



Water Orton Road (Service Road): Consultation Outcomes Report

Monday 16 February 2026

Version Control

Report Version	Change Description	Date	Checked By	Reviewed By	Approved By
1	First Issue	16/02/2026	MD	PS	DW

Purpose

This document has been prepared for The Head of Highway Infrastructure for decision on the proposed establishment of a full width road hump on Water Orton Road (Service Road).

This report shall consider representations received to an advertised Section 90 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.

Third party information has been used in the preparation of this report, which Solihull MBC, by necessity assumes is correct at the time of writing. Whilst all reasonable checks have been made on data sources and the accuracy of the data, Solihull MBC accepts no liability for same.

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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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Contents

1. Background	4
2. Representations for Consideration	4
3. Other Matters for Consideration	6
Ward Members' Views	6
Democratic Services	7
Risk Implications	7
4. Recommendations for Decision	7
Officer Recommendations	7
Appendix A: Consultation Plan	8
Appendix B: Legal Notice	9

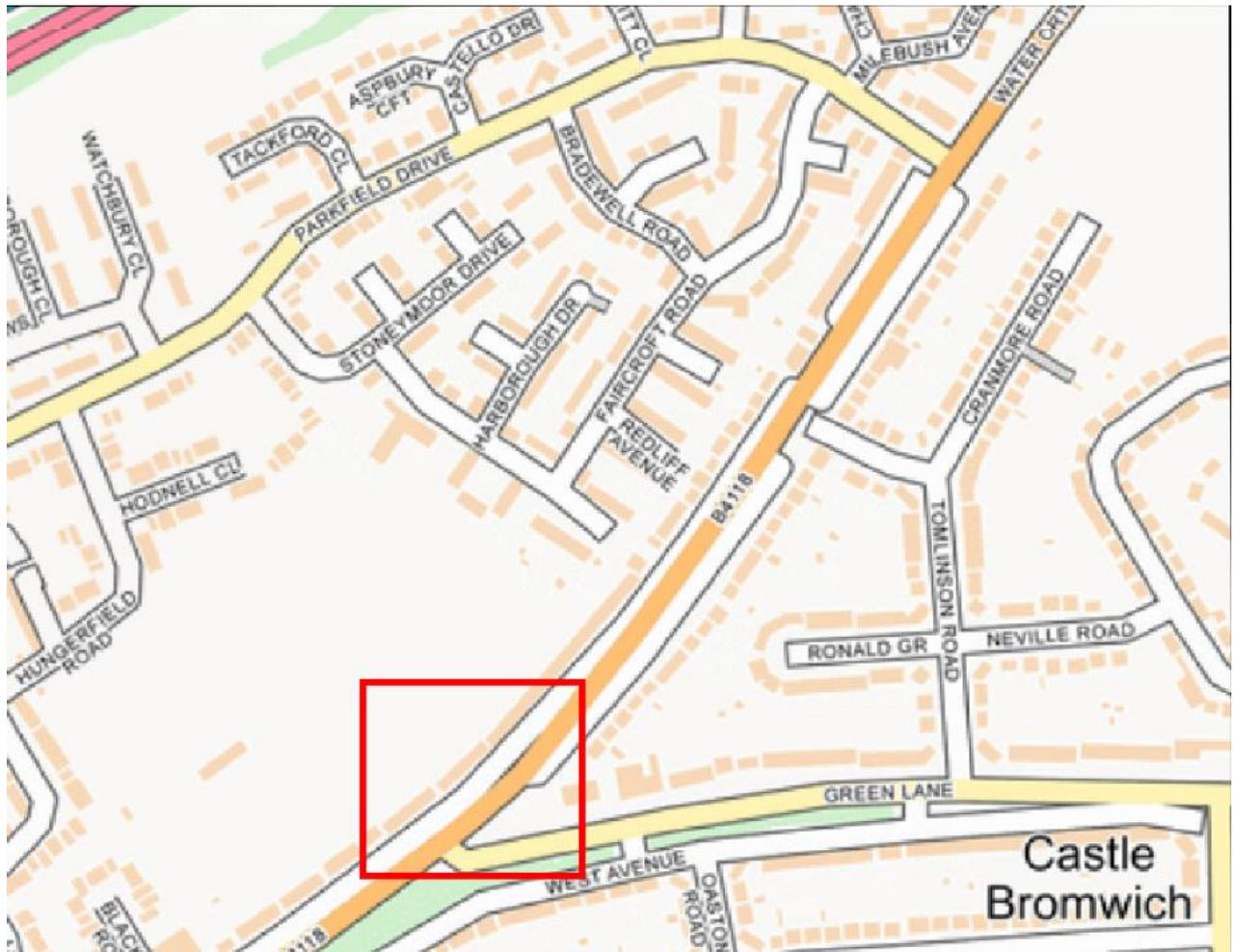
Tables and Figures

Figure 1.1: Location Plan of Proposals on Water Orton Road.....	4
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1. Background

- 1.1. The HS2 Road Safety Fund allocation aims to facilitate highway improvement schemes that will contribute to a lasting road safety legacy in areas affected by or near the HS2 corridor. Water Orton Road, Castle Bromwich was identified as a site that would benefit from the installation of a new road hump to deter speeding on the service road following improvements in Summer 2024. The location can be seen below in Figure 1.1.

Figure 1.1: Location Plan of Proposals on Water Orton Road



- 1.2. The proposals as advertised are detailed in the consultation plan in Appendix A.

- 1.3. The proposals as advertised in the legal notice in Appendix B.

2. Representations for Consideration

- 2.1. The proposals were formally advertised on Friday 16 January 2026 and the closing date for the receipt of representations was Friday 6 February 2026.
- 2.2. 16 representations have been received during the consultation period of which four directly objected to the proposals, eight respondents supported the proposals and four provided feedback but did not indicate if they were supportive for the measures proposed.

2.3. It is important to note that 15 of the 16 respondents (including all the objections and supportive responses received) suggested that further traffic calming measures are required to address community concerns regarding speeding in the service roads.

2.4. The representations have been considered in full, and the responses can be seen below.

Representation/Issue	Supporting Commentary
1 – Request for further traffic calming measures along the service road.	<p>As detailed in paragraph 2.3, 15 respondents irrespective of their support or objections to the proposals highlighted concerns around a single road hump being proposed and suggested that more traffic calming measures were required in addition to the single road hump.</p> <p>Notably, the location of the new zebra crossing located near to Delamere Close was identified as a possible location for another full width road hump.</p>
Officers Comments/Response	
<p>The proposals as presented at consultation have been developed following Cabinet approval (Environment and Infrastructure – 2 October 2025) to utilise the remaining available external HS2 Road Safety Fund budget allocation to deliver a single full width road hump on the northbound service road of Water Orton Road in response to a petition submitted by Councillor Alan Feeney in December 2024 on behalf of residents requesting action be taken to tackle high average vehicle speeds at this location.</p> <p>The authority acknowledges the concerns raised regarding the effectiveness of a single full width road hump in reducing average vehicles speeds along the service road however following the results of the additional traffic surveys carried out to inform the Cabinet decision taken and approved on 2 October 2025, the single full width road hump was deemed to be a proportionate measure when weighed against other options which were explored and presented at the cabinet decision session.</p> <p>The authority will monitor the scheme post-implementation to help us to inform decisions about whether further interventions are required and after which may be prioritised in subsequent programmes if funding becomes available. Any future measures would be subject to internal governance approvals, detailed design and statutory consultation.</p>	
Representation/Issue	Supporting Commentary
2 - Pedestrian safety concerns, especially at key crossing points.	<p>There are multiple respondents referencing near-misses, particularly at the cut through from Delamere Close, the desire line near 145-147 Water Orton Road.</p> <p>Additionally, a single respondent highlighted that they have witnessed vehicles crossing over the grass verge to gain access to the service road</p>
Officers Comments/Response	
<p>Although there are no further measures proposed to be implemented at this location, the service roads will be subject to monitoring following the implementation of the single full width road hump outside of properties 97 and 99 with the view for further interventions to be explored as part of future funding opportunities or prioritised through the authorities annual Local Network Improvement Programme (LNIP) if it is deemed to be appropriate and / or required from a road safety perspective.</p> <p>Motorists carrying out dangerous or illegal manoeuvres such as crossing the grass verge to gain access to the service road from the main road are subject to enforcement action by West Midlands Police and we would encourage residents and members of the public to report such incidents as and when they occur to the relevant authorities.</p>	

Representation/Issue	Supporting Commentary
3 - Alternative suggestions for traffic calming measures	Several respondents requested the authority to look at alternative measures along the service road such as Average Speed Cameras (ASCs), chicanes, reducing the speed limit, closing the service road at mid points to prevent a 'through route' and access only signage.
Officers Comments/Response	
<p>The requests for alternative measures have been previously taken into consideration as part of the optioneering undertaken to support the recommendations outlined in the cabinet decision session on 2 October 2025.</p> <p>The implementation of ASCs on the route would be deemed to be excessive due to the high cost of initial installation and on-going maintenance. Given the relatively low traffic volume using the service road, the use of average speed cameras would be disproportionate whereas physical measures are a more efficient and cost-effective way of reducing speeds. Additionally, the administration of ASCs across the region is carried out by West Midlands Police and therefore any ASC schemes presented would require approval to proceed. There are no known regional instances of ASCs being utilised to mitigate high average vehicle speeds on service roads.</p> <p>The use of chicanes was explored during the optioneering stage and were found to not be feasible due to both the existing width of the service road and the available space between existing vehicle access crossings along the route preventing the installation of a compliant solution within the available remaining budget allocation.</p> <p>The primary problem reported by residents is the deliberate use of the service road as a rat-run by a minority of motorists seeking to avoid the physical measures installed on the main Water Orton Road. These motorists are already choosing to exceed the existing 30 mph limit and are engaging in driver behaviour that indicates a low level of compliance with established speed limits. The authority believes that reducing the speed limit to 20mph on the service roads alone would not deter this behaviour without being accompanied by physical measures which are more effective in mitigating high average vehicle speeds.</p> <p>Closure of the service road at the midpoint was explored during the optioneering stage but was deemed not viable due to the impact on waste collections and private deliveries and the need to construct adequate turning heads to facilitate vehicle manoeuvres. The costs of the option were disproportionate when weighed against both the known issues on the route and other options particularly given the available remaining budget allocation from the HS2 Road Safety Fund.</p> <p>While access-only signage can be helpful in some residential contexts to remind drivers of the intended purpose of a road, officers do not consider it likely to be effective in deterring the current pattern of use on the Water Orton Road service road. As stated in previous responses and once the single full width road hump has been installed, additional measures may be considered through future funding opportunities or prioritised through the authorities annual Local Network Improvement Programme (LNIP) if it is deemed to be appropriate and / or required from a road safety perspective.</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.
- 3.2. Councillor Kaye requested clarification on the location of the proposed raised road hump and raised concerns over surface water drainage once the hump was installed.

- 3.3. The location of the proposed full width road hump is as per the consultation drawing (P25-32-SMBC-GEN-DR-P-0001) between properties number 97 and 99 in line with the existing footpath connecting the service road with the zebra crossing located on Water Orton Road.
- 3.4. The proposed full width road hump will be installed with two new highway gullies to manage surface water at this location to prevent ponding at the base of the road hump.

Democratic Services

- 3.5. 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

- 3.6. 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.
- 3.7. 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. It is recommended that the Proposed Road Hump is to be installed as per Drawing No. P25-32-SMBC-GEN-DR-P-0001 (Appendix A)

For Decision

- 4.2. The Head of Highway Infrastructure is asked to approve that:
- 4.3. Proposed Installation of a full width road hump is implemented.

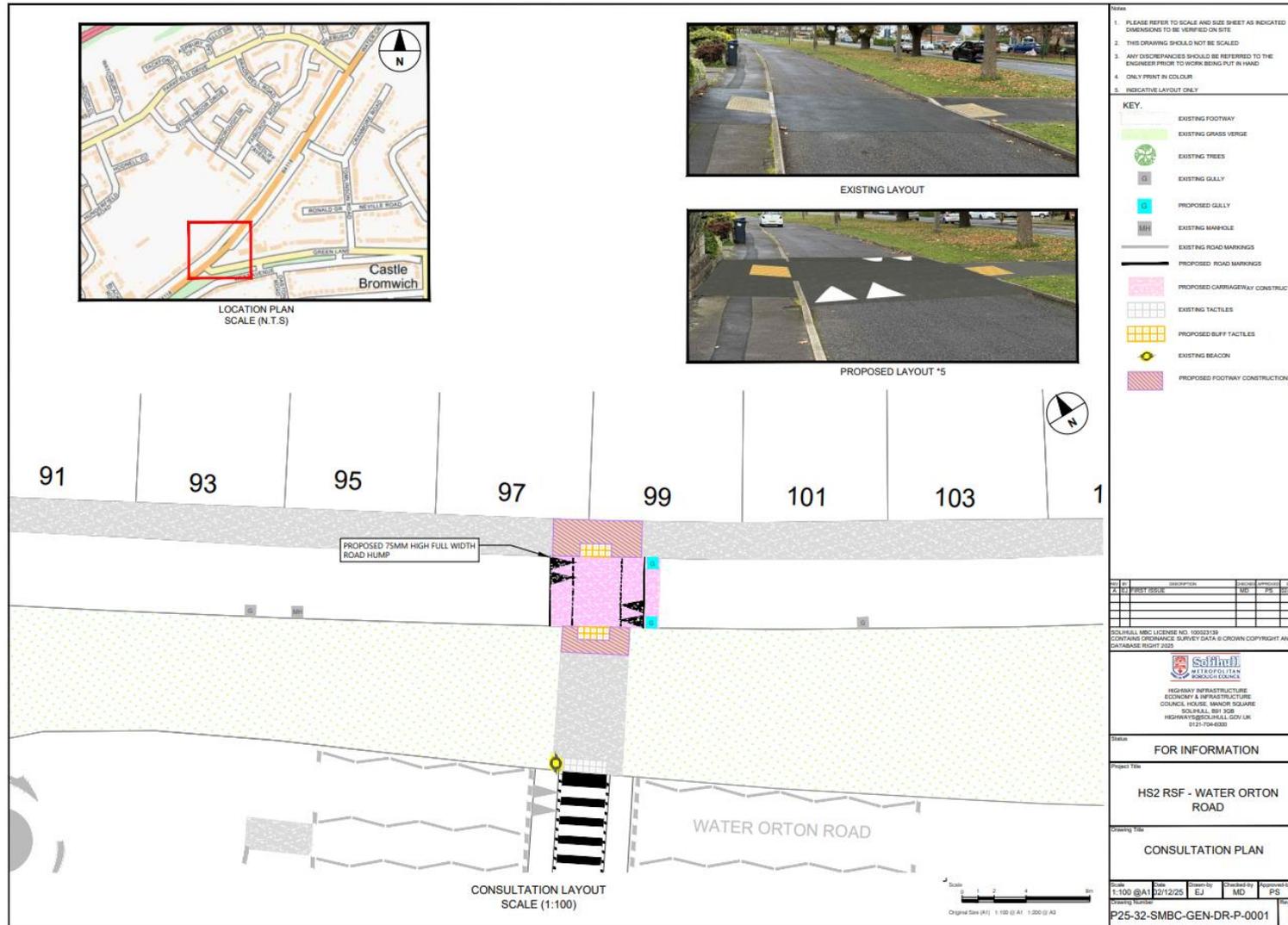
The recommendation as set out above is hereby approved:



Signature:**Date:** 16th February 2026

Dean Ward
Head of Highway Infrastructure

Appendix A: Consultation Plan



Appendix B: Legal Notice

SOLIHULL METROPOLITAN BOROUGH COUNCIL

Water Orton Road, Castle Bromwich - Proposed Traffic Calming Measures (Raised Table)

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 at the locations specified below:

SITE LOCATION (New Raised Table)	WIDTH	HEIGHT	LENGTH
Water Orton Road, Castle Bromwich – fronting properties nod. 95/97.	4.4m	75mm	5.7m

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 6 February 2026.

DEAN WARD

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16 January 2026

