

BOURNVILLE & COTTERIDGE WARD MEETING NOTES

WARD: BOURNVILLE & COTTERIDGE	DATE: 21 NOVEMBER 2018
VENUE: FIRCREFT COLLEGE, BRISTOL ROAD B29 6LH	START/FINISH TIMES: 6pm – 7.40pm
COUNCILLORS: FRED GRINDROD & LIZ CLEMENTS	NOs OF ATTENDEES: 22
OFFICERS IN ATTENDANCE: JENNY COOMBS, PRINCIPAL TRAVEL & BEHAVIOUR OFFICER KAY THOMAS, COMMUNITY GOVERNANCE MANAGER	

MATTERS DISCUSSED AT THE MEETING:	ACTION
<p>1. <u>Notes of Last Meeting & Matters Arising</u></p> <p>LIF - Councillor Clements provided an update on LIF grants & advised that successful projects, Friends of Starchley Park & Friends of Starchley Library would report back to the Starchley Ward. Friends of Bournville Park & Birmingham Community Matters now fell within this ward. BCM was providing advice sessions in Masefield Hall and was working well. Joan Hosfield on behalf of Friends of Bournville Park said that initial difficulties communicating with other partners had been resolved, BVT had helped pay for a skip to clear the park and the Parks Department had been very helpful. Next summer's project had been arranged and a Facebook page had been set up with all the information. More volunteers were needed. More work was being done on how to engage with people, especially those not on social media. Sunday morning free tennis sessions for children would be advertised soon.</p> <p>Cotteridge Traffic Congestion – Cllr Clements reported that £11k had been set aside for a road system in Cotteridge to be spent this financial year. The island outside the Fire Station was to be reduced in size and the yellow box also reduced. The bus stop outside the church would be moved and the second island hatchings removed. Additional lane road markings and an additional road sign would be installed. Work was due to start early in the new year. Residents expressed concern that the consultants had not spoken to local residents as this was only a short term remedy and the real problem was the amount of traffic and cars</p>	

blocking exits causing traffic to back up along roads off the main roads. A more radical approach was required. Councillor Clements said the phasing of the traffic lights had been altered following feed-back from the ward meeting.

2. Road Safety

Jenny Coombs referred to the launch of the 20mph zones in the ward and the way this would help to educate drivers and bring about behaviour change as well as encouraging more cycling & walking. She explained about the reporting portal for use by residents to report speeding vehicles. The data would be analysed and forwarded to the police for them to do road side enforcement, education, use of speed indication devices as necessary. Evaluation of the first year of the pilot schemes showed a reduction in speeds and reduction of collisions in the areas that had the highest number.

Residents made the following comments;

- Cartland Road junction with Pineapple Road – there was only one sign
- Langleys Road was used as a cut through , cars were speeding and issues were exacerbated by inconsiderate parking & no parking restrictions
- Suggested no parking zones around schools
- When would rest of Bournville become a 20mph zone?

Jenny advised residents about Community Speed Watch and that she was aware of the appetite for involvement by residents but that the police were currently sorting out insurance issues. Other options were being considered ie training PCSO's to use lazer guns and send out tickets.

In response to questions no further large areas of 20mph zones were being rolled out due to lack of funding. Jenny undertook to take back the issues raised around Langleys Road and provide details of the toolkit for reporting speeding.

Cllr Grindrod to ensure assessment of the new layout after implementation

- Police would be doing some work on Cartland Road
- Consideration being given to residents parking scheme when funding available
- Cbt Member looking at pilot of 3 schools, similar to Solihull scheme

3. Ward Plan

Cllr Grindrod explained the ideas around creating a ward plan and suggested holding a summit for partner organisations/residents groups etc to find out their priorities for the ward. Cllr Clements said that the plan would contain a mission statement for the ward, shared aim, list of key activities & main priorities eg activities for young people, older people's activities, issues around HMO's , traffic issues. It was hoped to encourage community spirit, improve engagement, involve local partners eg, University, hospital & schools.

Mission statement – building/development of community spirit – looking out for each other, making Bournville & Cotteridge a better place to live, look after the environment.

Suggested themes – Green agenda, parks etc (doable hits but also wider agenda), road safety, co-ordinate suggestions with other things being done in the ward.

A draft priority survey would be sent out and there would be more discussion at the next meeting. In the meantime any further suggestions could be forwarded to the councillors or Kay.

4. AOB

Issue of the phone mast raised – councillors to discuss at conclusion of the meeting

FEEDBACK FROM ISSUES RAISED BY RESIDENTS AT THE MEETING

Langleys Road may be used as rat-run route to avoid traffic lights at the junction of Oak Tree Lane with Bristol Road and there may some increase in the on street parking demand in this road, but its safety record is not bad. There has been only one accident reported to the Police. The reported accident is at the junction of Bristol Road with Langleys Road. So technically, it is not on Langleys Road.

Based on accident statistics, this road cannot be prioritised for a local safety scheme.

The junction of **Cartland Road** with Pineapple Road is very busy with a high frequency of vehicular/cyclists turning movements. Cartland Road has a mixture of residential and business properties and provides a link to Rea Valley Cycle Route (N5) and attracts a good volume of cyclists between Pershore Road, Vicarage Road and River Rea.

In 2017, there are 11 reported injury accidents over the last three at this junction. Therefore this junction was included into local safety schemes programme. Accordingly a local safety scheme was implemented with an estimated reduction of 55% in the frequency of reported personal injury accidents. The implemented scheme was comprised of following measures;

- construction of 2 pedestrian refuges on Cartland Road,
- construction of one Type-2 traffic island on Cartland Road,
- construction of one Type-2 traffic island on Pineapple Road,
- construction of 2 sets of traffic speed cushions on Cartland Road,
- provision of 2 new enhanced Junction Warning Signs, a new Give Way Triangle markings, junction hatching in Pineapple Road and other associated signs and road markings.

Following the implementation of the Local Safety Scheme in 2017, more than the predicted reduction in the accident frequency has been achieved. If you check the number accidents between June 217 and June 2018, you will notice a clear reduction in the frequency of reported accidents. However, for further reduction in the accident frequency at this junction, we will have to consider some drastic measures such a signalisation of this junction. But based on the First Year Rate of Return for Local Safety Schemes, signalisation of this junction can't be justified.

Regarding **20mph speed limits** nationally, a research report has just been released this morning from the Department for Transport:

<https://www.gov.uk/government/publications/20-mph-speed-limits-on-roads>

The research concludes that:

- 20mph limits are supported by the majority of residents and drivers

- there has been a small reduction in average (median) speed - less than 1mph
- vehicles travelling at higher speeds before the introduction of the 20mph limit have reduced their speed more than those already travelling at lower speeds

There is not enough evidence to conclude that there has been a significant change in collisions and casualties following the introduction of 20mph limits in residential areas.

This is obviously a bit disappointing however it's still very early days. Partnership efforts in Birmingham will be continued and in the meantime if we can encourage as many residents to get on board with supporting it, we will hope for continued positive results in Birmingham. We are in touch with the national campaign group '20s Plenty' who will keep us updated with any plans for national lobbying.