

MOSELEY FORUM

QUESTIONS TO WMRE

	NAME	TOPIC	QUESTION	ANSWERS (21/11/23)
1	Tom Russell	Planning Conditions	When will details be submitted to the planners regarding the intended materials?	These submissions will be made following the interdisciplinary check on the design which is currently planned for mid-December 2023. So when?
2		Programme	What is the revised detailed programme and when can we realistically expect to have trains running and when will we be able to catch a train from Moseley Village?	As per our current programme the completion date is Dec 24. We are continually looking to improve on time through increased railway access with Network Rail wherever possible.
3		Ownership/Management	Once completed who will have overall ownership of and manage the station and concourse?	Once complete, the station will be owned & managed by West Midlands Trains.
4		Chords	Andy Street noted that the chords would mean trains going into Moor Street. Is there any likelihood of this occurring in the next 10 years?	This is part of the Midlands Rail Hub project, which is outside of our scope; the Outline Business Case for Midlands Rail Hub West / Central has been approved to progress to Full Business Case by DfT (starting spring 2024) subject to a formal "Decision to Develop".
5		Pineapple Road	Andy Street also mentioned the possibility of trains going beyond Pineapple Road and Kings Norton. Again, Is there any likelihood of this occurring in the next 10 years?	The Camp Hill Line services will run from New Street to Kings Norton via the 3 new stations. Running trains further south is not currently planned, although the new platform at Kings Norton doesn't actively prevent this. Extending the train paths would be subject to capacity analysis and business case development by the DfT.

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6		Diversions	When will local residents be consulted with regards to the diversions required to complete the works to the highway?	Currently the design is not finalised due to outputs of the road safety audit process. Once designs are agreed, traffic management plans will be produced and submitted to Birmingham City Council. So when?
7		Landscaping	The drawings indicate large areas of 'soft landscaping' to the embankments of the cutting. As these have been sprayed with concrete after the soil nailing how is this going to be achieved?	The 'soft landscaping' refers to the areas above the sprayed concrete which will be left untouched with existing vegetation in place.
8		Forecourt	Will there be accessible points for water and electricity for use by FoMVS?	We are looking at the option of installing water butts. This provision will need to be designed into the scheme. We will provide a further update in due course. The provision of electric outlets has been considered but will not be possible to include, as this would require significant redesign and maintenance. See 33.2 below
9		Forecourt	Heritage boards and finger posts are indicated on the drawings but can we have more detail. Who will be responsible for the content on the heritage boards and are the finger posts digital.	See later slide on opportunities to engage with this.
10			What is the boundary treatment to the North Eastern side of the forecourt between the two raised walkways?	The area between the two raised walkways will be fenced along the boundary to prevent public access towards the crown of the tunnel. The fence will consist of 1.2m high vertical steel bars with horizontal flats. To be double checked

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11	Tom Russell	S278 Highway Works	How will access to St Mary's Church be maintained	Design development is ongoing, which will impact on traffic management outcomes. This means that we are unable to provide meaningful responses at this stage as they may be subject to change. So when will it be finalised?
12			How will access to 61-67 St Marys Row be maintained	
13			How will access to M&S for deliveries be maintained	This is unaffected
14			The junction of the slip road noted above is in conflict with the toucan crossing. Will it be safe? Will it involve removing a section of the bank?	Design development is ongoing, which will impact on traffic management outcomes. This means that we are unable to provide meaningful responses at this stage as they may be subject to change. So when will it be fully designed?
15			Are all the pavements either side of the crossings to be designed as shared spaces?	
16			Where will the bus stop go?	
17			If Option 2 is adopted where will the No.1 and 41 buses go?	
18	Tom Russell	S278 Highway Works	More info is required regarding the diversion routes for both options.	
19			Is the suggestion that the roundel becomes a mini roundabout seriously being considered, if so, why?	
20	Tom Russell	S278 Highway Works	Are WMRE liaising on plans for closure with BCC to understand what impact Phase 2 of LTN will have on these plans.	
21	Steve Halliday	Timescale	How long will Option 2 take?	

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22	Trevor Hocking	Roundel/Mini roundabout	Has the centre of the roundel/mini roundabout moved? Can we have a drawing indicating the original p/a layout overlaid with the latest 'technical' drawing?	Design development is ongoing, which will impact on traffic management outcomes. This means that we are unable to provide meaningful responses at this stage as they may be subject to change. So when will it be fully designed?
23	Sarah Jeffrey	Traffic	Will the diversionary routes be advertised in advance of their implementation?	

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24	Barbara Norden	Traffic	I'd like to know whether any of the diversion planning includes Church Road, Woodbridge/Forest Road, Anderton Park Road, Sandford Road, and/or Mayfield Road, and how it is thought to be affecting the traffic.	Design development is ongoing, which will impact on traffic management outcomes. This means that we are unable to provide meaningful responses at this stage as they may be subject to change. So when will it be fully designed?
25	Danielle Oum & Simon Doble	Boundaries	<p>My house backs onto the new station and I have been told there will be a fence erected on the perimeter of my property and the siding, to reduce noise pollution and provide security.</p> <p>However, communication from the station project team has unclear regarding timescales, and as you will appreciate the building work is already quite intrusive. So my question is when will this fence be erected?</p>	<p>We have written direct to Danielle & Simon regarding this as an enquiry was received via email.</p> <p>There will be permanent NR boundary fencing which will be erected towards the end of the construction. A meeting is scheduled with the residents on the 24th of Jan to discuss the boundary fencing.</p>
26	John Parkinson	Surrounding Infrastructure	Will we still be able to park cars outside the Co-op, Maison Mayci etc. on Alcester Road in Moseley Village, or will this part be all cycle tracks and non-pedestrianised?	<p>This location is outside of the station remit so & as such we cannot comment on plans in this area. The current status will still apply.</p> <p>PA Conditions 21 & 22 relate</p>
27	Emma Bowen	Surrounding Infrastructure	Please what is the proposal for residents only parking bays/permits on the nearby roads? It is already extremely difficult to park for those that live here due to people wanting to avoid using the pay and display car park.	<p>This is something that will need to be picked up with BCC as this isn't within WMCA/ TfWM remit.</p> <p>PA Conditions 21 & 22 relate</p>

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28	Becky Greenhill	Surrounding Infrastructure	Can we please also have same information about any potential works impacting vehicle/pedestrian flow on A435 at Kings Heath, diversions, duration etc.	Design development is ongoing, which will impact on traffic management outcomes. This means that we are unable to provide meaningful responses at this stage as they may be subject to change
29	Esther Boyd	Stops, Trains & Frequency	<ol style="list-style-type: none"> 1. Will trains go from Moseley to Moor Street or New Street? 2. And after Kings Heath to which stations? 3. How frequent will trains be? 	<ol style="list-style-type: none"> 1. Trains will go to New Street. 2. The trains start at New Street, travel to Moseley Village, Kings Heath, Pineapple Road and terminate at Kings Norton. The train then turns back for the return journey to New Street. 3. The service planned is 2 trains per hour.
30	Colin Nimmo	Rolling Stock	<p>What are the chances of the new line starting with rolling stock that is not 20th Century in concept?</p> <p>Is there any possibility that, in the future, there could be new rolling stock powered by 21st Century technology such as hybrid engines or Hydrogen to enable it to operate with a more efficient and clean energy source and hence contribute to the net zero scenario?</p>	<p>The rolling stock which will start with the line opening will be diesel.</p> <p>As discussed at the last forum meeting, any future plans with regards to new rolling stock rests with the DfT's plan for rolling stock upgrade.</p>

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31		Highway interface	<ol style="list-style-type: none"> 1. Are the pedestrian crossings still raised from road surface level? 2. There was some concern the pedestrian crossings did not marry with pedestrian desire lines, has this been considered in the design? 3. Will there be any pedestrian lights on the crossings. Are the current pedestrian crossing lights being retained on the St Mary's crossing? 	1 – 3 Design team to confirm ASAP.
			<ol style="list-style-type: none"> 4. Please clarify the surface treatment for the roundel – will this be raised or flush with the road? 	<ol style="list-style-type: none"> 4. Will be flush with the road. <p>Noted as being a painted finish but alternative material to be considered</p>
			<ol style="list-style-type: none"> 5. There was some concern that the design of the highway junction focused on the needs of cars. Please can you confirm that all road users (cars, cyclists, walking, wheeling) have been considered in the development of the design. 	<ol style="list-style-type: none"> 5. All road users have been considered & that is the reason why the give way markers have been included particularly for cyclists, wheeling & pedestrian safety.

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31		Highway interface	6. As a community forum we can help you to understand the impact of the highway works at both Kings Heath and Moseley Stations – we know our neighbourhood. As plans are progressed are we able to have an input? If not, when do you propose to have information available about the diversions (and times) necessary?	6. No answer given
31		Highway interface	7. You have mentioned cycle facilities at the station – is the station project able to influence and/or provide cycle lane access up St Mary’s Row, linked to the cycle lanes proposed on Alcester Road?	7. This is being progressed by BCC but the project team is working with the WMCA cycling commissioner to work with BCC to progress this.
			8. Is highway lighting part of the design remit at this location?	8. Yes, highway lighting is part of the design remit at Moseley.
32		Delivery programme	1. Please can we have a programme of works at the station through to entry into service? 2. Will the community be able to catch a train from Moseley Station by the end of 2024? 3. Are Network Rail and other stakeholders on board for entry into service by the end of 2024?	1. High level programme included in pack shared in Nov 23. 2. Entry into service is planned for end of 2024 3. As above. 1. See Q2 2. See Q2

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33		Station design	<ol style="list-style-type: none"> 1. Is a blue brick facing proposed for the sprayed concrete cutting? 2. Following feedback from the meeting, please can you revisit the decision to bring water and electricity for metered community and future retail opportunities in the forecourt area. Water butts are unlikely to provide sufficient water for trees in planters which require a significant amount; a lack of electricity limits the opportunities for community/Friends of Moseley Station/retail use of the forecourt facility. 3. Please can you provide information on how the station is being designed to be 'accessible'. Is there potential for a blue badge drop off area, allowing more time for blue badge users to get in and out of a vehicle. 	<ol style="list-style-type: none"> 1. No – this is not part of the current remit To be checked 2. We discussed this & we are preparing to include this into the design. Current plan is to liaise with BCC & Farmers' market team to see how any agreement for utilities has been set up with a view to replicate the same for the station. 3. There is a pull-in area within the drop off at Moseley for blue badge holders. See Q8
33		Station design	<ol style="list-style-type: none"> 4. Neighbouring residents have asked when the acoustic fencing is being installed; this was promised prior to any works being undertaken at this location. 	<p>As per response to query from Simon & Danielle.</p> <p>1. As per Q25</p>

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34		Rolling Stock	<ol style="list-style-type: none"> 1. There was a question about whether the Camp Hill line might be a good test location for innovation in rail such as hydrogen trains. Is this something that could be put forward? 2. Please confirm whether the trains operating will be 2 or 4 cars? 3. There are a significant number of cyclists in Moseley, will there be an opportunity to bring bicycles on trains running on the Camp Hill Line for onward travel? 	<ol style="list-style-type: none"> 1. Not in plans as per DfT. 2. 4 car trains 3. WMT to confirm if bikes are allowed on the trains. Currently we do not believe that they are allowed. <p>1. As per Q30</p>

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36	Tom Russell	TRO's etc	Conditions 21 & 22 of the planning approval require the developers to monitor the existing and any changes brought about to the parking in local streets. Has that survey work already been carried out and what kind of changes are expected and will it take account of the LTN work to be completed this year?	Q26 relates.