

## **Places for People in Kings Heath & Moseley**

### **Frequently asked questions**

Places for People in Birmingham is about reducing the amount of through traffic in residential neighbourhoods so that it is nicer to be outside and safer for people to walk and cycle, children to play, neighbours to chat. In many parts of Birmingham, residents find the streets outside their homes are dominated by traffic. When this is reduced neighbourhoods becomes quieter, streets are safer, and the air is cleaner.

#### **Questions about the consultation**

##### **How can I comment on what's happening?**

We welcome any comments about these schemes, both positive and negative, as well as ideas and suggestions about what else you would like to see happening in future. We are using the council's consultation platform (Birmingham BeHeard) to host this consultation: [www.birminghambeheard.org.uk/economy/kingsheathpfp](http://www.birminghambeheard.org.uk/economy/kingsheathpfp) or you can email us with any questions at [connected@birmingham.gov.uk](mailto:connected@birmingham.gov.uk).

We are also ensuring there are other ways for people to comment on what is happening, including holding hard copies of the plans and information at Kings Heath Library, for those who cannot get online. We have also arranged a Teams Live event and four public drop-in events to engage with local residents and get feedback on schemes (we will ensure these are delivered in line with public health guidance).

**Consultation closes on Friday 5 November 2021.**

##### **How are you including the whole community in the consultation, especially those not online?**

The consultation includes:

- Leaflet delivery to properties in the project area
- Roadside signs and posters
- Press release
- Online and face to face events
- Information available in Kings Heath library
- Contacting local stakeholders, networks etc
- Messages in existing email bulletins (e.g. Birmingham Bulletin) and council social media channels.

##### **Why is there no option to remove all the measures or to do nothing?**

With congestion on our roads, carbon emissions from transport contributing to climate change and air pollution in Birmingham contributing to hundreds of early deaths, we need to take action to create an environment where those who are able can use active travel

(walk/wheel/scoot/cycle) for local trips and have access to high quality, reliable public transport for longer journeys.

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.

The consultation does not include an option to remove all the measures or do nothing, because this is not an option that is being considered for the project.

## **Questions about how the proposals will work**

### **Can I still access my house by car, have visitors and receive deliveries?**

Yes, all streets will still be accessible by motorised vehicles. As the main aim of this initiative is to prevent through traffic in the neighbourhood, some car journeys may become less direct and take slightly longer than at present. Places for People does not remove access, they just make it more difficult for people to cut through an area and therefore reduce through traffic.

### **What about emergency service vehicles and refuse collections?**

Emergency services will be informed about any changes to road layouts and be able to provide input and comments. We will ensure they can update their sat nav systems which are used for responding to emergency situations. The main thing that delays emergency services response times is congestion, so anything that helps to reduce this is beneficial. Depending on the layout of each street, refuse vehicles will either be able to follow one way systems, turn around in the street, reverse for short sections or use a key to temporarily remove a bollard.

### **What about the main roads that border these areas? Will they get worse?**

Initially some border roads may see a slight increase in traffic compared to current levels as traffic redirects onto these. However, depending on the journey, people will start to find other alternative routes using the main route network instead. By reducing the number of vehicles turning at junctions, traffic may move more smoothly along main roads. Also, more people may begin to walk or cycle more for local trips and shorter journeys as they feel this is now a safer and more attractive option.

Throughout phase 1 of the project we observed traffic levels on bordering roads, and took mitigating action where possible and appropriate. Before implementing phase 2, we will undertake traffic modelling to identify roads or junctions where some increases in traffic may occur and will again take steps to minimise the impact where possible.

### **What else is being done to improve sustainable transport options in the area?**

Through Places for People we want to create local streets where active travel is safe and easy. We are also working on other transport improvements in the area, including:

- Improving public transport journeys:

- plans to create more bus lanes in Balsall Heath so the 50 will be more reliable for trips to the city centre.
- [cross city bus](#) improvements to improve journey times and reliability and create routes which run through the city centre to destinations beyond, rather than ending the route in the centre.
- National Express WM have recently [reduced bus fares and introduce weekly fare capping](#) when you pay with a contactless card. They also use high quality [Platinum buses](#) for most services on the 50 route.
- [reopening local train stations](#) with passenger services.
- Improving cycle journeys:
  - [Creating a cycle route](#) linking Moseley with the [Rea Valley cycle route](#) and the [A38 blue cycle route](#).
  - increasing the amount of cycle parking in local centres, including Kings Heath.
- Review of the suspension of some on-street parking on Kings Heath High Street, potentially allowing for wider footways. Reduced on-street parking can also improve the traffic flow as cars don't need to queue while one parks. Blue badge parking will be retained to help disabled people access the High Street.
- Working with local schools on potential school streets projects, and to encourage car free school runs.
- Area wide traffic study to assess how we can more effectively manage residual traffic flow through the area, for example through changes to traffic signal times and priorities at junctions.

### **How will this scheme impact on local businesses and consider their needs?**

We will engage with the BID (Business Improvement District) and local businesses to ensure that access is retained for their servicing and delivery requirements and to involve them as valued stakeholders in these schemes. Creating more pleasant local environments can help to increase footfall, and those who get to the shops by walking or cycling often visit more frequently and spend more overall, so we hope that there will be some positive impacts on local businesses.

### **Will there be a reduction in car parking spaces?**

There may be the loss of some on-street parking spaces at some road closure points to provide space for turning movements, but this will be kept to a minimum. No access to any off-street parking or residential properties will be blocked and the locations of closure points are being designed with access to off-street parking in mind.

### **Can you explain more about the thinking behind the proposals?**

The consultation includes a [design notes document](#) which, for each option, lists the measures proposed and explains the reasons for those measures.

### **What is a diagonal filter?**

This consultation introduces options for a different type of modal filter to the ones used so far.

A diagonal filter is where bollards or planters are placed diagonally at a cross-roads. These allow vehicles to do a loop around local nearby streets, minimising the need for reversing. This can also make it easier for refuse vehicles or other large vehicles to move around the scheme.

[View example of a diagonal filter.](#)

### **What do you mean by traffic calming on Billesley Lane?**

The consultation that is currently live presents 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.

If traffic calming is the preferred option on Billesley Lane, the type will be determined at detailed design stage. However, options may include road markings, surface treatments, horizontal measures such as speed cushions, or vertical measures such as road narrowing or chicanes.

### **What do the coloured areas on the proposal maps mean?**

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 areas, this can be done via the main roads.

### **Questions about how the proposals were developed and how the scheme will be monitored**

#### **What has been considered when developing these measures?**

We have taken on board all of the feedback received from the first phase of measures delivered last year (mainly to the west of the High Street), as well as the feedback received in February/March 2021 regarding phase 2 of the project. This feedback alongside our review has helped shape the measures that we are now consulting on.

#### **How will these schemes be monitored?**

Information to assess the impact and effectiveness of schemes will be captured in a number of ways, including feedback from this consultation, resident/stakeholder surveys, site visits and observations.

Schemes are being delivered in a way that if issues are identified during the trial period then action can be taken to address these. Monitoring will also help to inform any future changes.

We are also collecting air quality data through our diffusion tubes which are located around Kings Heath and Moseley – the latest data can be accessed here: [Air Quality Monitoring in Kings Heath - Update July 2021 | Birmingham City Council](#).

### What are the scheme objectives?

There are a variety of objectives behind Places for People and in some cases, different people will have different views on their importance and relevance. A general set of objectives for the project are as follows:

- A reduction in motor traffic across project area,
- A reduction on air pollution across project area,
- A reduction in short motor vehicle trips,
- An increase in walking and cycling,
- A reduction in collisions,
- Where motor vehicle trips are made, the roads designated, designed and managed for them are used in preference to side streets.

This information comes from the document [Kings Heath & Moseley Places for People Objectives and Success Factors](#) (published September 2021).

### How will you decide whether the scheme is successful?

The success factors for the scheme are:

- Traffic data
- Change in mode use
- Air quality
- Public perception
- Impact on business

The following table takes the five success factors and summarises them as specific indicators which can be framed as positive, neutral or negative.

The matter of “equity” has been raised by some residents and while there will be many different interpretations of what this means in terms of Places for People, this might be framed as what might the tolerable impacts on different classes of road or street be, together with the impacts on citizens more generally. It should be noted that “impacts” can be positive, neutral or negative.

The following table sets out the success factors together with what appropriate indicators might be (which are simply reported), together with the potential data source.

Success Factor	Indicator	Data Source
Traffic data	Motor traffic reduces within project area	Traffic data University of Westminster study for DfT
	Congestion is neutral on boundary roads.	Traffic data Traffic signals SCOOT data Bus journey times
Change in mode use	Motor vehicle mode share decreases	Traffic data
	Walking mode share increases	University of Westminster study for DfT
	Cycling mode share increases	Traffic data University of Westminster study for DfT

Success Factor	Indicator	Data Source
Air quality	Air quality does not deteriorate across project area.	Diffusion tubes measuring nitrogen dioxide
Public perception	People within project area are satisfied with the scheme over time	Consultation comments User perception surveys
	People moving through project area are satisfied with the scheme over time	Consultation comments User perception surveys
Impact on business	Business owners/ managers across the project area are satisfied with the scheme over time	Consultation comments User perception surveys
	Business users across the project area are satisfied with the scheme over time	Consultation comments User perception surveys

This information comes from the document [Kings Heath & Moseley Places for People Objectives and Success Factors](#) (published September 2021).

### Have you modelled the impact the proposal will have?

Transport planners often use computerised traffic models to see the likely impact of changes to the road network before those changes are implemented. These models are not perfect, but they give a useful indication of what might happen and especially where any problems might arise.

We have not yet modelled the options presented in this consultation. These options have been created following a review of the current scheme and your previous feedback, multiple site visits, and in discussion with the Kings Heath and Moseley Member Board. We expect that they will be further developed and shaped by your responses to this consultation. After the consultation, we will work on a final design, then the model simulations will be run.