

**Meeting date:** Monday 27<sup>th</sup> February 2023

**Report to:** Cabinet Member for Environment and Infrastructure

**Report title:** Schools 20mph Speed Limit Programme update

**Report from:** Paul Tovey – Head of Highway Management

**Report author/lead contact officer:** David Keaney – Traffic Manager

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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:** NA

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**1. Executive Summary**

- 1.1 A review of speed limits operating around schools in the Borough was undertaken in 2022. The study identified the schools where a lower 20 mph speed limit would be appropriate and in line with the Council's Road Safety objectives.
- 1.2 On 12<sup>th</sup> July 2022, Cabinet Member for Environment and Infrastructure approved, subject to the statutory consultation process, the introduction of 20mph speed limits at 10 schools listed in appendix A.
- 1.3 This report considers the representations received during the consultation process undertaken in November 2022 and provides technical responses to the matters raised. Having considered these, it is recommended that the 20mph speed limits should be implemented as advertised.
- 1.4 Due to the number of schools in the Borough, it is estimated that it will take 4 years to complete this project, assuming no changes to funding levels. Appendix D identifies schools for Year 2 (2023/24) of the delivery programme and schools to be reviewed in subsequent years, subject to funding being available.

## 2. **Decision(s) Recommended**

2.1 The Cabinet Member is asked to:

- (a) Note the proposed 20mph speed limits outside schools (Year 1) consulted on in November 2022.
- (b) Approve the implementation of the proposed 20mph speed limits, notwithstanding the objections received, as detailed, and responded to in **Appendices A, B and C**.
- (c) Agree, subject to the funding being approved as part of the annual Asset Management and Priorities report, the implementation of 20mph speed limits in the vicinity of the schools in the 2023/24 (Year 2) programme, as set out in **Appendix D**.
- (d) Consider comments received during the Year 1 consultation process and agree to consult on extending the 20mph speed limits at both Greswold and Castle Bromwich Infant Schools, and if supported by the communities and Ward Members, include such changes in the 2023/24 (Year 2) programme.
- (e) Agree to receive a further report in February 2024 setting out progress and recommendations for subsequent years' programmes.

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### **3. Matters for Consideration**

- 3.1 A review of the speed limits around schools within the Borough was undertaken during 2022, which identified roads adjacent to schools where a lower 20mph speed limit would be more suitable.
- 3.2 To amend a speed limit, the statutory Traffic Regulation Order legal process must be followed. The aim of reducing the speed limit is to achieve safe and appropriate driving speeds, preserve or improve the amenities of an area and to mitigate danger.
- 3.3 Every school location within the Borough was assessed which identified that most locations would be suitable for the introduction of a 20mph speed limit.
- 3.4 Year 1 of the programme was approved at 12<sup>th</sup> July 2022 Environment and Infrastructure Cabinet meeting and was formally advertised on 3<sup>rd</sup> November 2022 for 21 days. A list of the sites, and a copy of the individual location plans are contained in **Appendices A** and **B**.
- 3.5 The Authority must consider all representations received during the consultation process and may:
  - Decide not to proceed with the proposal
  - Amend the proposals by reducing the extent or effect, or
  - Implement the proposal as originally advertised.
- 3.6 Any additional restrictions or locations should be re-advertised for a further 21-day consultation period and progress under a separate traffic regulation order.
- 3.7 The lessons learnt from the Year 1 programme will be used to inform proposals for future phases of the schools' 20mph Speed Limit programme.

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

- 4.1 21 representations were received during the consultation period (one of which, relating to Greswold School, included 31 signatories). These are summarised below, and Officer's technical responses are detailed in **Appendix C**.

Ref	School	For	Against	Other
S1	Blossomfield Infant & Nursery School		1	Request for additional parking enforcement.
S2	St Patricks Primary Academy	1		Request for updated signing and lining.
S3	Hockley Heath Academy	2		
S4	Bentley Heath Primary School	3		Various matters. See Appendix C.
S5	St George & St Theresa's Primary School	1		Various matters. See Appendix C.
S6	Castle Bromwich Infant & Nursery School		1	Request for additional extents.
S7	Castle Bromwich Junior School			
S8	Greswold Primary School	2	1	Request for additional extents.
S9	Sharman's Cross Primary School	3	4	Requests for additional parking restrictions.
S10	Peterbrook Primary School		2	Various matters. See Appendix C.

- 4.2 The number of representations received was very low compared to other recent proposed speed limit changes which may suggest support from local communities and road users for 20mph speed limits outside schools.
- 4.3 There were requests to extend the 20mph schemes at Greswold and Castle Bromwich Infant schools. Both have merit and it is suggested that the additional lengths of roads should be progressed as separate schemes in the Year 2 programme.
- 4.4 Considering the feedback received to the proposals and potential environmental and safety benefits, it is recommended that the Year 1 schemes be implemented as advertised and consultation for Year 2 of the 20mph programme be progressed as detailed in **Appendix D**.

## 5. Reasons for recommending preferred option

- 5.1 The proposed 20mph speed limits detailed in **Appendix A** are in line with Department for Transport guidance and recommendations and are aligned to the Council's 20mph Speed Limit policy.

- 5.2 The level of representations received demonstrates general support for 20mph speed limits outside schools and, on this basis, it is recommended that the proposed 20mph speed limits in Year 1 should be implemented as advertised.
- 5.3 It is also recommended that the schools' 20mph Speed Limit programme should continue in 2023/24 with delivery of the Year 2 programme as detailed in **Appendix D**. This will contribute towards the Council's road safety priorities by targeting improvements for vulnerable road users and in the event of a collision, the severity of any injuries may be lower.
- 5.4 The additional comments relating to new parking restrictions will be referred to the Traffic Regulation Order annual prioritisation process. The suggested extension of the 20mph speed limits at Castle Bromwich Infant School and Greswold School should be progressed to informal consultation with local communities and, if supported, included in the 2023/24 (Year 2) programme.

## 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"> <li>1. Improving outcomes for children and young people in Solihull.</li> <li>2. Good quality, responsive, and dignified care and support for Adults in Solihull when they need it.</li> <li>3. Take action to improve life chances and health outcomes in our most disadvantaged communities.</li> <li>4. Enable communities to thrive.</li> </ol>	<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"> <li>5. Develop and promote the borough's economy, with a focus on revitalising our town and local centres.</li> <li>6. Maximising the opportunities of UK Central and HS2.</li> <li>7. Increase the supply of affordable and social housing that is environmentally sustainable.</li> </ol>	<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"> <li>8. Enhance our natural environment, improve air quality, and reduce net carbon emissions.</li> </ol>	<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</p>

Priority:	Contribution:
	<p>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>
9. Promote employee wellbeing	Reduced speeds can encourage and facilitate active travel by making our roads and streets more attractive for journeys by foot and cycle both of which can have a positive impact of health and wellbeing.

## 6.2 Consultation and Scrutiny:

- 6.2.1 In January 2021, a report entitled Speed Enforcement in Solihull – A new Approach was taken to the Stronger Communities & Neighbourhood Services Scrutiny Board. This report as a joint report with West Midlands Police considered the approach taken with regards to speed limit management and enforcement, which the Board supported.
- 6.2.2 A statutory Traffic Regulation Order consultation exercise took place between 3<sup>rd</sup> November and 24<sup>th</sup> November 2022. This process provided an opportunity for all stakeholders, residents, and road users to feed into and comment on the proposed speed limits.
- 6.2.3 Representations were received from a range of stakeholders including members of the public, Ward Members, Parish Councils, and residents' associations.

## 6.3 Financial implications:

- 6.3.1 The changes to speed limits proposed as part of this review are funded through a £25,000 capital allocation from the Council's 2022/23 Local Network Improvement Plan (LNIP) part of the City Region Sustainable Transport Settlement (CRSTS). This capital allocation will fund all necessary changes to permanent legal order, signage, lining and all other associated costs proposed with these changes.
- 6.3.2 Progression of the school's 20mph Speed Limit Year 2 Programme will be subject to funding being allocated from the 2023/24 Local Network Improvement Programme (LNIP) which is being considered as part of the Asset and Priorities Report also being considered on this agenda.

## 6.4 Legal implications:

- 6.4.1 None because of the recommendations of this report.

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

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

#### **6.5 Risk implications, including Risk Appetite:**

6.5.1 None identified as a direct result of this report.

#### **6.6 Equality implications:**

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

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

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

### **7. List of appendices referred to**

7.1 Appendix A – List of Roads where changes to the existing speed limit are proposed.

7.2 Appendix B – Plans of roads where changes to existing speed limits are proposed.

7.3 Appendix C – Summary of representations received to proposed speed limit changes.

7.4 Appendix D – List of Schools forming the Solihull Schools 20mph Programme.

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

8.1 20mph Speed Limit Review – Next Steps (12<sup>th</sup> July 2022 Cabinet Report to the Cabinet Member for Environment and Infrastructure).

8.2 Speed Limits in Solihull – A Review and Approach to the use of 20mph limits (3<sup>rd</sup> 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.