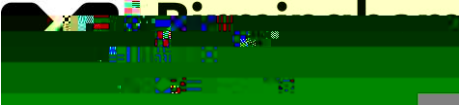


## **Kings Heath and Moseley Places for People FAQs alongside Cabinet report November 2023**

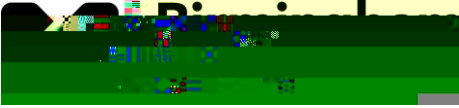
### **What are the roles and responsibilities in this project?**

#### **Government**

The initial funding for phase 1 and for some of phase 2 came from the Government's (Emergency) Active Travel Fund. This funding comes with conditions about how it may be spent, when it must be spent and with a level of scrutiny from [Active Travel](#)

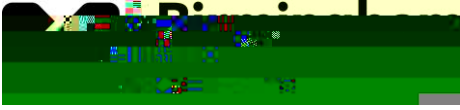


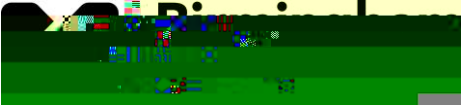
Approving schemes such as this would normally be done by the Cabinet Member. However, in the



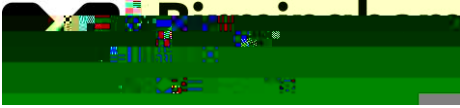
**If the report is approved:**

If the Cabinet Report is approved





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## **Are the benefits of the scheme distributed evenly? Do people on boundary roads get less benefit?**

One quarter of households in the Places for People area do not have access to a car, and this goes up to one third in the wider Kings Heath and Moseley area. Giving people low cost or free travel options (i.e., active travel) can benefit those without access to a car (noting that this may be because of choice, not just because they cannot afford it), and help those with a car to use it less; therefore, saving money. In addition, a network of inviting active travel options benefits not only those people living on a quieter street, but also anyone using active travel to or through the area.

In terms of the impacts on the wider area and the boundary roads, this was a key consideration in developing the extended scheme and resulted in design changes such as 20mph limits and traffic calming.

Ultimately, the scheme achieving its aims of people driving less will be to everyone's benefit.

An equalities analysis has been carried out for the scheme and has only found neutral or positive impacts against the protected characteristics covered by the Equalities Act 2010.

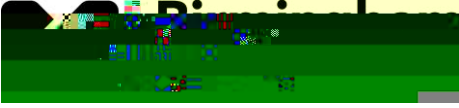
## **Is there compensation for people living on boundary roads?**

No compensation is available, as is usual practise for schemes of this type.

A key goal of the project is to reduce the number of motor vehicles travelling in the area, particularly by making it easier to walk and cycle for shorter journeys. With the implementation of the proposed measures, it is possible that there will be some initial displacement to roads bounding the Places for People scheme area, but it is expected that people's behaviour will change as a result of the measures, and other local transport improvements. One of the specific objectives of the Kings Heath and Moseley Places for People scheme is that congestion is neutral on boundary roads, meaning that, over time, it returns to similar levels to before the scheme was implemented, adjusting for general traffic trends where appropriate. This will be monitored with ongoing traffic counts.

There is an interesting analysis of traffic 'evaporation' versus 'displacement' in similar schemes in the report [LTNs for all?](#), published in November 2020 by climate change charity [Possible](#) (pages 19-23, beginning with the section headed 'Limits of LTNs'). This report references evidence of 'traffic evaporation' in 70 road space reallocation schemes in 11 different countries where space for cars was removed (and often reallocated to other modes) and follows a case study of a Low Traffic Neighbourhood in Waltham Forest, concluding that "looking at broader London trends [...] wider factors have more impact than LTNs on levels of motor traffic on the boundary roads".

Additionally, [Transport for London](#)



- A reduction in air pollution across the 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.

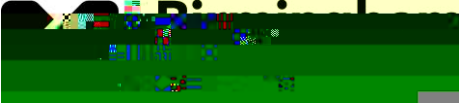
Specific objectives for the Kings Heath and Moseley Places for People scheme are:

- Motor traffic reduces within project area
- Congestion is neutral on boundary roads
- Motor vehicle mode share decreases
- Walking mode share increases
- Cycling mode share increases
- Air quality does not deteriorate across the project area
- People within the project area are satisfied with the scheme over time
- People moving through the project area are satisfied with the scheme over time
- Business owners/ managers across the project area are satisfied with the scheme over time.

In addition, the project contributes to several policy objectives set out in the Birmingham Transport Plan, the Council Financial Plan, the West Midlands Strategic Transport Plan, and the national Transport Decarbonisation Plan. More information about these strategic objectives can be found in section B1 of the Outline Business Case.

### **How are you monitoring whether the project achieves its aims and objectives?**

The timescales in which schemes were required to be delivered, coupled with the various COVID-19 related restrictions that were in place immediately prior to scheme implementation, restricted the ability to commission specific baseline surveys for the scheme. This has been an ongoing point of contention within the local community. We have been carrying out air quality monitoring (NOx) which indicates that air quality throughout the area is well within legal limits. We have also carried out three rounds of traffic data collection at a range of locations throughout the scheme area since Tranche 1 was introduced, which will allow us to better understand

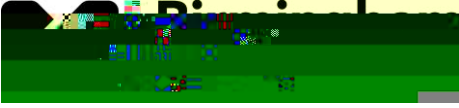


The last three years have been extremely challenging for businesses, especially small and local businesses and those in Kings Heath and Moseley are no exception. Changes to business operation come from a range of factors, including COVID, the ongoing shift to online shopping, increases in the cost of living and general economic instability. It is therefore difficult to measure any impact on businesses arising from the Places for People project alone, other than by comparison with other areas where such changes to road layouts have not taken place.

We do not have access to data on turnover of businesses, but information is available on shop vacancy rates from a survey by [Springboard](#) and the Kings Heath BID. In October 2022, vacancy rates were:

- 3.1% of units vacant in the Kings Heath BID area





and as such the Council has not approved or endorsed these route changes in any way. We understand that residents have concerns about the suitability of some of the proposed roads for bus services and will make this representation to TfWM. However, given the low frequency (a total of three buses per hour Monday to Saturday and one bus per hour on Sunday) and one way running, the Council would not be looking to make any representation to the Traffic Commissioner (who approves bus service registrations) in this instance.