

# Moseley Forum

THE MOSELEY EXCHANGE 149 – 153 ALCESTER ROAD  
MOSELEY, BIRMINGHAM B13 8JP

Our ref LTN-letter-Jan-2023 MF.1

16 JANUARY 2023

Councillors,

Moseley Forum has considered the proposals to be presented to Cabinet on 17 January 2023.

We are aware that results of the consultation held on options for the scheme indicated a very divided community, this is our experience as a neighbourhood forum.

Moseley Forum represents the diverse views and opinion of Moseley, and as such can neither endorse nor reject the Council's proposal. However, as it seems that the Council is set on the Places for People scheme and is recommending to cabinet that phase 2 should now be implemented, we offer the following suggestions to make the scheme as good as possible.

In considering our community, we are keen to see complementary measures which alongside the modal filters support the objectives to encourage active travel.

## Boundary Roads

- Phase 1 saw an increase in traffic on boundary roads; this in part may be attributable to post COVID-19 working patterns and anxiety about using public transport?
- Residents and users of boundary roads are entitled to clean air.
- There are no complementary measures proposed (except reduction in speed limit) to support residents and users on these routes.
- All boundary roads are bus routes – increasing traffic will cause service delays.
- Moseley Forum supports Better Streets for Moseley boundary road comments and 'glass box' prioritisation changes.

## Suggested solutions to be considered

Provide regular pedestrian crossings.

Include planting to offset the increase in air pollution.

Install average speed cameras

Install physical measures to reduce speed for example sinusoidal speed bumps

Install visible signage to indicate drivers are entering a low traffic neighbourhood

Re-instate right turn at Moseley Village lights (to avoid increase of traffic on narrow Woodbridge Road/Church Road).

Closure of Belle Walk at junction with Wake Green Road to improve safety of right turns at Billesley Lane / Wake Green Road junction and/or consider roundel junction.

Address light jumping and lane discipline at Wake Green Road/Yardley Wood Road junction – re-engineering and timed pedestrian phases

Ongoing monitoring of boundary roads and implementation of measures to reduce negative impact of phase 1 and phase 2 measures on volume of traffic and other indicators.

## **Impact on other roads**

- Phase 1 measures led to roads within (and outside of) the pilot area experiencing an increase in traffic.
- No measures have been installed to address this impact, residents have been waiting over 3 years for change.
- St Agnes – there should not be any attractive short cuts through an LTN cell.

## **Suggested solutions to be considered**

Ongoing monitoring of impact of phase 2 measures and implementation of change to reduce negative impact on volume of traffic and other indicators in a timely fashion.

The gyratory around St Agnes is not suitable, a modal filter/half modal filter needs to be considered.

## **Accessibility for all**

- Those who ‘need’ to drive face a significant increase in mileage and time spent travelling to get from A to B.
- There are no complementary measures proposed to support those with mobility issues, the elderly, carers and access for emergency services.

## **Suggested solutions to be considered**

Utilise ANPR controlled modal filters at key locations (with access for registered blue badge holders and emergency services). Revenues to feed into further localised improvements.

Include regular rest stops to make walking more accessible.

Make e-bikes accessible (e.g. 3 wheelers) with hubs within the LTN itself.

Those with accessibility needs should continue to be considered to ensure physical barriers do not lead to social isolation and/or loss of independence.

Pavements in our area need investment (this could be funded by ANPR fines).

To target engagement with this element of community to ensure their voice continues to be heard.

## **Encouraging active travel**

- There are limited complementary measures to support active travel.
- E bikes have been installed in the village centre on the outskirts of the LTN. There are no e-scooter docks.
- Thefts of bicycles is a big problem in the area – there is no secure cycle parking.
- There appears to have been no consideration on the impact and delivery of the stations on vehicle use / behaviour in the area. How will the Council prevent the new cul de sacs becoming station car parks?
- Bus services (aside from the 50 and 35) in the area are poor; in Moseley there is no connectivity cross city and direct to Solihull. Buses frequently don't turn up or arrive full.
- Planned cycle routes don't connect with LTN.

## Suggested solutions to be considered

Install e-bike and e-scooter hubs within the LTN.

Make e-bikes accessible.

Introduce secure bike parking / bike hangars.

Add pedestrian crossing at junction of Billesley Lane and Oxford Road (this is a blind bend)

Demonstrate the impact of the station on travel in the area – is the LTN still required?

Undertake to monitor impact of station's opening on car parking and if necessary implement measures (e.g., residents' permits) in a timely fashion.

Undertake a resident survey of travel behaviour to influence bus provision (longer-term)

Plan for and implement cycle routes which connect Kings Heath and Moseley with wider city (A38 and beyond).

We understand that phase 2 will be delivered later this year in November 2023 – this provides time for consideration of our suggestions and those we anticipate from our community. Notwithstanding, we know that some residents are living with the consequences of phase 1 measures and are keen that these are mitigated.

We would also ask that communications and engagement with the community improves – it is really important the Council works with the communities when implementing LTN's and demonstrates holistic planning.

To this end both Moseley Forum and our daughter organisation Better Streets for Moseley would welcome the opportunity to work with the Council over the coming months up to and during the monitoring period.

Yours sincerely,



David Isgrove & Radley Russell

Chair and Vice Chair of Moseley Forum

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