

REPORT OF REPRESENTATIONS RECEIVED TO AN ADVERTISED TRAFFIC REGULATION ORDER

1. **The Metropolitan Borough of Solihull (Various Roads) (40mph Maximum Speed Limit) & Revocation Order 2022**
2. **The Metropolitan Borough of Solihull (Various Roads) (30mph Maximum Speed Limit) & Revocation Order 2022**
3. **The Metropolitan Borough of Solihull (Various Roads) (20mph Maximum Speed Limit) & Revocation Order 2022**

1 Representations received for the 40mph speed limit proposals

Representations received in relation to 40mph proposals in Meriden Ward - Objection	Officers Comments/ Response (refer to paragraph)
<p>I object to the proposed changes in all Meriden locations. The basis of my objections are that it is a waste of taxpayers' money and the reasons you have provided are unfounded (provide a comfortable environment to facilitate more confident active travel – walking, cycling etc). The money spent on this would have been better spent on fixing the numerous potholes in the roads. This scheme is another waste of council taxpayers' funds, such as the now defunct cycle lanes on Meriden Road (which don't meet Highway code rules now) and the Mickey mouse bollards by the school. In terms of average speed cameras, you do not have my authorisation to install these in Meriden and I will object vigorously to any such proposed scheme.</p>	1.1
Representations received in relation to 40mph proposals in Meriden Ward - Support	Officers Comments/ Response (refer to paragraph)
<p>As the proposals are in line with Balsall PC's request last year on the speed limits, particularly in having consistent speed limits in the Fen End, Oakley area I can confirm that Balsall PC supports the proposed speed limit changes in the TRO.</p>	noted

Officer Comments/Responses

- 1.1 Statistics have shown that lowering the speed limit on a road has a positive effect on speeds, improves safety and reduces speed related incidents. It also encourages active travel such as walking, cycling etc.

'Fixing potholes' is outside of the scope of this scheme. However, any potholes can be reported using the link below and an inspection will be carried out within 5 working days.

https://solihullcouncil.custhelp.com/app/smbc/dio/report_it/forms/transport_highways/report_a_pothole

The Highway code rules changed in January this year. The cycle lanes on Meriden Road were developed based on the latest LTN 1/20 guidance and are intended to encourage and support cycling within the ward. This scheme was externally funded outside of core council budgets. Installation of average speed cameras are not within the proposals being considered at this time.

2 Representations received for the 30mph speed limit proposals

Representations received in relation to 30mph proposals on Creynolds Lane and Salter Street - Objection	Officers Comments/ Response (refer to paragraph)
<p>There are nil problems with the current 40 limit on Salter Street and same goes for Creynolds Lane. The arguments are weak. It will impact adversely on vehicle users. Who is going to police it or are cameras proposed too? Total nonsense. Waste of time. What problems are there now? Answer is none. I do not support this the proposals at all.</p> <p>Craziness. Nil practical use. A problem that does not exist. Why not ban all motor vehicles from the areas?</p>	2.1
Representations received in relation to 30mph proposals in Knowle - Objection	Officers Comments/ Response (refer to paragraph)
<p>30 mph limit on Warwick Road from Lady Byron Lane to Wychwood Roundabout - Objection - I do not see any reason for this proposed reduction in speed limit. Is there any empirical evidence to support this proposal?</p>	2.2
Representations received in relation to 30mph proposals in Knowle - Support	Officers Comments/ Response (refer to paragraph)
<p>We have been campaigning since we moved in to get the speed limit reduced and are delighted that at last this is going to happen. We encounter numerous cars speeding along the Warwick Road oblivious to the flashing lights saying SLOW DOWN. We have lorries late at night travelling along this road ignoring the speed limit.</p> <p>Please put this into action as soon as possible as we have waited a long time for this to happen. The fumes from these cars are increasing and we have no alternative but to close all our windows.</p> <p>Cyclists will also benefit from a reduced speed and also people attempting to cross the road.</p>	noted
<p>I would support the speed reduction on the Warwick Road from 40mph to 30mph. I live at 1403 Warwick Road and the speed of the traffic is unreasonable. I have heard screeches of tires numerous times over the two years I have lived on the road and only Sunday a car was hit as it was turning into the side road next to the house. Due to the number of cars combined with the speed it makes this road very dangerous to cross at most times of the day and entering onto Warwick Road from Jacobean is extremely tricky.</p>	noted
<p>I was delighted to learn that the council are finally addressing the speed limited along Warwick Road. It is our opinion that many drivers still think that they are on the M42 and continue to drive at excessive speeds past our house towards the island at Wychwood Avenue roundabout.</p> <p>In addition to this we also experience cars racing, yes racing along Warwick Road late at night and perhaps with speeding cameras this might stop this ridiculous and dangerous practice.</p> <p>Myself and my family total endorse this change of speed limit and look forward to it being implemented soon.</p>	noted
<p>With regard to the proposed new speed limits in and around Knowle as a resident I am writing to advise you that I fully support the introduction of these limits.</p>	noted
<p>I would just like to lend my support to reduce the speed limit on the Warwick Road at Copt Heath to 30mph.</p>	noted
<p>I would like to confirm my support to the proposed new speed limits in and around Knowle.</p> <p>My concern is how will you make sure the 30mph limit on the Warwick Road between Lady Byron Lane and the Wychwood roundabout is observed.</p>	noted

May I suggest average speed cameras, I regularly travel along the Stratford Road between Hockley Heath and Box Trees roundabout, they are installed along this stretch of road with great success. I am sure you could gain access to data regarding before and after installation to confirm my observation.	2.3
My wife and I wholeheartedly support all the proposed speed limits and would welcome a more vigorous enforcement policy. The present 40mph along the Warwick Road is flagrantly disregarded by most vehicles.	2.3

Representations received in relation for 30mph proposals in Knowle – Support/other	Officers Comments/ Response (refer to paragraph)
I would like to confirm my support to the proposed new speed limits in and around Knowle.	noted
My concern is how will you make sure the 30mph limit on the Warwick Road between Lady Byron Lane and the Wychwood roundabout is observed. May I suggest average speed cameras, I regularly travel along the Stratford Road between Hockley Heath and Box Trees roundabout, they are installed along this stretch of road with great success. I am sure you could gain access to data regarding before and after installation to confirm my observation.	2.3
I support this plan; it will make Knowle safer and more pleasant.	noted
But you may need to take further action as drivers wishing to get through the area more quickly are likely to use Lady Byron Lane, Tilehouse Green Lane, Widney Road and Grove Road as a Knowle by-pass. Tilehouse Green Lane is already a racetrack and traffic calming measures are needed.	2.4
I am totally supportive of the proposals regarding 20mph speed limits in/around Knowle. It would be helpful, however, if arrangements could be made for the Police to check speeds on a more regular basis or if a local 'Speedwatch' group could be established that did not require Police attendance. I walk extensively around the village early most mornings and it is alarming to witness the number of vehicles travelling at high speed. The worst stretches by far are Tilehouse Green Lane through to Lady Byron Lane and Warwick Road from the M42 to the Wychwood roundabout.	noted 2.3 & 2.4
My wife and I firmly believe that with a Care Home, several blocks of flats and many houses along the Warwick Road between Wychwood and Lady Byron Lane, it certainly warrants not only a 30 mile an hour limit but also a zebra crossing, ideally situated between the two bus stops opposite one another, close to both the Care Home and the Copt Heath Golf Club. It would also be appreciated to see the grass verges kept in better order and anybody destroying them; by constantly driving over them or parking on them; receiving fines and payments for re-seeding or turfing them and with bollards at either end to stop people driving onto them in the first place. With all of the parcel deliveries they now park on what is left of the grass, plus not being sure of just what is a bike lane and what isn't, we see cyclists every day cycling up the Warwick Road from Knowle to the motorway roundabout, 99% of which ride on the road, where there is no cycle lane whatsoever, as a new double cycle lane has been painted on the other side of the road! Cars and lorries queue behind them, becoming more and more impatient, which is just an accident waiting to happen. I trust that you will not see this as just someone moaning for the sake of it, but from someone who cares for their garden, the council-maintained areas and the environment that we all live in. With a reduced speed limit; plus, cameras; and a safe place to cross a busy road, it would go a long way to restoring the pleasure of living just a short walk from Knowle.	2.5 2.5
I have been a resident for over 15 years. My apartment overlooks the Warwick Road, and I can claim a degree of experience regarding the escalation of misuse and abuse of both speed and parking during both day and night. The average age of our residents has risen and any attempt to cross the road, after alighting from the bus for example, is fraught with danger and high risk. The proposal for a speed reduction to 30 mph is very welcome. Prior attempts to encourage slower speed, by having a sign adjacent to the Birchwood Residential Home, proved totally ineffective. I understand it was set to alert drivers exceeding 45 mph and did not flash until the vehicle was adjacent to or past. Cars, commercial vans and even heavy trucks, particularly heading down toward the Wychwood roundabout, all are included in the high percentage of offenders.	noted

<p>While I welcome the above proposed improvement, I feel a strong need for some measure of ensuring that drivers comply.</p> <p>Understanding that one sees many differing types of cameras, speed signs and warnings, I don't think that a simple round 30 mph sign at the start and reminder signs along the route would achieve the desired reaction. A "Your speed 28, Thank You" sign in both directions would be a minimum solution. We all hope that this project is approved, and we can recognise an improvement in our safety and reduction of our frustration with 'heavy-footed' drivers.</p>	2.3
<p>As local residents of 37 years, we support this proposal strongly. This stretch of road is hazardous with cycle lanes, bus stops, road junctions and pedestrians having to cross the road, particularly as the footpath is only on one side of the carriageway. The road is wide and can be difficult to cross at busy times.</p> <p>We ask also that the speed limit be enforced by cameras or flashing speed advisory signs in both directions.</p>	noted 2.4

Representations received in relation to 30mph proposals – Request	Officers Comments/ Response (refer to paragraph)
<p>Can I please request the addition of Houndsfield Lane to either this or a future consultation to reduce the speed limit from the current 40mph to 30mph?</p> <p>Houndsfield Lane from the ford to Tilehouse Lane junction (Solihull side) currently has a speed limit of 40mph. The road is quite narrow, there is now housing on both sides and a busy children's nursery at the end near the Tilehouse Lane junction. I work from home and frequently see cars and HGV vehicles driving at 40-50mph down Houndsfield Lane and come into contact with parents picking up children. I think there is a significant risk of an accident with the current speed limit in place.</p> <p>There is only one small speed limit sign on Houndsfield Lane, so the cost of changing this from 40mph to 30mph should be relatively low.</p>	2.6
<p>I can find no reference to the recognised dangers in Smiths Lane which is very narrow with no path and yet has a dangerous speed limit of 40mph and is used as a "cut through" on a regular basis. I have communicated on this before with the Council's Officer prior to this more general communication but have not received a satisfactory reply. Having read the reasons for the implementation of individual schemes, these could easily apply to Smiths Lane.</p> <p>Smiths Lane is one way and is too narrow to have a 40mph limit.</p> <p>Smiths Lane has no pathway.</p> <p>Smiths Lane has houses on its border.</p> <p>Planning permission has been granted for an additional 11 dwellings on Smiths Lane.</p> <p>Reasons for inclusion of Smiths Lane in improving road safety in Knowle are obvious to those who live in the area.</p> <p>Please confirm that Smiths Lane will be included.</p>	2.7

Officer Comments/Responses

- 2.1 The part of Creynolds Lane which is being changed to 30mph speed limit is primarily residential with street lighting in place. The Creynolds Lane/Watery Lane/Ilshaw Heath Road crossroads was highlighted as a location for concern in the single site collision study undertaken in 2021. The changes now proposed to speed limits at this location compliment action taken to date to improve safety at the junction. As such reducing the speed limit would be more appropriate for a road of this nature. The police will be asked to enforce the lower speed limit to encourage future compliance.
- 2.2 An area wide review of the borough was undertaken and to avoid frequent speed limit changes it is considered for reasons of consistency that the speed limit on Salter Street is reduced to 30mph.
- 2.3 Warwick Road, Knowle is primarily residential, with street lighting. Current guidance from the Department for Transport states the road would be suitable for a 30mph speed limit. Cycle lanes are present on part of the route and the lower speed limit for motorists may encourage use of these facilities by the vulnerable road users.

- 2.4 Five representations in favour of the proposed 30mph speed limit on Warwick Road, Knowle, have highlighted the need to ensure motorists comply following its instigation. Average safety cameras are usually considered at sites with a significant collision history and where speed has been shown to be a contributory factor. For these reasons, Warwick Road is unlikely to be considered for this feature. The Council will monitor resident's comments following the introduction of the 30mph speed limit. If necessary, our partners the police, will be asked to undertake regular mobile speed camera enforcement to encourage compliance. These roads will continue to feature on the council's annual speed visor programme.
- 2.5 A supporter of the Warwick Road, Knowle, proposal has, however, stated that it may lead to an increase in traffic utilising an alternative route of Lady Byron Lane, Tilehouse Green Lane, Widney Road and Grove Road. A traffic calming scheme for Tilehouse Green Lane and Widney Road is proposed as part of the current 2022/23 highways improvement initiative, which if implemented would address the concerns raised.
- 2.6 A resident of Warwick Road, Knowle, has requested the installation of a pedestrian crossing by the care home. The location can be considered as part of the agreed process approved by the Cabinet Member for such requests. If feasible, the site would then be added to the Local Network Implementation Plan for future ranking and programming. The grass verges on this part of Warwick Road are subject to regular inspections by the Council's neighbourhood management team. They can arrange for any necessary maintenance, such as seeding, which is required. The area officer can also consider protective interventions, such as bollards, if it appears the grass verges are being damaged regularly. It should be noted that these matters are outside of the scope of this scheme.
- 2.7 A request for Houndsfield Lane to be changed to 30mph, from the existing 40mph speed limit, has been received as part of the feedback. The road was not included in the original advertisement of the traffic order. Consequently, it will not be possible to consider progressing the change on this occasion. The request can be put forward for consideration in any possible future speed limit changes proposed for the borough. It is also noted that any change would have to come forward in consultation and agreement with Worcester County Council as the lane is managed by both authorities.
- 2.8 A request for Smiths Lane to be changed to 30mph, from the existing 40mph speed limit, has been received as part of the feedback. The road was not included in the original advertisement of the traffic order. Consequently, it will not be possible to consider progressing the change on this occasion. The request can be put forward for consideration in any possible future speed limit changes proposed for the borough.

3 Representations received for the 20mph speed limit proposals

Representations received in relation for 20mph proposals in Castle Bromwich – Objection/other	Officers Comments/ Response (refer to paragraph)
We are writing to object to the proposed speed limit for New Street, The reason for this being, it is a waste of time and money putting up signs in this road, which is a cul-de-sac.	3.1
Unless you have someone on patrol or speed cameras put in the Street. Otherwise, there is no point. I doubt very much the council can afford the cost enforcements to go with the signs	3.2
I write to object to the proposed limits in Hawkswood Close, Camden Close, Langwood Court, Poplars Drive, Birmingham Road and New Street as they are no through routes. I am not aware of any speeding problems.	3.1
Regarding the proposals for Chester Road, Old Croft Lane and The Green I have concerns that 20 mph limits increase air pollution and are not enforceable.	3.2 & 3.3
<p>Having read your statement of reasons for the above, I find it woefully inadequate.</p> <p>It is a blanket statement, using general language covering a huge swathe of roads in the borough rather than a detailed breakdown identifying specific reasons for the speed limit reduction of specific roads.</p> <p>Therefore, I request the following regarding the roads affected under the proposals for Castle Bromwich.</p> <p>How many road traffic accidents between vehicles, attributed to inappropriate speed, have been recorded on these roads in Castle Bromwich in the last five years?</p> <p>How many accidents involving vehicles colliding with pedestrians, involving injury to said pedestrians and in which inappropriate speed was the cause, have occurred on these same roads?</p> <p>How many RTAs resulting in fatalities have occurred on said roads in the last five years?</p> <p>How many fixed penalties or prosecutions for speeding have been issued on these same roads in the last five years?</p> <p>I also wonder why the proposal doesn't cover the areas outside the schools of Castle Bromwich Infant School on Green Lane and Wyckham Road, Castle Bromwich Junior School on Bentley Road, St Mary and St Margaret's Primary School on Southfield Avenue and Park Hall Academy on Water Orton Road and Cranmore/Tomlinson Road? Surely if we want cars to go slowly anywhere, it's outside schools.</p>	<p>3.4 & 3.5</p> <p>3.6</p>
Representation received in relation for 20mph proposals in Castle Bromwich – Support/other	Officers Comments/ Response (refer to paragraph)
I write in support of the above proposed speed limit order application to The Green, Castle Bromwich.	noted
I do however have some comments to make, it is becoming increasingly noticeable that a weight restriction order (similar to Cooks Lane) is needed for this road not just to stop the HS2 hgv's (who still flout the section 17 order) but also many other large commercial vehicles who use this unclassified road as a short- cut.	3.7
I also wonder, having granted this order, how the council would implement it.	3.7
Representations received in relation for 20mph proposals in Cheswick Green – Objection/other	Officers Comments/ Response (refer to paragraph)
<p>Current proposals for new speed limits within Cheswick Green and associated roads are a complete over-reaction to a problem that doesn't exist. Any excuse it would appear to pick on local motorists is taken regularly. There are nil problems with the current 40 limit on Salter Street and same goes for Creynolds Lane. The arguments are weak. It will impact adversely on vehicle users. Who is going to police it or are cameras proposed too? Total nonsense. Waste of time. What problems are there now? Answer is none. I do not support this the proposals at all.</p> <p>Craziness. Nil practical use. A problem that does not exist. Why not ban all motor vehicles from the areas?</p>	2.1

Representations received in relation for 20mph proposals in Cheswick Green – Support/other	Officers Comments/ Response (refer to paragraph)
I would like to add my support to this proposal.	noted
My concern however is how it will be enforced?	3.2
Representations received in relation for 20mph proposals in Dickens Heath – Objection/other	Officers Comments/ Response (refer to paragraph)
I would lodge objection to the above proposed order on behalf of the Dickens Heath Residents Association pending a proper public consultation process. I do not believe the order to be justified or necessary in respect of the Dickens Heath Village.	
My concerns relate in first instance to the timing of the proposed TRO during the peak holiday period with lack of publicity and the wider public preoccupation with other significant issues e.g. the Commonwealth Games.	
There is a very low level of public awareness within the village resulting in virtually no public input or even that of the Parish Council. This leaves an impression that SMBC is trying to slip this through unnoticed a significant change, while just complying with its minimum statutory obligations. Our strong view is that such important issues must be taken in the light of both community awareness and support with a proper opportunity for public input. In this instance this is far from the case.	3.8
In terms of objection to the order the following points are made.	
1. The order does not state any clear road safety-based evidence for the proposal, and we do not believe such empirical evidence exists.	3.4
2. The design of the village coupled with parking arrangements already restricts traffic speeds. Traffic calming is effectively built in.	3.9
3. I am not aware of there being a history or record of recorded road accidents within the proposed zone. If this is an issue, please advise any details held of recorded road accidents or excessive speed recordings (a Freedom of Information Request can be submitted)	3.5
4. I understand the Police cannot enforce speed limits under 30mph and almost no speeding prosecutions have taken place in respect of 20mph zones in Solihull or as reported for Warwickshire. How will this be enforced, and will it involve financial benefit to the Highway Authority?	3.2
5. Internal combustion engines are very inefficient at such low speeds and produce higher levels of emissions and can lead to congestion that conflicts with the council's environmental clean air policy.	3.3 & 3.9
6. The proposal imposes an unnecessary additional set of regulations and restriction on a whole village community where the car of necessity is the main mode of transport.	3.10
7. Dickens Heath seems to be an unfortunate target for experimental schemes, and I would also remind the authority that when the last major scheme was introduced (parking on pavements) and came up for a proper public consultation review after the temporary assessment period SMBC decided to make it permanent despite the village poll response coming strongly down against doing so.	3.10
On a positive note, we would support a limited 20mph speed restriction on the section of Tythe Barn Lane adjacent to the Village Community Primary School although parking does severely inhibit speed it would increase driver awareness.	3.10
Representations received in relation for 20mph proposals in Dickens Heath – Support/other	Officers Comments/ Response (refer to paragraph)
I totally agree with the proposed limits of 20 miles per hour, the way some of the idiots drive round the village.	noted
Dickens Heath Parish Council have considered the proposed speed limit review for Dickens Heath. They are generally in support of the 20mph limit to cover the village.	
They are however disappointed that there has been no prior consultation with the Parish Council, and a lack of public consultation.	noted

As a long-standing resident of Dickens Heath, I am writing to wholeheartedly endorse the introduction of a 20mph speed limit for the village.	noted
I hope you will consider additional traffic calming measures for the most dangerous rat runs, in particular Tythe Barn Lane and the stretch of Dickens Heath Road from the island to the 'bananabout' which is regularly used late at night by (deliberately) racing drivers with the added danger of the blind turning out of Boundary Lane that has never been addressed.	3.12

Representations received in relation for 20mph proposals in Knowle – Support/other	Officers Comments/ Response (refer to paragraph)
With regard to the proposed new speed limits in and around Knowle as a resident I am writing to advise you that I fully support the introduction of these limits.	noted
Delighted to see new speed regulations in and around Knowle.	noted
From what I can see your proposed plan appears to stop by Arden School. Can we please have the speed limit extended right the way down into Dorridge. We have many cars and lorries travelling extremely fast down Station Road and ignoring the 20mph in the heart of Dorridge. Also, now some motorbikes using the road as a racing track.	3.13
I fully support the proposals - and would make the following comments: • I don't think they go far enough - I think the 20mph zone should start at the Wychwood roundabout, the top of stripes hill, all of Station Road and all residential roads off these areas. These are residential areas with cyclist, pedestrians and children. 30mph is unnecessary - and much more dangerous.	3.13
• The 20mph zone must be properly signposted and enforced. Many drivers are unaware of the current 20mph limit on the High Street - there is no enforcement - so most people still drive at 30mph.	3.14
I am totally supportive of the proposals regarding 20mph speed limits in/around Knowle. It would be helpful, however, if arrangements could be made for the Police to check speeds on a more regular basis or if a local 'Speedwatch' group could be established that did not require Police attendance. I walk extensively around the village early most mornings and it is alarming to witness the number of vehicles travelling at high speed. The worst stretches by far are Tilehouse Green Lane through to Lady Byron Lane and Warwick Road from the M42 to the Wychwood roundabout.	noted 3.1 & 3.15
We are fully in support of the sensible proposals to reduce traffic in the village to 20mph. The reduction to 20mph on the High Street, which has been in place for over a year but not monitored, has however not been successful with even many local residents not being aware of the speed limit. We live in Kenilworth Road, near the end of the 20mph limit, but traffic regularly exceeds 40mph and often much higher speeds. In the evening we seem to attract all sorts of racing vehicles which is unacceptable and extremely dangerous. Our suggestion would be to paint 20 at regular intervals on the road surface, which would not be too costly, speed cameras would also help. There are many pedestrians, children using the Kixley Lane entrance to the Primary School, mothers with pushchairs all using Kenilworth Road. Car parking on pavements adds an additional hazard here. We are in full support of any measures to improve safety in our area and thank you for highlighting the issue.	noted 3.1 & 3.14 & 3.16
I support the 20mph in Knowle centre. The 20mph should be extended on Station Road at least as far as Purnells Way at school morning and afternoon peak times as the numbers of schoolchildren walking 3 and more abreast along the road is an accident waiting to happen. <i>(continued on next page)</i> Cars should also be prevented from parking at the Purnells Way junction with Station Rd as it is chaos at school leaving times and this is a bus route. It is so dangerous. I have no objection to the proposed 20 mph in the centre of Knowle.	noted 3.13 3.16
I would request that consideration be given to extending the 20-mph limit along Station Road up to the island with Grove Road during school starting and leaving times as it is incredibly dangerous with hordes of children walking 3 and 4 abreast. It is an accident waiting to happen- in fact it has already happened.	3.13
I have just seen the map of proposed 20 mph limits for Knowle and am writing to express my support. I see they include my street, Crabmill Close. Quite near the entrance, by the turning to the flats, there is a very steep and vicious speed bump, considerably larger than any others in Knowle or Dorridge.	noted

<p>When the speed limit is introduced could the council please remove the bump, or at least reduce its impact. We have to drive over it both ways whenever we take the car out and it is very uncomfortable. It is also completely unnecessary as the closeness to Hampton Rd and the narrowing past the permitted parking area mean you wouldn't be doing much more than 20 mph even without the new limit.</p>	3.17
<p>Firstly, I support the proposed new 20 mph speed limits around Knowle as this should make things safer for pedestrians and should result in less noise.</p> <p>Secondly, as a resident of Longdon Road, we already have a considerable problem with speeding cars and motorbikes, and I foresee that with drivers being held to 20 mph into the top of Longdon Road many will use the relaxation to 30 mph to drive even faster along the rest of the road.</p> <p>Thirdly, how is this new limit to be enforced? We already have 20 mph signs for the High Street, and this is flouted by the majority of drivers. The speed limit on Longdon Road is 30 mph but many people exceed this and there is no enforcement of this limit at all.</p> <p>While I applaud the proposal to limit speeds it will be a pointless exercise without the necessary enforcement, and I would like to hear about the proposals for such enforcement before further action is taken.</p>	<p>noted</p> <p>3.14</p> <p>3.2</p>
<p>I'd like to respond to the proposal to reduce the speed limit in a larger part of Knowle to 20mph and wanted to express my support for this.</p> <p>Looking at the map (Plan 2), the increased area will make Knowle a lot safer for pedestrians in its core area. I've a son at Knowle Primary (year 6) and this will help make his walk into school a lot safer. Equally, I've a daughter at Arden School and have been concerned about road safety along Station Road for some time.</p> <p>I'm a local living in Starbold Crescent, and both walk and drive in Knowle. There are some specific suggestions I'd like to make based on living here for around 10 years: -</p> <ul style="list-style-type: none"> • The 20mph zone implemented in Knowle has been great overall, but it still seems to cause confusion for some drivers. I think the main contributory factor to this is that the 20mph signs are only at the extremities of the restrictions and relatively easy to miss. For example, when going along Station Road towards the Warwick Road, there is only a single 20mph sign which is set back from the road above a resident's hedge (and also partially obscured by other signage). There doesn't seem to be any intermediate signage (small repeater signs), or other indications of the 20mph speed limit (such as the speed limit being painted on the road surface itself, or a change in the road surface / bumps as is the case in Dorridge). Some drivers appear to assume the 20mph limit is finished once they go past Knowle Church (travelling southwards along the Warwick Road) and speed up significantly in this section. This issue is likely to increase if the 20mph zone is increased in size without intermediate signage. • As such, please include repeater signs at regular intervals along the 20mph stretches. This will make it clear to drivers that they are in a 20mph stretch and help keep pedestrians safe (especially when they expect cars to be travelling more slowly, but conversely some cars appear oblivious to the lower limit). It may be that the 20mph symbols on Plan 2 identifies the locations of repeated symbols, but I couldn't tell for sure? • Station Road footpaths are heavily used and congested at peak times by pedestrians. Arden School in isolation has over 1,500 pupils travelling to their site each day. The sheer volume of pupils (as well as many other pedestrians) crowded along the narrow footpaths needs careful managing, and a 20mph restriction along the section until these numbers dissipate would help reduce the risk to them. At the same time, the long, straight and narrow road seems to encourage some drivers to speed (well in excess 30mph), which is further exacerbated as there are none of the various road features that have been used to reduce the speed in the adjacent section of Station Road (from the cricket ground/Widney Road roundabout towards Dorridge). • Please extend the 20mph section westwards past the entrance to Purnells Drive (e.g. using What3Words to the location around "brass.fund.ideas"). This would particularly improve safety around Purnells Drive, which gets heavily congested at peak times given parking near the throat of the junction and heavy pedestrian use (mainly unaccompanied school children). <p>It would also help road safety where pedestrians need to cross this section of Station Road (e.g. access from the Purnells Drive area to the Downing Close medical facilities, plus the bridleway opposite the telephone exchange building, plus inevitably many school children that seem keen to cross Station Road on this unprotected section rather than use the official pelican crossing located on the other side of their school entrance).</p> <p><i>(continued on next page)</i></p>	<p>noted</p> <p>3.14</p> <p>3.13</p>

<ul style="list-style-type: none"> Although probably outside of the scope of this consultation, a zebra crossing at this location (e.g., using What3Words to the location around "brass.fund.ideas") would be an even better solution, rather than just relying on a 20mph speed limit up to this point. 	3.18
Thank you for this. I'm overwhelmingly in favour of your plans but ask that you consider the above as they'll help improve things further.	noted
20 mph limits - no objections but I would suggest the addition of active "speed visors" at each entry point into the 20-mph limit.	3.19
I write regarding the proposals to impose a 20mph speed limit on central Knowle, which I wholeheartedly support.	noted
I also actively encourage the council to extend this to Milverton Road, which is on the edge of the proposed 20 mph zone. As of 18th July, the public footpath which has been closed by Arden School will re-open meaning a significant volume of vehicles will recommence use of the road and turning circle, around school drop off and pick up times.	3.20
Given that the footpath and by default access to the school from Milverton Road has been closed since 2020 the volume of traffic and therefore speeding traffic has significantly reduced but this will restart in September with the new school year.	

Representations received in relation for 20mph proposals in Knowle – Questions	Officers Comments/ Response (refer to paragraph)
I have a couple of points about this proposal which I hope to have already been considered: - 1.What are the statistics for accidents in this area involving collisions between vehicles and pedestrians & cyclists? I presume that there are extensive records showing the need for reduced speeds. Please could I be provided with them.	3.4
Why is the money being spent on this rather than e.g., repairing the road surfaces which are in a terrible state and a risk to cyclists in particular.	3.21
2.I trust the signage will be much better that for the existing temporary restriction. The current signs are very badly placed, and several are invisible until you've virtually passed them. a. Is the area going to be a 20 mph Zone or will there be repeater signs? b. Either way, I suggest the use of '20 mph' roundels on the road at the entrances to the restricted area.	3.2 & 3.14
3. What enforcement will be in place? Without it being there, visible and publicised it will just cause confusion, with drivers overtaking those travelling at or below the 20-mph limit, thus causing increased dangers, rather than reducing them. We have little enough enforcement of the existing 30 mph limit, even on roads which are well known for excessive speed.	3.2

Representation received in relation for 20mph proposals in Marston Green – Objection	Officers Comments/ Response (refer to paragraph)
I have seen 20 mph restrictions to be made in Marston Green, the 30 mph is not enforced so how will the 20mph be enforced. This slow speed only penalises the law abiding who keep to 30mph. Why have omitted restrictions on the fast straight roads, Bickenhill Road, Elmdon Road and Coleshill Road where the speeding takes place. Many of those who do speed also have vehicles or motorcycles with noisy exhausts, again nothing is done.	3.2 & 3.14 & 3.23
There is a growing new problem of eScooters ridden mainly by children. Are dicycles (Segway's) also illegal on footways.	3.22
Please do not make any more rules and regulations that you cannot enforced or control properly. Put up speed cameras to catch the offenders, not restrict the law abiders.	3.2
Representation received in relation for 20mph proposals in Marston Green – Support/other	Officers Comments/ Response (refer to paragraph)
I welcome your proposal to reduce the speed limit through Marston Green and would comment on the proposal as follows: -	noted

<p>I think the limit in Bickenhill Road should extend to include the junction of Coleshill Road and Land Lane as this is a busy crossroads and there have been collisions there. Even better would be to start the limit at the sign “Marston Green” this would give a greater element of safety to those coming out of the side roads along Bickenhill Road.</p> <p>Elmdon Road should be included to cover the junction with Land Lane. A serious accident occurred there recently, and I have been the subject of near miss incident there myself, where speed has been a significant factor by those travelling along Elmdon Road.</p> <p>I hope you will be able to include these proposed amendments which would be in the interest of all road users in Marston Green.</p>	3.23
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Representation received in relation for 20mph proposals in Meriden – Objection	Officers Comments/ Response (refer to paragraph)
<p>I object to the proposed changes in all Meriden locations. The basis of my objections are that it is a waste of taxpayers’ money and the reasons you have provided are unfounded (provide a comfortable environment to facilitate more confident active travel – walking, cycling etc).</p> <p>The money spent on this would have been better spent on fixing the numerous potholes in the roads. This scheme is another waste of council taxpayers’ funds, such as the now defunct cycle lanes on Meriden Road (which don’t meet Highway code rules now) and the Mickey mouse bollards by the school. In terms of average speed cameras, you do not have my authorisation to install these in Meriden and I will object vigorously to any such proposed scheme.</p>	1.1

Officer Comments/Responses

- 3.1 Whilst short lengths of roads and cul-de-sac locations are unlikely to be subject to excessive vehicle speeds, for reasons of consistency and simplification/streamlining of signs they are included within the Order. The signing of a cul-de-sac would typically be two 300mm ‘repeater’ signs mounted back-to-back; if they were omitted larger ‘terminal’ signs would be required to advise motorists that they are leaving or entering the 20mph speed limit. This approach would result in both higher costs and additional clutter to the street scene.
- 3.2 West Midlands Police currently have the responsibility of enforcing all speed limits. The 20mph speed limit would be largely self-enforcing with the provision of signs to indicate the lower speed limit to motorists; reduced speed limits have demonstrated changes in driver behaviour that typically results in slightly lower driving speeds. However, we are aware of WM Police undertaking enforcement in a recently introduced 20mph speed limit.
- 3.3 Air pollution is complex, some research suggests the health impacts are likely to be negligible and outweighed by the health benefits of slowed traffic. In addition, the increase in electric vehicles using our roads over the next few years is also likely to have positive impact on air quality.
- 3.4 The proposals have not been put forward as a result of collision data/collision history and are part of the council’s highway services team’s wider aims to introduce 20mph speed limits in suitable areas. SMBC’s approved criteria for the introduction of 20mph speed limits focuses on roads fronting retail centres, schools and locations with high pedestrian movements. The primary objective of the 20mph speed limits is to help control vehicle speeds and aid road safety; this may result in a more pleasurable environment for road users to consider more sustainable alternative modes of travel.
- 3.5 As the roads were not selected based on speed and collision data, the request information has not been collated, should the objector still require the data, they may submit a freedom of information request to the council, although any queries regarding the number of fixed penalties issued or prosecutions should be raised with West Midlands Police.
- 3.6 As detailed in 3.4 the approved 20mph criteria does also focus on schools and a separate project is underway to introduce a programme of 20mph speed limit Traffic Regulation Orders near schools. Some of the schools referenced will be included in those Orders which will come forward later this financial year.

- 3.7 An environmental 7.5 tonne weight limit Order is already in place at The Green. Enforcement of which sits with West Midlands Police. The comment will be fed through to the police for their consideration. The 20mph speed limit will be implemented through signs and road markings prescribed and approved by the Department for Transport and enforcement undertaken as set out in paragraph 3.2.
- 3.8 The proposed Order was advertised by on-street Notices and large information signs on the entry points to the Village of Dickens Heath. When a relatively large area (and in this instance, multiple locations across the borough) are being included within a proposed Order it is not practical to write to every individual household. The representations received suggests that the consultation certainly reached some of the intended recipients. Whilst the Commonwealth Games was a significant local and international event it was not considered that the council's statutory duties should be put on hold. The Parish Council were made aware of the proposals.
- 3.9 The objector states that low traffic speeds are already built into the design of the road and then goes on to state that low traffic speeds can result in congestion and poor air quality. The proposed speed limit will help to reinforce any current lower traffic speeds. A signed maximum 20mph speed limit would encourage compliance from all motorists resulting in more consistent traffic speeds, reduced stop/start and acceleration which can generate both noise and air pollution. It is hoped that the resulting environment in the village will provide confidence for active travel choices to be made in line with the council's Air Quality Policy. On-street parking can provide natural and valuable traffic calming; however we are seeing an increase in requests for our help to manage kerbside space. Areas that typically attract parking may be regulated in future 'opening up' the road and perhaps resulting in increased speeds.
- 3.10 The objector has framed the lowered speed limit as unnecessary regulation, in response we would comment that a village wide 20mph maximum speed limit has the potential to positively deliver road safety and environmental benefits to vulnerable road users, encourage active travel choices and is in line with advice and guidance from central government. When drawing up proposals it was considered whether an isolated section of the village should be subject to the 20mph speed limit, including the areas in the heart of the village and near to the school. However, with no natural start and end point and with current government advice being to consider villages as a whole it was deemed that a village wide limit would introduce consistency throughout the area, in turn reducing the number of larger terminal speed limit signs and the impact on the street scene.
- Dickens Heath has not been considered in isolation, there are 20mph speed limits proposed in nearby Cheswick Green, Knowle, Meriden, Marston Green and Castle Bromwich. The village wide prohibition of footway parking may not have been popular at the time when introduced ~ 10 years ago, however the hierarchy of road users is now focusing more on vulnerable road users and footways should not be obstructed for the simple convenience of motorists parking. It is likely that prohibitions of footway parking will be more prevalent in the next few years.
- 3.11 The village is currently served by public transport including buses and nearby railway stations. There are aspirations from Transport for West Midlands to improve rail links and parking capacity at Whitlocks End railway station. Private car use is likely to remain a popular choice due to habits established over many years. We believe the reduced speed limit has the potential to encourage more active travel locally which in turn could reduce congestion; a cycle corridor between the village and Solihull town centre has been identified as a priority route and is currently under investigation.
- 3.12 Traffic calming measures are not under consideration in this consultation, albeit a 20mph speed limit and associated signing is considered a traffic calming intervention.
- 3.13 The extents of the advertised 20mph speed limit cover the heart of the village and the frontage of Arden School. Station Road is a relatively long straight road and compliance may be difficult to achieve. This is not a reason for the authority to discount introducing a lower limit, however there are a number of side roads leading from Station Road that would also benefit from the lower speed limit making it unmanageable with current resource and funding. There may be an opportunity to extend the lower limit into these areas in the future.
- 3.14 The 20mph speed limits across the borough will be signed in accordance with advice and guidance from the Department for Transport. The temporary limit on the High Street in Knowle will be reviewed if made permanent. It is intended that all permanent 20mph limits will benefit from conspicuous signs and road markings.

- 3.15 The speed watch initiative is administrated by West Midlands police; the comments will be fed back to our colleagues at WM Police accordingly.
- 3.16 Parking restrictions will not be considered under this Order; the locations highlighted as a concern will be fed into and considered under the council's Traffic Regulation Order Framework – the approved process for handling all requests received for new or amended on-street parking restrictions.
- 3.17 Amendments to existing traffic calming would not be considered under this Order; the location highlighted has been reviewed separately by highways maintenance colleagues and requires no further action.
- 3.18 There are no plans at the current time to provide a new crossing facility at this location. It is noted that such a proposal may come forward should the Arden School planned relocation take place in the future.
- 3.19 Whilst the request for speed visors/ vehicle activated signs is noted it would not be feasible to provide these at each entry to the 20mph speed limits. The council runs a programme whereby deployable mini speed visors are rotated throughout the borough. It is likely that some of the roads in Knowle, and other locations where the 20mph speed is being promoted, will benefit from a speed visor over time.
- 3.20 Milverton Road is not within the current proposal but may come forward at a later date under a separate Order.
- 3.21 Highway maintenance is funded separately and as the Highway Authority the council has a statutory duty to both manage and maintain the highway network.
- 3.22 Segway's are not permitted for use on the public highway.
- 3.23 The extents of the advertised 20mph speed limit cover the heart of the village and the frontage of retail areas and schools which is in line with the council's approved policy. An extension to the advertised extents could not be accommodated under this Order and the locations highlighted would need to be considered separately. Collisions at the location in question have been investigated and no pattern was identified in the incidents. It will continue to be monitored as part of the council's road safety duties. This request will be put forward as part of a future review of speed limits in the borough.