

REPORT OF REPRESENTATIONS RECEIVED TO AN ADVERTISED TRAFFIC REGULATION ORDER

The Metropolitan Borough of Solihull (Various Roads, Solihull) (20mph Maximum Speed Limit) Order 2022

1. Representations received for the School 20mph speed limit proposals – Year 1.

In July 2022, following a review of speed limits in the borough by Solihull Council, a new policy was introduced that set out how 20mph speed limits will be used and rolled out across the borough in the future. This policy focuses initially on prioritising those locations with high pedestrian movements including schools and retail and village centres.

In proposing such limits, the Authority is mindful of research undertaken for the Department for Transport in 2018 that concluded that whilst average speeds are unlikely to see significant changes following the introduction of a 20mph limit, they are likely to reduce higher top end speeds of faster drivers. Higher speeds come with a documented greater safety risk, particularly in terms of severity should a collision occur. As a result, any reduction in speed has a clear potential benefit to all road users and in particular vulnerable road users such as pedestrians. Improving road safety for vulnerable road users is a key target of the Councils Road Safety Strategy. The introduction of targeted 20mph speed limits therefore has the potential to positively contribute towards this target.

In reviewing the representations received to the proposals set out below, it is noted that a number query how and when the new restrictions will be enforced. Currently the police have sole responsibility for enforcing speed limits nationally and their ability to do so is frequently dictated by service demand and the level of resources available to them. As part of the Solihull Road Safety Partnership, the Council work alongside the Police and Fire and Rescue Service to carry out programmes of engineering, enforcement, and education all of which seek to improve road safety, part of which includes improving driver compliance with speed limits.

The new 20mph speed limits proposed are intended to be largely self-enforcing with the provision of gateway and repeater signs as appropriate to indicate the lower speed limit to motorists. The performance of reduced speed limits can take a number of years to establish as drivers adjust their behaviour to changes in speed limits. This is likely to be the case for the speed limits proposed here, however it is noted that in vehicle technological advancements such as active cruise control and geofencing are likely to play an important role in the future in improving this. The impact of new speed limits will continue to be monitored and the road safety performance reviewed as part of the Council's biannual study of collisions on the network. If through this process further mitigation is identified this will be fed into one of the Council's highway improvement programmes for consideration as appropriate.

Set out below is a summary of the representations received to the proposals to introduce 20mph speed limits at the 10 sites being progressed through year 1 of the School 20mph Speed Limit Programme, along with an Officers response.

Representations received in relation to proposals shown on plan S1 Blossomfield School - Lawnswood Road, Shirley East	Officers Response (Refer to paragraph)
<p>I am objecting to the Order affecting the roads around Lawnswood Avenue/Blossomfield School.</p> <p>At school drop off & collection times & for some time before & after these times it is impossible to travel at 20MPH due to the inconsiderate & dangerous manner that parents abandon their vehicles. It appears that yet again local residents are being inconvenienced due to the sheer laziness of parents who cannot be bothered to walk their children to & from school.</p>	1.1
<p>If parents cannot park their vehicles in a manner that is both considerate to those who live adjacent to the school & safe for their children, why should those who live in the vicinity be further inconvenienced. With regards to the parking restrictions that were imposed earlier in the year as predicted these have had very little impact & have resulted in further parking in Newnham Rise where vehicles are always parked on the pavement, I have had car doors opened onto me & parked opposite each other & we have had occasions where vehicles cannot get in or out of Newnham Rise.</p> <p>Enforcement of the parking restrictions appears to be the only deterrent; this is obviously not possible on a daily basis & when enforcement officers are around parents' park illegally & move when they see them. They also know that enforcement officers will only be in the area for the duration of pick up & drop off, it is therefore quite usual for those dropping off or picking up later to ignore the parking restrictions. There also appear to be a small number of parents who sit with their engine running in Newnham Rise waiting for a call & they then pick up from outside of the school. It is stated in the Highway Code that a vehicle should not be left idling. Unfortunately it is the norm for those parking in Lawnswood Avenue to sit with their engines running.</p>	1.2

- 1.1 The proposed changes to speed limits are full time restrictions that apply throughout the day. This full-time reduction recognises the important role that schools play in the borough which often sees young people and vulnerable road users travelling to and from school outside of the traditional AM and PM drop off and pick up periods. Promoting a full time change to speed limits provides a consistent message for motorists and is line with Department for Transport advice regarding the use and roll out of reduced speed limits in our communities. It is acknowledged that at peak periods it is sometimes not possible to drive above 20mph on roads around schools. The introduction of a 20mph speed limit provides clear direction and support to motorists to travel at these speeds at such times and will reduce the potential for vehicles of significant different speeds to come into conflict in areas where there are high numbers of vulnerable road users and complex turning movements.
- 1.2 A reduced speed limit has the potential to improve the street scene environment which in turn may encourage the uptake of alternative active forms to travel to school. Any increase in active travel will typically result in a reduction in vehicle movements and as such, the introduction of a reduced speed limit has the potential longer term to contribute toward the promotion of sustainable travel and reduce the reliance on the motor vehicle. As part of the introduction of the 20mph speed limits the Council's Anti-Idling 'Young Lungs' initiative will be used to promote the benefits of switching off one's engine whilst waiting. The comments raised regarding parking have been noted and whilst not directly matters for consideration as part of the proposed introduction of a new 20mph limit are recognised and will be forwarded to the Parking Enforcement Team for their consideration.

<p align="center">Representations received in relation to proposals shown on plan S2 St Patricks School – Salter Street, Blythe</p>	<p align="center">Officers Response (Refer to paragraph)</p>
<p>Please accept this email in support of the above proposal.</p>	<p align="center">n/a</p>
<p>The new limit will need to be actively signed and backed up by the occasional police presence on site.</p>	<p align="center">1.3</p>
<p>The existing signage indicating to drivers that they are approaching a school remains obscured by branches of a tree and in the other direction is only visible when the driver has already rounded the corner from a 40-mph road.</p>	<p align="center">1.4</p>

- 1.3 West Midlands Police currently have the responsibility of enforcing all speed limits. Whilst it is intended that the 20mph speed limit would be largely self-enforcing with the provision of signs to indicate the lower speed limit to motorists, it is noted that WM Police do have the capability to enforce and have recently undertook enforcement of 20mph speed limits in the region. Whilst the impact of 20mph limits can vary significantly due to specific site circumstances, reduced speed limits have also demonstrated positive changes to driver behaviour including reductions in driving speeds and importantly reduced top end speeds. This is particularly important as speed has a direct correlation to severity in a collision. Enhanced 20mph and school signage will be installed at the start and end of each new restriction to create a gateway feature and clearly inform motorists of the new speed limit.
- 1.4 The comments raised regarding signage have been noted and will be passed to the relevant team for action.

<p align="center">Representations received in relation to proposals shown on plan S3 Hockley Heath Academy – School Road, Dorridge & Hockley Heath</p>	<p align="center">Officers Response (Refer to paragraph)</p>
<p>I write in support of the proposed changes to reduce the speed limit from 30mph to 20mph along School Road and Blackberry Avenue, to improve safety especially during school arrival and leaving times.</p>	<p align="center">n/a</p>
<p>With regards to Solihull Council's proposal to change the speed limit on School Road, Hockley Heath, and the immediate surrounding roads, as per the consultation document, Hockley Heath Parish Council discussed the consultation proposal in the Parish Council meeting held in November 2022. The Parish Council of Hockley Heath is in support of this change.</p>	<p align="center">n/a</p>

<p align="center">Representations received in relation to proposals shown on plan S4 Bentley Heath School – Widney Road, Dorridge & Hockley Heath</p>	<p align="center">Officers Response (Refer to paragraph)</p>
<p>I fully support the introduction of a 20mph zone in this area.</p>	<p align="center">n/a</p>
<p>Walking my 4-year-old to school feels dangerous as the traffic is heavy at peak times and the road / footways narrow and uneven with some intruding private hedges. I would like to see additional safety measures introduced at Widney Close and the footways here. With no raised kerb and it being very narrow for large numbers of pedestrians you feel very vulnerable. It is also uneven and puddles in wet weather. Could bollards be placed here and the grassed verges down Widney Close tarmacked? You can see where the grass has been worn down from regular use - see attached.</p>	<p align="center">1.5 & 1.6</p>
<p>Hopefully the lining can be refreshed at Widney Close as it has worn away.</p>	<p align="center">1.7</p>
<p>Could the 20mph zone extend from the roundabout at Widney Manor Road past the Esso garage and a zebra crossing installed opposite the Esso? It is common to see people / Arden school kids trying to cross at this busy point between the two alleyways. The Tilehouse Green Road junction has very poor visibility here.</p>	<p align="center">1.6 & 1.8</p>
<p>The junction of Slater Road is always busy, and the raised tables do not seem to reduce speeds. People still park on the double yellow lines which restricts everyone's view / passage.</p>	<p align="center">1.4</p>
<p>Walking along Widney Road from Bullivents Close to Widney Close is further compounded by the ongoing standing surface water and blocked gullies (150010092 and 91) which I have reported but although they have been inspected / cleaned the issue has not been resolved. Severn Trent have also inspected / cleaned the storm drains on Bullivents Close. It is impossible to walk on the footway along Widney Road when it is / has rained as you get soaked by the passing traffic. Children are arriving at school soaked through. To cross the road you have to take a running jump over at least 1m of standing water.</p>	<p align="center">1.5</p>
<p>I notice that there is a proposal to have a 20-mph maximum speed limit on Widney Road, Bentley Heath, Solihull. In itself I have no problem with it as the road is busy and the parked cars for the dentist make the road hazardous.</p>	<p align="center">n/a</p>
<p>However, a significant number of cars that travel down the road exceed the current 30-mph maximum speed limit, so having a 20-mph limit will make no difference unless it is adequately enforced.</p>	<p align="center">1.3</p>
<p>The double yellow lines outside the Co-op on Widney Road are a fine example of this. The lines have been painted, it is not enforced, so people continue to park there.</p>	<p align="center">1.2</p>
<p>I also do not understand why the limit will commence in the middle of the two speed humps at the eastern end of the proposed zone, as all that will mean is that drivers will accelerate and brake between the speed hump and the 20mph zone, surely it would make sense to have people slow down for the speed hump and then maintain that slow speed through the reduced speed zone?</p>	<p align="center">1.8</p>
<p>On a different matter I have been made aware that Gate Lane is to become a pedestrian / cycle path that will no longer be open to vehicle traffic. What utter nonsense. It is a horrible road, not welcoming in the least to cyclists, but even so I see next to no cyclists on my daily commute on that road. Where are these cyclists and pedestrians expected to materialise from, as there is no obvious reason for a mass non-vehicular movement of people from Dorridge to Junction 4 of the M42. A pedestrian / cyclist route maybe okay in the summer, but in winter when it is dark (there is no street lighting) and wet, how many pedestrians or cyclists will use it? I am fully supportive of cycle routes in general, but they need to be in the right places and be routes that people will actually use.</p>	<p align="center">1.9</p>
<p>I wish to notify SMBC of my full support for the proposed TRO to reduce traffic speed to 20MPH on Widney Road, Bentley Heath.</p>	<p align="center">n/a</p>
<p>As a resident of Newbold Close with young children this would bring a huge safety benefit to pedestrians and cyclists in the area. It's an incredibly busy, fast road and the proposals are excellent news. On numerous occasions I have witnessed near accidents.</p>	<p align="center">n/a</p>
<p>I would also make a request that serious consideration is also given to making this entire section of road double yellow lined to restrict on-street car parking which causes huge issues.</p>	<p align="center">n/a</p>

<p>Widney Road is a narrow but important key arterial route used heavily by large vehicles and busses but all too often the numerous parked cars in the section between the co-op shop parade and Milton Road, block the road and cause significant traffic and safety issues.</p> <p>As a resident of Newbold Close it is often difficult to safely join Widney Road due to parked vehicles forcing traffic from both directions into the middle of the road opposite the junction.</p> <p>I very much hope this request is taken on board and am aware many other residents have also expressed a similar concern / request for restriction on Widney Road parking.</p>	<p>1.10</p>
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- 1.5 The Flood Risk Management team visited this location on 25th November 2022, both gullies have been inspected and cleaned. A further site visit took place on 22nd December 2022 and there were found to be blockages in the pipework. A job will be raised with the contractor to fix the issue.
- 1.6 Engineering works such as bollards, zebra crossings, and footway creation are outside of the scope of this scheme.
- 1.7 A site visit was undertaken on the 21st December 2022 and it was ascertained that the lines are adequate at present. A further site visit will be carried out in the spring and the lines will be remarked if necessary.
- 1.8 This scheme is specifically targeting the roads outside of schools. The extents of the advertised 20mph speed limit cover the frontage of Bentley Heath Primary School. Widney Road is a relatively long straight road with houses set back from the road. It is the view of your officers that compliance over this extended distance could be difficult to achieve and would lessen the impact and potentially compliance at those locations where it is most sought.
- 1.9 Any changes on Gate Lane are outside of the scope of this scheme and will be passed to the appropriate project team to consider.
- 1.10 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.

<p>Representations received in relation to proposals shown on plan S5 St George & St Teresa's School – Mill Lane, Dorridge & Hockley Heath</p>	<p>Officers Response (Refer to paragraph)</p>
<p>I note that the Council intends to introduce a 20mph speed limit in a number of areas including the one referred to in the heading. I am fully in favour of implementing speed limits on residential roads and in particular those in the vicinity of schools.</p>	<p>n/a</p>
<p>However, the existing 30mph limit is ignored by many drivers (I have timed several drivers recently in Mill Lane exceeding 50mph and one at 60mph). As there is little or no deterrent to complying with the existing 30mph speed limit there seems little point introducing a lower limit unless these new lower limits are policed, and drivers fined for non-compliance.</p>	<p>1.3</p>
<p>There is certainly a need to protect children and their guardians during the daily commute to school but the traffic density at these times at St George & Teresa, Dorridge Infant & Junior and Arden schools is such that even reaching the proposed 20mph is almost impossible. I note with some surprise that short closes such as Clifford Road, Dasset Road and Nuthurst Grove are to be included in this scheme; I would challenge even Mika Häkkinen to reach, let alone exceed, the proposed speed limit of 20mph on these roads.</p>	<p>1.11</p>
<p>Recent research into the effects on casualties upon introducing 20mph speed limit conducted by Queen's University Belfast and the University of Edinburgh found that "cutting speed limits on urban roads to 20mph does not significantly improve safety". [Journal of Epidemiology and Community Health, analysed data from before and after the 20mph limit was introduced on 76 roads in the centre of Belfast in 2016 and found no statistically significant differences in terms of the number of crashes, casualty rates or average traffic speed.] This calls into question the whole raison d'etre for implementing the proposed schemes borough-wide.</p>	<p>1.12</p>
<p>I suggest that if these new limits are not going to be policed on a regular basis, then the cost of this scheme is diverted to other much more worthwhile budgets.</p>	<p>1.3</p>

- 1.11 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.

- 1.12 In accordance with Department for Transport guidance, it is expected that the Council as the Local Highway Authority gives consideration to the introduction of more 20mph limits and zones. The study, conducted by Queen's University Belfast and the University of Edinburgh, states that "cutting speed limits on urban roads to 20mph does not significantly improve safety" then continues 'partly because drivers don't stick to the rules', we would respond that any improvement in safety however insignificant is positive and that it is non-compliance which the report is highlighting. Non-compliance is more likely to happen over extended distances which is why the majority of the extents in this scheme are between 300 and 600metres and are centred outside schools. The study also states that 'bringing the speed limit down from 30mph or 40mph had little impact on the number of crashes, casualty rates or average traffic speed'. Whilst this is recognised, an important factor, not referenced in the study is the direct correlation between speed and injury severity in collisions. By encouraging and reducing top end speeds we have the potential to positively impact this all of which aids and contributes to the excellent road safety record of the borough's road network.

<p>Representations received in relation to proposals shown on plans S6 & S7 Castle Bromwich Junior School – Hurst Lane North, Castle Bromwich Castle Bromwich Infant & Nursery School – Green Lane, Castle Bromwich</p>	<p>Officers Response (Refer to paragraph)</p>
<p>I noticed that there is an order to introduce a 20mph limit to Green Lane and Hurst Lane North which although this looks like a good idea to slow traffic around the school all this will do is force more traffic down my road that runs behind both of these roads that is the back entrance to Castle Bromwich Infant School we already have masses of traffic coming down our road using it as a cut through to the Chester Road since you guys added the "road improvements " to the Morrisons areas which hasn't worked. We have cars speeding down our little road up to 100mph most days, I went to a parish council meeting once to voice my opinions but was told the only way things would happen i.e. speed bumps, sleeping policemen etc was unfortunately if there was a fatality which is an absolutely disgusting way to think, so I am asking you to reconsider this option or maybe implement something on Hazlehurst Road as well to stop a potentially deadly situation</p>	<p>1.13</p>

- 1.13 This comment is noted and consequently a speed survey will be undertaken on Hazelhurst Road/Wyckham Road to assess current average speeds. This information will then be taken forward and this location included in the next round of sites to come forward as set out in Appendix D.

<p>Representations received in relation to proposals shown on plan S8 Greswold School – Buryfield Road, Silhill</p>	<p>Officers Response (Refer to paragraph)</p>
<p>As a resident of Links Drive, I would like to lodge my formal objection to the proposed introduction of a 20mph speed limit on Buryfield Road & Links Drive. As I understand it, the problem being addressed is that of vehicles breaking the current 30mph limit. Drivers who are not bothered about breaking a 30mph limit are unlikely to be significantly more bothered about breaking a 20mph limit, so I don't think this will have any effect on those currently driving at unsafe speeds. Two of the last three accidents that I am aware of on Buryfield Rd were caused by the drivers suddenly becoming unwell at the wheel and losing control - these accidents would not have been any different whatever the speed limit. The third accident was caused by one car overtaking another - if the speed limit were lower, it would result in even more drivers becoming impatient with law-abiding traffic and overtaking dangerously, not fewer. So there is likely to be a negligible reduction in problem speeding and accidents, if any. What there will be far more of is law-abiding drivers frustrated by the limit being too slow for the conditions for most hours of the day and night. And most of those will be the residents of the roads, who drive on the affected roads the most, and will criminalise those who may be tempted to drive at what they judge to be a safe speed for the road conditions at the time that would be between 20mph and 30mph. Frustrating and criminalising regular, otherwise law-abiding drivers is surely not a good course of action for traffic authorities, as it brings the whole road system into disrepute. The only way of preventing driving above 30mph without frustrating and criminalising the vast majority of drivers happy to drive at 30mph is to assuredly catch those driving faster, such as with a speed camera. Repeated requests for one have been refused, the only reason being given is that it would cost money, though inexplicably there seemed to be far more money available for building a large traffic reduction scheme that was proposed recently.</p>	<p>1.3, 1.14 & 1.15</p> <p>1.3</p>

<p>On behalf of residents of Ferndown Road and our immediate neighbours in Buryfield Road, regarding the proposal affecting Ferndown Road, we would like to register the following observations. (31 addresses) There is very little objection to the introduction of a 20mph speed limit in Ferndown Road.</p> <p>However, if the objective of the 20mph speed limit is to improve safety for the pupils of Greswold Primary School, this is a poorly targeted measure. Residents, pupils, parents, school leaders and passers-by at school drop off and pick up times will enthusiastically supply SMBC with an abundance of evidence that speed is certainly not the main cause of their concerns for safety.</p> <p>At its worst, during peak school times, vehicles can remain stationary and gridlocked for more than 10 minutes until one driver performs a radical manoeuvre to break the deadlock (almost always by fully mounting the pavement). Throughout these peak times, the more pressing concerns are those caused by intense congestion, namely reduced visibility (of children and pedestrians), the need for wholly unorthodox manoeuvres to get traffic flowing, high concentrations of harmful pollutants and particles from idling vehicles (with young children in the vicinity), frustration of drivers and obstruction of residents' property and movement.</p> <p>We acknowledge that other measures have been considered for this local hotspot, all of which target speed and risk increasing congestion such as the [rightly] shelved proposal to block Buryfield Road which would have heaped mayhem onto an already chaotic situation.</p> <p>The collective view of the residents is supportive of a 20mph limit for the zone: Outside of school peak times, we often witness speeding traffic along Buryfield Road and occasionally around Ferndown Road too. But to assume that speed is either the cause or the totality of our concern when it comes to school safety specifically would be quite wrong. Speed does not come into the equation.</p> <p>A number of residents have expressed that they would be happy to host an SMBC representative in their homes to see the congestion periods for themselves. We are confident that doing so would be both informative and productive.</p>	<p>n/a</p> <p>1.1, 1.11 & 1.16</p> <p>n/a</p> <p>1.17</p>
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- 1.14 One causation factor of at least two of the last three accidents was excessive speed (there is no information currently available for the other incident).
- 1.15 A 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.
Lowering their speed for a distance of approximately 649m (Buryfield Road), 484 metres (High Street, Solihull Lodge) along a carriageway outside a school could slightly inconvenience drivers but balanced with the safety of children, vulnerable road users and other pedestrians the inconvenience is negligible and should therefore limit driver frustration.
- 1.16 Instances of dangerous driving should be reported to the Police as should any incidents of aggressive behaviour. It is often not feasible to install physical measure on the carriageway or footway to prevent such movements and therefore police enforcement combined with reduced vehicle speeds are typically the most appropriate mechanism when addressing such concerns.
- 1.17 Several 'official' site visits have been undertaken on Buryfield Road at school drop off and pick up times. As Buryfield Road is in close proximity to SMBC offices and officers' homes 'unofficial' observation has also been undertaken.

<p>Representations received in relation to proposals shown on plans S9 Sharmans Cross School – Sharmans Cross Road, St Alphege</p>	<p>Officers Response (Refer to paragraph)</p>
<p>I am writing to you to voice my strong support for the following TRO: Various Roads, Solihull (20mph Maximum Speed Limit) Order 2022. I understand this includes Sharmans Cross Road, Lawnswood Avenue and Buryfield Road.</p> <p>As a parent of a child at Sharmans Cross Junior School and a local resident and driver, I believe these proposals will significantly improve the safety of my family and my community. Every month in the UK, 1200 children are injured in traffic collisions within 500m of a school (www.rospa.com). The lower the speed limit, the less chance that accidents will be fatal.</p> <p>These changes alone will not resolve the road safety problems outside our schools - notably vehicles driving along the pavement on Sharmans Cross Road - but they are a step in the right direction.</p>	<p>n/a</p> <p>n/a</p> <p>1.16</p>

<p>I would be pleased to learn how this new 20 mph restriction will be monitored. Many refuse bins along this route have the 30MPH stickers on. Only this week whilst coming back to my home location , travelling at 30mph cars were overtaking me. Parents frequently park on the double yellow lines, leaving cars empty, or with engines running well before start and finish times of SX school (Woodlea Drive). I appreciate that this problem may be at other locations but am interested to learn how the new regulations will be monitored around my area.</p>	1.3 & 1.16
<p>Four representations were received which were similar, the main points are stated below:</p>	
<p>I am a resident on Sharmans Cross Road, and I am requesting a traffic order to introduce parking restrictions on Sharmans Cross Road from the Danford Road roundabout to the zebra crossing at Sharmans Cross Junior School due to significant risk of accidents and injury for pedestrians.</p>	
<ul style="list-style-type: none"> • The single yellow line added to one side of the road has made no improvement to the traffic or safety on the road as cars are still allowed to park on the opposite side of the road. The yellow line on the approach from Danford Lane Island has added to the chaos by legalizing the parking at busy times. • Vehicles parked on the road don't allow enough space for 2-way traffic including buses and lorries that travel along the road during busy times; The road is too narrow for three vehicles to be parallel on the road. • Resident's struggle to get cars off their drives due to the traffic on the road and resident's driveways are regularly blocked by parked cars. • The current traffic and safety conditions on the road are ruining the peace and tranquillity of an otherwise lovely road and is bringing down the value of our properties. • A single yellow line is required on both sides of Sharmans Cross Road from the Danford Lane roundabout to the Sharmans Cross zebra crossing to stop cars parking in the narrowest stretch of the road thereby making this part of the road safer for pedestrians, residents and drivers. • I have spoken to other residents who are fed up. My older neighbours don't leave their homes in their cars during school hours due to the ridiculous traffic conditions as they don't feel safe. 	1.10
<ul style="list-style-type: none"> • The point raised about driving part on the pavement between Danford Island toward the school zebra crossing is very important at it only a matter of time before there is a serious accident or even fatality. A fatality occurred many years ago outside my house. It is no use yellow coated officials or uniformed Police Officer's patrolling from time to time as the sight of the uniform quickly resolves the problem until they go. A better solution is required. • Vehicles regularly mount the pavement whilst pedestrians including school children are walking to school. • At school run times I can stand on the pavement outside my house and what with buses, lorries, trucks and 4/4's all jockeying for position and horns blaring with some drivers mounting the pavement including buses it is like being at the Pamplona Bull Run. • The traffic conditions are unacceptable on the road during school hours and as a result drivers are aggressive toward each other and towards residents. • I have been living on the road for 25 years and every year the traffic conditions on the road have worsened, it is now a major route used by old diesel powered buses and large commercial vehicles, at school times the average speed of the traffic is 1 to 2 mph, the emission of NOx and diesel particulates at this speed must be maximum, all within a metre of young children, the effects of this on young brains are well documented, have you done any surveys to assess the levels at these times. 	1.6, 1.16 & 1.18
<ul style="list-style-type: none"> • The proposed 20mph speed limit proposed for the road will not resolve the issue of traffic on the road. The road is dangerous for drivers and pedestrians. 	1.19
<ul style="list-style-type: none"> • Although addressing this to you should it also be sent to the Chief Constable. 	1.20

1.18 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.

1.19 The introduction of a 20mph speed limit at this location is not intended to resolve all matters relating to the management of traffic around school. Reduced speed limits are anticipated to reduce average vehicle speeds and support messaging around appropriate speeds in areas where there are higher number of vulnerable road users. The impact of the 20mph speed limits will be monitored and may encourage great use of alternative forms of travel through enhancing the street environment.

1.20 The Police authority are consulted as part of every statutory consultation which is undertaken. Requests for parking restrictions are dealt with by Solihull Metropolitan Borough Council (SMBC) via an established process. Where there are no parking restriction instances of obstructive parking can be reported to the Police who have full powers of enforcement.

