Transport for All's Pave the Way report**².

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, we are now consulting 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.

We are presenting 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.

Next steps

Following this consultation, we will create a final, detailed design for both sides of Kings Heath High Street.

That design will then be turned into an Experimental Traffic Regulation Order (ETRO, the legal document needed to make changes on roads). The delivery of this scheme is likely to be in early 2022.

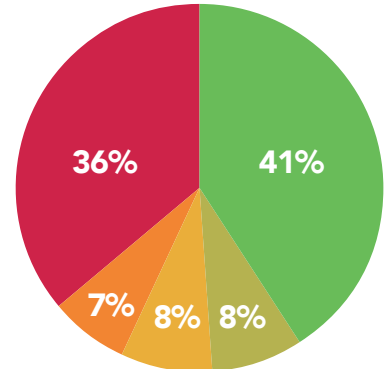
KINGS HEATH & MOSELEY

A Place for People



Consultation closes 5 Nov

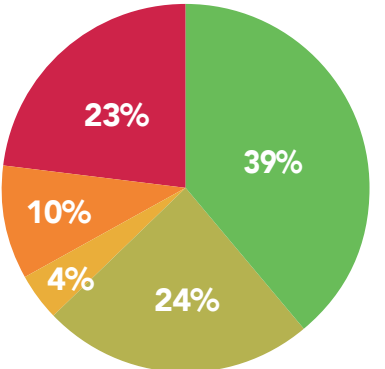
BCC Data
(comments to Nov 2020)



EATF1 review (comments to Nov 2020)
Kings Heath and Moseley Places for People
responses combined
How do you feel about this proposal?



DfT Data
(Nov/Dec 2020)



DfT Residents' Survey (administered Nov/Dec 2020) Kings
Heath Places for People. To what extent do you support or
oppose the Low Traffic Neighbourhood that has been
implemented in your area?

- Strongly support
- Tend to support
- Don't know and no answer (combined)
- Tend to oppose
- Strongly oppose

- 😊 Positive/strongly support
- 🙂 Mostly positive/tend to support
- 😐 Neutral/don't know/no response
- 😞 Mostly negative/tend to oppose
- 😡 Negative/strongly oppose

Have your say

To have your say on the latest proposals in your neighbourhood go to:
www.birminghambeheard.org.uk/economy/kingsheathpfp

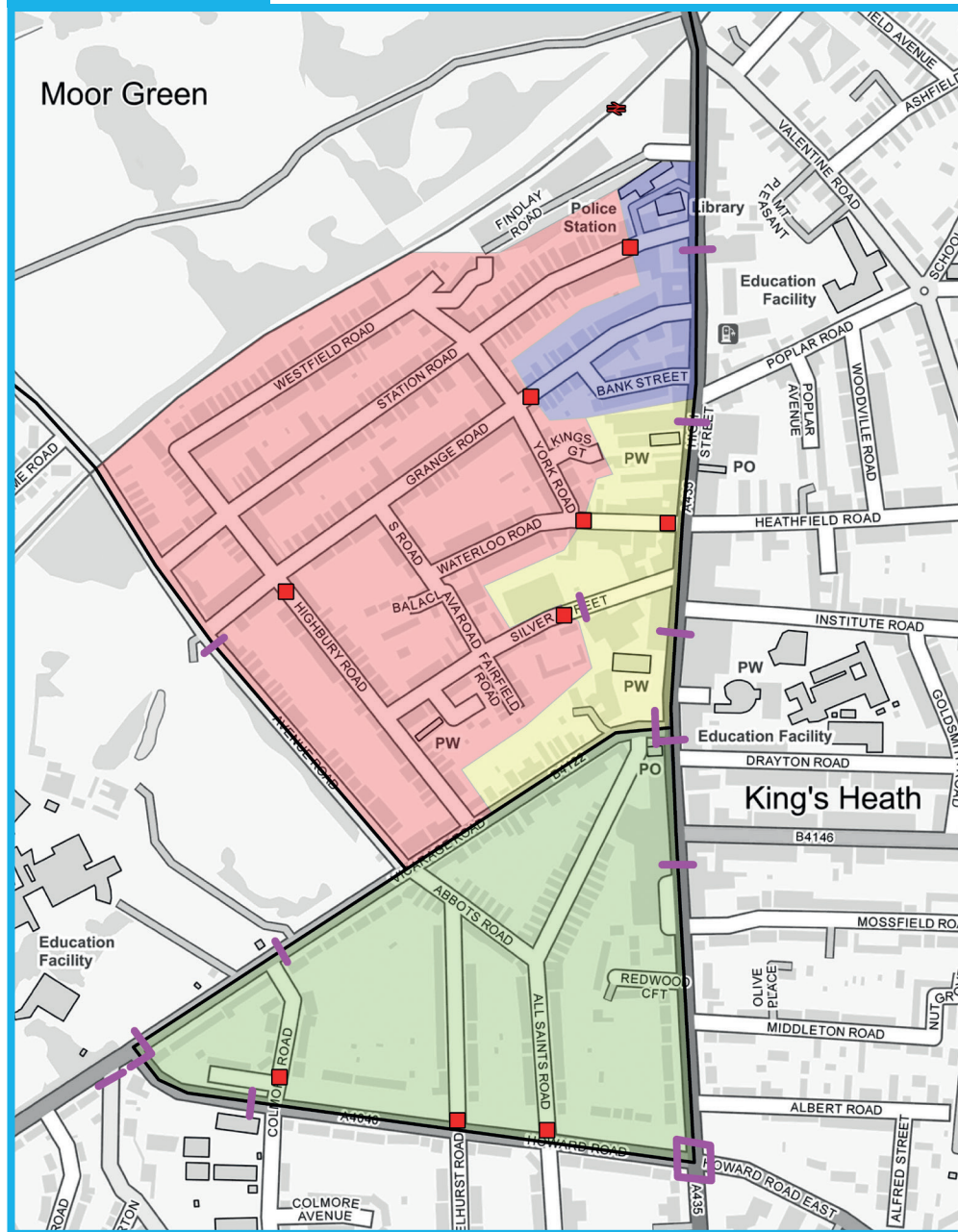
More information about Places for People visit: www.birmingham.gov.uk/placesforpeople
We will be holding a number of events that local residents can get involved in:

Event	Date & Time
Teams Live Event (sign up link available on the BeHeard page)	Tuesday 5 October 2021 6pm - 7:30pm
Kings Heath Business Briefing (email connected@birmingham.gov.uk if your business would like to be involved)	Wednesday 6 October 2021 3pm - 4:30pm
Public drop-in events	Tuesday 12 October 2021 - 3:30pm - 6:30pm, York Road Tuesday 19 October 2021, 11am - 2pm, Kings Heath Community Centre Tuesday 26 October 2021 - 3:30pm - 6:30pm, Kings Heath Community Centre Saturday 30 October 2021 - 10am - 1pm, Cambridge Road Methodist Church

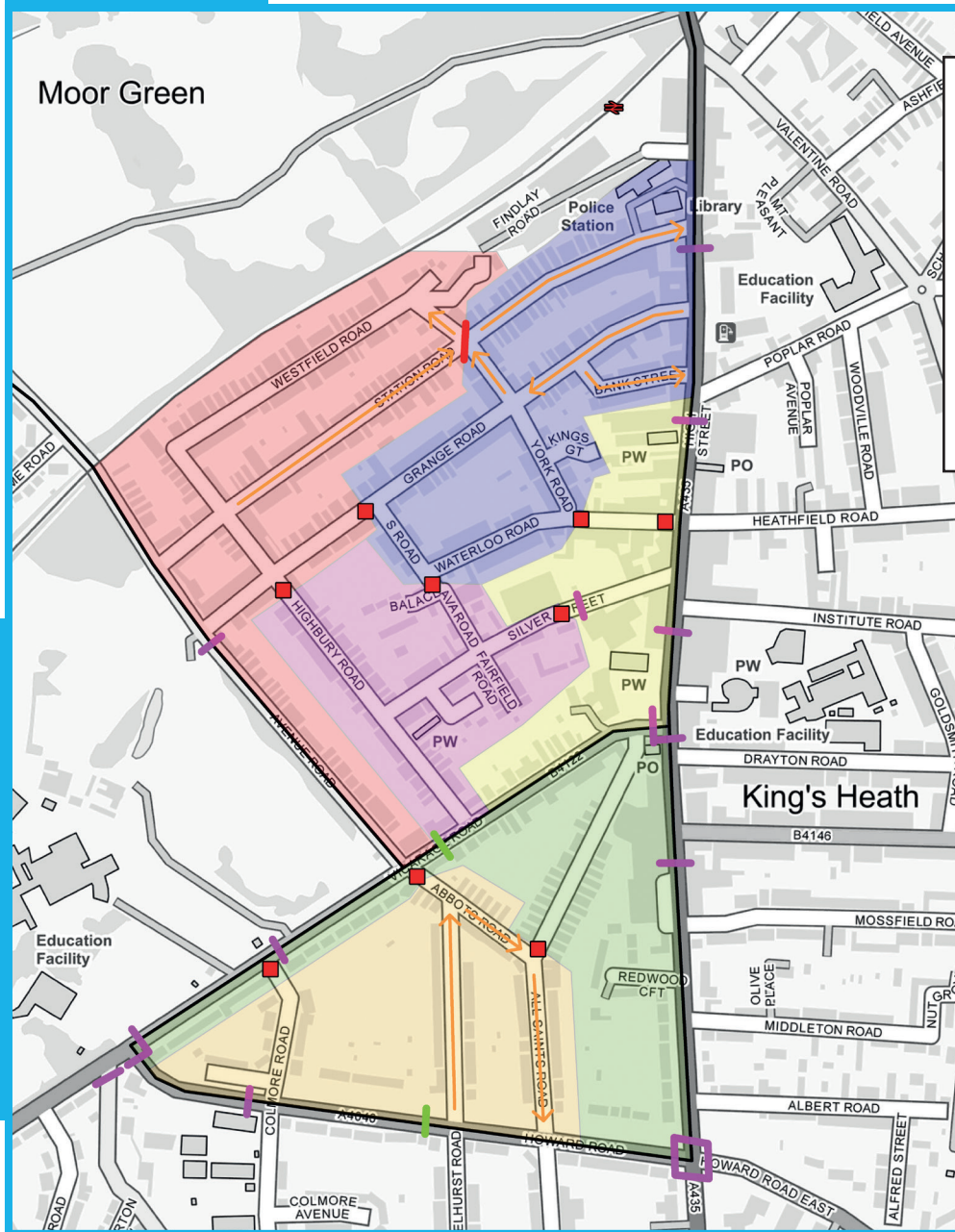
There are paper copies of all of the material and questionnaires in **Kings Heath Library** for people who are unable to access the information online.

¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1004948/low-traffic-neighbourhoods-residents-survey.pdf
² <https://www.transportforall.org.uk/wp-content/uploads/2021/01/Pave-The-Way-full-report.pdf>

OPTION A



OPTION B

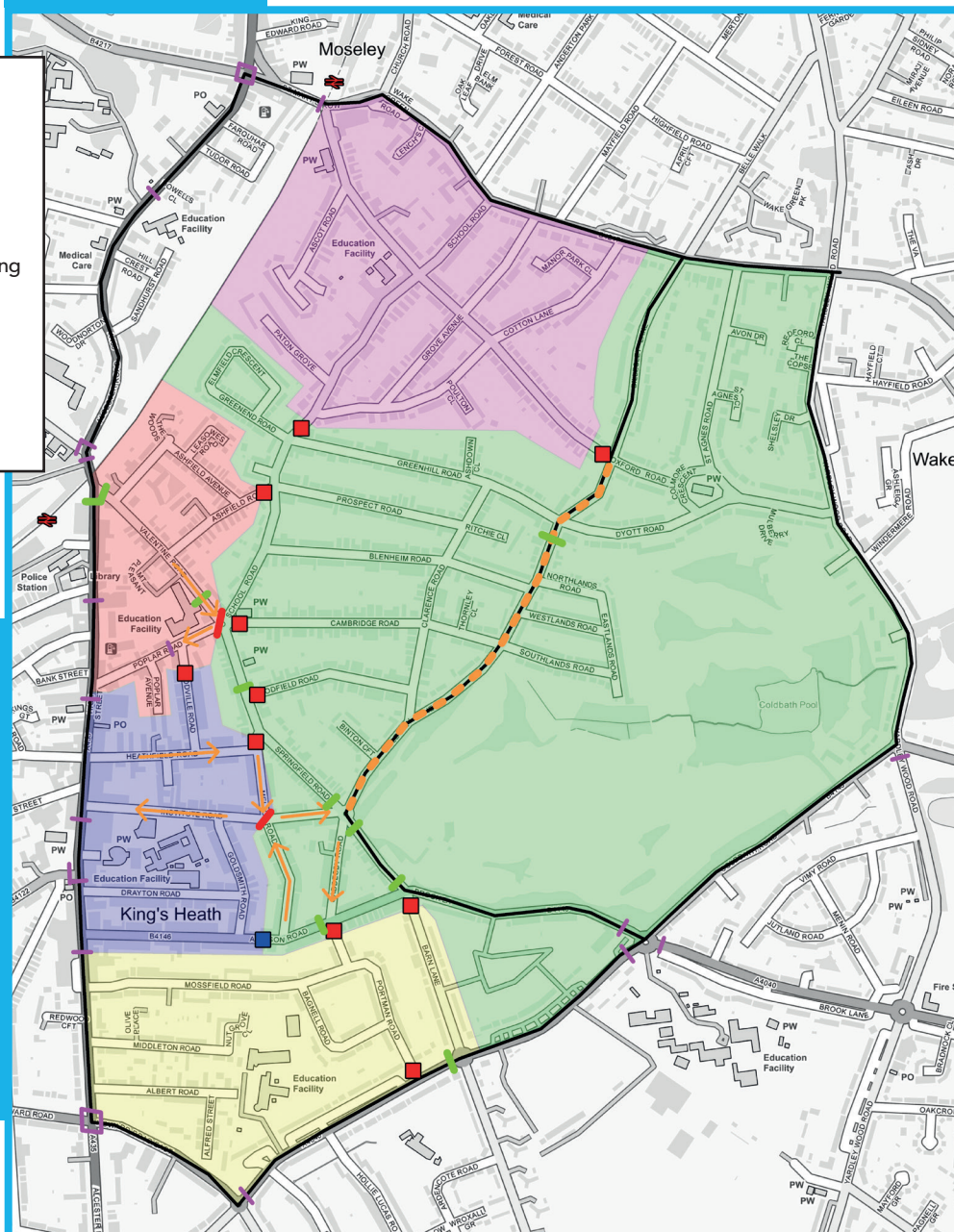


- Legend**
- Main roads
 - Standard modal filter
 - Diagonal modal filter
 - Bus gate
 - One way street with contraflow cycling and potential traffic calming
 - Traffic calming measures
 - Crossing facility
 - Existing crossings
 - Indicative new station locations
 - Proposed cycle network

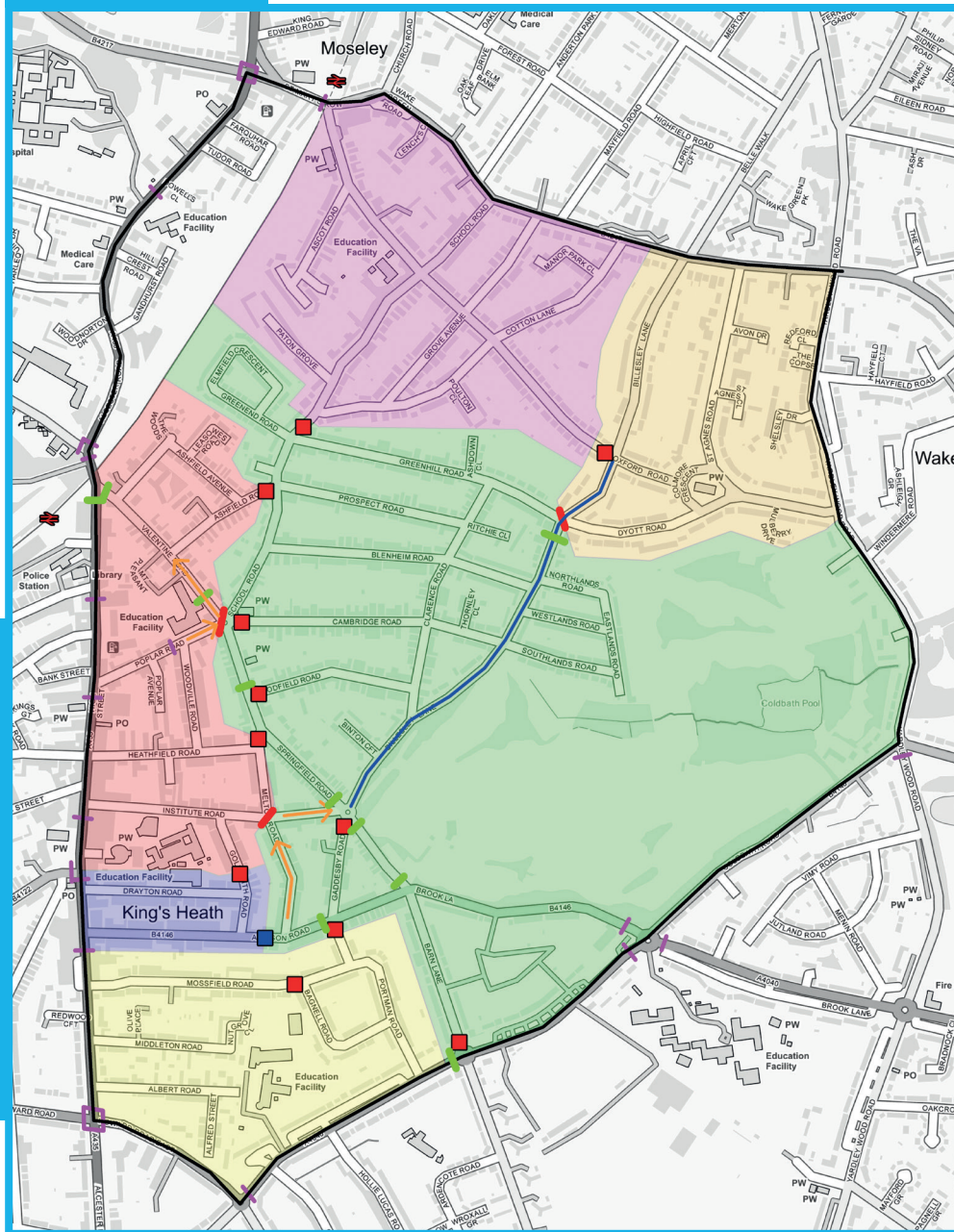
Maps © Crown Copyright and database rights 2021 Ordnance Survey 100021326

The coloured areas of the maps show clusters of roads with the same vehicle access routes. Travel between the areas on foot or by bike is easy as the roads are quiet. If it is necessary to drive between the area, this can be done via the main roads.

OPTION C



OPTION D



West of High Street

Option A makes the current scheme permanent.

Option B makes changes, moving some of the modal filters and introducing a diagonal filter on the junction of York Road, Station Road and Westfield Road

Both options show some possible locations for new pedestrian crossings on the main roads

More information about all the proposals can be found online at www.birminghambeheard.org.uk/economy/kingsheathpfp

Key features explained

Modal filters - A bollard or planter that stops vehicles driving all the way along a street.

Diagonal filters - Bollards or planters placed diagonally through a cross-roads. These minimise the need for reversing, and they make it easier for refuse vehicles or other large vehicles to manoeuvre around the scheme. It allows vehicles to do a loop around other nearby streets, with through traffic discharged on to distributor roads.

Pocket parks - These are two sets of filters, spaced slightly apart to create a new area that cannot be accessed by motor traffic. Bicycles, wheelchairs and scooters can pass through these areas. E.g. York Road

Bus gate - A modal filter which buses and emergency vehicles (on a blue light call) can travel through. This is usually enforced with a camera.

One-way streets - Streets that only allow traffic in one direction. The reduced carriageway space could be reallocated as footway / cycleway provision or retained for on street parking.

Traffic calming - Measures such as speed cushions can be introduced to keep a road open to all traffic but to discourage its use by those which don't need to use it for local trips, due to the increase in journey time such features bring.

East of High Street

Options C and D are both new proposals, designed to reduce traffic across the area.

A key difference between the two is the treatment of Billesley Lane; in **Option C** it remains a main road, with traffic calming added, in **Option D** it is no longer a through route, allowing for cycling facilities to be added.

Indicative timeline

