

## Frequently Asked Questions



Questions	WCC Responses
<p>How will the traffic be affected by the quantity of traffic on the double lanes?</p> <p>How has it been assessed as an improvement for the residents of Oakleigh Road that they will face immense difficulties turning right onto Birmingham Road as this will require somehow crossing two lanes into one, virtually impossible?</p> <p>How is it seen as an improvement that traffic wishing to exit right from Oakleigh Road will instead likely have to turn left, go down to the Tesco's roundabout and come back on itself - adding to the congestion going into Stratford on an already horribly congested road?</p>	<p>With increased number of lanes creates more gaps in the main traffic flow thus allowing easier access to/from Birmingham Road.</p> <p>Keep clear markings will ensure vehicles can exit onto the A3400 from side roads when there is queuing traffic.</p> <p>In free-flowing conditions, if vehicles find it difficult to turn right, an alternative is to turn left and U-turn via the Tesco roundabout. The additional capacity will ensure this does not cause too much delay to journeys.</p> <p>The design has been reviewed by the Road Safety team as part of a Road Safety Audit and the team are satisfied with the new design.</p>
<p>How will Regal Road roundabout be affected?</p>	<p>We are adding an additional lane to the southern approach so vehicles turning right into Maybird centre do not delay traffic heading north.</p>

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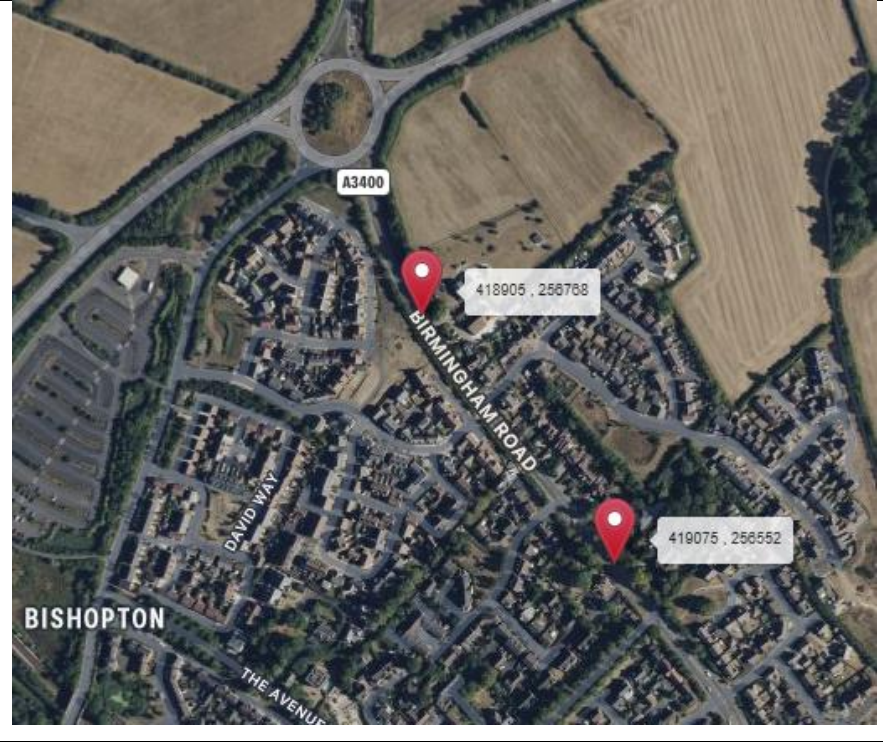
<p>On the north side, driving out of town people will have to cross two lines of traffic to turn right.</p>	<p>Keep clear markings will ensure vehicles can exit onto the A3400 from side roads when there is queuing traffic.</p> <p>In free-flowing conditions, if vehicles find it difficult to turn right, an alternative is to turn left and U-turn via the Tesco roundabout. The additional capacity will ensure this does not cause too much delay to journeys.</p> <p>The design has been reviewed by the Road Safety team as part of a Road Safety Audit and the team are satisfied with the new design.</p>
<p>Also turning from roads such as Oakleigh and Justins you will have to cross two lanes – this may be difficult and how will it be mitigated?</p> <p>Could there be a yellow box even if the police will not manage it bearing in mind that this power might be passed to the county council?</p>	<p>If a yellow box is not enforced by the police, then it will be ignored by drivers. KEEP CLEAR road markings will be added instead. However, with increased number of lanes creates more gaps in the main traffic flow thus allowing easier access to/from Birmingham Road.</p> <p>The County Council is considering whether to apply for powers to enforce moving traffic offences. If introduced, this would enable local enforcement of yellow box junctions.</p>
<p>Could the pedestrian/bike lane have a dividing line to separate the streams and avoid the current problem of bike riders yelling at pedestrians to move?</p>	<p>This was considered by the design team in conjunction with the Active Travel officers, however it was not possible to allocate adequate segregated space for pedestrians and cyclists according to National Standards.</p> <p>Therefore, 'Share with Care' signs will be introduced along the route to encourage users to be more considerate.</p>

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Could WCC share modelling information with times and cars with Cllr Grocott to inform residents?	We will be presenting modelling information at the next residents meeting on Thursday 28 <sup>th</sup> August 2025
30mph enforcement, what are the results of the monitoring?	<p><b>A3400 (between Buckingham Way and Bishopton Roundabout)</b></p> <p>418905 (Easting), 256768 (Northing)</p> <p>Northbound: 85<sup>th</sup> percentile 31.3mph; mean 24.9mph.</p> <p>Southbound: 85<sup>th</sup> percentile 34.3mph; mean 29.0mph</p> <p><b>A3400 (between The Avenue and Worthy Way):</b></p> <p>419075 (Easting), 256552 (Northing)</p> <p>Northbound: 85<sup>th</sup> percentile 31.7 mph; mean 25.8mph</p> <p>Southbound: 85<sup>th</sup> percentile 31.5 mph; mean 26.4 mph</p> <p>Speed reductions to 30 mph pre-date the A3400 Birmingham Road Scheme. Further information on 30 mph scheme can be requested to Road Safety team.</p>

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<p>Can we check how residents are kept informed; some were concerned as they hadn't had letters etc. Officers will review</p>	<p>Following the previous residents meeting, we have reviewed and increased the catchment area for the circulation of letters to residents and businesses.</p>
<p>Timetable for works to be communicated</p>	<p>Cllr Grocott has regular meetings with officers and is advised of upcoming works. This information is then circulated via social media and leaflet drops.</p>
<p>Abi offered to door knock with LG</p>	<p>Cllr Grocott has been undertaking regular door knocking in the area.</p>

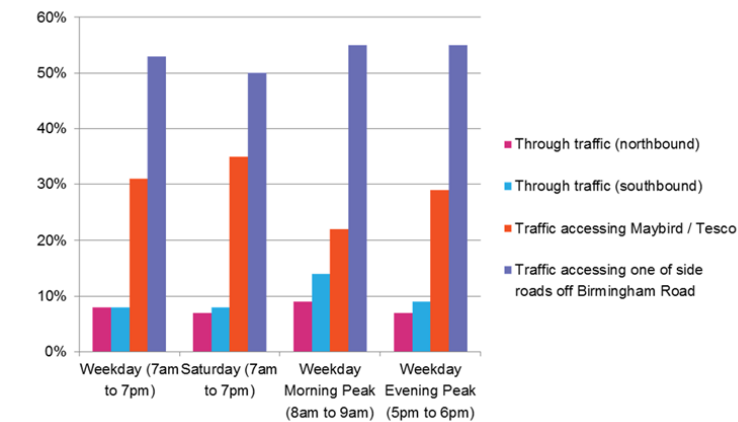
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<p>Confirmation that pedestrian crossing will not be affected, and pedestrian reservations?</p>	<p>Some existing uncontrolled crossings will be removed and replaced with signal-controlled crossings</p> <p>To facilitate the introduction of two-way traffic lanes into Stratford town, several central islands will need to be removed or modified along the inbound carriageway. Specifically, the central islands located after Justin's Avenue and just before the Park Road junction will require removal. The existing refuge island at Hamlet Way will need to be resized, and the central island at Maybrook Road will also need to be removed. These adjustments are necessary to achieve the required carriageway widths.</p> <p>The existing signal-controlled pedestrian crossing with a central island at Regal Road will be removed. A new crossing will be installed on the inbound approach, just before the Regal Road junction, to better manage pedestrian movement and alleviate traffic congestion in the area.</p>
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Do we know where the traffic is coming from and going to along the Birmingham Road – if it is local or through traffic?

Information from the original engagement has been provided in the charts below. The data shows there is a fairly even split between medium-long distance (more than 5km) trips on the corridor and those that are from a more local catchment (5km or less). Moreover, the majority of trips on the corridor have a destination or origin on the corridor.



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	<p>Number of trips to the Birmingham Road Corridor (07:00 to 10:00)</p> <table border="1"> <thead> <tr> <th>Distance Range</th> <th>Number of Trips</th> </tr> </thead> <tbody> <tr> <td>0 to 5km</td> <td>2500</td> </tr> <tr> <td>5 to 9km</td> <td>900</td> </tr> <tr> <td>9km+</td> <td>1750</td> </tr> </tbody> </table>	Distance Range	Number of Trips	0 to 5km	2500	5 to 9km	900	9km+	1750
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<p>Generally, and it relates to the points above, how/why has it been assessed by WCC that the residents of Oakleigh Road are fair game to be collateral damage in this terrible scheme that no one I've spoken too believes will deliver any improvements beyond the only thing that people really wanted- the whole thing just to be resurfaced.</p>	<p>A consultation for the proposed scheme was held with residents on the 22/01/2016 and ran for 6 weeks. A staffed exhibition of the proposal was held on the 28 and 30 of January of the same year, with an approximate attendance of 300 people.</p> <p>79% of the respondents were in support of the proposal. Comments received from residents in the consultation were incorporated into the project. Details on the consultation can be found in <a href="https://api.warwickshire.gov.uk/documents/WCCC-930-289">https://api.warwickshire.gov.uk/documents/WCCC-930-289</a>.</p>								
<p>Is there anyway of registering an objection/a complaint about the impact to said residents?</p>	<p>A complaint may be submitted at any time along the project construction lifespan, however, should this form the basis of a claim, this will need to be submitted after the layout has been in operation for 12 months.</p> <p>A letter drop will be arranged following the completion of construction which will inform residents of the correct pathway to make a claim or complaint.</p>								