

Meeting date: 5 September 2023

Report to: Cabinet Member for Environment and Infrastructure

Report title: 20mph Speed Limit Extensions at Buryfield Road, Silhill and Hazelhurst Road, Castle Bromwich

Report from: Paul Tovey – Head of Highway Management

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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: N/A

1. Executive Summary

- 1.1 In February 2023, stakeholder representations were considered as part of proposals to introduce new 20mph speed limits on roads associated with ten schools in the borough.
- 1.2 The representations identified an appetite from the local community to expand the extent of the 20mph speed limits proposed at two sites, Greswold School and Castle Bromwich Infant School. It was subsequently agreed to carry out further investigation and engagement to identify the feasibility and level of support for the requested extensions.
- 1.3 This report summarises the findings from the site review and engagement process undertaken between May and July 2023. The results identified a strong level of support from the local community at both sites for the introduction of extended 20mph speed limits, as shown in **appendix A** and at option B of **appendix C**.
- 1.4 The report recommends that these should be progressed as part of year 2 (2023/24) of the school 20mph speed limit programme.

2. Decision(s) Recommended

2.1 The Cabinet Member is asked to:

- (a) Note the contents of the report and feedback on the proposed 20mph speed limit extensions at Greswold School and Castle Bromwich Infant School.
- (b) Approve the implementation of the proposed 20mph speed limits, as detailed, and shown in **appendices A and C**.

3. Matters for Consideration

- 3.1 A review of the speed limits around schools within the Borough was undertaken during 2022 which identified roads where a lower 20mph speed limit would be more suitable.
- 3.2 A programme to deliver the identified changes was approved at the 12 July 2022 Environment and Infrastructure Cabinet Decision Session. Following advertisement of the Traffic Regulation Orders to facilitate the proposed changes, representations were considered at the 27 February 2023 Environment and Infrastructure Cabinet Decision Session.
- 3.3 Recommendations from the 27 February meeting included proposals to introduce 20mph speed limits at Greswold School and Castle Bromwich Infant School.
- 3.4 In reviewing the representations, it was noted that whilst the proposals as advertised were well supported, expansion of speed limits at both sites to cover wider areas than those originally proposed was requested.
- 3.5 It was therefore agreed that, subject to further investigation and engagement, the two sites would be reviewed and put forward for consideration in 2023/24 as part of year 2 of the programme.
- 3.6 This report considers the results of this review and makes recommendations regarding the expansion of schemes at both locations.

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

Greswold School

- 4.1 A consultation exercise was undertaken between 6th May and 1st June 2023 on proposals to extend the 20mph limit on Buryfield Road (part), Links Drive and Ferndown Avenue and to include the full extent of Buryfield Road, St Helens Road, Woodfield Road and Naseby Road. A plan showing the proposed extension is shown in **appendix A**.
- 4.2 567 residents were consulted, with 266 responses received (a 47% response rate). The responses showed a general level of support for the proposed extension of the speed limit with 65.5% in favour and 34.5% opposed. A summary of the consultation results broken down by road is in **appendix B**.

Castle Bromwich Infant and Nursery School

- 4.3 Initial proposals associated with this location had identified a section of Hazelhust Road between Windleaves Road and Yew Tree Road for the introduction of a reduced 20mph speed limit (this section being closest to the rear entrance of the school on Green

Lane/Hurst Lane North).

- 4.4 Following detailed site assessments, an enlarged scheme covering connecting roads has been identified, with two options subsequently being consulted on in July 2023 shown in **appendix C**.
- 4.5 The extended scheme proposal, detailed in option B of **appendix C**, covers the roads listed below at 4.6. These all share similar characteristics and have the potential to be well used by children when walking to school. By adopting an area wide approach, requirements for signage are minimised, reducing street clutter, whilst providing consistent messaging for drivers regarding appropriate speeds as they enter these residential roads from surrounding local distributor routes.
- 4.6 Roads within the proposed extended scheme:
- Hazelhurst Road
 - Windleaves Road
 - Yewtree Road
 - Hawthorne Road
 - Elmfield Road
 - Wyckham Road
 - Selworth Road
 - Heatherleigh Road
- 4.7 The Parish Council and local Ward Councillors were consulted on these proposals. Their feedback has shown a strong level of support for this expanded initiative with all feedback received supporting this option. Residents of the roads affected will be formally consulted as part of the statutory consultation process, which will be undertaken should the recommendations of this report be agreed.

5. Reasons for recommending preferred option

- 5.1 The proposed extension of 20mph speed limits detailed in **appendix A** and **C (option B)** are in line with Department for Transport guidance and recommendations and are aligned to the Council's 20mph Speed Limit policy.
- 5.2 The feedback received from residents, ward councillors and Castle Bromwich Parish Council, as set out in **appendix B** and in section 4.8 above, demonstrates the strength of support for the inclusion of the two proposed extended speed limits as part of year 2 of the Council's School 20mph Speed limit programme. If approved these schemes would be delivered in the current 2023/24 financial year.
- 5.3 The introduction of reduced speed limits at these two sites will contribute to the Council's road safety priorities by reducing speed limits at school sites, as well as targeting improvements for vulnerable road users.
- 5.4 It is also recommended that the request to review and extend existing parking restrictions on Buryfield Road to incorporate the 90-degree bend on the road in the vicinity of 16 Buryfield Road be included within the annual Traffic Regulation Orders (TRO) prioritisation process for consideration and prioritisation for delivery as part of the programme in 2024/25. This request has arisen following engagement with Ward Councillors and residents who have highlighted concerns over inappropriate and

obstructive parking at this location.

6. Implications and Considerations

6.1 State how the proposals in this report contribute to the priorities in the [Council Plan](#):

Priority:	Contribution:
<p>People and Communities:</p> <ol style="list-style-type: none"> 1. Improving outcomes for children and young people in Solihull. 2. Good quality, responsive, and dignified care and support for Adults in Solihull when they need it. 3. Take action to improve life chances and health outcomes in our most disadvantaged communities. 	<p>People and our local communities are at the heart of our speed management priorities. Solihull has one of the safest local road networks in the country and this means that people have a greater chance to take the opportunities that are available to them in a safe and sustainable way.</p>
<p>Economy:</p> <ol style="list-style-type: none"> 4. Develop and promote the borough's economy, revitalise our town and local centres and maximise the opportunities of UK Central and HS2, 5. Increase the supply of affordable and social housing that is environmentally sustainable. 	<p>There are strong links to the local economy and the effective performance and operation of the highway network. Inappropriate speeds can create delay, increase the risk of a serious road traffic collision from occurring as well as discouraging use by vulnerable road users. As such improving compliance and reducing vehicle speeds have the potential to contribute towards maintaining a health borough economy.</p>
<p>Environment:</p> <ol style="list-style-type: none"> 6. Enhance our natural environment, improve air quality and reduce net carbon emissions. 	<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>

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 was a joint report with West Midlands Police and considered speed limit management and enforcement, which the Scrutiny Board supported.

6.2.2 Informal consultation on the proposals detailed within this report has been undertaken with ward members, parish councils, and in the case of Greswold school where no

parish council operates, directly with residents.

6.2.3 If the recommendations from this report are approved, a 21-day statutory consultation will take place as part of the order making process with stakeholders, including residents of those roads where it is proposed to alter the speed limit.

6.3 **Corporate Parenting Implications:**

6.3.1 None as a result of the recommendations in this report.

6.4 Financial implications:

6.4.1 The changes to speed limits proposed as part of this review will be funded as part of the £40,000 capital allocation to deliver year 2 of the speed limit programme. This capital allocation will fund all necessary changes to permanent legal orders, signage, lining and all other associated costs proposed with these changes.

6.5 **Legal implications:**

6.5.1 None because of the recommendations of this report.

6.5.2 Speed limit change follow a legal process to ensure successful prosecution in the event anyone is caught exceeding the maximum speed limit.

6.5.3 The proposed changes have been progressed in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 2012.

6.6 **Risk implications, including Risk Appetite:**

6.6.1 None identified as a direct result of this report.

6.7 **Equality implications:**

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

6.8 Linkages to our work with the West Midlands Combined Authority (WMCA) and / or the Birmingham & Solihull Integrated Care System (ICS):

6.8.1 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 – Plan showing proposed extension of changes to existing speed limits (Greswold School).

7.2 Appendix B – Consultation feedback summary (Greswold School).

7.3 Appendix C – Plan showing proposed extension (Options A and B) of changes to existing speed limits (Castle Bromwich Infant School).

8. **Background papers used to compile this report**

8.1 Schools 20mph Speed Limit Programme update (27th February 2023 Cabinet Report to the Cabinet Member for Environment and Infrastructure).

8.2 20mph Speed Limit Review – Next Steps (12th July 2022 Cabinet Report to the Cabinet

Member for Environment and Infrastructure).

8.3 Speed Limits in Solihull – A Review and Approach to the use of 20mph limits (3rd June 2021 Cabinet Report to the Cabinet Member for Environment and Infrastructure).

9. List of Other Relevant Documents

9.1 Department for Transport Circular 01/2013 – Setting Local Speed Limits.