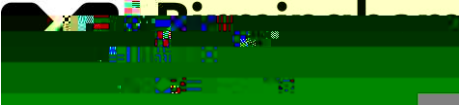


Kings Heath and Moseley Places for People FAQs alongside Cabinet report November 2023

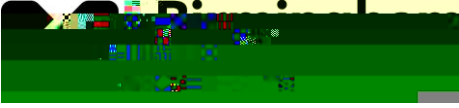
What are the roles and responsibilities in this project?

Government

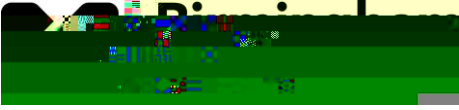
The initial funding for phase 1 and for some of phase 2 came from the Government's (Emergency) Active Travel Fund. This funding comes with conditions about how it may be spent, when it must be spent and with a level of scrutiny from [Active Travel](#)

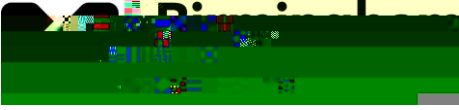


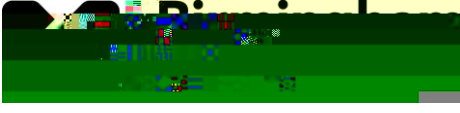
Approving schemes such as this would normally be done by the Cabinet Member. However, in the



If the report is approved:
If the Cabinet Report is approved

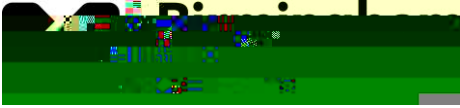






Are the benefits of the scheme distributed evenly? Do people on boundary roads get less benefit?

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



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

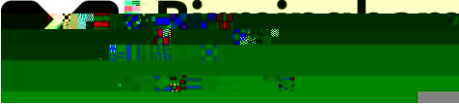
People moving through the project area are satisfied with the scheme over time

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?

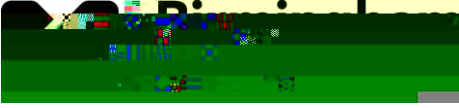
The timescales in which schemes were required to be delivered, coupled with the various COVID-19 related restrictions that were in place immediately prior to scheme implementation, restricted the ability to commission specific baseline surveys for the scheme. This has been an ongoing point of contention 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.