

TRAFFIC CALMING AND ROAD SAFETY PLAN FOR CATHERINE DE BARNES

1. *Introduction and Objectives*

The B4102 through Catherine de Barnes and surrounding roads experience high volumes of fast-moving traffic with very few safe crossing points for pedestrians. This document examines potential traffic calming measures that could be used with the twin objectives of both reducing traffic speeds and increasing pedestrian safety.

This document can then form the basis for an agreed plan for Catherine de Barnes between Hampton in Arden Parish Council and SMBC Highways.

The section of the Parish in Catherine de Barnes Ward has been split into three geographic sections for convenience as follows:

- West Side of the Village up to Solihull bypass
- Catherine de Barnes Village centre
- East of the Canal Bridge

For each geographic section traffic and pedestrian safety issues have been identified and suitable mitigation measures examined together with a recommendation for action where appropriate.

2. *West Side of the Village up to Solihull Bypass*

2.1 *Hampton Lane*

The B4102 Between Solihull Bypass and Catherine de Barnes has a 40-mph section of Hampton Lane with 30 mph sections at either end on the approaches to the bypass and the village centre respectively. Generally, most traffic obeys the 40-mph speed limit section reasonably well but is reluctant to slow down when entering either of the two 30-mph zones. There are two traffic islands within the 40 mph zone for pedestrians to cross the road.

Any traffic calming proposals should therefore concentrate on slowing vehicles entering these two 30-mph zones.

At the west end of Hampton Lane close to Solihull Bypass, the proposal is for a tabled informal crossing at the current 30-mph/40-mph boundary to provide an additional safe pedestrian crossing point.

On the approach into Catherine de Barnes a tabled informal crossing is proposed at a location approximately 100m before the Lugtrout Lane junction opposite the footpath that joins on the northside of Hampton Lane.

Both of these proposals will slow traffic entering the respective 30 mph zones and each provide an additional safe crossing point for pedestrians.

2.2 *Field Lane*

This is a very narrow lightly trafficked lane connecting Lugtrout Lane with Hampton Lane. The junction with Lugtrout Lane has poor visibility with a subsequent dangerous exit, whilst the junction with Hampton Lane has good visibility.

SMBC Highways are proposing to make the lane one-way for the Lugtrout Lane to Hampton Lane (south bound) direction. We are awaiting confirmation from SMBC as to when this work will be carried out.

A possible mini-roundabout at the Lugtrout Lane junction had been suggested to improve safety but is now not considered necessary with the decision by SMBC Highways to introduce one-way working on Field Lane.

Therefore, no further action is required by the PC regarding pedestrian safety and traffic calming on Field Lane.

2.3 Lugtrout Lane

The complete length of Lugtrout Lane is restricted to 30-mph throughout. However, this restriction is largely ignored by road users particularly along the rural section and the approaches at either end into Catherine de Barnes village and Damsonwood Parkway respectively.

The improvement of the whole of Lugtrout Lane is considered to be beyond the scope of this report and is considered to be the responsibility of SMBC Highways to progress. Therefore, it is proposed that the interim scheme should only concentrate on reducing traffic speeds at the western end of the lane adjacent to the residential properties, and at the eastern end on the approach into Catherine de Barnes village.

At the western end it is therefore proposed to install 2 No pairs of speed cushions at either end of these properties to reduce traffic speeds in this area and therefore improve pedestrian safety.

At the eastern end of the lane, it is proposed to provide a tabled gateway at the limit of the existing housing with traffic entering the village from the west giving priority to those leaving. This measure should reduce the speed of traffic entering the village and therefore improve pedestrian safety.

3 Catherine de Barnes Village Centre

3.1 Hampton Lane

The absence of any safe crossing points for pedestrians and the increased traffic volumes in the Village Centre necessitate the need for some form of traffic calming and pedestrian safety measures on this section of road.

Installing a pedestrian crossing close to the Boat Inn is the logical solution to allow safe access across the road. We understand that SMBC Highways are in the early stages of developing a design for a pedestrian crossing in this area.

The Parish Council welcome this proposal and therefore do not need to examine other options to both control traffic speeds and improve pedestrian safety in the village centre.

The installation of traffic signals for the canal bridge on Hampton Lane has been suggested recently as a possible solution for traffic calming. However, this would likely result in excessive queues especially during the busy morning and afternoon periods which would result in unacceptable delays to drivers. Long queues also occur now when temporary lights are used periodically for maintenance of the bridge. Therefore, this measure has not considered a viable solution to progress further.

3.2 Church Hall Car Parking

A dropped kerb with a small parking/offloading area has been approved by SMBC Planning and Highways adjacent to the pedestrian barrier. This work should be carried out during the second half of 2021.

No further work is now deemed necessary at this location with regard to pedestrian safety and traffic calming.

4. East of Canal Bridge

4.1 Hampton Lane

On the east side of the canal bridge there are no pedestrian footways except the very short section from the canal bridge to Bickenhill Lane on the north side, and a short unconnected narrow footway in front of the properties on the south side. There are no pedestrian crossing points.

Given the constraints along this section of road the proposal is for a Pedestrian Crossing between the junctions of Hampton Lane with Barbers Lane and Bickenhill Lane together with a 2m wide Footpath/Cycleway on the northside from Bickenhill Lane to the new crossing, and on the southside from the canal bridge to the roundabout with Friday Lane/Catherine de Barnes Lane.

The estimated cost for this work is likely to be substantial and more so when land acquisition costs are included and is therefore considered to be beyond the scope of this interim report.

The major improvement on the east side of the canal is the potential Oak Farm Development. Whatever is ultimately decided for this area, improved pedestrian facilities in the form of footways and an additional crossing as described above, will be required. These works should be incorporated into this potential development as a condition of any planning approval and constructed at the Developer's expense when the development proceeds.

4.2 Friday Lane

The existing lane has a 50-mph speed limit throughout and has no footways on either side.

The proposal is to reduce the speed limit to 40-mph throughout and to provide a 2m wide footpath/cycleway along the west side of the lane up the roundabout with Hampton Lane.

This work should also be incorporated into the potential Oak Farm Development as a planning condition and constructed at the Developer's expense, again when the development proceeds.

4.3 Solihull Road

The section of road between Catherine de Barnes Roundabout and Hampton in Arden currently has no provision for pedestrians or cyclists. It is the wish of the Parish Council to provide a combined cycleway/footpath along this road and discussions are on-going with the SMBC Highways and Planning, as well as with Highways England/Skanska.

A 500m section of this road is being realigned as part of the M42 Junction 6 Project and should include provision for a cycleway/footpath. Construction of a cycleway/footpath along the remaining two sections of Solihull Road should be programmed by HE to be constructed as part of this work.

5. Funding Options

The following funding options may be available and should be considered:

- M42 Junction 6 Improvement Designated Funding sponsored by Highways England / Skanska – early discussions with HE/SK indicate that this proposal may qualify for funding.
- HS2 Road Safety Fund – Traffic calming including crossings, signage and gateways are likely measures that could be approved. However, the distance from the line of HS2 may negate this option for funding.
- HS2 Community Fund – Traffic calming measures are specifically excluded from the fund.
- CIL Funds – can fund all potential measures either from the Parish Council's own funds or those funds controlled by SMBC. Can also be used to match fund measures approved under other funding options.
- Conditional Planning Constraints – can be used for the potential Oak Farm and Site 16 Developments for road and pedestrian improvements such as crossings, footways and junction improvements. These measures would not then need CIL funding.

6. Recommendations

There are two major planning proposals in this area that, if approved, will have a substantial impact on traffic volumes in the area namely Site 16 and Oak Farm is included as approved measures Development. If subsequently approved, these proposals are likely to have a number of planning constraints and conditions attached. The Parish Council reserves the right to be consulted on these proposals should planning approval be granted.

With this in mind an interim traffic calming and road safety proposal, is appropriate to progress at this time, and should concentrate on mitigating the current situation to reduce traffic speeds and improve pedestrian safety. Further measures can then be examined, if required, depending on the agreed future development proposals.

The proposal, therefore, is to recommend the following interim scheme:

- 1 No tabled informal crossing at the western end of Hampton Lane at the current start of the 30 mph zone – estimated cost £10k;
- 1 No informal crossings on Hampton Lane close to 30 mph limit entering Catherine de Barnes – estimated cost £10k;
- 1 No tabled gateway on Lugtrout Lane at the limit of current Catherine de Barnes village development – estimated cost £10k;
- 2 No pairs of speed cushions either end of the residential properties at the west end of Lugtrout Lane – estimated cost £5k per pair, total cost £10k;
- Appropriate signage – estimated cost £5k;
- Project management and contingencies – estimated cost £15k;
- Total estimated cost £60k.

This plan has been approved by a full Parish Council meeting held on 14 July 2021.

Cllr Ken Blanch BSc CEng MICE MCIHT

Hampton in Arden Parish Council

19 July 2021