

# **Kings Heath Places for People Engagement Report**

**November 2022**

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## Introduction

In 2020, 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.

During October and early November 2021, we consulted on the next phase of Places for People in Kings Heath and Moseley.

Through this, we proposed that the scheme be made permanent and new measures will be added, particularly to the east of Kings Heath High Street. We presented the public with concept designs. There were two options for each side of the High Street. We found out what the public preferred, and what they liked/disliked about the designs.

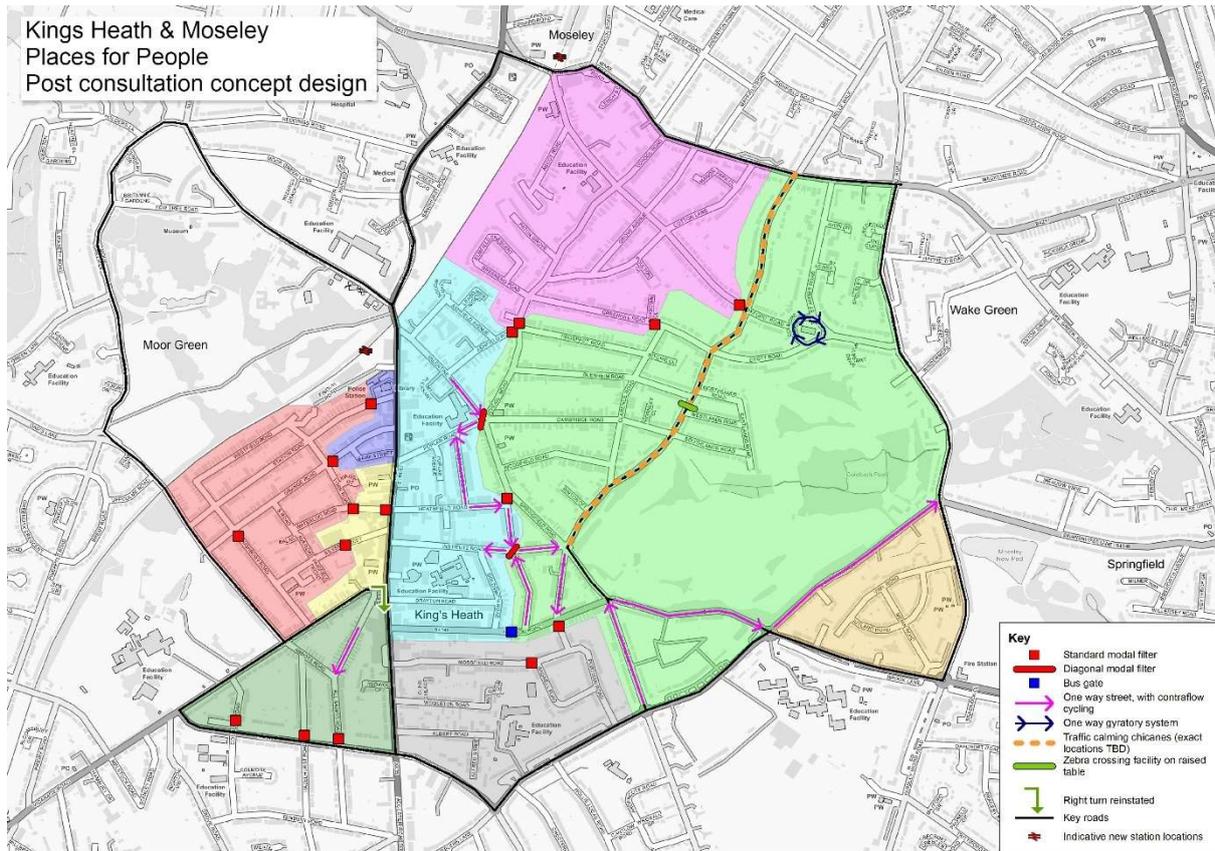
Following this consultation, we created a further concept design for both sides of Kings Heath High Street.

## What now?

In September 2022, the next round of engagement took place, which was about refining the concept design produced following the formal consultation which closed in November 2021.

The design was based on the following principles:

- Minimise changes to design overall
- Minimise number of modal filters
- Greater use of one-way systems
- Multiple access points to each cell



This exercise was the final stage of public engagement prior to implementation for several aspects of the scheme, namely the location of modal filters and one-way streets within the Places for People area.

Following this engagement, the final opportunity for consultation will be a statutory consultation on the Traffic Regulation Order required to implement the scheme.

## Engagement Methodology

The full engagement information (including plans) was made available for the different cells on Birmingham BeHeard. Further background to the scheme remains online on the [Birmingham City Council website](#).

For this localised engagement, people's interests were considered by their location and relationship to the area, with residents receiving targeted engagement materials and invites to engagement sessions based on this. Messages informing people about the engagement sessions were shared across appropriate channels including:

- Targeted letter drop (approx. 6500 letters in total delivered)
- Existing email and electronic communications (corporate BCC, Bham Connected)
- Existing stakeholder/community contacts and networks
- Social media

## Response channels

Responses were primarily collected online via Birmingham BeHeard, and through engagement activities at face-to-face engagement events. An email address was also advertised for any queries ([connected@birmingham.gov.uk](mailto:connected@birmingham.gov.uk)). Anyone who emailed was also encouraged to respond via Be Heard.

## Programme and schedule of events

The engagement sessions were all held at the Kings Heath Community Centre, between 8 September and 1 October 2022.

Table 1 summarises the schedule of engagement sessions:

Event	Date/Time
Pink session	Thursday 8 September 4pm – 7pm
Blue session	Monday 12 September 4pm – 7pm
Grey session	Friday 16 September 4pm – 5pm
Green and cream session	Wednesday 21 September 4pm – 7pm
Business session	Wednesday 28 September 5pm – 7pm
West of High Street session	Thursday 29 September 4pm – 7pm
Final (mop up) session	Saturday 1 October 10am – 2pm

During these engagement sessions, details of the proposed scheme were discussed with residents from the immediate area, and attendees were invited to various discussion tables to provide specific feedback based on the proposals.

## Analysis

### West of High Street cell

#### In person engagement event

The West of High Street in-person engagement event was held on Thursday 29 September 2022, between 4pm and 7pm at Kings Heath Community Centre. 76 people in total attended the event.

Many respondents expressed concerns, suggestions and feedback about specific roads, detailed in the table below:

All Saints Road	<ul style="list-style-type: none"> <li>• Road too narrow for contraflow cycling</li> <li>• Junction with Abbots Rd dangerous</li> </ul>
Vicarage Road	<ul style="list-style-type: none"> <li>• Support and criticism for the right hand turn</li> <li>• Air pollution and congestion</li> <li>• Move Modal Filters (MF) to Vicarage Rd entrance</li> </ul>
Howard Road	<ul style="list-style-type: none"> <li>• Traffic build-up on this Rd for those wanting to reach motorway</li> <li>• MF on east of High Street pushing traffic onto Howard Rd</li> </ul>
Grange Road	<ul style="list-style-type: none"> <li>• Used as rat run, increased traffic and parking on Rd</li> <li>• MF works well</li> </ul>
Cambridge Road	<ul style="list-style-type: none"> <li>• MF not needed</li> </ul>
Silver Street	<ul style="list-style-type: none"> <li>• MF works well</li> </ul>
York Road	<ul style="list-style-type: none"> <li>• Illegal parking issues</li> <li>• Become fully pedestrianised</li> </ul>
Colmore Road/Avenue	<ul style="list-style-type: none"> <li>• Car Free School Street (CFSS) parking issues</li> </ul>
High Street/Alcester Rd/A435	<ul style="list-style-type: none"> <li>• Increased traffic and pollution</li> <li>• 20mph not enforced</li> <li>• Negatively impacting business</li> </ul>
Station Road	<ul style="list-style-type: none"> <li>• Move MF to same end as Grange Rd</li> </ul>
Hazelhurst road	<ul style="list-style-type: none"> <li>• Vicarage Rd residents concerned with increased congestion</li> </ul>

**Additional comments from the engagement event include:**

- Cycling: more infrastructure needed, unsafe to cycle at the moment.
- 20 mph enforcement needed
- Concern over impact of the new train station
- Concerns over re-instatement of the right turn on A435
- Change to traffic light hasn't helped at the Red Lion Junction
- Concerns raised over school traffic in the area
- Air pollution and traffic congestion concerns

**BeHeard responses**

The online consultation received a total of 76 responses. All respondents were asked the same two questions.

The following questions were asked:

- 1. How can A435 High Street/Alcester Road South, Avenue Road, Vicarage Road, Howard Road be made better for people walking, wheeling and cycling?**
- 2. Is there anything else you want to tell us about the plans for the area to the west of the A435?**

**Analysis of Question 1: *How can A435 High Street/Alcester Road South, Avenue Road, Vicarage Road, Howard Road be made better for people walking, wheeling and cycling?***

The first question was answered by a total of 72 individuals. All responses were analysed, and a table summarising the common themes was created. Many respondents had similar concerns about the proposals and similar areas of success. 18 main categories were identified during this analysis, detailed in the table below, ordered from most common response to least.

<b>Comment</b>	<b>Number of responses</b>	<b>% Out of 72</b>
Cycling infrastructure needed	<b>25</b>	<b>35%</b>
Speeding issues/enforcement of speed limits	<b>21</b>	<b>29%</b>
Reckless/illegal parking - enforcement needed	<b>16</b>	<b>22%</b>
General support	<b>14</b>	<b>19%</b>
Remove MF	<b>12</b>	<b>17%</b>
General opposition	<b>12</b>	<b>17%</b>
Congestion, traffic calming needed	<b>11</b>	<b>15%</b>
More crossing points for peds/cyclists	<b>10</b>	<b>14%</b>
Pollution increased	<b>7</b>	<b>10%</b>
Move bus stops	<b>7</b>	<b>10%</b>
Footpath improvements	<b>6</b>	<b>8%</b>

Vicarage Rd/High Street right hand turn needed	<b>5</b>	<b>7%</b>
One way system would be better	<b>5</b>	<b>7%</b>
No comment	<b>4</b>	<b>6%</b>
Schools traffic needs to improve	<b>3</b>	<b>4%</b>
Don't re-instate the right turn	<b>2</b>	<b>3%</b>
Remove High Street parking (except disabled)	<b>2</b>	<b>3%</b>

### Cycling infrastructure needed

- The most common response received was that more cycle infrastructure was needed within Kings Heath. Some mentioned the need for a cycle network, and connections to extend to the City Centre, Pershore Road and Rea Valley Route. A number of individuals mentioned that roads were currently dangerous for cyclists and that cycle lanes are necessary to increase the uptake of active travel. Specific roads were mentioned as needing cycle lanes, below they are mentioned in order:
  - Avenue Road (6 people)
  - Vicarage Road (5 people)
  - High Street (3 people)
  - Howard Road (2 people)

### More crossing points for peds/cyclists

- The need for more safe crossing points for both pedestrians and cyclists was expressed by 10 individuals. The roads specifically mentioned as needing crossing points were: Vicarage Road, the High Street and Avenue Road. Specific placement comments are included below:

#### **Vicarage Road:**

- Crossing on Vicarage Road between High St and park.

#### **High Street:**

- Bell mouth junction of Findlay Road/High Street needs a crossing point.
- Put an extra crossing between Highbury Rd & the High St/All Saints traffic lights. Lots of people getting on/off buses dodge traffic to cross to All Saints.

#### **Avenue Road:**

- Avenue Rd and Shutlock Lane: desperately need 2 zebra crossings (one on each road) near-ish the complicated & busy Y-junction of these 2 roads.
- Avenue - Vicarage corner, where pedestrian traffic is large, including school children, and speeds and traffic is clearly dangerous.

### Move bus stops

- Some individuals mentioned that certain bus stops should be repositioned. The following bus stops were mentioned:

- Re-site bus stops at the High Street end of Vicarage Road (Causing dangerous traffic situations)
- Change bus stops at the top of Vicarage Road (so they're not opposite each other)
- Less bus stops on side roads
- Move bus stops to less busy places
- Bus stops shouldn't be placed where the road narrows
- 2 individuals mentioned that a bus gate should be introduced on Avenue Road

### Schools traffic needs to improve

- A few individuals mentioned that traffic around schools is an area of concern especially during the start and end of the school day. One person mentioned that the Colmore school CFSS has exacerbated this issue due to traffic displacement onto other roads

### Additional comments:

The following comments were mentioned by one person each:

- As more traffic has to get to Alcester Road via Howard Road would it not also be worth having short-timed right turn filter traffic lights to get onto Alcester Road?
- Make Avenue Rd one-way
- Valentine Rd junction dangerous

### Analysis of Question 2: *Is there anything else you want to tell us about the plans for the area to the west of the A435?*

The second question was answered by a total of 60 individuals:

Comment	Number of responses	% Out of 60
General support	28	47%
General opposition	20	33%
No Comment	16	27%
Keep MFs in the same position/Keep scheme as is	10	17%
Traffic filtered to Vicarage and Howard Rd	9	15%
Active Travel has increased	7	12%
Vicarage Rd issues	6	10%
Vicarage Rd has improved	6	10%
Speeding/parking issues, enforcement needed	5	8%
Journey times increased	5	8%
Increased pollution	5	8%
Traffic calming	5	8%
Cycle infrastructure/schemes needed	5	8%
Howard Road is now safer	4	7%
Improved road signage is needed	3	5%
Vicarage Rd/High Street right hand turn is needed	3	5%
One-way system would be better	3	5%
Traffic around schools	2	3%

### Vicarage Rd issues

A few individuals mentioned issues with

- Allowing a right-hand turn from Vicarage Road will make Avenue Road an ideal high street cut-through with no mitigation.

#### **Traffic filtered to Vicarage and Howard Rd**

- A few comments were received about the traffic levels on Howard Road and Vicarage Road. Some individuals suggested to open Hazelhurst and All Saints so that people can access Howard Road rather than having to drive to get out to the southbound A435.

#### **Improved road signage:**

- Clearer signage is needed at Abbott's Road entrance to make it clear that roads are closed.
- Clearer signage re-enforcing closures and reminder that motorcycles are not allowed through barriers.

#### **Additional comments:**

The following comments were mentioned by one person:

- Parking restrictions on Avenue Rd
- Move MF to junction with Vicarage
- Grange Road issues

## Blue Cell

### In person engagement event

The Blue cell in-person engagement event was held on Monday 12 September 2022, between 4pm and 7pm at Kings Heath Community Centre. 53 people in total attended the event.

Attendees were invited to various discussion tables to provide feedback on specific questions including, location of modal filters, boundary roads and general feedback.

#### Location of Modal Filters:

There are two modal filters in the blue cell. Respondents were asked to place a dot along the section of the road where they felt the filter should be placed.

##### 1) Ashfield Road



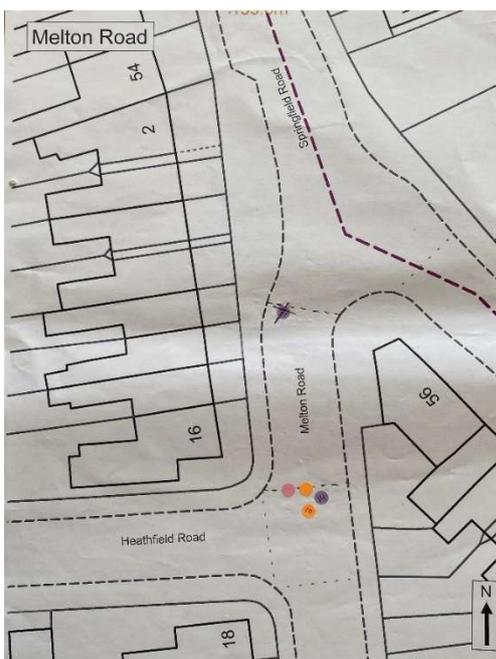
A small number of residents participated in this activity. Two households were in favour of the modal filter being towards School Road and one household preferred if it was to the west of Ashfield Avenue.

#### Additional comments:

- 7 people disliked the MF (generally related to increased journey times)
- Concerns over access restrictions during school hours
- Ashfield Avenue being a short-cut road if MF is moved
- Traffic filters needed to allow cars to get out of Poplar/Valentine

##### 2) Melton Road

November 2022



The in-person exercise revealed a preference for the modal filter to be located on Melton Road just north of Heathfield Road.

**Additional comments:**

- The filter impacts parking for Melton Rd residents
- Could filter be diagonal?
- No 62 Springfield Rd residents' rear parking for property is via Melton, proposed MF will block access to this. Their proposal for filter location is:



**Boundary Roads**

High Street/Valentine Road	<ul style="list-style-type: none"> <li>• Issues with junction exiting Valentine onto the High St- dangerous and congested</li> <li>• Add a hatched yellow box</li> <li>• Allow current traffic lights/crossing north of the junction to include Valentine Rd</li> <li>• One way on Valentine Rd</li> </ul>
A435/Wake Green Road	<ul style="list-style-type: none"> <li>• Right turn onto Wake Green Rd from Moseley to be re-instated</li> </ul>
Poplar Road	<ul style="list-style-type: none"> <li>• Traffic build-up on Poplar Rd trying to get onto the High Street</li> </ul>
Woodville Road	<ul style="list-style-type: none"> <li>• Mixed opinions on one-way on Woodville Rd</li> <li>• Reverse the direction of the one-way on Woodville Rd</li> <li>• Parking permits</li> <li>• Concerns raised about cyclists existing on Poplar Rd</li> </ul>

	<ul style="list-style-type: none"> <li>• MF proposal for this road</li> </ul>
Heathfield Road	<ul style="list-style-type: none"> <li>• Start the one-way street on Heathfield Road just before the Woodville Road junction.</li> <li>• Signage needed to direct people to Institute Rd car park</li> </ul>
Institute Road	<ul style="list-style-type: none"> <li>• Access to Institute Rd car park will be blocked by a new MF, and the only access will be via Alcester Rd</li> <li>• Traffic built up on Goldsmith Rd to access car park</li> <li>• One-way needed</li> <li>• MF needed on this road</li> </ul>
Goldsmith Road	<ul style="list-style-type: none"> <li>• 38 residents on Goldsmith Road sent an objection letter to the Connected Inbox. They listed several objections including:           <ul style="list-style-type: none"> <li>• Increased school traffic and the effects of this</li> <li>• Parking concerns – a desire for resident only parking permits</li> <li>• No.150 bus has been rerouted down the road and is causing issues</li> <li>• Would welcome any additional traffic calming measures</li> </ul> </li> </ul>

### General comments

Parking	<ul style="list-style-type: none"> <li>• Concerns over the rise in illegal parking</li> <li>• Residents parking schemes</li> <li>• Concerns over lack of parking at new railway station</li> </ul>
Cycling	<ul style="list-style-type: none"> <li>• Additional cycle schemes needed/cycle parking/cycle hire schemes/training</li> </ul>
Enforcement	<ul style="list-style-type: none"> <li>• Lack of enforcement of speed limits/one-way systems</li> </ul>
Speeding	<ul style="list-style-type: none"> <li>• Speeding concerns on residential roads, 20mph not adhered to</li> </ul>
Schools	<ul style="list-style-type: none"> <li>• Support for CFSS schemes</li> <li>• Concerns over traffic around Kings Heath Primary</li> </ul>
Buses	<ul style="list-style-type: none"> <li>• Buses travelling along Goldsmith- diversion route?</li> </ul>
One-way systems	<ul style="list-style-type: none"> <li>• Concerns over these</li> </ul>

## BeHeard responses

The online consultation received a total of 26 responses. All respondents were asked the same four questions.

The following questions were asked:

1. **If your address is on Ashfield Rd between Ashfield Avenue and School Rd, where do you think the MF should be placed and why?**
2. **If your address is on Melton Road between Heathfield Road and Springfield Road, where do you think this modal filter should be placed? Why?**
3. **How can A435 High Street/Alcester Road. South (between Queensbridge Road and Howard Road) be made better for people walking, wheeling and cycling?**
4. **Is there anything else you want to tell us about the proposed design for the light blue area?**

**Analysis of Question 1:** *If your address is on Ashfield Rd between Ashfield Avenue and School Rd, where do you think the MF should be placed and why?*

The first question was answered by a total of 7 individuals. All responses were analysed, and a table summarising the common themes was created. 3 main categories were identified during this analysis which are detailed in the table below, ordered from most common response to least.

Comment	Number of responses	% Out of 7
MF is not needed/Remove MF	5	71%
Junction of School Rd & Ashfield Rd	1	14%
Closer to Number 34/35 School Rd	1	14%

**Analysis of Question 2:** *If your address is on Melton Road between Heathfield Road and Springfield Road, where do you think this modal filter should be placed? Why?* was answered by a total of 6 individuals:

Comment	Number of responses	% Out of 6
MF is not needed/Remove MF	5	83%
By number 18 on Melton Road	1	17%
By the roundabout (outside solicitors)	1	17%

**Analysis of Question 3:** *How can A435 High Street/Alcester Road. South (between Queensbridge Road and Howard Road) be made better for people walking, wheeling and cycling?*

The third question was answered by a total of 20 individuals:

Comment	Number of responses	% Out of 20
Dedicated cycle lanes needed	6	30%
Parking enforcement/fines	6	30%
Pedestrian/cyclist crossings needed	4	20%
Traffic calming	3	15%
20mph rds + enforcement of them	3	15%
General opposition	3	15%
Limit the High Street to buses only/Prioritise buses	2	10%

### Pedestrian/cyclist crossings needed

- More pedestrian crossings at the junction of Heathfield and Alcester Rd
- Howard road has always been dangerous to cross. More pedestrian islands with protective metal bollards to protect pedestrians are needed.
- Safe crossings for bikes needed too (toucans) allowing bikes to access Highbury Park/Queensbridge Road

### Additional comments

The following comments were mentioned by one person each:

- Reduce pollution levels
- Redesign Queensbridge junction
- Close roads to HGVs/Large vehicles at certain times
- Restrict parking bays
- Valentine Rd/High Street junction should be redesigned – a yellow box would help
- Make parking on the High Street free

**Analysis of Question 4:** *Is there anything else you want to tell us about the proposed design for the light blue area?*

The fourth question was answered by a total of 21 individuals:

Comment	Number of responses	% Out of 21
General opposition	10	48%
Traffic calming	5	24%
Speeding	3	14%
Resident's parking scheme/permits	3	14%
Keep Woodville Road two-way	3	14%
School traffic issue	3	14%
General support	3	14%
Plans don't take disabled/elderly into consideration	2	10%
Woodville Rd/Poplar Rd junction dangerous	2	10%
Negative impact on other zones	2	10%
Institute Road issues	2	10%
Valentine Rd/High Street junction is dangerous	2	10%

### Woodville Rd/Poplar Rd junction dangerous

- Need to exit Woodville road via Poplar Road which has high levels of traffic, making the junction dangerous.

**Negative impact on other zones:**

- A couple individuals said the plans inhibit people from other zones from easily accessing the High Street in turn negatively impacting businesses

**Institute Road issues**

- One person suggested a modal filter be added to Institute Road. One resident said it becomes easily gridlocked with traffic

**Valentine Rd/High Street junction is dangerous**

- This junction could do with being re-designed with a yellow box perhaps to give safe exit to cars

**Additional comments**

The following comments were mentioned by one person each:

- Modal filters aren't beneficial
- Woodville Road has become a rat-run
- Increased traffic
- Local businesses will suffer
- Poplar Road is congested and busy
- Diagonal filter on Institute/Melton is a bad idea
- Don't change the direction of the Woodville Rd one-way
- Right turn is needed in Moseley Village

## Grey Cell

### In person engagement event

The Grey cell in-person engagement event was held on Friday 16 September 2022, between 4pm and 7pm at Kings Heath Community Centre. 76 people in total attended the event.

Attendees were invited to various discussion tables to provide feedback on specific questions including, location of modal filters, boundary roads and general feedback.

### Location of Modal Filters:

#### 1) Mossfield Road



As seen in the image, there was a general consensus that the modal filter should be placed at the Bagnell Road/Mossfield Road junction, where Bagnell Road meets Mossfield.

#### Additional comments:

- Don't make Mossfield Rd a cul de sac
- Filter on Bagnell Rd should be removed
- Block Mossfield and Bagnell to stop racing cars

## 2) Portman Road



There was a general consensus that the modal filter should be placed at the top of Portman Road, where it meets Addison Road.

### Additional comments

- Remove the MF
- Parking issues will arise on Portman due to the MF
- Dropped kerb to access 1 Portman Rd needs to be reserved
- Residents parking needed
- Two dangerous right turns from Portman Road into Wheelers Lane and Alcester Road

## Boundary Roads

Wheelers Lane	<ul style="list-style-type: none"> <li>• Traffic calming urgently needed</li> <li>• Pedestrian crossing needed near Hollybank Island</li> <li>• Pollution</li> <li>• Plans should be delayed until rail station is open</li> </ul>
Howard Road	<ul style="list-style-type: none"> <li>• Thought needed about the right turn- traffic is filtered onto the high street</li> <li>• Mini roundabout may be better than right turn</li> <li>• Road is narrow and congested</li> </ul>
General	<ul style="list-style-type: none"> <li>• Traffic will increase on boundary roads</li> </ul>

## General Comments

- Remove the scheme
- Air pollution increase and insufficient data
- Divided KH
- Alternative ideas needed
- Feeling of not being heard
- Desire to see report/concept design before it goes to cabinet
- One-way systems would be better
- There needs to be a relief road for the High Street
- Potential ring and ride services needed to take people to main bus routes
- Parking restrictions needed
- Secure cycle lock-ups
- Improved signage and maps for the area

## BeHeard responses

The online consultation received a total of 14 responses. All respondents were asked the same four questions. The following questions were asked:

1. **If your address is on Mossfield Road between A435 Alcester Road South and Bagnell Road, where do you think this modal filter should be placed? Why?**
2. **If your address is on Portman Road between Addison Road and Mossfield Road, where do you think this modal filter should be placed? Why?**
3. **How can A435 Alcester Road South, Howard Road East and Wheelers Lane be made better for people walking, wheeling and cycling?**
4. **Is there anything else you want to tell us about the proposed design for the grey area?**

**Analysis of Question 1:** *If your address is on Mossfield Road between A435 Alcester Road South and Bagnell Road, where do you think this modal filter should be placed? Why?*

The first question was answered by a total of 4 individuals. All responses were analysed, and a table summarising the common themes was created. 2 main categories were identified during this analysis, detailed in the table below, ordered from most common response to least.

Comment	Number of responses	% Out of 4
Remove the MF	3	75%
At the end of Mossfield Road (past Sports Direct)	1	25%

**Analysis of Question 2:** *If your address is on Portman Road between Addison Road and Mossfield Road, where do you think this modal filter should be placed? Why?*

The second question was answered by a total of 3 individuals. 1 category was identified during this analysis:

- Remove the modal filter

**Analysis of Question 3:** *How can A435 Alcester Road South, Howard Road East and Wheelers Lane be made better for people walking, wheeling and cycling?*

The third question was answered by a total of 11 individuals:

Comment	Number of responses	% Out of 11
Close fewer side roads	3	27%
Introduce cycle lanes	3	27%
Removing all MF's	2	18%
Repair the roads	2	18%
General opposition	2	18%
Additional pedestrian crossings	2	18%
Right turn onto High Street needs consideration	1	9%

More traffic lights	1	9%
More road signs	1	9%

### Pedestrian crossings

- Along Wheelers Lane

### Right turn onto High Street needs consideration

- Traffic wishing to turn right onto the High Street must wait for a break in oncoming traffic. These plans will increase traffic wishing to turn right at this junction. If no alterations are made, traffic will become backed up along this road past the roundabout and onto surrounding roads.

### Analysis of Question 4: *Is there anything else you want to tell us about the proposed design for the grey area?*

The fourth question was answered by a total of 12 individuals:

Comment	Number of responses	% Out of 12
Increased traffic on surrounding roads	9	75%
General opposition	8	67%
Journey times increasing	3	25%
Keep Valentine Rd open	2	17%
Valentine Rd needs a crossing point	1	8%
MF will be better on Prospect Rd	1	8%
Parking along Howard Rd East difficult	1	8%
Mossfield Road/A435 junction is dangerous	1	8%
Negative impact on businesses	1	8%
Pollution	1	8%
General support	1	8%

### Increased traffic on surrounding roads

- Along Wheelers Lane in particular

### Mossfield Road/A435 junction is dangerous

- Traffic wishing to turn right onto the High Street must wait for a break in

## Pink Cell

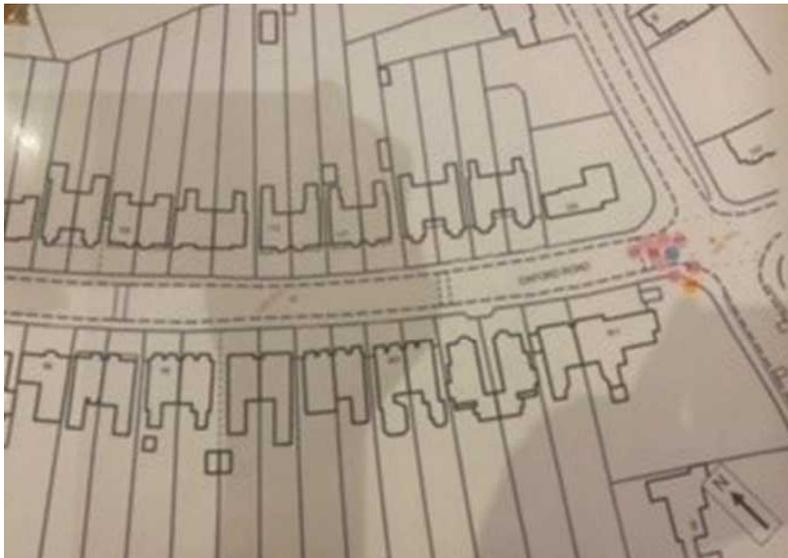
### In person engagement event

The Pink cell in-person engagement event was held on Thursday 8 September 2022, between 4pm and 7pm at Kings Heath Community Centre. 64 people in total attended the event.

Attendees were invited to various discussion tables to provide feedback on specific questions including, location of modal filters, boundary roads and general feedback.

### Location of Modal Filters:

#### 1) Oxford Road



There was a consensus from the residents of Oxford Road that the modal filter should be positioned on the west end just before the junction of Oxford Road and Billesley Lane. This is how it is positioned on the concept design.

#### Additional comments:

- Move the filter to the east of Oxford Rd next to Moseley CoE school
- There should be 2 MFs, one before Billesley Lane and one by Moseley CoE school
- Traffic may get filtered onto Cotton Lane
- Wake Green Rd traffic will get sent to Moseley Village
- Move the filter to between Cotton Lane and Grove Avenue

#### 2) School Road



There were seven comments requesting the School Road modal filter that is currently in place should remain where it is. This would place it just north of Greenhill Road but south of Cotton Lane. One resident highlighted how the filter makes Greenhill Road and School Road easier for pedestrians to cross over. However, five residents showed support to have the filter removed completely.

Other comments:

- A call for double yellow lines on the road instead of a modal filter
- Residents of Birches Close would prefer a right turn option out of Birches Close onto School Road. The filter restricts access to the High Street

### 3) Greenhill Road



The mapping exercise for where the modal filter should be placed on Greenhill Road was mixed. However, many participants had their chosen location to be on School Road south of the School Road/Greenhill Road junction which implies they would prefer for there not to be a modal filter on Greenhill Road. The same number of residents had a preferred location for the modal filter to be east of Ashdown Close but before Clarence Road as proposed on the concept design.

**Other suggestions for the placement included:**


- Just before the junction of School Road
- To the west of Ashdown Close
- The right of Clarence Road – to allow access to the south of the area. Two comments provided this suggestion and explained they wanted access to Billesley Lane
- There was one comment asking for Greenhill Road to remain fully open to private motor vehicles.

**Boundary Roads**

Junction improvements	<ul style="list-style-type: none"> <li>• <b>Wake Green Rd/St Mary's Row/Oxford Road:</b> Issue with junction and congestion build-up</li> <li>• <b>Wake Green Rd/Billesley Lane/Belle Walk:</b> Improvements needed at this junction e.g. traffic lights, roundabout, box junction</li> <li>• <b>Wake Green Road/School Road:</b> Junction feels unsafe need traffic lights</li> <li>• <b>Wake Green Rd/Cotton Lane:</b> Mini roundabout needed</li> <li>• <b>Wake Green Rd/Grove Rd:</b> General improvements</li> <li>• <b>Wake Green Rd/St Agnes:</b> General improvements</li> </ul>
St Mary's Row	<ul style="list-style-type: none"> <li>• Re-instate the right turn</li> </ul>
Traffic congestion	<ul style="list-style-type: none"> <li>• Traffic calming needed at Wake Green Rd</li> <li>• Congestion and pollution on Wake Green</li> <li>• Traffic being re-directed to Forrest Rd</li> </ul>
Pedestrian crossings	<ul style="list-style-type: none"> <li>• Needed at Wake Green Rd</li> <li>• Needed at Yardley Wood Rd</li> </ul>
Cycling	<ul style="list-style-type: none"> <li>• Need for cycling infrastructure- suggestions for lanes on YWR and WGR</li> </ul>
Speeding	<ul style="list-style-type: none"> <li>• Support for chicanes on Billesley Ln</li> <li>• Speeding on Cotton Lane</li> </ul>
Parking	<ul style="list-style-type: none"> <li>• Resident's parking schemes</li> </ul>

	<ul style="list-style-type: none"> <li>• Illegal parking issues on WGR (particularly corner of Cotton Lane)</li> </ul>
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### Further comments

- CFSS on Oxford Rd
- Preference for one-way system
- Dislike one-way system on Barn Ln
- Journey times increased
- Remove the scheme altogether
- Public transport needs to improve
- Would like a route from the high street to Cotton Lane avoiding the A435

### BeHeard responses

The online consultation received a total of 112 responses. All respondents were asked the same five questions. The following questions were asked:

1. If your address is on Oxford Road between Cotton Lane and Billesley Lane, where do you think this modal filter should be placed? Why?
2. If your address is on Greenhill Road between School Road and Clarence Road, or on Ashdown Road, where do you think this modal filter should be placed? Why?
3. If your address is on School Road between Greenhill Road and Ashfield Road, or on Birches Close, where do you think this modal filter should be placed? Why?
4. How can St Mary's Row and Wake Green Road (between Alcester Road/A435 and Yardley Wood Road) be made better for people walking, wheeling and cycling?
5. Is there anything else you want to tell us about the proposed design for the pink area?

#### **Analysis of Question 1: *If your address is on Oxford Road between Cotton Lane and Billesley Lane, where do you think this modal filter should be placed? Why?***

The first question was answered by a total of 49 individuals. All responses were analysed, and a table summarising the common themes was created. 6 main categories were identified during this analysis, detailed in the table below, ordered from most common response to least.

Comment	Number of responses	% Out of 49
General opposition	21	43%
Junction of Oxford Rd/Billesley Ln	15	31%
Oxford Rd/Cotton Ln junction	9	18%

General support	7	14%
Ascot Rd becoming cul-de-sac	2	4%
Additional filter needed on School Rd	2	4%

### Additional comments

The following comments were mentioned by one person each:

- Safety improvements
- Dividing the community

**Analysis of Question 2:** *If your address is on Greenhill Road between School Road and Clarence Road, or on Ashdown Road, where do you think this modal filter should be placed? Why?*

The second question was answered by a total of 30 individuals:

Comment	Number of responses	% Out of 30
General opposition	15	50%
Greenhill/Clarence junction	10	33%
General support	4	13%
Greenhill/School Rd junction	3	10%
Greenhill/Billesley junction	1	3%
Before Ashdown Close	1	3%

**Analysis of Question 3:** *If your address is on School Road between Greenhill Road and Ashfield Road, or on Birches Close, where do you think this modal filter should be placed? Why?*

The third question was answered by a total of 35 individuals:

Comment	Number of responses	% Out of 35
General opposition	13	37%
Stay where it is	8	23%
Corner of Ashfield/School/Prospect Rd	5	14%
General support	3	9%
Closest possible space to the High Street	3	9%
No entry sign instead	2	6%
Next to Blenheim Road	1	3%
One-way system would be better	1	3%
Junction with Greenhill Rd	1	3%
Speed calming needed	1	3%

**Analysis of Question 4:** *How can St Mary's Row and Wake Green Road (between Alcester Road/A435 and Yardley Wood Road) be made better for people walking, wheeling and cycling?*

The fourth question was answered by a total of 74 individuals:

Comment	Number of responses	% Out of 74
General opposition	19	26%
Segregated cycleway	18	24%
Speed calming	15	20%
Pedestrian crossings	14	19%
Cycle lanes	6	8%
Roundabouts	5	7%
Pavement widening	5	7%
Speed Cameras	4	5%
Speed Enforcement	3	4%
Traffic lights	3	4%
Improved bus shelters	3	4%
Removal of on-street parking	3	4%

### Additional comments

The following comments were mentioned by one person each:

- One side of the street for cyclists and one for walkers
- One-way system
- No right turn onto Wake Green Road
- No straight onto Belle Walk
- Pavement resurfacing
- Modal filter on Oxford Rd
- More bike storage
- Billesley Lane junction needs reviewing
- Right turns out of Oxford Road, St Agnes and Cotton lane etc are extremely difficult and dangerous.

**Analysis of Question 5:** *Is there anything else you want to tell us about the proposed design for the pink area?*

The final question was answered by a total of 89 individuals:

Comment	Number of responses	% Out of 89
General support	26	29%
General opposition	25	28%
Displacement to other roads	15	17%
Longer/harder car journeys	12	13%
Turning onto/off/across Wake Gr Rd	9	10%
Comment on Oxford Rd filter	9	10%
Prefer one way/traffic calming	8	9%
Moseley CofE	6	7%
Lack of monitoring/ evidence for scheme	5	6%
Inconsiderate of those who can't cycle/walk	5	6%
School Rd filter comments	5	6%
Negative impact on KH businesses	4	4%
Emergency services concerns	3	3%
Elmfield etc change is good	2	2%

Valentine Rd comments	<b>2</b>	<b>2%</b>
Turn at Wake Gr Rd/Salisbury Rd	<b>2</b>	<b>2%</b>
Increased cost/dfficulty of deliveries	<b>2</b>	<b>2%</b>
Lack of resilience	<b>2</b>	<b>2%</b>

### Turning onto/off/across Wake Gr Rd

- A few individuals expressed concern over a lack of access to Wake Green Road. They mentioned that road was difficult to exit and turn into from surrounding roads, and that there are increased levels of congestion and traffic.

### Moseley CofE

- Some individuals expressed concerns about Moseley CofE school, stating that the school lacks protection from Oxford Rd traffic and also exacerbates the traffic. Issues around speeding around the school were also raised. One individual mentioned a car free school street would be beneficial.

### School Rd filter comments

- 5 individuals expressed that the School Road modal filter should stay positioned where it currently is as it has had a positive impact on the area. One individual mentioned that moving this filter would funnel all the traffic from Greenhill, Elmsfield, Birches and Greenend through a set of residential roads that are not suited for this extra traffic

### Valentine Rd comments

- Valentine Rd not providing access to the High Street was highlighted as an issue, and how this may increase traffic and speeding around Kings Heath primary school

### Increased cost/difficulty of deliveries

- Elmfield Crescent resident said delivery companies are refusing to deliver to their property.

### Additional comments

The following comments were mentioned by one person each:

- Request additional filters
- Worse for peds on Wake Grn Rd
- Extend scheme
- Dislike crossing on Billesley
- Lack of resilience
- Want cycle route A435
- Comment School Rd filter
- Want parking restrictions

## Green and Cream Cell

### In person engagement event

The Green and Cream cell in-person engagement event was held on Wednesday 21 September 2022, between 4pm and 7pm at Kings Heath Community Centre. 131 people in total attended the event.

Attendees were invited to various discussion tables to provide feedback on specific questions including, traffic calming on Billesley Lane, boundary roads, St Agnes Church area, Springfield Rd and general feedback.

#### Billesley Lane:

- Concerns were raised about the effectiveness of the traffic calming measures, and the belief they won't be able to deter speeding drivers **(8)** and **(2)**
- Oxford road and Wake Green Road need traffic calming measures **(6)**
- Use of ANPR cameras **(4)**
- Springfield road also needs traffic calming measures **(4)**
- Include speed-sensitive traffic lights **(2)**
- Parking issues
- Raised speed bumps/chicanes needed

#### Crossing/junction suggestions:

- Billesley Lane/Wake Green junction is dangerous, improvements are needed **(8)**
- More pedestrian crossing points are needed on Billesley Lane **(4)**
- Traffic lights needed at Billesley Lane/Wake Green junction **(2)**

#### Boundary Roads

Yardley Wood Road	<ul style="list-style-type: none"> <li>• Traffic calming needed</li> <li>• Cycle lane needed</li> <li>• YWR/St Agnes junction is dangerous</li> <li>• Pedestrian crossings</li> </ul>
Coldbath Road	<ul style="list-style-type: none"> <li>• Traffic calming</li> <li>• Support and criticism for the one-way</li> </ul>
Wheelers Lane	<ul style="list-style-type: none"> <li>• Many use this road to bypass the High Street</li> <li>• Pedestrian crossing needed</li> </ul>
Barn Lane	<ul style="list-style-type: none"> <li>• Include a modal filter</li> </ul>

Brook Lane	<ul style="list-style-type: none"> <li>• Support and criticism for the one-way</li> </ul>
Valentine Road	<ul style="list-style-type: none"> <li>• Introduce a cycle lane</li> <li>• Remove modal filter on Valentine/Poplar as it traps people on Blenheim</li> </ul>
High Street	<ul style="list-style-type: none"> <li>• Introduce bus lanes and cycle lanes</li> <li>• Pedestrian crossings</li> </ul>
General	<ul style="list-style-type: none"> <li>• Many schools of boundary roads, unsafe pollution levels for children</li> <li>• More crossing points needed</li> <li>• Cycle infrastructure needed</li> <li>• Air pollution</li> <li>• Increased journey times</li> <li>• Unsafe boundary roads</li> <li>• Caging residents into the green area</li> </ul>

### St Agnes Church Area

St Agnes used as a cut-through	<ul style="list-style-type: none"> <li>• YWR to St Agnes is used as a cut through</li> <li>• Road safety issues</li> <li>• Chicane could be added, or prevent left turn</li> </ul>
Speeding	<ul style="list-style-type: none"> <li>• Speeding concerns particularly on Oxford Rd/St Agnes and Dyott Rd</li> </ul>
Scheme design efficiency	<ul style="list-style-type: none"> <li>• Blocking roads around the church won't have as much impact as cars don't tend to travel through Oxford Rd</li> <li>• Roundabout won't address any issues</li> </ul>
Junction suggestions	<ul style="list-style-type: none"> <li>• YWR/ St Agnes Junction should be blocked</li> <li>• Left turn into St Agnes Rd from YWR should be prevented</li> <li>• Narrowing corner of the St Agnes Rd/YWR junction will reduce speeding</li> <li>• Include modal filter on corner of St Agnes/YWR</li> </ul>
Other	<ul style="list-style-type: none"> <li>• Parking needed around St Agnes Church area</li> <li>• Wake Green Rd/YWR signals don't work well</li> <li>• Poor visibility around the west side of the church makes the one-way system dangerous for those crossing the road.</li> </ul>

### Springfield Road

Concerns	<ul style="list-style-type: none"> <li>• The road is too narrow to be considered a 'key road'</li> </ul>
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	<ul style="list-style-type: none"> <li>• The volume of traffic, high levels of air pollution and speeding are all issues</li> <li>• Lack of pavement space</li> <li>• Cycle route needed</li> <li>• Residents parking needed</li> </ul>
Traffic calming	<ul style="list-style-type: none"> <li>• Introduce one-way on south Springfield Rd</li> <li>• Narrow the aperture of south Springfield (Addison Road) to reduce vehicle speed and make pedestrian crossing safer</li> <li>• Speed humps needed South Springfield Rd</li> <li>• Modal filter needed at end of Addison Rd</li> </ul>
Proposed improvements	<ul style="list-style-type: none"> <li>• Clear marking of pedestrian crossings around the roundabout at Springfield/Billesley/Institute/Gaddesby</li> </ul>

### Additional Comments

- Re-introduce the original modal filter (version A or B)
- Remove the scheme
- ANPR cameras needed
- Railway station needed before changes are put in place
- Blocking of All Saints Rd has increased the traffic levels
- Access to Asda car park needed

### BeHeard responses

The online consultation received a total of 61 responses. All respondents were asked the same three questions. The following questions were asked:

1. **If you are a resident or run a business or organisation on Billesley Lane, please tell us what you think about this proposed traffic calming.**
2. **How can Wheelers Lane, Brook Lane and Yardley Wood Road be made better for people walking, wheeling and cycling? How can A435 High Street/Alcester Road South (between Queensbridge Road and Howard Road) be made better for people walking, wheeling and cycling?**
3. **Is there anything else you want to tell us about the proposed design for the green and cream areas?**

**Analysis of Question 1:** *If you are a resident or run a business or organisation on Billesley Lane, please tell us what you think about this proposed traffic calming.*

The first question was answered by a total of 45 individuals. All responses were analysed, and a table summarising the common themes was created. 15 main categories were

identified during this analysis, detailed in the table below, ordered from most common response to least.

<b>Comment</b>	<b>Number of responses</b>	<b>% Out of 45</b>
Traffic calming needed	<b>23</b>	<b>51%</b>
Billesley Ln issues	<b>14</b>	<b>31%</b>
Speeding issues- measures/enforcement needed	<b>13</b>	<b>29%</b>
General support	<b>12</b>	<b>27%</b>
General opposition	<b>10</b>	<b>22%</b>
Oxford Rd/Wakegreen dangerous/accident prone	<b>8</b>	<b>18%</b>
Traffic calming (chicanes) won't work	<b>7</b>	<b>16%</b>
Pollution	<b>4</b>	<b>9%</b>
Pedestrian crossings needed	<b>4</b>	<b>9%</b>
Journey times have increased	<b>3</b>	<b>7%</b>
No traffic calming needed on Billesley Ln	<b>3</b>	<b>7%</b>
Against cycle lane on Coldbath Rd	<b>2</b>	<b>4%</b>
Road signs needed	<b>2</b>	<b>4%</b>
Oxford Rd/Billesley congestion	<b>2</b>	<b>4%</b>
Close Billesley Ln/half of it	<b>2</b>	<b>4%</b>

#### **Billesley Lane issues:**

- Some residents mentioned that Billesley Lane should not be a main road and has worsened since the proposals. One resident mentioned that the double bend and adverse camber in the middle of BL is dangerous and accident prone. Many individuals expressed that traffic calming is needed on this road.

#### **Oxford Rd/Wake Green dangerous/accident prone:**

- Many individuals expressed that traffic calming measures are needed between Oxford Rd and Wake Green Road as this is a dangerous/accident prone area. Some of these individuals felt these roads have been overlooked.

#### **Traffic calming (chicanes) won't work:**

- Some residents expressed concerns over the chicanes and their effectiveness at traffic calming. One individual mentioned that speed tables would be preferable.

#### **Pedestrian crossings needed:**

- Billesley lane and Wake Green Road were mentioned as needing crossings

#### **Additional comments**

The following comments were mentioned by one person each:

- Swanhurst school traffic issues on Billesley Ln
- Move pedestrian crossing to YWR
- Traffic calming proposals are good

- MF between St Agnes/YWR

**Analysis of Question 2:** *How can Wheelers Lane, Brook Lane and Yardley Wood Road be made better for people walking, wheeling and cycling? How can A435 High Street/Alcester Road South (between Queensbridge Road and Howard Road) be made better for people walking, wheeling and cycling?*

The second question was answered by a total of 42 individuals:

Comment	Number of responses	% Out of 42
General opposition	14	33%
Cycle lanes needed	11	26%
Traffic calming	11	26%
Pedestrian crossings	6	14%
Speed cameras/enforcement	6	14%
Traffic displacement	3	7%
Pavement widening	2	5%
General support	2	5%

**Additional comments:**

- HGVs on YWR
- Springfield Road South shouldn't be a key road
- MF between YWR and St Agnes Road would be good
- Brook Ln pavement widening + cleaning needed
- One-way system would be better
- Clear up pavements
- Barriers between pavement and road

**Analysis of Question 3:** *Is there anything else you want to tell us about the proposed design for the green and cream areas?*

The third questions was answered by a total of 54 individuals:

Comment	Number of responses	% Out of 54
General opposition	22	41%
Journey times have increased	9	17%
General support	8	15%
Pollution	8	15%
Speed calming	8	15%
Only benefits some people/roads	7	13%
Modal filter/barrier needed between St Agnes Road/YWR	7	13%
Cut off from Kings Heath High Street	7	13%
Traffic calming	6	11%
BL needs traffic calming	4	7%
St Agnes church one-way route issues	4	7%
Concerned for elderly/disabled	4	7%
Billesley Lane issues	3	6%

Remove the modal filters	<b>3</b>	<b>6%</b>
One-way systems	<b>3</b>	<b>6%</b>
Emergency services	<b>3</b>	<b>6%</b>
Concerns on Institute/Melton MF	<b>2</b>	<b>4%</b>
MF Greenhill Rd should be on School Rd side of Ashdown	<b>2</b>	<b>4%</b>
Secure cycle parking	<b>2</b>	<b>4%</b>

### **Cut off from Kings Heath High Street**

- Some individuals expressed that the green and cream cell has been cut off from the Kings Heath High Street as access to it is now more difficult and time consuming.

### **St Agnes church one-way route issues**

- The St Agnes Church one way route doesn't prevent traffic from using Oxford Road, St Agnes, and Dyott Road as a cut through to circumnavigate the Wakegreen/Yardley Wood traffic lights. A couple of individuals mentioned that Dyott Rd traffic will increase. One individual mentioned that a roundabout and paved area at the church will not reduce traffic and speeding.

### **Billesley Lane issues**

- Congestion will increase on Billesley Lane as it is the main route out of the green/cream cell.

### **Concerns on Institute/Melton MF**

- Concerns raised over how the modal filter will work. One individual said that Institute Road/Melton Road Junction needs either to be blocked off from High Street traffic or become one way.

### **Additional comments:**

- Addison Road bus gate should be moved
- Public transport improvements needed
- Wants to turn left towards BL from Ashdown Close
- Belle Walk/BL cut through needs addressing
- Pedestrian crossings needed
- Don't add a MF between St Agnes Rd/YWR
- Where would Coldbath Rd residents park?
- Road signage needed
- Disagree with Oxford Rd closure
- Scheme negatively impacts schools