

**MOSELEY & KINGS HEATH COMMUNITY PARTNERSHIP MEETING**  
**WENESDAY 24 JANUARY 2018 AT 7PM AT KINGS HEATH PRIMARY SCHOOL,**  
**VALENTINE ROAD B14 7AJ**

**Present:** - Councillor Lisa Trickett & Councillor Martin Straker Welds

Phil Edwards, Assistant Director, Transportation

Gill Brook, Senior Transportation Officer – Transportation Behaviour Change

David Clayfield, Senior Consultant, Transportation

Kay Thomas, Community Governance Manager

There were over 100 local residents in attendance at the meeting.

1. **Welcome & Recap from Last Meeting** – Councillor Trickett welcomed all to the meeting, set out some guidelines for the format of the meeting and outlined the history of the issues affecting School Road and surrounding roads. Concerned residents had filmed the problems for a week and called for action to be taken.

Councillor Trickett stressed that ‘doing nothing’ was not an option and the main priority was children’s safety. Options had been produced based on resident request for action but views would be heard and more evidence gathered. It was stressed that a decision would not be made at the meeting and more formal consultation would be undertaken before any measures were implemented.

Comments were made regarding a possible trial of agreed measures and it was queried whether this could still go ahead. Councillor Trickett said the options had been based on comments made at the previous meeting and professional judgement. Time had to be allowed for other roads affected to be part of the consultation and in view of the pre-election period full engagement needed to take place before further consultation.

2. **Options for Discussion**

David Clayfield went thorough, in some detail, each of the options.

Residents made the following general comments;

- One way systems would increase traffic speed
- Parked cars reduced the speed of vehicles
- What type of modelling had been undertaken to result in the options presented? Residents felt that they did not have sufficient information to make an informed decision – some data was needed.
- Stopping traffic on Valentine Road would create congestion elsewhere
- Residents on roads made one way would be inconvenienced

- Poplar Road was already congested and cars parked on the pavement, especially during the evening
- All options had a negative impact on Ashfield Road
- A trial of the option chosen would help people change behaviours/routes and would be helpful

Councillor Trickett acknowledged the concerns raised and stated she was clear that further rat-runs should not be created and that Cambridge Road should not take all of the traffic.

Residents then made the following comments on the specific options;

#### Option 1

- The one direction travel was queried and it was thought better to choose a block and make it one way
- There was no detailed analysis so there was no evidence for this option.
- Option 1 did not give consideration to how people moved - the emphasis was on cars. Option 5a/5b was considered the best option
- On all options traffic was sent a certain way along School Road – why?
- There were concerns this option would create a rat-run along Ashfield Road which was very narrow and therefore could create serious problems.
- Any one way street would require traffic calming to reduce speed
- Cars already travelled at speed along Grove Avenue and a road closure would exacerbate that issue
- Greenhill Road – to have a one way road crossing this road was considered dangerous due to the speed of the traffic.
- The main aim appeared to be to take traffic through from Kings Heath to Moseley – if this was the case a simpler more direct method must be available without the need for so many one-way routes.
- The traffic around the Moseley triangle travelled fast and this option would encourage greater speed which would make it more dangerous for traffic pulling out of Prospect Road onto a blind junction
- Traffic management was essential to this option to manage traffic using Ashfield Road

#### Option 2

- Concern regarding the displacement of traffic onto Poplar Road, especially as children walked that route to Queensbridge School. Valentine & Poplar Roads could not take more traffic.
- Would a cycle route be included?

#### Option 3

- This option would encourage more pavement parking and the one way route would increase car speed

- Traffic calming was ineffective and costly
- Request made for double yellow lines on one side of the road along all one way routes
- School Road narrowed in part and if this was made one way and cyclists were able to travel in the opposite direction there was a safety issue
- Traffic would be forced along Woodbridge Road and Poplar Road that already had parking and speeding problems
- There were too many pedestrian crossings along the High Street so traffic took alternative rat run routes to avoid
- If Valentine Road was closed to south bound traffic, motorists would decide further back to take alternative routes.

#### Option 4

- Parking restrictions would be welcomed if enforced but if not they would be ignored
- There were currently often gaps in the parked vehicles but traffic still managed to speed, therefore creating gaps would not improve matters
- Schools needed to be involved and encourage families to walk to school.
- Traffic calming had been installed on Billesley Lane but had not helped.
- This option should be rejected as it was reliant on driver behaviour – cars moved in convoy and did not utilise the gaps currently.
- This option solved the problem without creating other problems. Cars currently parked on the inside bend obscuring the view so if bays were drawn on the outside arc this would improve the line of sight. This option could easily be trialled with the use of cones
- If measures implemented forced reasonable driver behaviour this would solve the problem
- Restricting cyclists would discourage cycling & road humps were particularly dangerous for cyclists.
- It was hoped a traffic survey had been undertaken on the part of School Road where people had expressed their concerns. Request made for the survey to be circulated.
- Driver behaviour was the main issue and the lack of enforcement
- If cars were encouraged to park on the opposite side of School Road a blind spot would be created for cars coming from Blenheim Road

#### Option 5a

- This option was strongly supported by a number of residents present at the meeting as a way of addressing the volume of traffic/traffic flow from Moseley to Kings Heath.

- Some Greenhill Road residents acknowledged that this option would cause them inconvenience but said they would support in view of the reduction in traffic it would cause.
- This option would enable children to walk safely along School Road
- Concern re the possible increase in traffic along Cambridge Road
- This option would cause traffic to travel along Greenhill, Blenheim & Prospect Roads and then back into School Road to continue a journey
- Concern regarding emergency vehicle access to School Road if blocked off
- Concerns about 'knock on' effect and creation of rat runs

### **3. Review – What to take Forward?**

Officers made the following responses;

- Modelling had not been necessary at this point as closure of a road would send traffic in a particular direction and that could be worked out.
- Comments regarding increased traffic levels and parking on Poplar Road, especially in the evening were acknowledged
- A trial of the preferred option could be considered but it would depend on the outcome of the meeting and a broad consensus being reached.
- Traffic calming could be used in conjunction with the options, subject to consultation
- Cotton Lane on option 1 had been made one way at the narrower part
- Options 5a and 5b had a similar effect but 5a was the simpler option (maps of 5a & 5b to be circulated to the group)

### **4. Summing Up and Next Steps**

Councillor Trickett said having listened to the comments it was clear that whatever option was chosen the following should be taken into consideration;

- Ensure more rat runs were not created
- Ensure Cambridge Road did not take all of the traffic
- Note concerns regarding Poplar Road (especially in the evening when people were visiting restaurants etc) and Ashfield Road
- Note concerns regarding one way routes encouraging speeding
- Consider driver behaviour and that parking on pavements was not ok
- This issue was being considered in tandem with the work on Kings Heath High Street in connection with parking & air quality and would in the future also lead to solutions around schools eg no drop off zones, walking buses etc being developed.

Councillor Trickett confirmed that a decision *was not* being taken at this meeting but that comments would be collated and reviewed. Officers would then undertake further modelling and come up with most preferred option for further consultation.

To aid this process Councillor Trickett requested residents to indicate on the forms circulated, their preferred option or send by email to [kay.thomas@birmingham.gov.uk](mailto:kay.thomas@birmingham.gov.uk)

At this stage based on comments made during the meeting Option 5a appeared to be the preferred option.

Councillor Trickett thanked residents for attending the meeting and for the many comments voiced.

Meeting ended at 8.30pm