

**REPORT TO THE HEAD OF HIGHWAY MANAGEMENT
REPRESENTATION TO AN ADVERTISED TRAFFIC REGULATION ORDER**

**The Metropolitan Borough of Solihull (B4102 Solihull Road, Hampton in Arden)
(50 Mph Speed Limit Revocation) Order 2023**

12/07/2023

LEAD OFFICER: Jane Williams

1. Purpose of Report

To consider representations received to a permanent Traffic Regulation Order (TRO) to revoke an existing 50mph speed limit for approximately 235m and replace it with a 30mph speed limit by virtue of street lighting.

2. Background

Hampton in Arden has been identified as a priority for road safety intervention as part of the village wide 'Pedestrian Improvement Plan' which seeks to aid pedestrian movement and reduce traffic speeds through the village.

A new gateway feature at the western side of the village will narrow the carriageway to one lane and create a give and take system. As this is a new traffic calming feature it is necessary for it to be placed within a 30mph speed limit. Arrangements have been made to extend the street lighting to encompass the gateway feature making the speed limit 30mph by virtue of street lighting. The existing 50mph speed limit order covering this distance will need to be revoked.

The proposals as advertised are detailed on plan 9295 in Appendix A.

3. Matters for Consideration

- 3.1. The proposals were formally advertised on 1st June 2023 and the closing date for receipt of representations was 22nd June 2023.
- 3.2. Two responses of correspondence regarding the Order were received during the consultation period, one asks why it is justified that Solihull Road, Hampton in Arden has received traffic calming instead of Lugtrout Lane. The other objects to the gateway feature, which is to be located at the start of the 30mph speed limit. The comments and suggestions received have been fully considered. The tables overleaf summarise these representations.

Correspondence	Officers Comments/ Response (refer to paragraph)
have been reading about the proposed order to limit the speed of Solihull Lane from 50 mph to 30mph as the area of Hampton in Arden has been 'highlighted as any area where traffic speed needs to be addressed'. I wanted to know in relation to the below order how it can be justified to focus such huge amounts of money on such a long and relatively empty stretch of road when Lugtrout Lane, between Damson Parkway and Hampton lane is in much deeper need of traffic calming? It is a 30mph small country lane that cars regularly speed up and cyclists and pedestrians' dice with death every time they dare to use it. Such a scheme as is proposed below would be of huge benefit to Lugtrout Lane to curtail people using it as a cut through at high speeds. Yet money is being spent on this stretch of road when Hampton in Arden already has many traffic calming measures recently installed.	3.3 & 3.4
In the last 6 months alone there have been 3 crashes on the tight bend by Bransford Rise as people speed around the corner and either lose control or hit queuing traffic that is struggling to exit onto Hampton Lane due to people parking in the road at the Hampton Lane junction. Something really needs to be done to address these speed issues would suggest before spending money on the below proposal.	3.5
Thank you for reading my concerns. would be grateful if you could tell me where can lodge these (besides as part of an objection to the below proposal)	3.6

<p>I object to the Gateway proposed in this order and with hindsight object to the one already in place on Meriden Road at the other end of Hampton in Arden. I think it is a ridiculous and dangerous idea to guide traffic onto the wrong side of the road when the driver who should be giving way has no intentions of doing so. Others take risks apparently by thinking they just have time to nip round the Gateway rather than slow down and give way. Only the other day when leaving the village I met two oncoming drivers close together, the first of whom just got round the Gateway in time and the second forced me to slow down while he came through. I would be interested to know how many accidents these Gateways cause.</p> <p>I also notice that Average Speed Check Cameras are to be installed as part of Phase 2 of the traffic calming scheme in the village, so I don't see why Gateways are necessary as well.</p>	3.7
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Officer Comments/Responses

- 3.3. The 30mph speed limit is a temporary measure introduced at the request of Skanska working on behalf of National Highways to deliver the junction 6 improvement scheme. The restrictions are necessary to aid works traffic from entering and exiting site accesses along Solihull Road. There are no current proposals to make this change permanent and the new motorway overbridge has been constructed to 50mph design speeds.
- The Hampton in Arden Village improvements have been funded externally of the Council through the HS2 Road Safety Fund. This is a geographically linked funding scheme and unfortunately Catherine-de-Barnes does not fall within an area eligible for this funding.
- 3.4. With regards to Catherine-de-Barnes I can confirm that the Council is currently working with the Parish Council and supporting an application that they have made to National Highways for funding to bring forward a number of traffic calming features for the village including on Lugtrout Lane. If this funding application is successful, the measures proposed will help to address some of the issues you have raised.
- 3.5. Every 2 years the council assesses all reported collisions resulting in injury that have occurred in the borough. From that assessment potential causes and possible interventions are considered and put forward for prioritisation and intervention as part of future years work programmes where appropriate. This next review is due to commence later this year. As part of this process Damson Parkway, Hampton Lane and Lugtrout Lane will be considered alongside all other roads in the borough.
- 3.6. The concerns have been noted and forwarded to the relevant team. Contacting the local councillors can also be done.
- 3.7. The consultation for the 'Gateway' and the other traffic calming features started on 16 March 2023 for three weeks. Any objection to that part of the scheme needed to be submitted by the 6th April 2023. This consultation is for the change to the speed limit only.

Ward Members' Views

The Ward Members for Bickenhill were informed of the proposals. No objections were received.

Officer Recommendation

The correspondence received in respect of the proposed Traffic Regulation Order have been fully considered and responded to accordingly in section 3 of the report.

It is recommended that the proposed Traffic Regulation Order be implemented as advertised.

Democratic Services

Democratic Services have confirmed that the proposed order was subject to statutory advertisement on the dates reported and that representations were received as noted above.

Risk Implications

The Corporate Risk Management Approach has been complied with to identify and assess the significant risks associated with this decision / project. This includes (but is not limited to) political, legislation and reputation risks.

The Approach is not intended to eliminate all risks and not all the risks identified can be managed all of the time. Also, risks will still exist that have not been identified.

For Decision

The Head of Highway Management is asked to approve that the Traffic Regulation Order as detailed on the plan 9295 in appendix A is implemented.

The recommendation as set out above is hereby approved:

Signature: ..P.S.Tovey.....**Date:** ...18th July 2023.....

Paul Tovey
Head of Highway Management