

**REPORT OF REPRESENTATIONS RECEIVED
TO AN ADVERTISED TRAFFIC REGULATION ORDER**

**The Metropolitan Borough of Solihull
(B4104 Birmingham Road and Showell Lane, Meriden) (40 MPH Maximum Speed
Limit) (Revocation) Order 2023**

It is proposed to revoke the existing 40mph speed limit on Birmingham Road, Meriden, which will become subject to a 30mph speed limit by virtue of a system of street lighting.

This amendment is part of planned changes associated with the mandatory cycle lane in place on Birmingham Road. This change has the aim of achieving safe and appropriate driving speeds, preserving or improving the amenities of the area through which the roads run. Avoid the danger to persons or other traffic using the roads or any other roads, or for preventing the likelihood of any such danger arising.

The intention of this scheme is to replace the existing advisory cycle lane with a mandatory cycle lane. To meet the guidance in LTN1/20 the Orcas were removed, a continuous white line was provided on the outer edge of the cycle lanes and the speed limit reduced from 40mph to 30mph, by way of a temporary traffic regulation order in the interim period, which subject to this consultation will be made permanent.

A petition with 31 signatories was received which objected to the revocation of the 40mph limit. Ten individual representations were received, 6 were objections (3 of these also signed the petition), one neutral and three supporting.

Set out on the following pages is a summary of the comments received to the proposals to revoke the 40mph and for the limit to revert to 30mph by virtue of street lighting, along with an Officers response.

Comments (Supporting and questions)	Officer response
<p>I am writing in support of the proposed permanent reduction of the speed limit from 40mph to 30mph. My rationale for supporting the reduction is as a regular cyclist. I was disappointed that the orcas were removed as they provided a real sense of protection from motorised traffic. I believe the reasons for the survey were from a motorists' bias with no foundation in reality. As it is incumbent on authorities to protect more vulnerable road users, those people demanding the removal of the orcas should understand that other means of protecting cyclists must be mandated.</p> <p>I will also say that the reasons cyclists don't use the cycle lanes all of the time are due to the numerous potholes (which have not been dealt with on the Millison's Wood side of the hill), rubbish thrown from cars and the significant time between the road being swept. If those issues are dealt with, then more cyclists will use the cycle lanes, and this will lead to fewer angry outbursts from motorists aimed at cyclists.</p>	<p>Opening paragraphs & 1.1</p>
<p>I would like to express my support for the above order.</p> <p>I have been a resident on the Birmingham Road (B4104) for almost forty years and can tell you first hand that the majority of the traffic that passes doesn't adhere to the 40mph limit. Drivers exit the A45 and continue at the same speed until they reach the bottom of the hill as you enter the village. Such speeds make turning into roads and properties hard to judge and I for one have had a few near misses. People tend to forget that the road, although sprouting from a dual carriageway is an area with many elderly and family residents.</p> <p>Lowering the limit to 30mph will make drivers aware of the potential dangers in the area and will in turn decrease air and noise pollution as well as making the roads safer for its users and cyclists.</p> <p>By placing a flashing 30mph light (like the one at the bottom of the hill) as you enter Millisons Wood and adding small reminder 30 signs along the route would alert drivers to the correct speed and re-educate them.</p> <p>After a couple of weeks of the temporary 30mph speed limit, you can already see an improvement in driving behaviour and speeds - with the above improvements I believe the roads will be safer for everyone.</p> <p>I am positive from talking to neighbours that local residents, especially ones who don't have a voice on social media are ALL in support of this order.</p>	<p>1.2</p>

<p>I would like to express support for the above order. We have a young family and live on Birmingham Road and are constantly worried of the speed of vehicles that pass through. We are hoping the 30mph limit will be here to stay to reduce near accidents when turning on our property, noise pollution and unnecessary speeding, as well as the benefits it will provide to the safety of cyclists on our road. People forget that it is a residential area and treat the road as a racetrack. We really hope this order assists.</p>	<p>N/A</p>
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- 1.1 The resurfacing has been completed and a temporary 30mph order has been introduced to ensure a safe environment has been provided for all road users.
The comment regarding the street sweeping have been forwarded to the relevant team for action.
- 1.2 There are no plans to install any additional VAS (vehicle activated signs) at this location.
The 30mph speed limit will be 'by virtue of street lighting' therefore the small repeater signs cannot be installed as they would render the speed limit unenforceable.

Comments (against and questions)	Officer response
<ul style="list-style-type: none"> - The recent removal of plastic cycle lane dividers appears to be the driving force behind this proposed speed limit reduction. It is essential to note that even before these dividers were installed, the cycle lane existed alongside a 40 miles per hour speed limit. I have not observed any evidence to suggest that this speed limit posed a significant issue for cyclists or other road users. Changing the speed limit based on the removal of these dividers seems arbitrary and lacks a clear basis in safety or traffic management. 	<p style="text-align: center;">Opening paragraph & 1.5</p>
<ul style="list-style-type: none"> - I understood that there was to be a consultation which I assumed would happen before the limit change. So I was surprised to find the speed limits in place. - Can you help me to understand why seemingly permanent 30 mph limit sign posting has already been installed on this route prior to the consultation period ending in November 2nd? 	<p style="text-align: center;">1.3</p>
<ul style="list-style-type: none"> - Instead, I believe it would be more beneficial to focus on implementing calming measures, particularly near the village entrance, where the risk of speeding becomes more pronounced. Consistency in speed limits across surrounding roads is also a crucial consideration. If Birmingham Road is reduced to 30 mph while neighbouring roads maintain a 40-mph limit. - Rather than solely relying on a speed limit reduction, I propose exploring alternative safety measures. These could include improved signage at the village entrance, enhanced road markings, or even adopting successful practices from other local villages, such as implementing pinch points to regulate traffic flow more effectively. These measures have proven successful in enhancing safety without compromising the existing speed limit, which has served our community well for many years alongside the cycle path. - My desire would be that, regardless of this decision, that a safe crossing (zebra or pelican) and speed enforcement cameras be used to achieve the published reason statement objectives. - For the safety of children and others, required to cross the road, a pedestrian crossing to ensure their safe crossing to the Millison's Wood Triumph Estate and to Albert Road would have a calming effect on traffic exiting the A45 at speed and reaching the bottom of Albert Road at speeds often well in excess of 50 mph never mind 40 mph. 	<p style="text-align: center;">1.4</p>

<ul style="list-style-type: none"> - Implementing a lower limit could potentially lead to increased traffic and create hazardous situations if drivers fail to adhere to the new speed restrictions. It is important to acknowledge that driver behaviour plays a significant role in road safety. While some drivers may exceed the current 40 mph limit, it is unlikely that lowering the speed limit to 30 mph will effectively deter reckless driving. - It may lead to confusion among drivers and potentially increase the likelihood of accidents. - It does not appear to have considered the unintended consequences of such a slow speed on that road and the fact that it will cause frustration and likely unsafe overtaking. - Causes frustration to law abiding motorists and increases the disregard for speed limits that many motorists have. Speed limits should be proportional to the road and scenery. - I see this as too totally unrealistic for drivers to need to adhere to and can heavily speculate that it will not be obeyed. In fact having such slow-moving traffic right off a 60mph zone will just cause chaos as it will probably be more hazardous as I believe vehicles will try to overtake those trying to obey to the limit and put more risk on the road. - There are often occasions when incidents on the A45 cause traffic from the A45 to flow along this route. On these occasions, and at other busy times, such a long stretch of 30 mph restriction is likely to be largely ineffective. - At the proposed new route, there will be far more dangerous driving - which I have already seen, with tailgating of drivers trying to do the right thing. - By putting a 30mph limit on, I believe you will make it a more dangerous route, encouraging overtaking and tailgating by drivers frustrated at being asked to drive slowly for no good reason. - There will be fatalities on that route thanks to impatient, frustrated and idiotic drivers. - If the limit is reduced to 30 mph, I believe this will be largely ignored. If this proposal goes ahead, re-education of drivers on this route (camera enforcement) must also be added. - I believe 40mph (enforced if necessary, with traffic cameras) will achieve the stated objectives. - Myself and many residents would also be interested how you will enforce these speed measures, in 25 years nothing has been actioned and cars, HS2 lorries , etc still far exceed 40mph though Meriden village ! 	<p>Opening paragraphs and 1.5</p>
<ul style="list-style-type: none"> - One major question being raised here is how do Berkswell benefit traffic calming measures where Meriden does not ? 	<p>1.6</p>

- 1.3 It was deemed prudent to install fixed signs appertaining to the Temporary Traffic Regulation Order (TTRO) of 30mph speed limit which is live for 18 months. This is cost affective as maintenance responsibilities are minimised.
There is no legal requirement to consult upon a TTRO.
This is the representations report which has been generated by the consultation for the permanent speed limit change (permanent revocation of the 40mph speed limit).
- 1.4 Traffic calming measures including 'pinch points' and also Zebra crossing facilities are outside of the scope of this scheme.
- 1.5 Birmingham Road, Meriden is included within the 'Average Speed Camera' sites for this year. The rationale for lowering the speed limit at this location is primarily due to the presence of the cycle lane. Cyclists are amongst the most vulnerable road users on the road network and it is recognised that the lowering of speed limit has a direct relationship with the cyclist ability to survive a collision with a motor vehicle.

- 1.6 Both the speed limit and average speed camera location will be clearly signed. It will be the responsibility of individual drivers to adhere to the legal speed limit.
- 1.7 The scheme in Berkswell was funded by a joint initiative between the Parish Council and Transport for West Midlands. It was introduced after consultation with the local community which was widely supported.