

Meeting date: 12th July 2022

Report to: Cabinet Member for Environment and Infrastructure

Subject/report title: 20mph Speed Limit Review – Next Steps

Report from: Head of Highways Management

Report author/lead contact officer: David Keaney/Paul Tovey

Wards affected:

- All Wards | Bickenhill | Blythe | Castle Bromwich | Chelmsley Wood |
 Dorridge/Hockley Heath | Elmdon | Kingshurst/Fordbridge | Knowle |
 Lyndon | Meriden | Olton | Shirley East | Shirley South |
 Shirley West | Silhill | Smith's Wood | St Alphege
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Public/private report: Public

Exempt by virtue of paragraph:

1. Purpose of Report

- 1.1 To seek approval to progress a programme of 20mph speed limits outside schools in accordance with the statutory Traffic Regulation Order process.

2. Decision(s) recommended

- 2.1 The Cabinet Member is asked to:

- (a) Note progress of the speed limit review carried out in June 2021.
- (b) Approve the implementation programme for 20mph Speed Limits outside schools, set out in Appendix B, noting that future years' programmes are provisional and subject to funding being available.
- (c) Agree that any representations received should be considered in line with the Council's Scheme of Delegation for Traffic Regulation Orders and determined by the Head of Highway Management.

- (d) Agree to receive annual updates as part of the Traffic Regulation Order annual prioritisation reporting process.

3. Matters for Consideration

- 3.1 In June 2021, a review of the speed limits in operation across the Borough took place. The subsequent cabinet report approved:
- (a) Various changes to speed limits on roads across the Borough in response to observed changes in road use, behaviour, or layout.
 - (b) A policy for the future use of 20mph speed limits.
 - (c) A further review of speed limits operating outside schools, with the intention of expanding their use and establishing a multi-year delivery programme.
- 3.2 The proposed changes to existing speed limits, set out at point 3.1(a) and, following consultation with the Police, are now in the statutory consultation phase and if supported, will be implemented in this financial year.
- 3.3 This report focuses on the work undertaken to review the speed limits operating outside schools and identify priorities for the available funding, in response to point 3.1(c) above.

4. What options have been considered and what is the evidence telling us about them?

- 4.1 The review identified that 35 of the 84 schools in the Borough will benefit from a 20mph speed limit on the roads directly fronting the school. It is therefore considered that no further action is required at these locations (Appendix A).
- 4.2 Officers have reviewed the remaining 49 schools in the Borough. The characteristics at most sites are very similar and no priorities were identified, as most came out with the same score. Alphabetical and ward approaches were also considered but those too were dismissed as being unfair and unreasonable, at this stage.
- 4.3 After further consideration of risk, deliverability and those schools that are regularly raised as being of concern with the Council, this review process identified 3 key groups of schools (Appendix B). Timescales will be dependent on the resources allocated.
- 4.4 The suggested groupings are:
- **Group 1** – 10 Schools to be treated with a 20mph speed limit in the 2022/23 financial year. (Year 1)
 - **Group 2** - Sites 11 to 46 (36 No.) are sites that may be suitable for a 20 mph speed limit, but subject to further work to determine feasibility and priority for future years.
 - **Group 3** – Sites 47 to 49 (3 No.) currently linked to longer term development proposals that may either deliver the 20mph speed limit as part of the

development or remove the need for it. These sites will be reviewed annually to determine if there has been any material change.

- 4.5 Appendix B sets out the school and name of the street it fronts on to. It should be noted that, at the detailed design stage and after consultation with West Midlands Police, other adjacent streets may be included in the schemes where schools have more than one point of access, have a key walking route or other trip generator such as a remote car parking facility. Indicative individual scheme plans for each of the top 10 sites have been provided in Appendix C for illustrative purposes.
- 4.6 If the programme is approved, the Council will publish the associate Traffic Regulation Order that supports the speed limits changes. This is subject to a 21-day statutory consultation period that will commence when the schools return from summer holidays to ensure as many people as possible are aware of and can comment on the proposed changes. If generally supported, the changes will start to be implemented within a 12 to 14-week period.
- 4.7 If schemes receive negative feedback, it will be necessary to follow the approved scheme of delegation as used for the Traffic Regulation Order programme to ensure sufficient time is available to consider the points raised, modify or remove certain elements and to then deliver the programme this financial year.

5. Reasons for recommending preferred option

- 5.1 The rollout of 20mph speed limits at school locations has the potential to positively deliver road safety and environmental benefits to vulnerable road users in the borough.
- 5.2 Due to the majority of our schools now being open for longer periods of time (running before and after school clubs, community events etc.) the use of part-time 20mph speed limits is no longer considered flexible enough. It is therefore proposed that all of the 20 mph speed limits changes will be permanent limits, with the exception of St. Patricks School, Salter Street which is located in a very rural location, with very limited activity outside of traditional school arrival and departure times and has the benefit of a large off-road car park.
- 5.3 In reviewing the 38 sites shown in **Appendix B**, officers have considered site viability, in terms of engineering difficulty, deliverability, location and outcomes to establish an initial year 1 programme of 10 sites. It is therefore recommended that the speed limits should be reduced to 20mph at:

- Blossomfield Infant and Nursery School Shirley East
- St Patricks Church of England Primary Academy (Part-time 20mph speed limit) Blythe
- Tudor Grange Primary Academy Hockley Heath Dorridge/Hockley Heath
- Bentley Heath Church of England Primary School Dorridge/Hockley Heath
- St George & St Teresa Catholic Primary School Knowle

Priority:	Contribution:
<p>Environment:</p> <p>8. Enhance our natural environment, improve air quality and reduce net carbon emissions.</p>	<p>The type of environments through which a highway passes can play a huge part in helping aid compliance of speed limits to an extent often greater than posted speed limits. Therefore, establishing the correct environment around our highway assets has the greatest potential to set appropriate vehicle speeds depending on the function of the road in question.</p> <p>Reducing vehicle speed can promote and encourage active forms of travel, reducing car reliance and therefore can contribute towards air quality and carbon emission targets.</p>
<p>9. Promote employee wellbeing</p>	<p>Reduced speeds can encourage and facilitate active travel by making our roads and streets more attractive for journeys by foot and cycle both of which can have a positive impact of health and wellbeing.</p>

6.2 Consultation and Scrutiny:

- 6.2.1 In January 2021, a report entitled Speed Enforcement in Solihull – A new Approach was taken to the Stronger Communities & Neighbourhood Services Scrutiny Board. This report as a joint report with West Midlands Police considered the approach taken with regards to speed limit management and enforcement.
- 6.2.2 The approved speed limit changes will also be subject to the Traffic Regulation Order statutory consultation process.

6.3 Financial implications:

- 6.3.1 There is an approved allocation of £25,000 for the delivery of year 1 of the School 20mph speed limit programme funded from the Local Network Improvement Plan (LNIP) allocation of the Cities Regional Sustainable Travel Settlement (CRSTS) 2022/23, approved as part of the Asset Management and Services Priorities Report in February 2022.
- 6.3.2 This funding will be used to deliver the first 10 sites within the current 2022/23 financial period with any underspend being carried forward into the 2023/24 period.
- 6.3.3 Future year's expenditure will be considered as part of the Highway Services Asset Management and Service Priorities report which is typically presented to the Cabinet Member annually in January or February. At that time, a funding allocation will be sought from the Local Network Improvement Plan allocation to enable progression of year 2 of the school 20mph speed limit programme.

6.3.4 The success of current phases and the extent of available funding will inform the size of any future programme. However, an annual allocation of £25,000 per annum, over four years, would enable delivery of the full programme, resulting in most schools in the borough benefiting from a 20mph speed limit.

6.4 Legal implications:

6.4.1 None as a result of the recommendations of this report.

6.4.2 The setting of local speed limits will follow a defined legal process to ensure successful prosecution in the event anyone is caught exceeding the maximum speed limit.

6.5 Risk implications, including Risk Appetite:

6.5.1 None, as a direct result of this report.

6.6 Equality implications:

6.6.1 None at this stage in the process and generally in terms of speed limits and enforcement then these apply equally to every motorist.

6.7 Linkages to work with the West Midlands Combined Authority (WMCA), Local Enterprise Partnership or the Birmingham & Solihull Integrated Care System (ICS):

6.7.1 The recommendations resulting from this paper have the potential to positively contribute to regional road safety targets as set out in the WMCA Regional Road Safety Partnership.

7. List of appendices referred to

7.1 Appendix A – List of current schools benefiting from 20mph speed limits.

7.2 Appendix B – List of schools where a 20mph speed limit is proposed.

7.3 Appendix C – Plan showing proposed speed limit extents of year 1 programme.

8. Background papers used to compile this report

8.1 Speed Enforcement in Solihull – A new Approach Scrutiny Report (January 2021)

8.2 Asset Management and Service Priorities 2022/23

8.3 Cabinet Member for Environment and Infrastructure Report – Speed Limits in Solihull (A review and approach to the use of 20mph limits) (June 2021)

9. List of other relevant documents

9.1 The Department for Transport Commissioned 20mph Research Study Process and Impact Evaluation Headline Report (November 2018)

9.2 The Department for Transport in the Local Transport Circular 1/2013 “Setting Local

Speed Limits”

9.3 A Road Safety Strategy for Solihull 2017 -2030