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To: *Richard Clewer – Worcestershire Highways Dept*
Sarah Gilmour – Worcestershire Highways Dept
Cc: *Karen May – County Councillor, Clent Hills Division*
Alan Amos – Cabinet Member responsible for Highways

Dear Richard and Sarah,

Thank you for providing me with the proposals for road safety changes to the Bromsgrove road and Dayhouse bank within Romsley Parish. May I also take this opportunity to apologise for the delay in responding to you as we were waiting for responses from community consultations.

The Parish Council welcomes the acknowledgement by the Highway Authority of the many traffic safety issues being experienced in the Parish and is supportive of any initiatives that attempt to address these, however, I would like to raise some specific points for your consideration and clarification.

Sothern Bromsgrove road (Poplar Lane Junction – Farley Lane Junction):

Given the financial and affordability issues that you have previously cited, the reliance on a lower cost solution that uses road markings and signage is understandable. However, the dangers on this section of road are many and complex, and I remain convinced that the beneficial impact of your scheme would be much greater with the installation of a registration displaying radar speed sign. Though I know these types of product are expensive (circa £26000), their impact on behaviour and safety reinforcement is well documented. As such the inclusion of these devices would multiply the effectiveness of your proposals many times and significantly increase the value derived from the spend you are making. I would also like to restate that the Parish Council would be willing to contribute to the cost of such a device.

Also, the Police are currently unable to utilise their civil traffic speed enforcement vehicles due to the lack of hardstanding at a suitable location on the Bromsgrove road. A location just before the Village boundary (after the layby on the Halesowen bound side) was discussed with the Police as being potentially suitable. It would be good to confirm the suitability of the location and include this in the proposals thus potentially saving on traffic management and installation costs while permitting future enforcement activities.

When we last spoke you also suggested that an increase in the speed limit on the approach to the village was under consideration. You may recall that in our conversations I raised concerns over the traffic impact and Community reaction to these changes and urged a wide dialogue with residents to explain the reasoning. As this dialogue has not occurred and as I cannot see these changes included in your proposals, I would like you to confirm that this will not be happening.

Dayhouse Bank:

I would like to thank you for your proposals to reduce the speed limit on Dayhouse Bank with supporting changes to signage and road markings. Dayhouse Bank has been an area of great concern for a long time, and the changes you are proposing will be positively received by residents.

Bromsgrove Road, outside St Kenelms School:

I am pleased that you have followed up on the concerns raised about the traffic problems and dangers around the school. I support your proposals to increase the number of bollards to prevent vehicles mounting the pavement opposite the school. I also support your proposals to use enforceable road markings to prevent parking in front of the school as well as break up the existing parking zone between the School and Swallows Nest Public House to allow traffic to pass more easily during busy periods. However, I would like to clarify your proposals for enforcing these parking restrictions otherwise they will serve little purpose and offer only limited value.

In addition to the specific comments above, I have a number of general points that are applicable to your proposals at all locations. First, there is a vital need to undertake appropriate community liaison about these changes. For example, I was surprised to find that St Kenelm's school was not aware of the proposed changes to parking arrangements despite the significant impact on them. The Parish Council is more than happy to support you in communicating with the community, but we are neither resourced nor do we have the authority to lead on this.

Second, I would like confirmation on the timetable for implementing these proposals so they can be communicated to residents. It has now been over ten months since the fatal collision, and since then several other serious RTCs have occurred in the parish, and its vicinity and the community is impatient for change.

Thirdly, I still have significant concerns above that the proposals may not go far enough to resolve the safety problems being experienced. I have discussed this with you in previously, and at that time you suggested that regular traffic monitoring would be used post-delivery of any scheme to confirm success or identify the further need. As such I would like an undertaking from County Highways that the traffic will be monitored for speed and volume at these locations, twice yearly over next three years, to confirm the solution has had a sustained impact.

Finally, I note the proposals do not cover the northern part of the Bromsgrove road, outside the Sun Public House, which remains a dangerous section of road with frequent safety issues occurring. Could you please confirm the nature of your proposals for this section of road as well as the associated timetable.

I'm sure you appreciate that I have many residents who are interested in the traffic safety and the Parish Council receives a large volume of correspondence on this subject. I would like to be in a position to provide more detail to residents following our Parish Council meeting on Monday 11th June and would welcome your response prior to this date.

Kind Regards,



Richard Arrowsmith,
Romsley Parish Council Chairperson.