

**EDGBASTON WARD MEETING**

**Wednesday 12<sup>th</sup> February 2020**

**7.00pm – 9.00pm**

**EDGBASTON COMMUNITY CENTRE, 40 WOODVIEW DRIVE**

**B15 2HU**

<b>COUNCILLORS: DEIRDRE ALDEN AND MATT BENNETT</b>	<b>NOs OF ATTENDEES: Approx. 40</b>
<b>OFFICERS IN ATTENDANCE:</b> Marie Brown – Local Engineer, BCC Ken Brown - Neighbourhood Development & Support Officer, BCC Mel Coton – Public Health Officer, BCC Beverly Edmead, Community Governance Team Peter Edwards & Aftab Khan – Clean Air Zone Team, BCC David Horner – Public Liaison Officer, Tarmac	
<b>MATTERS DISCUSSED AT THE MEETING:</b>	
<u><b>CLlr Deirdre Alden in the Chair</b></u>  <b>1. Notice of Recording</b> Residents were reminded that members of the press/public could record or take photographs of the meeting.  <b>2. Birmingham Clean Air Zone Information</b> Following introductions, Peter Edwards and Aftab Khan, BCC Clean Air Zone Team briefly advised of the reasons for the introduction of the CAZ which was due to go live later in the summer, and stressed that it was not a congestion charge as only non-compliant vehicles would be subject to the charge.	

The Clean Air Zone (CAZ) would cover all the roads within the A4540 Middleway Ring Road but not the Middleway itself. Automatic Number Plate Recognition (ANPR) cameras installed around the CAZ would record images of all vehicles travelling into the CAZ and notices/fines issued to the vehicle owner where appropriate.

Petrol vehicles that were Euro 4 standard 2006 registration onwards or Euro 6 2015 onwards diesel vehicles would not be charged. It had been acknowledged that this could cause hardship for some residents and low earners within the zone and therefore some exemptions had been made. For example those with non-compliant vehicles living within the zone would receive an exemption of up to 2 years and those working and earning less than £30k would receive up to a year's exemption. Incentives for commuters including scrappage would also be on offer. Residents would be able to check if their vehicle was compliant once the Vehicle Checker Tool from Central Government was made available.

The following further comments were made by residents:-

- The cost of using public transport was very expensive and unlikely to persuade or encourage drivers to leave their cars. Safety on public transport, particularly at night was also a concern. Public transport in all forms must be sorted out if the shift in mode of travel was to be successful.
- The ward was already heavily congested with traffic, and used as a free car park on a daily basis by commuters working in the city centre, University or hospitals, and would become even more congested and polluted as drivers tried to find parking spaces to leave their cars to avoid the daily charge. This would also be the same for other areas across the city just outside the Clean Air Zone. Traffic congestion and air pollution and poor air quality around the Middleway would also significantly increase as drivers spent more time driving around the Middleway. Residents sought further clarity on how these would be addressed, especially as the health of residents in the areas just the Clean Air Zone would be compromised.
- The incentives for the vehicle scrappage scheme needed to be higher, especially where car owners had recently changed their vehicles only to learn that they were not compliant. In addition, many of those affected were low income earners and could not afford to replace/upgrade their vehicle.
- Cycling to and from work was not an option for many commuters, especially if showering/washing facilities and storage/security for their bicycle were not provided by the employer.
- Resident Only parking schemes must be considered for those roads and areas in the ward closest to the Middleway and other hot spot areas where parking was already a problem and likely to worsen. Reference was made to the new student accommodation development on Yew Tree Road which had already impacted significantly on parking and congestion in the neighbouring roads.

- The 'Donut Area' suggested around the Middleway as a cut-off area would continue to push parking further into other areas where parking was already a problem. Consideration must also be given to how this would be managed.
- Concerns that ad-hoc parking measures and piecemeal approach along with added pressures from proactive residents groups could prevent a more holistic approach to tackling parking across the respective wards - reference was also made to the traffic management masterplan put forward by the Hospitals and University as an example of this, and funds earmarked for the proposals gradually reducing as the proposals were constantly being reworked.

Peter Edwards explained that a number of measures were already being considered to monitor vehicle movement and air pollution levels in the areas around the CAZ. Funding had been requested from the DfT regarding providing preventative parking measures, however officers had been advised that funding could not be given until there was evidence that the implementation of CAZ had significantly impacted on resident parking. Observations were already being carried out and evidence gathered by officers so that schemes could be considered and implemented where appropriate once CAZ had gone live and revenue generated, and that any funding generated from CAZ would be ring-fenced to tackling parking and improving public transport in the areas affected. Park and Ride facilities were also being considered by Transport for West Midlands (TfWM).

Full details of the CAZ, traffic management and public transport proposals were available on the City Council website, and was regularly updated as the scheme progressed. Residents could also sign up to receive alerts and to share their thoughts, comments and suggestions regarding the Birmingham Transport Plan (BTP) including CAZ.

Residents and Cllrs thanked the officers for their attendance and update.

### **3. Pebble Mill Road Resurfacing Plans Update**

Following introductions, David Horner, Public Liaison Officer, Tarmac briefly explained that Tarmac would be resurfacing a number of roads identified whilst the changes to the final contractual arrangements between Amey and the City Council were concluded. Kier Highways had been appointed as the Interim Services Provider for the Highways Contract from 1<sup>st</sup> April 2020 – 29<sup>th</sup> June 2021.

Pebble Mill Road had been identified as one of these roads, and resurfacing was expected to take place between Tues 18<sup>th</sup> - Weds 26<sup>th</sup> February. Work would be carried out under night-time road closures (from 8pm onwards) to minimise traffic flow and disruption. Letters would be delivered to residents and businesses within the next few days to advise of the works and to request that all vehicles

are removed from the road to enable work to be carried out. Any vehicle obstructing the work could be removed using a 'Lift & Shift' policy.

Responding to residents' questions, Mr Horner explained that the roads chosen for resurfacing had been decided by the City Council, who also had responsibility for ensuring that traffic diversion notices were clearly displayed.

Residents requested that Edgbaston Park, Arthur, Woodburn and St. James' Roads were put forward to the City Council for urgent resurfacing as they were all in a very poor state of disrepair.

Councillors and residents welcomed the update and thanked David Horner for his attendance.

#### **4. Birmingham Food Conservation and Survey**

Mel Coton, Senior Public Health Officer briefly advised of the Birmingham Food Conversation and Survey consultation currently being carried out by Birmingham Public Health as part of an independent review to develop a National Food Strategy which looked at the entire food chain 'from field to fork'; to encourage people to talk about all aspects of the food we ate, where it came from, why we bought particular products; what we were actually consuming and how what we bought affects the whole food chain.

The conversation would carry on over the next year in different forums and formats to help draw out a strong awareness of food in our city, its links to climate change, health, economic prosperity and community cohesion. Residents were actively encouraged to take part/contribute to the Conversation and Survey which was currently on the City Council's Be Heard website.

Following the presentation, several residents felt that the introduction of food waste caddies should be included as part of the waste collection service to help minimise food disposal with the household waste as a number of other Local Authorities have done already, and that greater consideration should be given to developing urban gardens and encouraging residents to grow their own fruit and vegetables/use locally produced food. Greater consideration should also be given to minimising the excessive food packaging and bulk buying used by supermarkets and that a return to buying seasonal produce would help cut down on excessive packaging and food air miles.

Mel explained that a number of these suggestions were already being considered as part of the Strategy, and that discussions were ongoing with a number of organisations including supermarkets regarding change, and that Central Government was taking the lead on

reducing excessive packaging. Paper copies of the Survey would also be made available for those residents without online access and copies would also be available in libraries, GP Practices and community facilities in due course.

Residents and Councillors thanked Mel for her attendance and presentation.

## **5. Councillors News/Updates**

Residents were advised of the following:-

- Leaf Fall Clearance –Cllr Alden had been instrumental in securing an increase in funding to provide leaf clearance from next year.
- District Engineers – additional funding had also been secured to support local highway schemes.
- Wellington Road Mitigation Measures – proposals had been drawn up by the Working Group, however the Priory School parking and traffic management was still an issue. Discussions were ongoing to see how this could be resolved as a pedestrian crossing outside the school was not a viable option.
- Ampton Road Triangle – consultation to begin in April on the proposals for double yellow lines and one-way system. The land by the tower blocks and Sir Harry's Road had been purchased in readiness for installing a pedestrian crossing.
- Priory Interchange Signal and Signage Issues – a response to the concerns raised had been received and would be circulated to interested residents.

## **6. Residents News and Updates**

Residents advised of the following:-

- Edgbaston Police Meeting to take place on Weds 19<sup>th</sup> Feb, 7pm, the Menzies Hotel, Hagley Road – all welcome.
- Lee/Ryland Road Residents Parking Schemes – were now in place and operational. Residents were very pleased with the scheme thus far.
- Five Ways Tower – Calthorpe Estate had been made aware of several safety concerns regarding the site. Liz Dancey briefly advised the complexities regarding the issues and agreed to share the details with interested residents following the meeting.

## **7. Petitions**

None submitted.

**8. Dates of Future Meetings**

To be agreed as necessary.

The meeting closed at 9.00pm