

## **Kings Heath & Moseley Places for People – the way forward**

### **Public update March 2022**

We would again like to thank everyone who responded to the public consultation on Kings Heath & Moseley Places for People, held in late 2021. Thank you also for your patience in allowing us the time to carefully consider the responses and representations received and to formulate a way forward.

From the beginning, this project has seen strong feelings expressed from a range of perspectives. We are conscious that there is no one solution which will satisfy everyone in the area. In general, people in the community agree that action needs to be taken to reduce carbon emissions, air pollution and congestion, but the difficult question is how this should be done. The responses to this consultation show that the options we presented have some but not full support from people in the area.

We are very clear that doing nothing is not an option. To reach net zero carbon, to improve air quality and to enable our growing population to travel around the city efficiently, we must take action to reduce trips taken by private car.

A decision about the measures currently in place needs to be taken before 22 April, when the current, Experimental Traffic Regulation Orders will expire. We are planning, at that time to convert these into full Traffic Regulation Orders, with the current measures remaining in place as a 'holding position'. However, in the summer, we will take detailed plans for the whole area to the Council's Cabinet to ask for their approval to implement a revised area wide scheme.

A number of key concerns were raised at consultation, and the revised scheme seeks to mitigate for these. For example, speeding traffic was noted across the area, so we will bring in new 20mph speed limits and add physical traffic calming to Billesley Lane. Traffic on Vicarage Road was raised by many people; our revised scheme will allow for the right turn into A435 Alcester Road to be re-opened to general traffic and will include upgrades to the signals at the Red Lion junction.

Many consultation responses also indicated a preference for one-way streets over modal filters. In response, the revised scheme has fewer modal filters, with one-way street used instead where possible.

Respondents also noted that on-street parking on the High Street is still suspended using temporary barriers and have asked for a permanent solution. We will permanently widen the footway in these locations, with provision for loading where business need has been identified.

This way forward has been considered carefully and extensively by officers and the [Kings Heath & Moseley Places for People Project Board](#) (local Councillors and MPs) and we believe this represents an appropriate balance between responding to the consultation feedback and carrying out our duties to implement very necessary policies to respond to the climate emergency, reduce car trips and enable active travel in local neighbourhoods.

We will continue to engage with the local community, including residents, businesses and local representatives, and the Project Board will continue to oversee the project as we work together to shape Places for People in Kings Heath and Moseley, and to develop an exemplar which can be rolled out in other parts of Birmingham.

## Background

Places for People in Kings Heath & 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.

Doing this helps to make active travel, walking and cycling, the first choice for short trips like the school run or visiting local shops. Streets are safer, more pleasant and no longer dominated by cars.

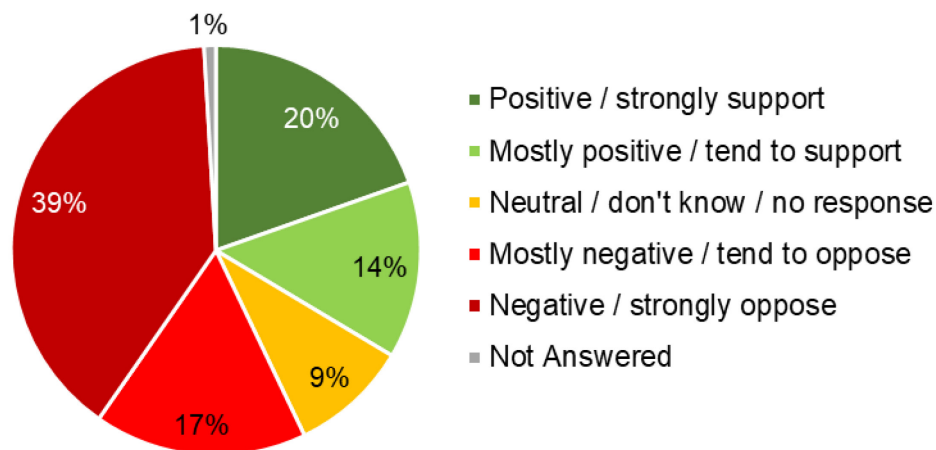
Schemes like this are crucial if we are going to meet our ambitious target for the city to become carbon neutral by 2030, but change often leads to disruption and it's important that we listen to your feedback as we work with you and the local community to get this right. Through the Places for People scheme, Kings Heath and Moseley has the opportunity to be at the forefront of substantial change in the way we all make our journeys.

## Consultation results

We received 4,386 responses to the recent consultation, of which 44 came from organisations and businesses, and 4,342 from individuals.

Of these, 34% of responses expressed positive sentiment about the project, and 56% expressed negative sentiment:

*How do you feel about Kings Heath & Moseley being part of the Places for People project?*



There was no overall preference shown for any of the options presented, with similar numbers of responses preferring each option on both the east and the west of Kings Heath High Street. Conversely, a high number of responses indicated that they preferred neither option:

*Which option do you think best helps reduce traffic and support walking and cycling?*

West of High Street

Option A	12%
Option B	12%
Don't know	13%
Neither	60%
No response	2%

East of High Street

Option C	13%
Option D	13%
Don't know	9%
Neither	62%
No response	3%

The full consultation report is available at [www.birmingham.gov.uk/placesforpeople](http://www.birmingham.gov.uk/placesforpeople).

### **Revised scheme plans**

With high numbers of consultation responses indicating that neither option presented was preferable, we have worked up a revised scheme plan, responding to specific concerns raised and introducing mitigations for these.

We remain clear that doing nothing is not an option. To reach net zero carbon, to improve air quality and to enable our growing population to travel around the city efficiently, we must take action to reduce trips taken by private car.

The revised scheme is a holistic solution for the area, with the measures designed to work together to deliver the principles of the scheme; traffic is not able to cut through side streets, leaving them with much less traffic and a much better environment for walking and cycling.

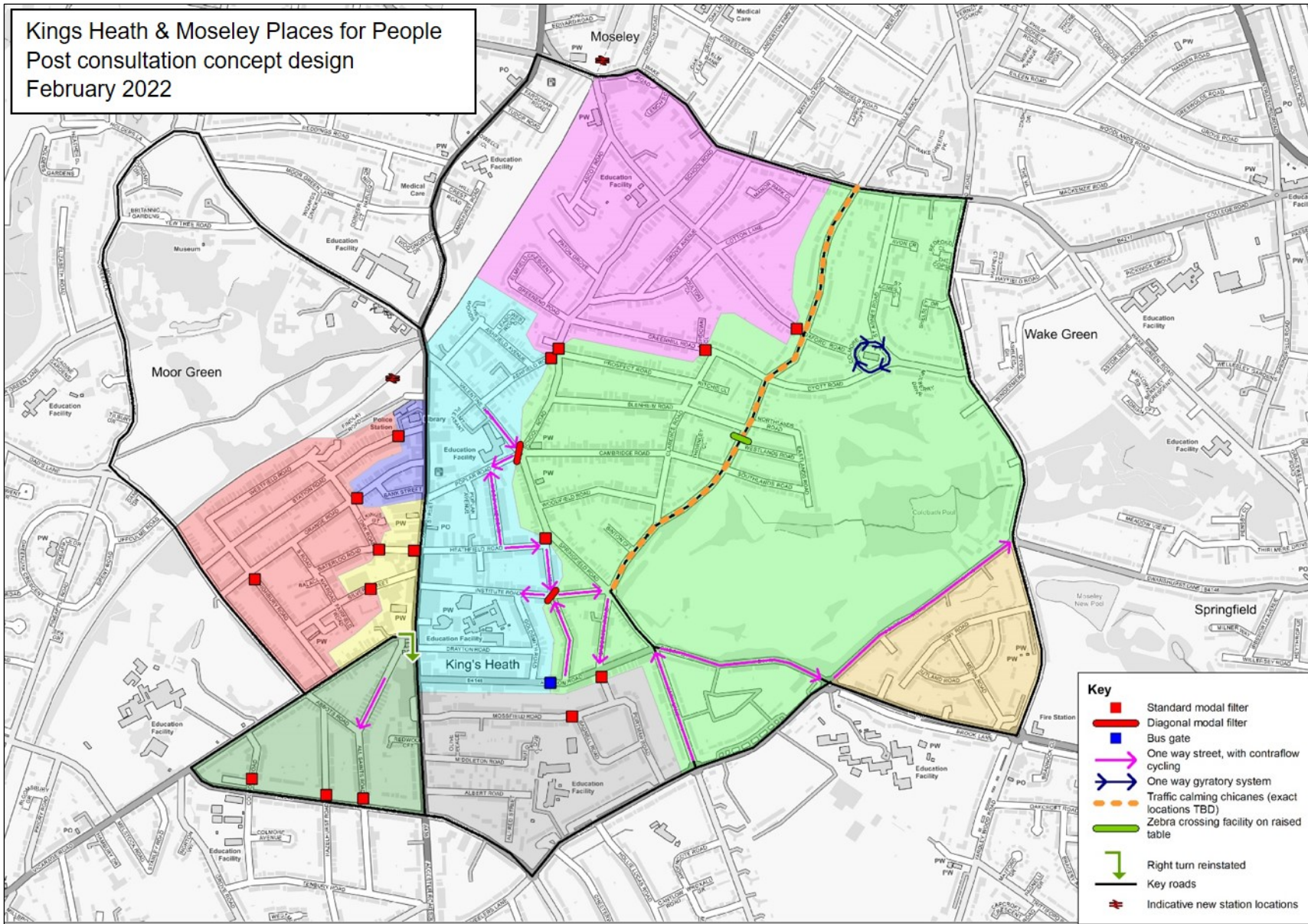
The table below highlights key issues raised during the consultation, and how we are planning to respond to these. This is followed by a map of the revised scheme plan.

While there was no clear overall preferred option between those presented, a number of key themes did come through from the comments particularly in respect of Options C & D to the east of the High Street.

<b>Topic</b>	<b>You said</b>	<b>We did / will do</b>
Modal filters vs one-way streets	Respondents felt that Options C&D were too restrictive in that too many roads within the identified cells were closed to through traffic by the modal filters. There was a preference expressed for one-way street to be used instead of modal filters.	The revised design includes only those modal filters that are necessary to remove through traffic from each area. In the area just to the east of the High Street, one-way streets are used instead of modal filters to prevent vehicles bypassing cutting through. One-way streets are also introduced on Barn Lane, Coldbath Road and part of Brook Lane.
Single point of access	Concerns were raised about too much traffic being funnelled down a single point of access to each area, and the issues that would be caused should an incident occur on that access point.	The revised design includes multiple points of access to the larger cells.
Greenend Road and Elmfield Crescent	Residents of Greenend Road and Elmfield Crescent expressed a preference for their vehicular access to be via School Road and Wake Green Road.	In the revised design, the modal filter on School Road will be moved further south and a modal filter will be added on Greenhill Road to prevent through traffic from switching to Greenhill Road instead. This will mean that access to Greenend Road, Elmfield Crescent, Ashdown Close and parts of Greenhill Road and School Road will be accessed from Wake Green Road.
Coldbath Road	Residents considered that Coldbath Road was unsuitable as a boundary road, being relatively narrow for a B road.	The revised design makes Coldbath Road one-way from Swan Corner to Yardley Wood Road.
St Agnes Road	Residents of St Agnes Road requested traffic calming to discourage drivers from cutting through the area to avoid the junction of Yardley Wood Road and Wake Green Road.	The revised design includes a one-way gyratory system on Dyott Road/Colmore Crescent/St Agnes Road to help discourage through traffic. We will also review the operation of the traffic lights at the Yardley Wood Road/Wake Green Road junction to ensure they are operating in the most efficient way, prior to implementing the measures. We will monitor traffic levels on St Agnes Road before and after implementing the measures and carry out further remedial actions if necessary.

Topic	You said	We did / will do
Vicarage Road	Concern was raised about traffic queuing on Vicarage Road at busier times, and several respondents asked about the possibility of reopening the right turn from Vicarage Road to A435 Alcester Road, which is currently restricted to buses only.	We will re-open this turning movement for all vehicles. This can only take place with the implementation of phase two of Places for People as it requires the introduction of a bus gate on Addison Road to manage traffic flow.
Traffic speed	Speeding traffic is a concern in the area.	We will look at extend existing 20mph limits, making all roads in the scheme area, including boundary roads. In addition, we will review traffic flows and speeds along Featherstone Road, Livingstone Road and Tenbury Road to see if they should also be subject to a 20mph speed limit.

**Kings Heath & Moseley Places for People**  
 Post consultation concept design  
 February 2022



**Key**

	Standard modal filter
	Diagonal modal filter
	Bus gate
	One way street, with contraflow cycling
	One way gyratory system
	Traffic calming chicanes (exact locations TBD)
	Zebra crossing facility on raised table
	Right turn reinstated
	Key roads
	Indicative new station locations

## **Supporting measures**

In addition to the Places for People scheme, we plan to progress a number of other supporting measures in the area. We will monitor the impact of these schemes as part of the overall monitoring of the Places for People in Kings Heath & Moseley and continue to consider whether further measures are needed and possible.

### **Car Free School Streets**

Many consultation responses referred to congestion, pollution and road safety concerns caused by children being driven to school in private cars. On 11 January, Birmingham City Council approved a motion to expand our work with schools and work even harder to reduce the impact of the 'school run'.

Two roads, outside Colmore and St Dunstan's Schools will be closed to motor vehicles (except resident permit holders) at the beginning and end of each school day.

We are already working with both these schools and expect the schemes to go live after the Easter holidays. These schemes will initially be delivered using Experimental Traffic Regulation Orders (ETRO) for a period of 18 months. Following this period there will be further consultation with the school, residents and parents/carers about potentially making the school street permanent.

More information on Car Free School Streets can be found at [www.birmingham.gov.uk/carfreeschoolstreets](http://www.birmingham.gov.uk/carfreeschoolstreets).

We will also aim to further enhance our work with other schools in the area, and ask all parents to support this by enabling their children to travel to school by walking, scooting, cycling or public transport.

### **High Street improvements**

Several consultation responses noted that the extra footway space created by suspending on-street parking on the High Street has been left for too long with temporary barriers and signs, and that this does not create an attractive area for shoppers.

We will permanently remove the former areas of on-street parking and widen the footway area. Businesses' loading needs have been assessed, with help from the Kings Heath Business Improvement District, and suitable accommodation will be made.

For the majority of visitors choosing to drive to Kings Heath, the off-street car parks provide suitable parking facilities. We have conducted an audit of on-street parking for Blue Badge holders (dedicated spaces and other locations where Blue Badge holders may park safely for a limited time) and investigate whether any improvements to these facilities can be made.

We expect the High Street improvements to be made in Spring/Summer 2022.

### **Billesley Lane traffic calming**

Residents local to Billesley Lane were very clear that speeding remains an issue here and that they would like to see action taken to address this.

We will design and implement a Local Safety Scheme on Billesley Lane, introducing traffic calming measures. We expect this to be delivered in Spring/Summer 2022.

## **Traffic signal upgrade**

We will seek to upgrade traffic signal software at the Red Lion junction and the Queensbridge Road/Alcester Road junction to improve traffic flows and reduce queuing where possible.

## **Wider improvements**

All of these supporting measures fit with the other active travel measures we are looking to implement in the area, including along the Alcester Road in Moseley and linking into the proposed Cannon Hill Park to Moseley cycle route. On a slightly longer timescale there are also the public transport improvement schemes being delivered by Transport for the West Midlands – the Cross City bus service improvements and the reopening of the three rail stations along the Camp Hill line.

## **Governance and finance**

### **Birmingham City Council process**

The Kings Heath and Moseley Places for People Project Board has been working with officers on the development of the revised plans and the content of this update.

Within Birmingham City Council's governance arrangements, the measures outlined in this update can be approved by the Cabinet Member for Transport and Environment or, in some cases, by senior officers. However, it has previously been agreed that the final decision on phase two of Places for People in Moseley & Kings Heath would be taken by the Council's Cabinet Committee.

The Cabinet Member for Transport & Environment can now formally endorse or approve (depending on the measure) the measures in this update, but with the decision on the phase two Places for People measures being a 'holding' decision only until it can be brought before Cabinet for a decision in Summer 2022.

Should Cabinet decide not to approve the implementation of the phase two measures, the phase one measures would be removed. The supporting measures would remain regardless of the Cabinet decision.

### **Traffic Regulation Orders (TROs)**

Traffic Regulation Orders (TROs) are the legal paperwork required to make changes on the road. The phase one measures are currently implemented using Experimental Traffic Regulation Orders (ETROs), which expire on 22 April 2022. Subject to consideration of objections received and due process to deal with these, we will move to seal these as a permanent TROs as the ETROs expire.

The phase two measures will be implemented using a new ETRO, starting in Autumn 2022 and lasting for up to 18 months, with comments and objections invited in the first six months of operation.

Some of the supporting measures also require TROs, and due process will be followed for these.

### **Finance**

The Active Travel Funding being used for the Places for People project originally had a deadline to spend the money by March 2022. We have negotiated an extension to this to allow for the additional time required to review the feedback from the consultation and to develop what we consider the right scheme for the area.



## **Monitoring**

Monitoring of the early stages of this project have been made particularly challenging by the impacts of COVID, but we have collected a significant amount of data from traffic counts and air quality monitoring.

We will be carrying out further traffic counts across the area in May and October so that if there is evidence of displaced traffic causing issues within the area, we can identify further remedial measures.

The air quality monitoring to date shows NO<sub>2</sub> levels are within legal limits. We will continue this monitoring and remain committed to reducing air pollution in Kings Heath & Moseley and across Birmingham.

## **Communication and engagement**

We will continue to keep you up to date on progress on all of the plans and measures included in this update.

Over the summer, we will undertake some local and targeted engagement, to refine further details such as the exact locations of the modal filters. This will not be a further area wide consultation; it will focus on specific affected properties.