

	BOURNVILLE WARD COMMITTEE	
	9 DECEMBER 2015 AT 6.30PM AT STIRCHLEY BATHS, BOURNVILLE LANE	
	ACTION NOTES	
In Attendance	<p>Councillor Timothy Huxtable, Chairman</p> <p>Dave Cross, Station Commander, WMFS Ron Webb, Place Manager Sue Brookin, Safer Neighbourhoods Partnership Manager Liz Jesper, Development Planning Manager Jas Chahal, Infrastructure Projects Phil Edwards, Head of Growth & Transport Kay Thomas, Community Governance Manager</p> <p>4 residents also attended</p>	
Apologies	Councillors Rob Sealy and Phil Walkling	
Agenda Item		Action
1.	<u>Notice of Recording</u>	Noted
2.	<u>Action Notes from Last Meeting</u>	Noted
3.	<u>Petitions</u>	None Submitted
4.	<u>Police Matters</u> – Update from Sergeant Crawley read out by the Chairman.	Noted
5.	<u>Fire Matters</u> – Station Commander Dave Cross provided an update; number of dwelling fires had increased by one injury. An increase in the number of RTS's was a cause for concern so WMFS was working with the Police.	
6.	<u>Proposed Starchley Developments</u> <p>a) <u>Lidl</u> – Planning application (2015/08699/PA) submitted for re-development of Fitness First/ Starchley Bowl, still under consideration. Number of objections raised, including proximity to houses. The Chair asked for clarification on land ownership.</p> <p>b) <u>Revelan Site, Fordhouse Lane</u> – pre-application enquiry made & CBRE had undertaken some public consultation. There were outline plans for approximately 100 dwellings although Starchley Draft SDP recommended mixed use therefore developer would have to demonstrate that there was no</p>	

	<p>prospect of the land being used for employment/industrial purposes. Informal discussions with developer as would be looking for affordable housing on the site.</p> <p>c) <u>1650 Pershore Road</u> - Approval at Planning Committee 26 November for demolition and erection of 28 dwellings – all affordable housing.</p> <p>d) <u>The Lifford Curve</u> – application had been approved in June</p> <p>e) <u>Stirchley Draft SPD</u> – comments from consultation received, being reviewed and changes in light of comments being finalized. Document also to be updated to include recent planning consents eg 1650 Pershore Road & Lifford Curve. Query regarding maintenance of public open space – advised usually try to invest in existing open spaces and seek 15 year maintenance costs.</p>	
7.	<p><u>Local Sustainable Transport Fund</u></p> <p>Update provided on current position in relation to Cotteridge Centre. The works had increased space for pedestrians and the measures introduced had resulted from consultations. Two thirds of respondents had been in support. Traffic build up near the double islands on Pershore Road had been created by the pedestrian crossings at peak times but this had been sorted by giving more time to traffic on green lights. The yellow boxes had been re-painted. Monitoring would continue into 2016.</p> <p>The Chairman said that he had received negative comments re the works in Cotteridge causing increased journey times including from bus drivers and WMFS. Dave Cross said that Kings Norton Fire Station crews had found congestion worse since the introduction of the LSTF which impacted on their journey times and there had been a worse impact on ambulances. He asked for the Cotteridge LSTF to be reviewed.</p> <p>Residents made the following comments;</p> <ul style="list-style-type: none"> • Concern regarding congestion on Middleton Hall Road and through Cotteridge. Air pollution appeared worse since the introduction of the LSTF. • The yellow boxes were not kept clear, especially by the Fire Station • Rat runs were being created along Northfield Road and Selly Oak Road. • The measures did not enhance cycling along the Pershore Road • The change had stopped rat running along Ribblesdale Road – there were positives in Stirchley but none in Cotteridge • Widening the road where there were pinch points at Lifford Lane bridge and at the HRC would ease congestion 	

	<ul style="list-style-type: none"> • Better road speed signs were needed along Middleton Hall Road <p>The Chairman considered the scheme needed to be revisited as a considerable sum of money had been spent but the traffic situation had been made worse and it would not encourage a shift to bus use as bus journey times were being increased due to congestion.</p>	
8.	<p><u>Local Area Safety Scheme</u></p> <p>a) <u>Cotteridge JI School</u></p> <p>It was noted that traffic could travel above 20mph outside the school but elsewhere in the area the limit was lower. The Chairman said that he had suggested that the LSTF and road safety schemes be joined up so that a 20mph limit could be included outside the school as had been the case outside Bournville Secondary School. Dave Cross endorsed the inclusion of a 20mph limit outside Cotteridge JI School.</p> <p>The Chairman requested that the speed limit outside Cotteridge JI be revisited and Phil Edwards gave an undertaking that the 2 limits would be joined up and lessons learnt re communication would be taken on board for future schemes.</p> <p>b) <u>Vehicle Accidents along Linden and Selly Oak Roads</u></p> <p>Dave Cross spoke as the lead on road safety reduction and said that car accidents were increasing. While many involved local people with Cadbury World attracting so many visitors the message needed to be sent to all.</p> <p>Phil Edwards made the following comments;</p> <ul style="list-style-type: none"> • Driver error accidents/speeding could not be mitigated • Measures could be taken around junctions • There was no accident pattern • Roads could be blocked off • Build outs could be incorporated into the road • Traffic calming could be introduced where there was a series of accidents - working with the police on damage only accidents – • Residents only parking schemes could also be considered • Residents suggestions were welcome <p>The following suggestions/comments were made by residents;</p> <ul style="list-style-type: none"> • Linden Road/Bournville Lane junction required safety measures – eg traffic lights • Traffic lights at above junction not favoured and junction better left as it is • Concern re loss of school crossing wardens • Motorists avoided the Linden Road/Bournville Lane junction for safety reasons therefore improvements were 	

	<p>needed.</p> <ul style="list-style-type: none"> • There were numerous damage only accidents involving guard rails/street furniture around Bournville Village Green and there was a nursery located in the area • Installation of a ramp at Kings Norton Station off Station Road • Cars double parking along Middleton Hall Road & Northfield Road creating difficulties – Chairman said action needed to be taken as this was a problem created by rail commuters although park and ride was operated from Kings Norton Station. • Cycling – Chair said more joined up approach needed and all suggestions, walkabout findings needed to be considered together so that there was no displacement. More thought for permeability for cyclists rather than motorists. Improve cycling across Cotteridge Park, crossings and signage. Push Bikes would welcome involvement • Sue Brookin undertook to raise accident concerns at CSP 	
10.	<p><u>Local Issues</u></p> <p>a) <u>School Crossings</u> In response to concerns raised Chairman advised consideration being given to removal at low priority sites and financing through schools for other sites.</p> <p>b) <u>Place Action Plan</u> Place Manager explained role and remit and advised of the availability of the Place Action Plan for information and feedback</p> <p>c) <u>Refuse Collections</u> The Chairman undertook to take up issue of missed collections and wheelie bins not being returned to point of collection.</p>	Chairman
11.	<u>Authority to Act</u>	Agreed

Meeting ended 8.30pm