

Considered Options for issues relating to School Road, Kings Heath and surrounding roads.

Three crossing patrols operate in the area, across Poplar Road, Valentine Road and at the roundabout of Valentine Road/Poplar Road/School Road which has 5 arms. This patrol uses the roundabout as a central reservation and crosses pedestrians onto the roundabout and off the roundabout to cross the intersection.

The whole of the area is within 20mph zones.

The options to be considered are as follows:

Option 1:

A series of one way streets across the area so as to maximise parking that can be permitted and allowing the free flow of vehicles. Most of the street parking is residential parking which prevents vehicles passing each other in opposite directions sometimes causing drivers to mount the footways with their vehicles.

This option is also proposing a short length of Valentine Road being one way (except for cycles) between Ashfield Avenue and High Street (A435). This would prevent drivers entering Valentine Road from High Street (A435) and reduce the amount of vehicles using the local roads as rat runs.

Two way cycling could be permitted on the one way streets.

Option 2:

A reduced number of one way sections, concentrating on reducing the amount of vehicles using School Road.

1. School Road - One way northbound from Valentine Road to Prospect Road
2. School Road – One way northbound from Paton Grove to Oxford Road.
3. Cotton Lane - short section of one way from Grove Avenue to School Road.
4. This option is also proposing a short length of Valentine Road being one way (except for cycles) between Ashfield Avenue and High Street (A435). This would prevent drivers entering Valentine Road from High Street (A435) and reduce the amount of vehicles using the local roads as rat runs.
5. Two way cycling could be permitted in one way streets.

Option 3:

School Road - One way northbound from Valentine Road to Prospect Road

This option is also proposing a short length of Valentine Road being one way (except for cycles) between Ashfield Avenue and High Street (A435). This would prevent drivers entering Valentine Road from High Street (A435) and reduce the amount of vehicles using the local roads as rat runs.

Option 4:

Currently the carriageway is not wide enough to accommodate parking and two way vehicle running.

Provide as series of double yellow lines in School Road to provide passing places for two way operation in the narrower section School Road from Valentine Road to Prospect Road and from Paton Grove to Oxford Road.

Further Notes:

The one way preventing access to Valentine Road will increase vehicles on High Street. A recent experiment on removing short term on street parking, as well as others measures, showed that with better road management it would be expected that the additional traffic flow could be accommodated.

Ideas previously put forwards included the following and these have been considered:

Raising the kerb height on School Road, the kerbs are generally at standard acceptable heights but vehicles are using dropped kerbs for access and pedestrian access to travel on the footway. Raising the kerbs would require full construction of both the footway and part of the carriageway together with a requirement to amend levels to accommodate drainage. Bollards on the narrow sections of footway would restrict the footway and in places cause difficulties for buggies and wheelchairs.

Blocking roads except for cyclists – this would cause problems for vehicles making deliveries and especially refuse collection wagons. A system of one way has been proposed within the option appraisals.

Within the areas proposed for one way, it is expected that parked vehicles will act as chicanes will slow drivers where speed is still a problem. Chicanes will also reduce the amount of on street residential on street parking.