

To: Cllr Majid Mahmood, Cabinet Member – Environment & Transport
Cllr Kerry Jenkins & Cllr Izzy Knowles (Moseley ward)

CC: Cllr Mary Locke (Stirchley ward)
Cllr Lisa Trickett & Cllr David Barker (Brandwood & Kings Heath ward)
Cllr Karen McCarthy & Cllr Jamie Scott (Bournbrook & Selly Park ward)

From: Mel Jones, Head of Transport Planning

Re: West Moseley Traffic Reduction Scheme

Date: 05/02/2025

Background

The western part of Moseley ward is bordered by Dad's Lane to the south, the River Rea to the west, Edgbaston Road to the north, and Salisbury Road (B4217) to the north-east. It sits between the Alcester Road (A435) and Pershore Road (A441), which are more suitable roads for carrying higher levels of traffic as part of a strategic route network.

This area experiences high levels of traffic for what is primarily a network of residential streets. It has a 20mph speed limit, but this is frequently ignored, and dangerous driving is a common occurrence. The area can also see high levels of congestion at peak times. Residents have been campaigning for something to be done about traffic in this area for a considerable time.

The area also includes Cannon Hill Park and Highbury Park which are popular routes for active travel between Kings Heath & Moseley to the city centre – including a section of National Cycle Network Route 5. The volume and speed of through traffic in this area can create conflict with people walking, wheeling or cycling within this area.

Russell Road traffic calming scheme

In 2022, the council consulted on three possible options for a [Russell Road traffic calming scheme](#) intended to moderate vehicular speeds, reduce collisions, and prevent dangerous overtaking. Unfortunately, it became clear that these design options were unlikely to have a material impact upon the high volume of vehicular traffic using this route, would have resulted in a worsening of conditions for cyclists and other non-car modes, and would also result in no overall improvement in vehicular traffic-related noise and emissions. The high delivery cost of this scheme meant the council took the difficult decision to pause scheme development and explore other options instead.

Taking a revised Neighbourhoods approach

One of the key principles of the [Birmingham Transport Plan](#) is prioritising active travel in neighbourhoods. Experience from elsewhere (in Birmingham and nationally) has shown that it is best to consider traffic issues holistically across a clearly defined area rather than attempting to address these in isolation on one or two residential streets.

In line with the forthcoming Road Harm Reduction Strategy, the council is moving away from an approach which is heavily dependent on expensive physical (vertical) traffic calming measures

towards the use of lower-cost demand management measures applied strategically to restrict or discourage through traffic across a wider area and deliver systemic road safety benefits.

Traffic counts (surveying the volume and speed of traffic) were carried out on a number of streets in this area in October 2024. This indicated that the majority of traffic (c75%) was using Moor Green Lane/Shutlock Lane, Queensbridge Road, or Russell Road to travel through this area.

West Moseley Traffic Reduction Scheme – phase one

Traffic survey data suggested that a significant proportion of vehicular traffic entering and exiting this residential street system is routing via Moor Green Lane (South) and Shutlock Lane.

Restricting through traffic from using this route is likely to have a considerable impact on the volume of traffic in this overall area as well as delivering wider benefits in terms of road harm reduction and enabling active travel in an area with many schools and parks/green spaces.

We are therefore proposing a trial closure (implemented through an Experimental Traffic Regulation Order, ETRO) of Moor Green Lane north of its junction with Shutlock Lane.

It is proposed that this should remain in place for at least one year, with baseline monitoring being conducted ahead of the trial closure and follow-up surveys being carried out after 6 & 12 months to inform decisions on what happens following this trial.

It may be that further restrictions on through traffic are later required in this area, particularly in relation to through-traffic using Queensbridge Road and Russell Road. However, we need to await completion of works currently underway on the Cannon Hill Park to Moseley cycle route – which include a new raised crossing at the junction of Russell Road – and accommodation works on Alcester Road (A435) for the new Kings Heath rail station, as both of these impact upon capacity and operational efficiency of the primary routes which all through traffic would be expected to use.

Consultation & Engagement

With the expressed support of Moseley ward Councillors, information on these proposals will be uploaded to the Birmingham Be Heard portal from early February 2025 and letters will be sent to all properties in the affected area.

There will be opportunity for people to provide feedback on this proposal online and at drop-in events along with officers attending ward/community forums and meeting with resident groups where possible within available capacity.

If it is felt there is sufficient support to proceed as outlined, then it is intended that this measure will be implemented over the Easter holidays and come into effect on or around Sunday 27 April.

There will then be a 6-month statutory consultation period as part of the ETRO.

For further information, please contact:

Members of the public should be directed to the Birmingham Be Heard consultation portal to have their say (www.birminghambeheard.org.uk/bcc/westmoseleytrrs/) or email connected@birmingham.gov.uk.

APPENDIX

Map of West Moseley area

