

Moseley Forum

NOTES PUBLIC MEETING 7:30 – 9:30 28 MARCH 2023

PREP'D BY:		TR	
PRESENT:	David Isgrove	Chair	(DI)
	Radley Russell	Vice	(RR)
	Tom Russell	Secretary	(TR)
	Richard Kimberlee	Treasurer	(RK)
	Jill Adams	Safeguarding Lead	(JA)
	Steve Halliday	Social Media Officer	(SH)
	Jane Harvey	Committee Member	(JH)
	Huw Davies	Committee Member	(HD)
	John Gorman	Committee Member	(JG)
	Councillor Kerry Jenkins	Councillor	(KJ)
	Councillor Izzy Knowles	Councillor	(IK)
	Councillor Liz Clements	Guest Speaker	(LC)
	Aoife O'Toole BCC	Guest Speaker	(AOT)

34 others as per the sign in sheet

APOLOGIES	Becky Greenhill	Minutes Secretary	(BG)
	Sara Moore	Committee Member	(SM)
	Adam Tranter	Guest Speaker	(AT)
	Howard Drury	Committee Member	(HD)

ITEM		ACTION
1	<p>WELCOME</p> <p>1. REGISTER OF ATTENDANCE, APOLOGIES & CONFLICTS OF INTERESTS A register was taken and apologies received by the Secretary were noted as above. No one registered a conflict of interested.</p> <p>2. APPROVAL OF MINUTES OF 28 FEBRUARY 2023 Out of sequence here but the meeting last month was a closed committee and the minutes have been circulated and published on the website. No actions noted by those minutes were outstanding. DI proposed that the minutes were approved with a core group of committee members and this was approved by all.</p> <p>3. PRIVACY STATEMENT DI noted that by virtue of signing in all those present gave their permission for their contributions here to be recorded either by means of film, video or audio recording or by the taking of notes any of which will be made public by means of the Forum's website. He noted that should anyone not wish to be recorded then they should make this known.</p> <p>4. INTRODUCTION TO SPEAKERS DI introduced the guest speakers; a. Councillor Liz Clements b. Aoife O'Toole</p>	
2	<p>BRIMINGHAM TRANSPORT PLAN – the bigger picture and context</p> <p>1. Councillor Liz Clements (LC) 1.1. LC outlined the principles of a Liveable City and the tasks of overturning decades of car dependency and the creation of a City for People all of which is embodied in the city's Transport Plan which was subject to consultation in 2020 and was adopted in October 2021 link below</p>	

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<p>2.1.1.1 Cont'd 2</p>	<p>Birmingham transport plan Birmingham transport plan Birmingham City Council</p> <p>1.2. This has four main principles;</p> <p>1.2.1.ROADSPACE REALLOCATION – Shifting from private vehicles to public transport and active means of travel such as walking and cycling</p> <p>1.2.2.TRANSFORMING THE CITY CENTRE – Creating new public open spaces, restricting through journeys in private vehicles but allowing free movement of people using sustainable means of transport</p> <p>1.2.3.PRIORITISING ACTIVE TRAVEL IN LOCAL NEIGHBOURHOODS – So that walking and cycling becomes the way most people make short trips. Including 20mph speed limits and car free zones around schools</p> <p>1.2.4.MANAGING DEMAND THROUGH PARKING MEASURES – including reviewing pricing and availability.</p> <p>1.3. The primary aim though is to work towards a cleaner brighter Birmingham fit for everyone and a net zero carbon emissions by 2030</p> <p>1.4. LC noted that;</p> <p>1.4.1. over 250,000 daily journeys are made each day which are less than one mile.</p> <p>1.4.2.some people needed to drive and this was accommodated in the plan.</p> <p>1.4.3.Infrastructure needed improvement</p> <p>1.5. LC noted that time was running out to prevent the world overheating and exceeding the +1.5° rise in temperature set by the IPPC</p> <p>1.6. This plan is for the sake of the planet and is a big agenda for change in Birmingham.</p>	
<p>2</p>	<p>2. Q&A</p> <p>Councillor Clements took questions from the floor;</p> <p>2.1. Will parking charges be proportionate to the size of the car as in other countries? LC agreed to look into a policy that would address this concern</p> <p>2.2. Will the plans integrate all of the means of travel as to date the schemes implemented leave people disappointed. LC noted that we were moving in the right direction and these things took time and money and there was a long period between planning and delivery. The aim of the plan is to reduce the overall level of traffic to make the roads themselves, without any modifications, more appealing to cyclists. Birmingham is starting from a low base compared to other UK cities.</p> <p>2.3. Will the plan include concessions for those that need to drive for reasons of health and care? LC noted that the city centre clean air zone (CAZ) had made such concessions but the principle of the plan was driving towards net zero by 2030</p> <p>2.4. It was noted that the poor enforcement of fines in connection with the CAZ was sending the wrong messages. LC noted that the CAZ had been successful in reducing pollutants in the city centre merely by reducing traffic volume whether the fines were collected or not. Izzy Knowles (IK) noted that in the majority of cases there were legitimate reasons for the fines not being paid.</p> <p>2.5. Will speed bumps be redesigned to become more effective? LC noted that speeding was the responsibility of the police but that the council were investigating their resources and alternatives to bumps such as chicanes.</p> <p>2.6. Can the revenue raised by the CAZ's be used to fund road safety measures? LC said the funds were being invested in other forms of sustainable travel.</p>	

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<p>2.2 Cont'd</p>	<p>2.7. When will scooters be re-introduced? LC noted that the previous scheme was run by West Midlands Combined Authority & Travel for West Midlands and there was an ongoing procurement process.</p> <p>2.8. How can scooters be made safer?</p> <p>2.9. Can buses be franchised by the council? LC agreed that since the buses were privatised the service had deteriorated but said that this was in the control of the Metropolitan Mayor</p> <p>2.10. Residents from Woodstock Road had been campaigning since 2016 for traffic calming in their area but were being repeatedly told that there was no money available despite the implementation of Low Traffic Neighbourhoods locally. LC noted that there were thresholds for priorities but that the council were reviewing their Road Safety Strategy. She noted that LTN's were being introduced elsewhere in the city not just Moseley and Kings Heath. Kerry Jenkins (KJ) noted that she and IK were aware of the issues and would continue to support the campaigns but stressed that an area approach was required.</p>	
<p>3</p>	<p>DI thanked Councillor Liz Clements for her attendance and for her presentation.</p> <p>PLACES FOR PEOPLE & LTN's – the current position and next steps</p> <p>1. Aoife O'Toole (AOT)</p> <p>1.1. AOT introduced her Power Point presentation, a copy of which is attached and available on the Forum's website.</p> <p>1.2. Additionally she noted;</p> <p>1.2.1. The number of modal filters was being reviewed with more use of one way systems.</p> <p>1.2.2. Twin speed bumps were designed to accommodate emergency vehicles but these were being reviewed with more use of chicanes.</p> <p>1.2.3. Detailed designs were in progress</p> <p>1.2.4. Implementation was anticipated to be in 6 months</p> <p>1.2.5. Boundary roads would be subject to 20mph speed limits</p> <p>2. Q&A</p> <p>2.1. DI asked if a 'roundel' aka an island or roundabout could be considered for the junction of Wake Green Road/Belle Walk/Billesley Lane. AOT noted that as with everything they were constrained by their budget</p> <p>2.2. KJ noted that mitigating measures were being championed for the boundary roads.</p> <p>2.3. Jean Gilkison (JG) asked if the introduction of the roundabout for the new station was factored in to the sequencing of the implementation of the works. AOT confirmed that all parties were communicating.</p> <p>2.4. The detail of the modal filter on Prospect Road was queried. AOT noted that consultation had been carried out and concluded but all the works would be monitored to ensure that they were working satisfactorily.</p> <p>2.5. Rob Kewley (RK) asked if traffic modelling had been completed on Yardley Wood Road and whether any consideration had been given to wider signage such as signs to indicate and approaching LTN.</p> <p>2.6. RK noted that Yardley Wood Road despite assigned as a boundary road was an unclassified road and that its use had increased hugely in his experience. AOT noted that the 'through route' roads were part of the grander plan and were essential towards achieving the aims to reduce traffic volume and congestion.</p>	

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<p>3.2 Cont'd</p>	<p>2.7. Steve Halliday (SH) noted that it appeared that the majority of those present and of local residents supported the principles of the LTN's but what's next, what's the overall strategy. AOT confirmed that other areas were being considered and that more data was being gathered to inform those decisions. SH noted that north east Moseley was a prime target for enlarging the current LTN.</p> <p>2.8. It was noted that the greater plan as described by LC and the more localised plan by AOT was a brilliant radical plan but that the implementation had been poor to date. LC noted that the council were 'scrapped for cash' and everything everywhere was just not achievable but they were working hard towards hitting the carbon zero target.</p> <p>DI thanked Aoife O'Toole for her attendance and presentation.</p>	
<p>4</p>	<p>BRIEF UPDATES</p> <ol style="list-style-type: none"> 1. Cycle Lanes – KJ & IK confirmed that further consultation was imminent for the Moseley high street scheme. [More hopefully next month as we have the West Midlands Walking and Cycling Commissioner attending] 2. Beryl bikes – now in place around the ward and keen to extend. Plans are in hand to create a 'Travel Hub' at the stand at the traffic lights next to Boo Burgers. 3. Scooters – see above, item 2.2.7 4. Moseley Station [Update next month with regards to progress and adoption] 	
<p>5</p>	<p>REPORTS</p> <ol style="list-style-type: none"> 1. Moseley Regeneration - JK 2. Moseley In Bloom - 3. Moseley Society – FA 4. Councillors – IK & KJ <p>Owing to time constraints no reports were voiced at the meeting and this is deferred until next month.</p>	
<p>6</p>	<p>MATTERS FOR THE ATTENTION OF THE FORUM</p> <p>No matters were tabled</p>	
<p>7</p>	<p>AOB</p> <p>No matters were tabled</p>	
<p>8</p>	<p>DI closed the meeting thank all for their attendance.</p>	
<p>9</p>	<p>DATE OF NEXT MEETING</p> <p>7:30 – 9:30 Tuesday 25th April 2023</p>	



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