# Frequently Asked Questions

Why is a scheme necessary?

Russell Road experiences a high volume of traffic of through traffic and despite the speed limit being reduced to 20mph in October 2016, there are still some issues with speeding vehicles. These proposals aim to reduce the speeds of traffic using the road, but also to ensure that the vehicles that do use the road are doing it safely.

Why are there three options?

Three different options have been developed in line with the aim of reducing traffic speeds, continuing to reduce collisions and reducing dangerous overtaking along Russell Road. The options consider all road users and have been developed to provide different degrees of intervention. This consultation is part of the design process, to gain feedback on the preferred scheme from residents, businesses and people in the local area who could be impacted by the scheme.

What is the difference between road humps, speed cushions, and kerb build outs?

**Road hump** – a continuous artificial hump (with gaps either side for drainage) on the surface of the highway which is designed to control the speed of vehicles. Road hump geometry can affect the degree of discomfort experienced by road users and the subsequent speed controlling effect.

**Speed cushion** - a short, raised, rounded device, normally in the centre of each carriageway lane, designed to be slightly wider than a car, so car drivers need to slow down and drive over the centre of the speed cushion to reduce discomfort. Allows for larger emergency vehicles and wider based vehicles to straddle the cushion to reduce noise impacts and discomfort

**Build-out** - a section of kerb built out into the carriageway on one side only to narrow the road. Horizontal deflections, such as build-outs, still allow most vehicles to be driven relatively quickly through the available gap, unless there is opposing traffic to prevent this occurring. Can be used in conjunction with road humps and speed cushions to further limit speed.

What is meant by ‘surface treatments’?

Surfaces with high skid resistance are often used at the approaches to pedestrian crossings or roundabouts to assist road users when braking for pedestrians and other vehicles. Treatments are usually in a contrasting colour, which may have the added effect of alerting drivers.

Changes in surface texture can encourage lower speeds, but it is important that the skid resistance for any material used for traffic calming is adequate for the type and speed of traffic carried. Rough surfacing can be difficult for the elderly and mobility-impaired people to cross and can also be uncomfortable for cyclists.

Will this affect the speed limit along Russell Road?

The speed limit along Russell Road will remain at 20mph with all the options proposed. Additionally, the scheme is designed to ensure vehicles comply with the 20mph speed limit.

Will this affect how I access my home and road?

All interventions have been designed in a way that should not affect direct access to properties or side roads along Russell Road.

Will the emergency services be impacted by the scheme?

Birmingham City Council have engaged with emergency services through the development of the options. All respondents support measures that encourage the reduction of excessive and dangerous speeding and improvements in safety.

Feedback received from the fire service outlined that full width road humps may have more of an adverse effect on larger appliances, with speed cushions outlined an alternative that would allow wider wheel based vehicles to continue to pass over at a reasonable speed to reduce impact on attending incidents.

Will the scheme shift traffic on to other streets?

Russell Road is currently used as a through-route for drivers travelling between the city centre and Kings Heath, avoiding Moseley village centre. It is anticipated that some traffic may decide against using Russell Road for this purpose, with the scheme designed to reduce the speeds of the traffic that uses it.

How will this affect pedestrians and cyclists?

All three of the options aim to improve the safety of pedestrians and cyclists, providing more crossing points, making it more convenient and safer to cross Russell Road. One of the main purposes of the scheme is to encourage people to feel comfortable and more attractive for pedestrians and cyclists along Russell Road, by reducing traffic speeds. The options have also been designed to support and link into the proposed Moseley cycle route (a separate scheme).

Following this consultation, detailed design development will continue in line with LTN 1/20 guidance to consider access for cyclists, including the potential for road humps with cycle bypasses or speed cushions to enable cyclists to bypass the measures.

When would works start and how would Russell Road be affected when the works take place?

Following the consultation, a final preferred scheme will be developed, with implementation during autumn 2022.

What impact will the consultation responses have?

We want to make sure that these proposals give the best solution for the people who live along this route. Therefore, this consultation is taking place to ensure that that residents, businesses and people in the local area are heard and that any of their concerns can be understood.

Who is being invited to take part in this consultation? I don’t live on Russell Road but I live on a neighbouring road that may be affected, can I respond to the consultation?

This consultation is primarily focused on residents of Russell Road or those living or working in the immediate area to the scheme. However, other residents and businesses in the local area who have feedback or concerns around the scheme are welcome to respond.

The consultation online survey link is located here: <https://www.birminghambeheard.org.uk/economy/russellrdoptions>

When is the consultation running until?

The consultation will close on Tuesday 16 August 2022.

Where can I find out more information?

More information on the proposals, as well as the online feedback survey: <https://www.birminghambeheard.org.uk/economy/russellrdoptions>