



Water Orton Road: Consultation Outcomes Report

Friday 12th July 2024

Version Control

Report Version	Change Description	Date	Checked By	Reviewed By	Approved By
1	First Issue	12/07/2024	Matt Derrington	Paresh Shingadia	Dean Ward

Purpose

This document has been prepared for The Head of Highway Infrastructure for decision on the proposed installation of highway improvement measures including the establishment of three controlled pedestrian crossings and vertical traffic calming measures as part of the proposed road safety improvement scheme on B4118 Water Orton Road.

This report shall consider representations received to an advertised Section 23 and Section 90A notice as seen in Appendix B.

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The conclusions and recommendations contained herein are limited by the availability of background information and the planned use for the Site.

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CDM

The revised Construction (Design and Management) Regulations 2015 (CDM Regulations) came into force in April 2015 to update certain duties on all parties involved in a construction project, including those promoting the development. One of the designer's responsibilities under clause 9 (1) is to ensure that the client organisation, in this instance by provision of this document the Highway Infrastructure department, is made aware of their duties under the CDM Regulations.

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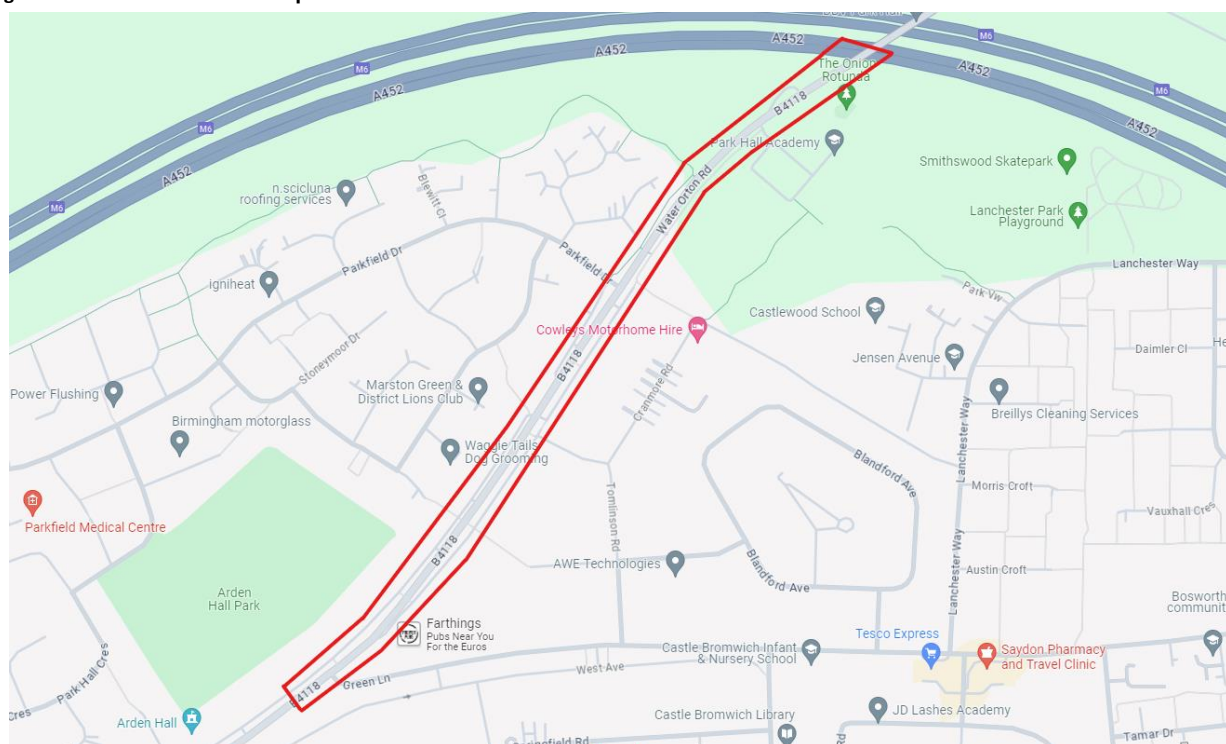
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1. Background

- 1.1. B4118 Water Orton Road is a popular distributor route situated within the Castle Bromwich ward between Green Lane and the A452/M6 overbridge at the administrative boundary between Solihull and Warwickshire. The route serves both residential and commuter traffic by acting as a connection between local residential areas, primary and secondary schools, local amenities in Castle Bromwich and Water Orton and adjacent wards in Solihull and North Warwickshire.
- 1.2. The route is popular with all parts of the community and particularly parents and children who are walking or driving during the morning and afternoon peaks on their journey to school as well as commuters travelling into or through the borough.
- 1.3. Water Orton Road has been identified as a site suitable for interventions funded through the HS2 Road Safety Fund (RSF). The aims of the RSF is to provide a lasting road safety legacy by regulating vehicle speed, improving compliance with the speed limit and aiding pedestrian accessibility. A key objective of the proposals are to improve pedestrian safety on the route through the provision of three new controlled crossing facilities and vertical traffic calming measures which will support the local community when walking along the route and help to reduce traffic speeds in the vicinity of the interventions respectively. A plan showing the area in which the proposals are located can be seen below in Figure 1.1.

Figure 1.1: Location Plan of Proposals on Water Orton Road



- 1.4. During the statutory consultation stages, the proposals to reduce vehicle speeds and provide safe crossing points included:
 - The installation of a gateway feature with priority to be given to outbound Solihull traffic at the north of the route.
 - The installation of a zebra crossing on Water Orton Road immediately south-west of the M6/A452 overbridge outside of Park Hall Academy situated on a newly constructed raised table

- The installation of three humped uncontrolled crossing points along Water Orton Road between Parkfield Road and Green Lane
- The installation of a zebra crossing connecting Ronald Grove and Faircroft Road across Water Orton Road situated on a newly constructed raised table
- The installation of a mini roundabout at the junction of Green Lane and Water Orton Road with a set of speed cushions on the south-west arm
- The installation of a zebra crossing immediately north-east of the mini roundabout situated on a newly constructed raised table

1.5. The raised zebra crossings, raised uncontrolled crossing points and vertical traffic calming features benefit the local community by creating a safer environment for all but particularly parents and children travelling on their school routes at peak times by improving pedestrian accessibility as well as mitigating drivers speeds along the route. The proposals aim to encourage a lasting road safety legacy in the long term by providing permanent improvements to existing pedestrian desire lines.

1.6. The proposals as advertised are detailed in the consultation plans in Appendix A.

1.7. The proposals as advertised in the legal notices in Appendix B.

2. Representations for Consideration

2.1. The proposals were formally advertised on Thursday 13th June 2024 and the closing date for receipt of representations was Thursday 4th July 2024.

2.2. Officers received 14 representations during the consultation period. 13 of these raised concerns and 1 had no comment or objection to the proposals.

2.3. 13 representations were in support of the road safety improvements and did not object to the Section 23 or Section 90 Statutory Notices. However, they raised concerns regarding different aspects surrounding the proposed works. The representations have been fully considered and have been summarised by individual issues raised in Table 2.1 below.

2.4. The proposal of the priority gateway feature is the most raised representation for the proposals. Secondly, concerns reflected the use of the service roads to avoid the new traffic calming measures. Whilst, the respondents were in support of the overall proposals, there were objections made for specific features that form the overall scheme.

Table 2.1: Representations to Proposed Traffic Calming Measures and Establishment of three Zebra Pedestrian Crossings with Officers Responses

Representation/Issue	Supporting Commentary
1 - Gateway feature will cause increased queuing traffic near Parkhall Academy	<p>Six respondents raised concerns the introduction of the Gateway feature will create further congestion and delay resulting in increased queuing at peak times.</p> <p>Several issues were highlighted by the respondents as a reason for their concerns and some offered suggestions. The concerns and suggestions are summarised below:</p> <ul style="list-style-type: none"> ▪ Respondents reported that due to HS2 works, temporary traffic lights have been installed further along Water Orton Road. The lights are activated at times to assist heavy good vehicles to cross. In the past, this has created traffic to build up in both directions. Respondents perception is that this issue will be replicated by the priority gateway.

	<ul style="list-style-type: none"> ▪ The Gateway will restrict flow of traffic especially during peak hours. This stationary traffic will have a detrimental impact on air pollution. ▪ A single respondent has mentioned the overbridge is unavoidable as it is one of the few ways to cross the motorway to access Castle Bromwich and surrounding wards. The other options mean a longer journey by travelling towards Coleshill or following the Collector Road. This would be the likely result to avoid traffic. ▪ There was concern that providing priority to outgoing traffic will cause traffic to build up into Water Orton Village and this will cause Water Orton residents to be frustrated by delays. ▪ The Gateway feature will encourage certain road users to act more dangerously by speeding up to beat oncoming traffic and/or forcing their way through which in turn would increase the risk of head on collisions. ▪ A respondent has suggested consideration of maintaining two-way traffic by removing the gateway feature but installing two speed cushions on either side to reduce speed into the proposed 20mph.
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Officers Comments/Response

As part of the preliminary design process undertaken by the authority, external road safety audits (stage 1 & 2) were commissioned to review the design proposals as presented during the consultation phase with residents and key stakeholders and as seen in Appendix A below.

The road safety audit identified that there was an increased risk of drivers attempting to pass through the priority Gateway feature and this could lead to increase in delays due to queuing traffic in southbound direction.

As a result of the road safety audit comments and responses received from the consultation process, the authority has removed the Gateway feature from the proposals. This will no longer be taken forward to construction given the weight of opinion from the community and on the grounds of highways safety.

A proposed 20mph limit is also currently being progressed through consultation. If approved, the new speed limit should aid in the reduction of vehicle speeds on the approach to Parkhall Academy in both the northbound and southbound directions, improving overall road safety in the long term without the need for additional or supplementary measures.

The authority will continue to monitor the overall scheme following implementation which will include an independent external road safety audit.

Representation/Issue	Supporting Commentary
2 - Drivers will use the service roads along Water Orton Road to circumvent the new traffic calming interventions	<p>Water Orton Road has access/service roads running alongside the main carriageway. 4 representations raised concerns that motorists may use the service road(s) to avoid the traffic calmed sections of Water Orton Road.</p> <p>Several issues were highlighted by the respondents as a reason for their concerns and some offered suggestions. The issues and suggestions are summarised below:</p> <ul style="list-style-type: none"> ▪ The traffic calming measures will just encourage impatient drivers to carelessly speed down the service roads instead. This has been witnessed by a respondent during recent roadworks on the main road. It was reportedly most common along the Arden Hall (West) side as this side runs almost the entire length of Water Orton Road. This led to dangerous conflict between motorists and residents. ▪ The suggestion to restrict the use of the service roads as a through road has been raised by 4 respondents. They have suggested the use of bollards or similar interventions as has been implemented on the Farthings (East) side of the road. It has also been suggested that further traffic calming measures are added to the service roads to discourage drivers using these.

Officers Comments/Response

It is acknowledged by the authority that the lengths of the service roads which run parallel to Water Orton Road could be subject to rat running by motorists to bypass queuing traffic or to avoid the traffic calming measures on Water Orton Road.

The service roads are not within the scope of the funding agreement and budget allocation. The authority, however, is keen to ensure that any proposals implemented do not adversely impact the number or speeds at which vehicles use the service roads. ‘Before and After Surveys’ have been commissioned to determine any increases in vehicle numbers or speeds along the service roads. This will also provide valuable evidence on the effectiveness of the scheme following implementation.

Additionally, Water Orton Road, including its service roads will remain part of the authority's road safety priorities list. The roads will be monitored on an ongoing annual basis. As part of the Borough wide process, scheme will be prioritised for future investment.

A road safety audit (stage 3) will also be commissioned on completion of the works. This will assess the effectiveness of the scheme that has been implemented and also pick up on any further road safety concerns.

Representation/Issue	Supporting Commentary
3 - Speeding along Water Orton Road	<p>Two respondents highlighted that while the proposed interventions are an improvement, they feel that the section of Water Orton Road from Marlborough Road to Hickory’s has been neglected in these proposals and speeding is likely to remain a common occurrence.</p> <p>The respondents have requested that the traffic calming proposals are considered to be extended through the rest of Water Orton Road past Whateley Green. This section includes 2 separate road junctions.</p>

Officers Comments/Response

The initial feasibility study carried out on the route determined the extents of the scheme boundary. Traffic surveys were commissioned to identify the numbers of vehicles travelling along Water Orton Road and through its major junctions including Parkfield Road, Green Lane and Chester Road.

Using this data, Officer determined that the Water Orton Road and Green Lane junction had the highest vehicular demand. The current proposals seek to provide interventions that reduce speeds, calm traffic and aid pedestrian flows along the section of the route that will benefit the most, given the constrained funding envelope.

In 2023, the authority carried out works to implement a new raised zebra crossing with additional traffic calming measures in the form of speed cushions on both approaches in the vicinity of Marlborough Road. This forms part of the extended traffic calming measures along Water Orton Road.

As stated above, Water Orton Road will remain part of the authority's road safety priorities list. These sites are monitored on an annual basis and prioritised for future funding. The surveys conducted as part of the feasibility study will support the ongoing road safety priorities process by providing up to date data which may help to identify issues to be addressed as part of a future funding allocation, including the stretch of Water Orton Road from Marlborough Road to Chester Road.

Representation/Issue	Supporting Commentary
4 - Zebra crossing outside Park Hall Academy	A single respondent has suggested that instead of a zebra crossing outside Park Hall Academy, a signalised crossing (Pelican or Toucan) be installed as a cycleway is already in place. This will also ensure safe crossing for pedestrians especially children as they tend to just walk out onto a crossing without due care.
Officers Comments/Response	
<p>As part of the current proposals, a 20mph limit is proposed. A zebra crossing is considered to be the most appropriate intervention considering the speed and flows characteristics of the road. The proposed crossing will be situated on a raised table and will reduce vehicle speeds on the approaches to the new crossing.</p> <p>The impact of a signalised crossing would also have a detrimental impact on vehicle flow in this area. In addition, changes have been incorporated into the design to 'marshal pedestrians' into a wide area before the crossing stopping them from walking directly out on to the crossing</p> <p>The current cycle provision on Water Orton Road in the vicinity of Parkhall Academy comprises of a shared use cycleway/footway which extends from the service road opposite Parkfield Road and terminates at the school entrance gate at the location of the proposed crossing. There are no existing cycle connections beyond this point and therefore the authority considers the current proposed crossing facility to be appropriate for the location based on existing provisions in its vicinity.</p> <p>Additionally, the external road safety audits undertaken I the designed stages have not identified a safety risks as a result of implanting a new zebra crossing at this location.</p>	

Representation/Issue	Supporting Commentary
5 - Increased noise from vehicles navigating the raised features	<p>A single respondent has expressed a concern that vehicles driving over the humps especially good vehicles will increase excessive noise. The braking and accelerating will cause further noise as drivers slow and speed up through each raised intervention.</p> <p>The respondent has suggested that average speed cameras would be a better alternative to slow vehicles and would be less disruptive</p>
Officers Comments/Response	
<p>The current proposals have been developed as the most appropriate solution to help deal with the issues identified through the initial feasibility process and data collection carried out. The current scheme meets the objectives recuing speeds and aiding pedestrian movements under the backdrop of a constrained funding envelope.</p> <p>Although Average Speed Enforcement (ASE) cameras are known to be an effective measure in reducing vehicle speeds and improving road safety; they do not offer any improvements to pedestrian accessibility and would therefore have to be implemented as a package of measures to realise the most road safety benefits along the route.</p> <p>It is considered by the authority at this stage that ASE cameras would not be a feasible intervention at this location within the current budget allocation whilst realising the road safety benefit to all road users.</p>	

As part of the feasibility stage of the scheme, the authority commissioned external surveys to ascertain the volume and classification of traffic navigating Water Orton Road. Data obtained shows that during a peak 12-hour period (07:00-19:00) the traffic mix navigating between Water Orton Road and Parkfield Drive consists of around 1-3% heavy goods (HGV) and commercial vehicles and approximately 1-2% public service vehicles including buses with the remainder comprised of cars and light goods vehicles under 3.5t. Local Transport Note 1/07 outlines the estimated change in noise level due to various traffic calming measures. It is estimated that mixes comprising of 1-3% of HGVs or commercial vehicles see the noise impact range from -1db to approximately 3db over flat top road humps respectively and therefore based on current data gathered on Water Orton Road with the current traffic mix, it can be expected that a small increase in noise overall may be noticeable within the peak daytime hours however this is considered to be largely outweighed by the extensive road safety benefits that can be realised as part of the proposals being put forward.

As the residential properties along Water Orton Road are set back from the main carriageway, it is considered that any small increase in road noise would be negligible.

Representation/Issue	Supporting Commentary
6 - Enforcement of speeding drivers	A single respondent highlighted their concerns with enforcement of drivers who exceed the speed limits as they are concerned that the speed limits are only followed by law-abiding drivers. They suggest that speed cushions are utilised for the entire route to reduce speeds.
Officers Comments/Response	
<p>The proposals brought forward as part of this consultation and as seen in Appendix A have been developed utilising data obtained from external surveys commissioned during the feasibility stage.</p> <p>The interventions are considered to be the most appropriate solution in order to improve road safety as a whole for all road users including motorists.</p> <p>It is acknowledged by the authority that a small minority of motorists will continue to drive in excess of the speed limit along the route. However the interventions will aid in the overall reduction of vehicle speeds along the route when measured across an extended time period and therefore constitutes a net positive benefit to road safety for all road users as a result.</p> <p>We will continue to monitor speeds and traffic flow along this corridor.</p>	

3. Other Matters for Consideration

Ward Members' Views

- 3.1. The Ward Members for Castle Bromwich were informed of the proposals prior to the advertising of the Notice and did not submit any objections. One Ward Member requested if they could share plans with local residents and officers responded to confirm the dates and process by which consultation would take place including a letter drop to effected frontages. No further correspondence was noted following this.

Democratic Services

- 3.2 Democratic Services have confirmed that the notice was subject to the statutory advertisement on the dates reported and that representations were received as noted above.

Risk Implications

- 3.3 The Corporate Risk Management Approach has been complied with to identify and assess the significant risks associated with this decision/project. This includes (but is not limited to) political, legislation and reputation risks.
- 3.4 The Approach is not intended to eliminate all risks and not all the risks identified can be managed all of the time. Also, risks will still exist that have not been identified.

4. Recommendations for Decision

Officer Recommendations

- 4.1. The representations received in respect of the proposed installation of traffic calming measures including priority gateway feature, speed cushions, mini roundabout, raised uncontrolled crossings and establishment of three raised zebra crossings have been fully considered and responded to accordingly in section 2 of this report.
- 4.2. Raised crossings reduce vehicle speeds and improve road safety. It can also improve people's perception of safety, thus removing major barriers to walking or cycling. The speed cushions will help to regulate speed on the approach to the proposed mini roundabout and subsequent traffic calming measures.
- 4.3. It is therefore recommended to implement the proposals.

For Decision

- 4.4. The Head of Highway Infrastructure is requested to approve the:
- 4.5. Proposed Installation of Traffic Calming Measures which include:
 - Three (3) raised uncontrolled crossing points;
 - Mini roundabout; and
 - Three (3) raised Zebra Pedestrian Crossings

The recommendation as set out above is hereby approved:

Signature: ..



.....Date: ...12/07/24.....

Dean Ward
Head of Highway Infrastructure

Appendix A: Consultation Plan






- Notes**
- DO NOT WORK FROM REDUCED DRAWINGS
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 - ONLY PRINT IN COLOUR
 - ALL ROAD MARKINGS TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS (2016) AND THE TRAFFIC SIGNS MANUAL, CHAPTER 5

- KEY**
- PROPOSED FOOTWAY CONSTRUCTION
 - PROPOSED VERGE
 - PROPOSED RED BLISTER TACTILE PAVING
 - PROPOSED BUFF BLISTER TACTILE PAVING
 - PROPOSED BELUSHI ISAAC
 - EXISTING TREES
 - PROPOSED SPLITTER ISLAND
 - PROPOSED CORDUROYS

NOTE: EXISTING UNCONTROLLED CROSSING POINTS TO BE HUMPED

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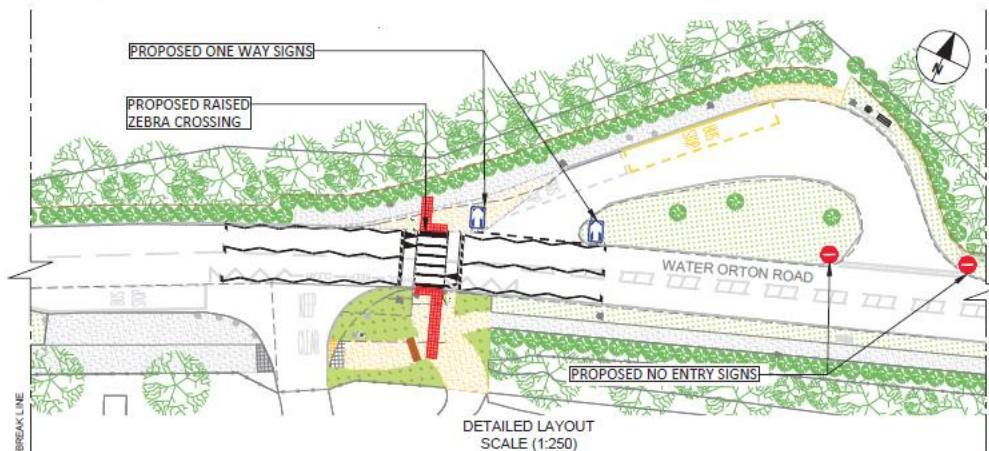
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FOR INFORMATION

Project Title
WATER ORTON ROAD
ROAD SAFETY IMPROVEMENT
SCHEME

Drawing Title
CONSULTATION PLAN
SHEET 2 OF 4

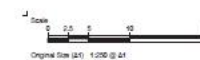
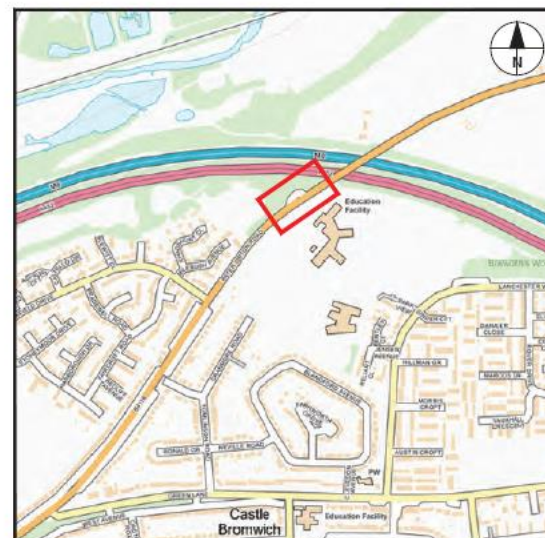
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Drawing Number: 236087-SMBC-DR-P-0002					



EXISTING LAYOUT



PROPOSED LAYOUT



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KEY

	PROPOSED FOOTWAY CONSTRUCTION
	PROPOSED VERGE
	PROPOSED RED BLISTER TACTILE PAVING
	PROPOSED BLUE BLISTER TACTILE PAVING
	PROPOSED DELIMITATION SYMBOL
	EXISTING TREES
	PROPOSED SPLITTER ISLAND
	PROPOSED CORDUROYS

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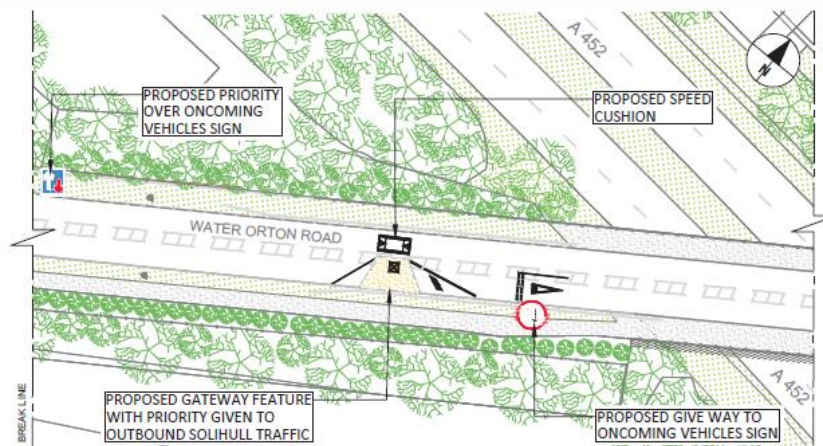

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FOR INFORMATION

Project Title
**WATER ORTON ROAD
ROAD SAFETY IMPROVEMENT
SCHEME**

Drawing Title
**CONSULTATION PLAN
SHEET 3 OF 4**

Date	Drawn	Checked	Approved	MO
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DETAILED LAYOUT
SCALE (1:250)



EXISTING LAYOUT



PROPOSED LAYOUT



LOCATION PLAN
SCALE (N.T.S)



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KEY

	PROPOSED FOOTWAY CONSTRUCTION
	PROPOSED VERGE
	PROPOSED RED BLISTER TACTILE PAVING
	PROPOSED BUFF BLISTER TACTILE PAVING
	PROPOSED BELGIA SCAON
	EXISTING TREES
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FOR INFORMATION

Project Title
**WATER ORTON ROAD
ROAD SAFETY IMPROVEMENT
SCHEME**

Drawing Title
**CONSULTATION PLAN
SHEET 4 OF 4**

Scale	Date	Drawn by	Checked by	Approved by
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Rev	-			

Appendix B: Legal Notice

SOLIHULL METROPOLITAN BOROUGH COUNCIL

Water Orton Road, Castle Bromwich - Proposed Traffic Calming Measures (Raised Tables and Speed Cushions) and Establishment of New Zebra Crossings

NOTICE IS HEREBY GIVEN THAT the Council, in accordance with Section 90A of the Highways Act 1980 and in accordance with Section 23 of the Road Traffic Regulation Act 1984 (as amended), and after consultation with the Chief Officer of Police, intends to construct the following traffic calming measures and commission new Zebra Crossing facilities at the locations specified below:

SITE LOCATIONS (New Raised Tables)	WIDTH	HEIGHT	LENGTH
Approx. 30m North-East of Water Orton Roads junction with Green Lane.	8.7m	75mm	6.9m
Approx. 140m North-East of Water Orton Roads junction with Green Lane.	7.3m	75mm	5.7m
Approx. 140m South-West of Water Orton Roads junction with Tomlinson Road.	7.3m	75mm	6.9m
Approx. 25m South-West of Water Orton Roads junction with Tomlinson Road.	7.2m	75mm	5.7m
Approx. 115m South-West of Water Orton Roads junction with Parkfield Drive.	7.4m	75mm	5.7m
Approx. 10m North-East of Park Hall Academy's Car Park Entrance.	7.5m	75mm	6.9m
SITE LOCATIONS (New Speed Cushions)	WIDTH	HEIGHT	LENGTH
Approx. 15m South-West of Green Lane junction (two cushions).	1.75m	75mm	3.75m
Approx. 120m North-East of Park Hall Academy's Car Park Entrance (singular cushion).	1.75m	75mm	3.75m
LOCATIONS OF PROPOSED NEW ZEBRA CROSSINGS			
1. Approximately 30m North-East of its junction with Green Lane.			
2. Approximately 140m South-West of its junction with Tomlinson Road.			
3. Approximately 10m North-East of Park Hall Academy's Car Park Entrance.			

A copy of the draft scheme, together with a map and details of the Council's reasons for proposing it, may be obtained via <https://www.solihull.gov.uk/Roads-pavements-and-streetcare/Traffic-regulation-orders> or by written request from the address below or inspected at Solihull Connect, The Core, Theatre Square, Touchwood, Solihull during normal opening hours. Anyone wishing to object to the scheme should apply in writing to tro@solihull.gov.uk or to Mr L Stevenson, Legal & Democratic Services at the address given below, stating the grounds on which the objection is being made by 4 July 2024.

DEAN WARD

Head of Highway Infrastructure
 Solihull Metropolitan Borough Council
 Manor Square, Solihull, B91 3QB
tro@solihull.gov.uk



13 June 2024

Appendix C: Transcript of Representations Received

Representation/Issue	Supporting Commentary	Issue Reference (Section 2)
Raised Concerns	<p>I would like to raise my concerns regarding the plan to install traffic calming measures along Water Orton Road. Whilst traffic calming measures are welcome in the area, particularly around the school, I feel that the proposed one-way gate will create stand-still traffic build up.</p> <p>Further along Water Orton Road, HS2 works have installed temporary traffic lights which are activated at times to help the heavy good vehicles cross. In the past this has created traffic jams that backed up the Water Orton Road in both directions.</p> <p>It created widespread blockages which spread onto feeder roads such as Green Lane and West Avenue. A similar situation happened in Water Orton Village with traffic backed up onto the bridge which passes over the river Cole and onto Marsh Lane. I believe a gateway at this position will restrict the flow of traffic and create similar chaos on the roads of Castle Bromwich and Water Orton as the temporary HS2 lights have done so in the past.</p> <p>Not only will this considerably lengthen people's journey time, I also feel that the air pollution created by stand-still traffic at busy times outside a large secondary school would also be a negative impact.</p>	1
Raised Concerns	<p>My grounds to object to the scheme is in regards to the proposed priority gateway feature with speed cushion Approx. 120m North-East of Park Hall Academy's Car Park Entrance (singular cushion).</p> <p>In my opinion this create a hazard instead of the desired affect of improving safety. I feel this will encourage certain road users to act more dangerously like speeding up to beat oncoming traffic and forcing their way though which will lead to more head on encounters, A higher chance of collisions and more traffic congestion due to the amount of traffic which use this route.</p> <p>The affect of blocking one of the ways should be evident with the recent Hs2 works which has taken place and has caused havoc. Surly traffic calming measures should decrease speed, ease flow and ensure safety of all road users and pedestrians alike. Instead of a gateway feature I personally feel it would be best to keep two way traffic here but instead of the give way gateway place two speed cushions alongside road signage stating of the 20mph limit.</p>	1
Raised Concerns	<p>I support the other proposed traffic measures, however I believe the priority gateway will cause a nuisance and further exacerbate the already existing traffic problems of congestion along the road.</p> <p>If the priority system is introduced it has the potential to cause chaos in the direction of Water Orton and I believe that traffic will begin to pile up as far as Water Orton Village, especially at peak</p>	1

	<p>times around the school day (I note the closeness to Park Hall School in Castle Bromwich).</p> <p>Whilst I appreciate that the HS2 works in the grand scheme of things are temporary, a new priority gateway alongside their traffic lights and periodic roadworks on Water Orton Road will cause further disruption to residents of Castle Bromwich and Water Orton.</p>	
Raised Concerns	<p>Generally I am very supportive of your proposals as there are currently far too many people speeding along this road. I do however have concerns about the proposed introduction of a junction by the M6 bridge affording outgoing traffic priority over incoming. I think this needs to be rethought. Water Orton Road is extremely busy at peak times and this type of junction will likely cause tailbacks into Water Orton. In addition to being inconvenient to Water Orton residents the frustration caused by delays are likely to encourage poor driving decisions, which we need to try and avoid.</p> <p>Instead, what is required are traffic calming measures that allow for a measured but steady flow of traffic in both directions.</p>	1
Raised Concerns	<p>I am emailing to object to the installation of a speed cushion on water orton road by park hall school just before the motorway bridge, I fully support the proposed work as some people drive way too fast along there. My issue is I believe the one way will cause massive backlogs back to water orton. This is a very busy road due to the fact it's one of the few ways to cross over the motorway. This will not cause people to drive slower, it will just cause lots of traffic. HS2 has been doing lots of work on that road and it does not take much for the traffic to reach the shops in water orton.</p> <p>It's not a bit of road you can avoid as the only other way to cross the motorway goes to coleshill or you have to go down the collector road and past B&Q.</p> <p>In short please build the rest to slow cars down but don't build a one way speed cushion as it will cause lots of traffic.</p>	1
Raised Concerns	<p>I wanted to put in writing and objection to some of the new calming measures that have been planned for Castle Bromwich.</p> <p>Although I agree that speed bumps and new mini roundabout should be put in place by the farthings junction I object to the Priority Gateway outside Park Hall School.</p> <p>Every day I drive this route to work and there is no need to stop the flow of traffic. It has been bad enough with the HS2 lights with tailbacks going all the way back into Water Orton. It achieves nothing.</p>	1
Raised Concerns	<p>Regarding the current plan of record, I have one major observation that hopefully has already been raised and is being addressed. It relates to the "access road" that runs parallel to the Water Orton Road for access to the houses. I walk daily up this section whilst walking my dog. It is used as a "rat run" and this will only increase once the traffic calming measures are put in place, especially to avoid any queues of traffic or the speed bumps which maybe inconvenient for some vehicles. A simple solution</p>	2

	would be to make the access road 2 roads, a bottom section and a top section, with a blocked section in the middle preventing through traffic , probably somewhere near the spinney. This would stop vehicles using this as a rat run and improve the safety for those walking and those driving onto or off their properties.	
Raised Concerns	<p>I am a resident of WOR and am generally in favour of any measures that will be put in place to slow the traffic down. Over recent years there has been a massive increase in the no. of vehicles that scream up and down the road, often on the wrong side of the bollards. It's a hazard for school children, other pedestrians, other vehicles and also, residents who live on the road.</p> <p>However, I have a particular concern that the proposed calming measures will just encourage impatient, careless drivers to speed down the service roads instead; and primarily, down the one on the Arden Hall side of the road.</p> <p>We witnessed this so often when there were repeated roadworks on the main WOR last year. It was chaotic and reversing off our drives into the service road became dangerous. Even the workmen commented that they thought access to the service roads should have been limited to prevent this.</p> <p>The residents have campaigned for improvements to WOR for an no. of years now but any measures to improve the road for the residents in the long term really do need to factor in the service roads. The one on The Farthings side of the road is blocked half way down; this obviously does not cause any issues for emergency vehicles. I suggest something similar is done on one, if not more, of the multiple access points to the service road on Arden Hall side. Under the current plans, I can see drivers accessing the service road outside Arden Hall and driving up as far as they can to avoid the existing crossing outside Arden Hall and the new one proposed just up from the Green Lane junction. This would actually be worse for the residents than it is now.</p> <p>It feels very wrong that measures intended to improve the current situation could actually make things worse for residents so I urge that the service roads are looked at as part of the overall improvements.</p>	2
Raised Concerns	<p>Some residents who live along the water orton road castle Bromwich which has a consultation out with bringing in speed humps, mini roundabout etc... to bring to your attention the likelihood of the adjacent road where the properties are would become a by pass for the traffic calming measures. The road which starts outside Arden hall runs pretty much the length of water orton road is having no traffic calming added which would increase in danger for foot traffic as well as vehicles leaving their property.</p> <p>I think some form of barrier could be implemented along this road to prevent cars avoiding the traffic calming completely maybe pillars to prevent a through road or install full width speed humps making it identical to the water orton road plans.</p>	2

Raised Concerns	This plan will only work if something is done to the service road to stop it been used as race track to avoid the holdups or traffic calming measures on main road. It requires blocking off half way or humps as done on other side by Tomlinson .	2
Raised Concerns	<p>I have a significant concern regarding the speed of traffic both ways on the section of Water Orton Road from Marlborough Road, past Whateley Green and up to the mini island by Hickories. My office is at the front of the house and on a daily basis I hear car horns as a result of speed of vehicles and entry/exit across Whateley Green.</p> <p>I think the traffic calming measures outside Arden Hall have been a great improvement in slowing down vehicles in that section of the road. The issue is that the speed of vehicles on the section of Water Orton Road from Marlborough Road to the Hickories island is ridiculous and it is only a matter of time before a significant accident occurs. The speeding traffic starts around 5AM on the cut through for Hams Hall and then throughout the day. The houses on this section find it very difficult to safely join the carriageway because of the speed of the vehicles on this section.</p> <p>My request therefore, for your consideration please, is that you review and extend your plans, extend the traffic calming measures through the rest of Water Orton Road, past Whateley Green and up to the mini island which now enters a 20mph zone by Hickories. The current plan highlights that we have a 20mph zone at one end of Water Orton Road (Hickories end), a new extended traffic calming section (which I totally agree with) from Marlborough Road up to Park Hall school and a free-for all sprint in between from Marlborough Road to Hickories. This needs to be addressed. It makes no sense why this section, which includes 2 separate multi road junctions (firstly the 3 road junction for Whateley Lodge, Whateley Green and Water Orton Road,</p> <p>Secondly the 3 road junction for Chester Road, Cedar Avenue and Water Orton Road), is being left without the same measures being put in place. Why is this not being considered within the overall plan?</p>	3
Raised Concerns	<p>Lastly I feel further along the Water Orton road after Arden hall needs to be taken into account also especially around the junctions of Whateley Green and Chester Road as drivers will pick up speed along here and there is a lot of Pedestrian and car movements. Being a Pedestrian which walks this route with my Children I always feel at risk and Scared for our safety at the speed at which drivers go and also trying to cross the Junction of Chester, Cedar Ave and Water Orton road.</p> <p>I feel the speed cushions should be extended up to here or even maybe a provision of a Mini roundabout to slow drivers and aid traffic flow at a slower speed.</p>	3
Raised Concerns	Another improvement I feel would be instead of a Zebra crossing Approx. 10m North-East of Park Hall Academy's Car Park Entrance. Turn this crossing into a Pelican or even a Toucan crossing since a a cycle way is here and this will ensure safe	4

	crossing for pedestrians, and ease of traffic flow as at school times Children will tend to just walk out onto a crossing without due care.	
Raised Concerns	<p>I wish to complain about the proposed traffic calming measures. The raised areas will cause excessive noise and disturbance as vehicles hit the humps. In addition there will be braking and accelerating causing further noise.</p> <p>The Water Orton Road has a substantial volume of commercial traffic which is particularly noisy when it hits these obstacles, quite a side from the fact that drivers of such vehicles care little about the suspension and are unlikely to significantly slow down.</p> <p>The humps outside Park Hall Academy are particularly vicious. Unless a car is going at VERY slow speeds the impact on the suspension is unavoidable.</p> <p>Average speed cameras on this stretch of road would be far less disruptive to residents</p>	5
Raised Concerns	<p>Firstly let me point it out I'm in favour of safer roads . Road safety is something I've raised in the past concerning waterorton road , currently the speed limit is 30 mph while the majority of law abiding drivers drive well below this limit there are many drivers that drive at speeds well above 30mph , these "outlaws" won't adhere to any speed limits because they are not enforced !! , speed limits only work if there is a penalty for not adhering to them .</p> <p>Your plan to reduce the limit to 20mph will only slow down the law abiding drivers and won't change the real problem which are drivers that don't adhere to the current 30mph . I suggest that speed bumps be added at the same time the limit is reduced to help curb the speeders ! , please be aware the traffic can be considered heavy at school times and if 20mph is in place the traffic will only be made to be in the area longer making our clean air dirtier , has this issue been addressed ?</p> <p>Also speeders that drive well above the limit usually occur between 5 30am and 7 am , I believe these drivers work in the industrial areas in waterorton .</p> <p>Additonlly has the heavy lorry's been considered that supply the works that are in place on the waterorton road this I believe will be there for around ten years ! The lorry's play a big part in the flow of traffic from the village of waterorton .</p> <p>As I said earlier safety is a priority and should be taken seriously by all but unless this speed limit 20mph or 30mph is enforced you are masking the real issue which is law breakers making the road a hazard at certain times . So are you NOT really dealing with the issue by reducing the current limitsimply enforce the current one ?</p>	6
No Comment	The Warwickshire Solihull and Coventry Local Access Forum have no observations or objections to make on the various proposals the details of which were received 13 June 2024.	N/A
Supportive comments	First of all I welcome the traffic calming measures and importantly the speed and safety measures that are outlined in the current proposal. However, I have significant concerns that the current plan of record does not go far enough and must be extended.	N/A

<p>Supportive comments</p>	<p>I agree with most of the scheme such as the improvements to the green lane junction with addition of crossing facilities along with the speed cushions as the ones which have previously been installed outside Arden hall has made a positive impact to which I use with my Children walking and also when I drive the road.</p> <p>In Summery I am largely in favour of the changes but I am highly against the proposed priority gateway feature with speed cushion Approx. 120m North-East of Park Hall Academy's Car Park Entrance (singular cushion). And this is what is leading to my objection to the scheme in its current form.</p>	<p>N/A</p>
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