

Urban Realm

This area does not have any particular place characteristic. The intermittent guard railing creates a poor urban landscape without resulting in any particular safety benefits.

Segment 6
Segment 7



Whole Segment Assessment

Issues

This section is characterised by the wide carriageway and high vehicle speeds, resulting in there being a minimal place characteristic.

The existing layout of the gyratory is a significant safety hazard for all road users and should be reviewed to reduce delays and accidents along this part of the A41.

There is a significant amount of unused and open space close to the gyratory which could be developed to give the area a greater vibrancy and appeal.

Opportunities

Potential to enhance the urban landscape through urban realm proposals with the aim of improving the aesthetics and appeal of the area.

There is the potential to review the route taken by the 37 service to divert it along Olton Boulevard and Dolphin Lane to avoid delays at the tight left turn on the gyratory. This review should also consider any appropriate changes to the existing TfOs along Dolphin Lane.

Legend

	Carriageway		General Traffic
	Private access car park		Buses
	Verge		Freight
	Refuge		Pedestrians
	Buildings		Cycling
	Note Categories		Urban Realm
	Notes		Rail
	Opportunities		Environment
	Issues		Safety/Security
	Birmingham and Solihull Boundary		



Urban Realm
Potential to develop the wide footway space to improve the landscape and create a more attractive urban environment for pedestrians.



General Traffic
There is an issue with private hire taxis stopping in this area, late on weekend evenings. The vehicles are related to a private hire office close by on Woodcock Lane. These taxis cause disruption for other vehicles and local residents.

General Traffic and Safety
High speeds on the dual carriageway section result in vehicles making dangerous manoeuvres at the merge. The gradient also encourages vehicles to travel at high speeds for the whole section down towards the gyratory. There are a total of 11 accidents recorded during the last five years between the Oxford Road junction and the junction with Culham Close.

Pedestrian
The crossing provision across Culham Close is non-compliant as the dropped kerbs and tactile paving is not sufficiently wide enough. In addition, the upstand of the kerb is greater than 6mm.

Buses, Freight and General Traffic
The geometry of this gyratory means that larger vehicles struggle to make the left turn into Warwick Road and are forced to encroach onto the other side of the road. This leads to additional delays to all traffic in both directions. There are particular conflicts between vehicles travelling east along Warwick Road and vehicles changing lanes on the gyratory wanting to turn into Lincoln Road. There have been 9 accidents on this section of the gyratory during the last five years.

Buses
The location of this bus stop is along the section where the carriageway is very narrow and there is insufficient width for other vehicles to pass safely. In addition, delays at this bus stop result in other traffic building up back onto the gyratory.



Safety / Security
There is a safety issue at this junction due to the high vehicle speeds on the approach, making safe turning manoeuvres difficult. There have been 9 accidents on this section of the gyratory during the last five years.

Safety and Pedestrians
The crossing facilities for pedestrians are inadequate for all desire lines around the gyratory. There is only one dropped kerb provision which is on the north-east side of the gyratory although this has no tactile paving.

Urban Realm
Potential to build on the green area within the gyratory to enhance the urban landscape through urban realm proposals with the aim of improving the aesthetics and appeal of the area. An improved landscape would encourage more pedestrian activity in the area which would also be beneficial to the local shops. Any proposals would be subject to approvals, funding and land ownership.

Safety / Security
There have been 11 accidents in this part of the gyratory during the last five years including one serious accident. The main causation of collisions is the wide carriageway (two lanes) which vehicles from Lincoln Road have to negotiate to turn right. Inadequate length of gaps in the Solihull bound traffic causes conflicts.

Urban Realm
The urban landscape is poor along the south side of the gyratory. There is a lot of unused space and the building frontages are well set back from the road which restricts any sense of activity and place.



Buses, Safety and Pedestrians
The bus stop outside Aldi is not close to a safe crossing provision. Accident records show there have been two pedestrian accidents recorded at this location in the last five years supporting that this may be a safety issue.



Urban Realm
This section is a wide two-lane dual carriageway, dominated by vehicles. There is little emphasis on place activities along the section. There is the potential to develop a gateway feature for Acocks Green in the vicinity of this junction. This will provide a focal point for the village and may also potentially help in reducing traffic speeds as they enter the local centre.

General Traffic and Safety
Demand for U-turns at either end of section adjacent to Aldi car park create conflicts for traffic. High vehicle speeds eastbound (aided by the downhill gradient) conflict with vehicles turning. It may be appropriate to provide a dedicated space in the central reserve for vehicles to turn right directly into the car park to minimise the demand for the U-turn.

Birmingham to Solihull				
Average Speed (MPH)				
General Traffic	18.7	13.3	23.5	23.0
Buses	15.4	11.4	15.4	11.3
Freight	17.3	11.5	16.6	-

Reliability - % Std Dev from Mean Journey Time				
General Traffic	133.9	46.8	113.3	-
Buses	47.7	-	-	-
Freight	-	-	-	-

Both Directions				
Average Annual Daily Traffic	18487	2.02	9%	142 (88.9)
Accident Rate (accidents/million veh.km)	2.02	9%	28.3	22.4
Crime Rate per 10000pop (VMA Average)	142 (88.9)	28.3	22.4	443.0
Concentration of NO2 at 20ms ² (µg/m ³)	28.3	22.4	443.0	-
Concentration of PM10 at 20ms ² (µg/m ³)	22.4	443.0	-	-
Total carbon emissions (tonnes/year/km)	443.0	-	-	-

Solihull to Birmingham				
Average Speed (MPH)				
General Traffic	16.2	10.6	16.0	43.7
Buses	15.3	9.7	15.3	115.8
Freight	14.8	8.9	15.4	-

Reliability - % Std Dev from Mean Journey Time				
General Traffic	73.0	40.6	39.2	115.8
Buses	39.2	-	-	-
Freight	-	-	-	-

ISSUES AND OPPORTUNITIES ON WARWICK ROAD BETWEEN OXFORD ROAD AND LINCOLN ROAD

Notes
Residential / private driveways are not shown on plan.
*Environment baselines are estimated based on DMRE guidance V01/11 Sc3 P11.
The tables are representative for the full distance of segment 6 from Dudley Park Road to Lincoln Road.
The crime rate is representative of the Acocks Green Village neighbourhood which is within the Belgrave Road Operational Command Unit (OCU).

