

Appendix A – Schools and Roads within Solihull Metropolitan Borough Council included within Phase 2 of the 20mph School Speed Limit Proposals

Plan Y2-S1 - St Anne RC School & Fordbridge Community School: Bosworth Drive, Kingshurst & Fordbridge and Chelmsley Wood			
Road Name	Ward	Current Speed Limit	Proposed Speed Limit
Bosworth Drive	Kingshurst & Fordbridge, Chelmsley Wood	30mph	20mph
Brickhill Drive	Kingshurst & Fordbridge	30mph	20mph
Camplea Croft	Kingshurst & Fordbridge	30mph	20mph
Celendine Close	Kingshurst & Fordbridge	30mph	20mph
Chapelhouse Drive	Kingshurst & Fordbridge	30mph	20mph
Coleford Drive	Kingshurst & Fordbridge	30mph	20mph
Crabtree Drive	Kingshurst & Fordbridge	30mph	20mph
Dunkley Crescent	Kingshurst & Fordbridge	30mph	20mph
Maytree Close	Kingshurst & Fordbridge	30mph	20mph
Nineacres Drive	Kingshurst & Fordbridge	30mph	20mph
Yorklea Croft	Kingshurst & Fordbridge	30mph	20mph

Plan Y2-S2 - Grace Academy and Whitmore Nursery: Chapelhouse Road, Kingshurst & Fordbridge			
Road Name	Ward	Current Speed Limit	Proposed Speed Limit
Buckden Close	Kingshurst & Fordbridge	30mph	20mph
Burnsall Close	Kingshurst & Fordbridge	30mph	20mph
Chapelhouse Way	Kingshurst & Fordbridge	30mph	20mph
Collins Way	Kingshurst & Fordbridge	30mph	20mph
Grassington Drive	Kingshurst & Fordbridge	30mph	20mph
Ilkley Grove	Kingshurst & Fordbridge	30mph	20mph
Kettlewell Way	Kingshurst & Fordbridge	30mph	20mph
Kington Gardens	Kingshurst & Fordbridge	30mph	20mph
Leyburn Road	Kingshurst & Fordbridge	30mph	20mph
Tudor Croft	Kingshurst & Fordbridge	30mph	20mph
Settle Croft	Kingshurst & Fordbridge	30mph	20mph

Plan Y2-S3 - Coleshill Heath School: Beech Avenue, Hazel Croft, Lime Grove, Walnut Way & Willow Way, Bickenhill			
Road Name	Ward	Current Speed Limit	Proposed Speed Limit
Alder Drive	Bickenhill	30mph	20mph
Beech Avenue	Bickenhill	30mph	20mph
Hazel Croft	Bickenhill	30mph	20mph
Lime Grove	Bickenhill	30mph	20mph
Walnut Close	Bickenhill	30mph	20mph
Willow Way	Bickenhill	30mph	20mph

Plan Y2-S4 - St Andrews RC School: Brackleys Way, Broadwell Road, Kimberley Road, Moorend Avenue & Summerfield Road, Lyndon			
Road Name	Ward	Current Speed Limit	Proposed Speed Limit
Brackleys Way	Lyndon	30mph	20mph
Broadwell Road	Lyndon	30mph	20mph
Hobs Meadow	Lyndon	30mph	20mph
Kimberley Road	Lyndon	30mph	20mph
Moorend Avenue	Lyndon	30mph	20mph
Summerfield Road	Lyndon	30mph	20mph

Plan Y2-S5 - Kineton Green School: Kineton Green Road, Olton			
Road Name	Ward	Current Speed Limit	Proposed Speed Limit
Brookvale Road	Olton	30mph	20mph
Kineton Green Road	Olton	30mph	20mph

Plan Y2-S6 - Our Lady of Compassion RC School, Langley School: Kineton Green Road, Olton			
Road Name	Ward	Current Speed Limit	Proposed Speed Limit
Gunns Way	Olton	30mph	20mph
Kineton Green Road	Olton	30mph	20mph

Plan Y2-S7 - Langley Primary School, St Bernards Road, Olton			
Road Name	Ward	Current Speed Limit	Proposed Speed Limit
Monastery Drive	Olton	30mph	20mph
St Bernards Road	Olton	30mph	20mph

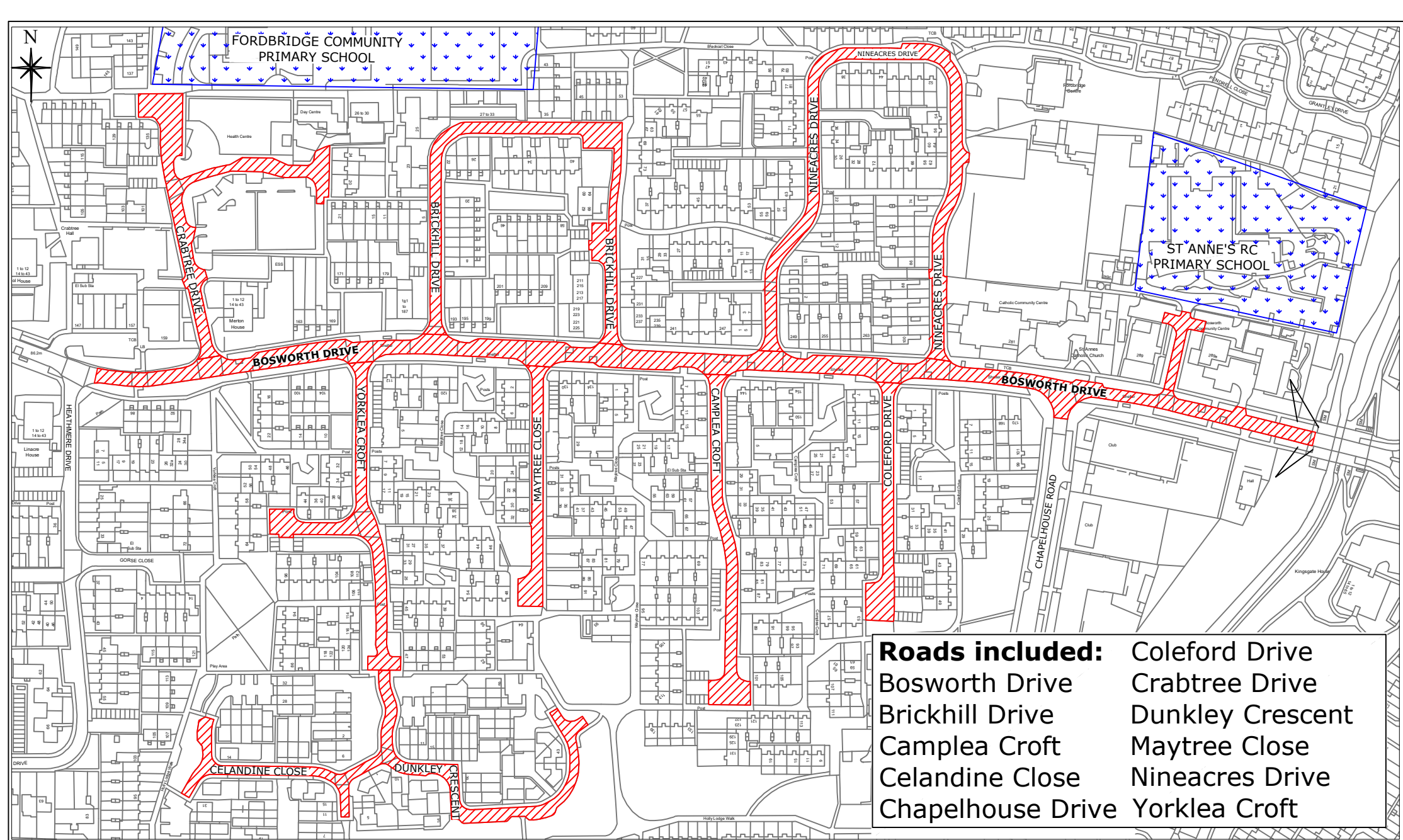
Plan Y2-S8 - Coppice Junior School, Coppice Road, Damson Lane, Foregrove Lane & Inchford Road, Elmdon			
Road Name	Ward	Current Speed Limit	Proposed Speed Limit
Coppice Road	Elmdon	Part time 20mph	Full time 20mph
Damson Lane	Elmdon	Part time 20mph	Full time 20mph
Foredrove Lane	Elmdon	Part time 20mph	Full time 20mph
Inchford Road	Elmdon	Part time 20mph	Full time 20mph

Plan Y2-S9 - Light Hall School: Hathaway Road, Stretton Road, Woodlands Lane & adj. roads, Shirley South			
Road Name	Ward	Current Speed Limit	Proposed Speed Limit
Baxters Green	Shirley South	30mph	20mph
Baxters Road	Shirley South	30mph	20mph
Dovedale Avenue	Shirley South	30mph	20mph
Hathaway Road	Shirley South	30mph	20mph
Hollyhurst Grove	Shirley South	30mph	20mph
Lillington Road	Shirley South	30mph	20mph
Micklehill Drive	Shirley South	30mph	20mph
Moorhills Croft	Shirley South	30mph	20mph
Sandiford Close	Shirley South	30mph	20mph
Shotteswell Road	Shirley South	30mph	20mph
Sidenhill Close	Shirley South	30mph	20mph
Stretton Road	Shirley South	30mph	20mph
Tackley Grove	Shirley South	30mph	20mph
Wakelin Road	Shirley South	30mph	20mph
Withybrook Road	Shirley South	30mph	20mph
Woodlands Lane	Shirley South	30mph	20mph
Woodloes Road	Shirley South	30mph	20mph

Plan Y2-S10 - Berkswell CofE Primary School: Church Lane & Lavender Hall Lane, Meriden			
Road Name	Ward	Current Speed Limit	Proposed Speed Limit
Church Lane	Meriden	30mph	20mph
Lavender Hall Lane	Meriden	30mph	20mph

Plan Y2-S11 - Greswold School: Buryfield Road, Chadley Close, Naseby Road, St Helens Road & Woodfield Road, Silhill			
Road Name	Ward	Current Speed Limit	Proposed Speed Limit
Buryfield Road	Silhill	30mph	20mph
Chadley Court	Silhill	30mph	20mph
Naseby Road	Silhill	30mph	20mph
St Helens Road	Silhill	30mph	20mph
Woodfield Road	Silhill	30mph	20mph

Plan Y2-S12 - Castle Bromwich Infant School: Windleaves Road, Hazelhurst Road and adj. roads, Castle Bromwich			
Road Name	Ward	Current Speed Limit	Proposed Speed Limit
Elmfield Road	Castle Bromwich	30mph	20mph
Hawthorne Road	Castle Bromwich	30mph	20mph
Hazelhurst Road	Castle Bromwich	30mph	20mph
Heatherleigh Road	Castle Bromwich	30mph	20mph
Selworthy Road	Castle Bromwich	30mph	20mph
Windleaves Road	Castle Bromwich	30mph	20mph
Wyckham Road	Castle Bromwich	30mph	20mph
Yew Tree Road	Castle Bromwich	30mph	20mph



- Roads included:**
- Bosworth Drive
 - Crabtree Drive
 - Brickhill Drive
 - Dunkley Crescent
 - Camplea Croft
 - Maytree Close
 - Celandine Close
 - Nineacres Drive
 - Chapelhouse Drive
 - Yorklea Croft

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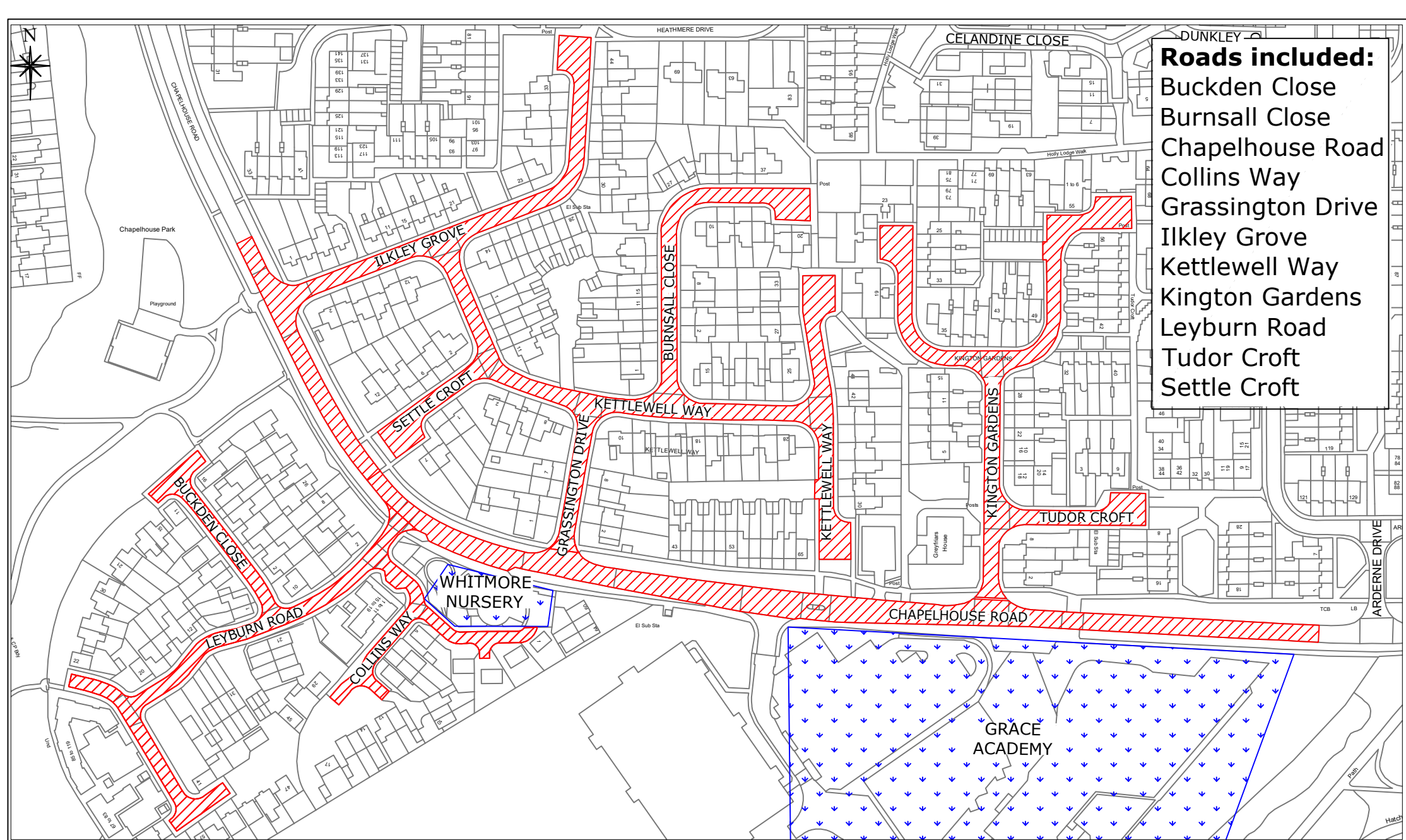
**Bosworth Drive, Crabtree Drive & adjoining roads
 St Annes RC School & Fordbridge Community School
 Full Time 20mph Speed Limit**

Plan No. 9293/Y2-S1	Drawn By: JW	Checked By: PT
Scale NTS	Date 01.09.2023	DO NOT SCALE

Key:

- Proposed Full Time 20mph
- Location of School

OS Ref: •



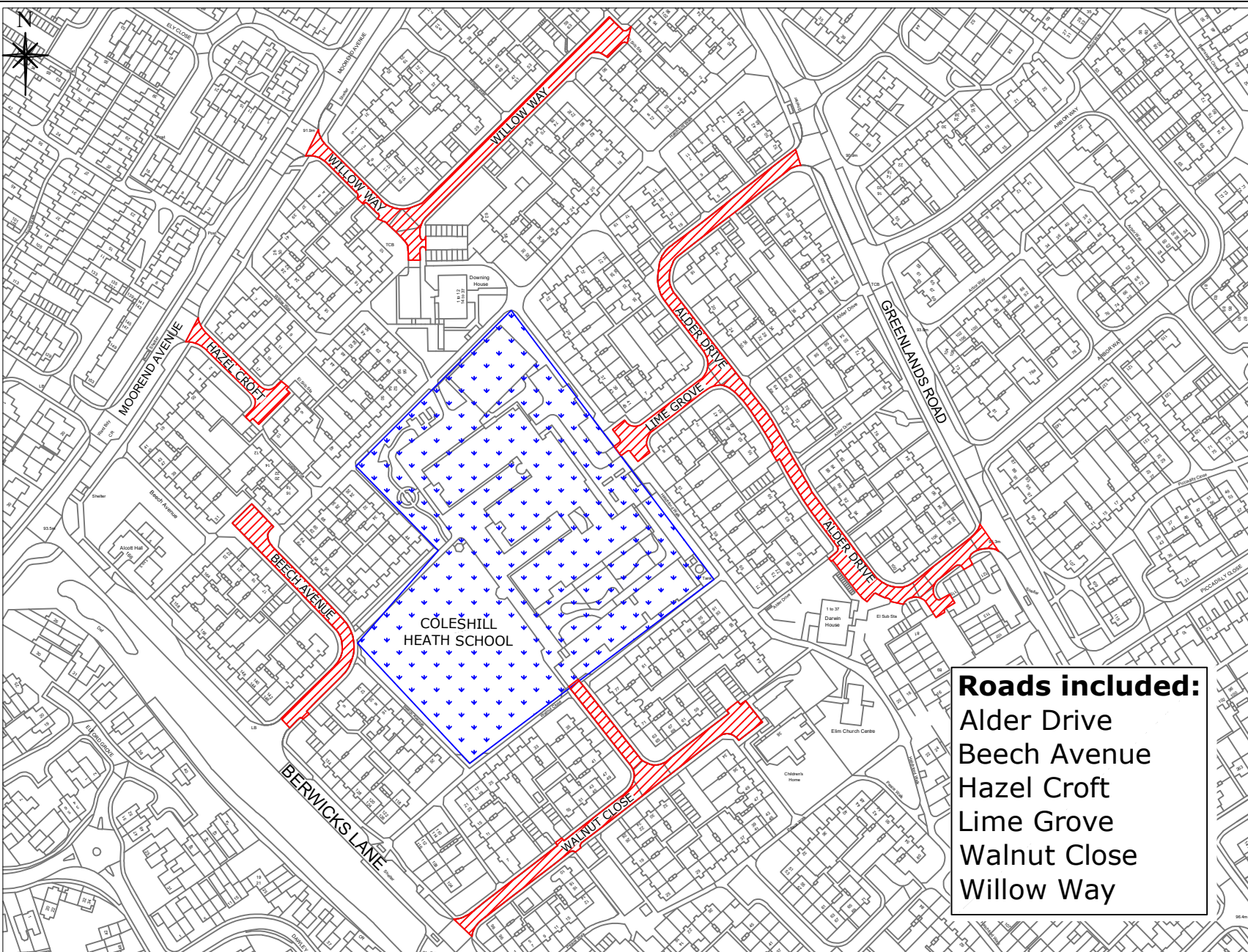
- Roads included:**
- Buckden Close
- Burnsall Close
- Chapelhouse Road
- Collins Way
- Grassington Drive
- Ilkley Grove
- Kettlewell Way
- Kington Gardens
- Leyburn Road
- Tudor Croft
- Settle Croft

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Chapelhouse Road and adjoining roads
 Grace Academy and Whitmore Nursery
 Proposed Full Time 20mph Speed Limit

Key: [Red hatched area] Proposed Full Time 20mph
 [Blue dashed area with arrows] Location of School

Plan No. 9293/Y2-S2	Drawn By: JW	Checked By: PT	DO NOT SCALE
Scale NTS	Date 01.09.2023	OS Ref: .	



Key:

- Proposed Full Time 20mph
- Location of School

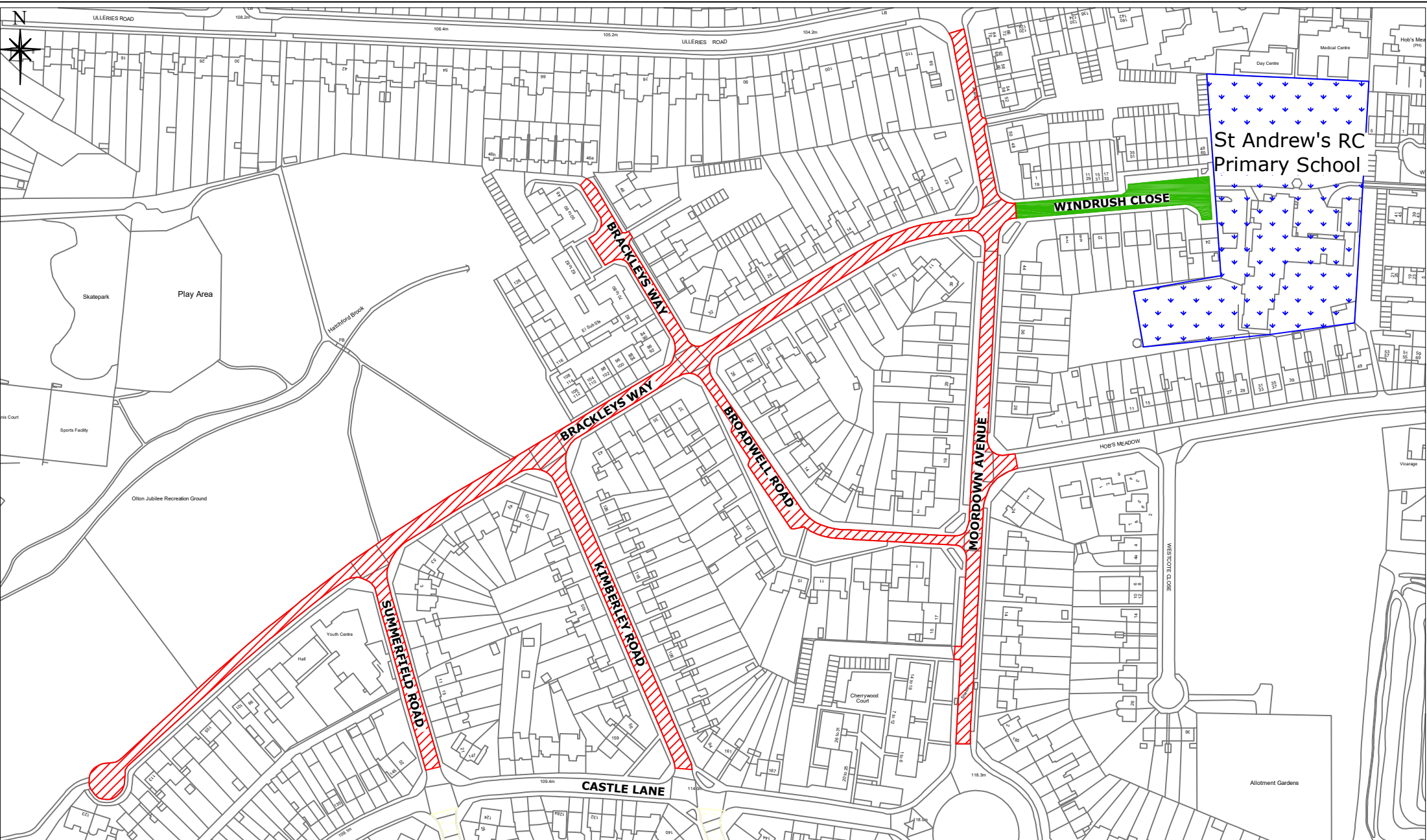
Roads included:
 Alder Drive
 Beech Avenue
 Hazel Croft
 Lime Grove
 Walnut Close
 Willow Way

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**Alder Drive, Beech Avenue, Hazel Croft, Lime Grove Walnut Close & Willow Way
 Coleshill Heath School
 Full Time 20mph Speed Limit**






Plan No. 9293/Y2-S3	Drawn By: JW	Checked By: PT	DO NOT SCALE
	Scale NTS	Date 01.09.2023	OS Ref: .

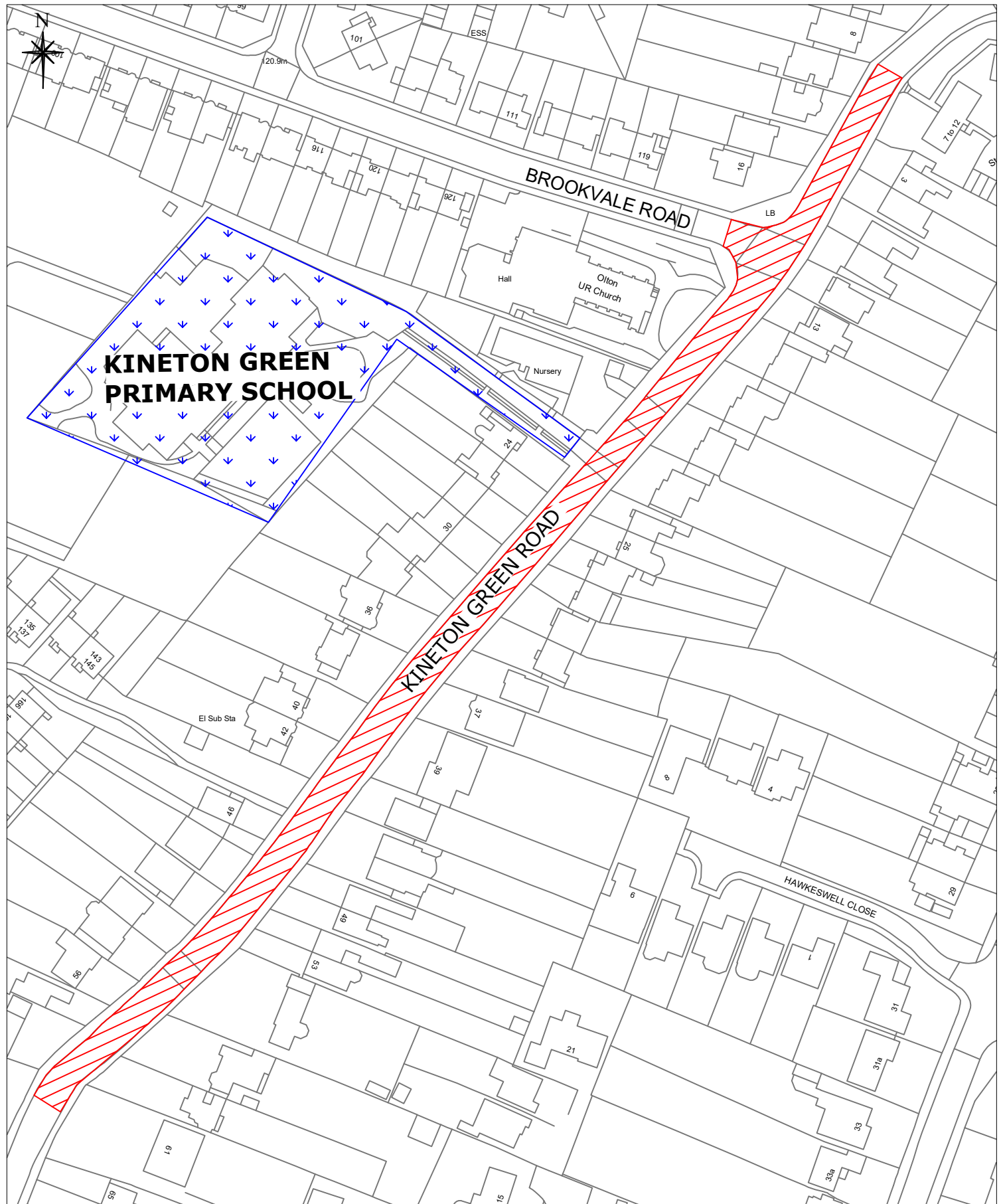




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 Plan No. **9293/Y2-S4**

Moordown Ave, Broadwell Rd, Brackleys Way, Kimberley Rd & Summerfield Rd - St Andrews RC Primary School Full Time 20mph Speed Limit
 Drawn By: **JW**
 Scale **NTS**

Key:  Proposed Full Time 20mph
 Location of School
 Existing School Streets 20mph
 Checked By: **PT**
 Date **01.09.2023**
 DO NOT SCALE
 OS Ref: .



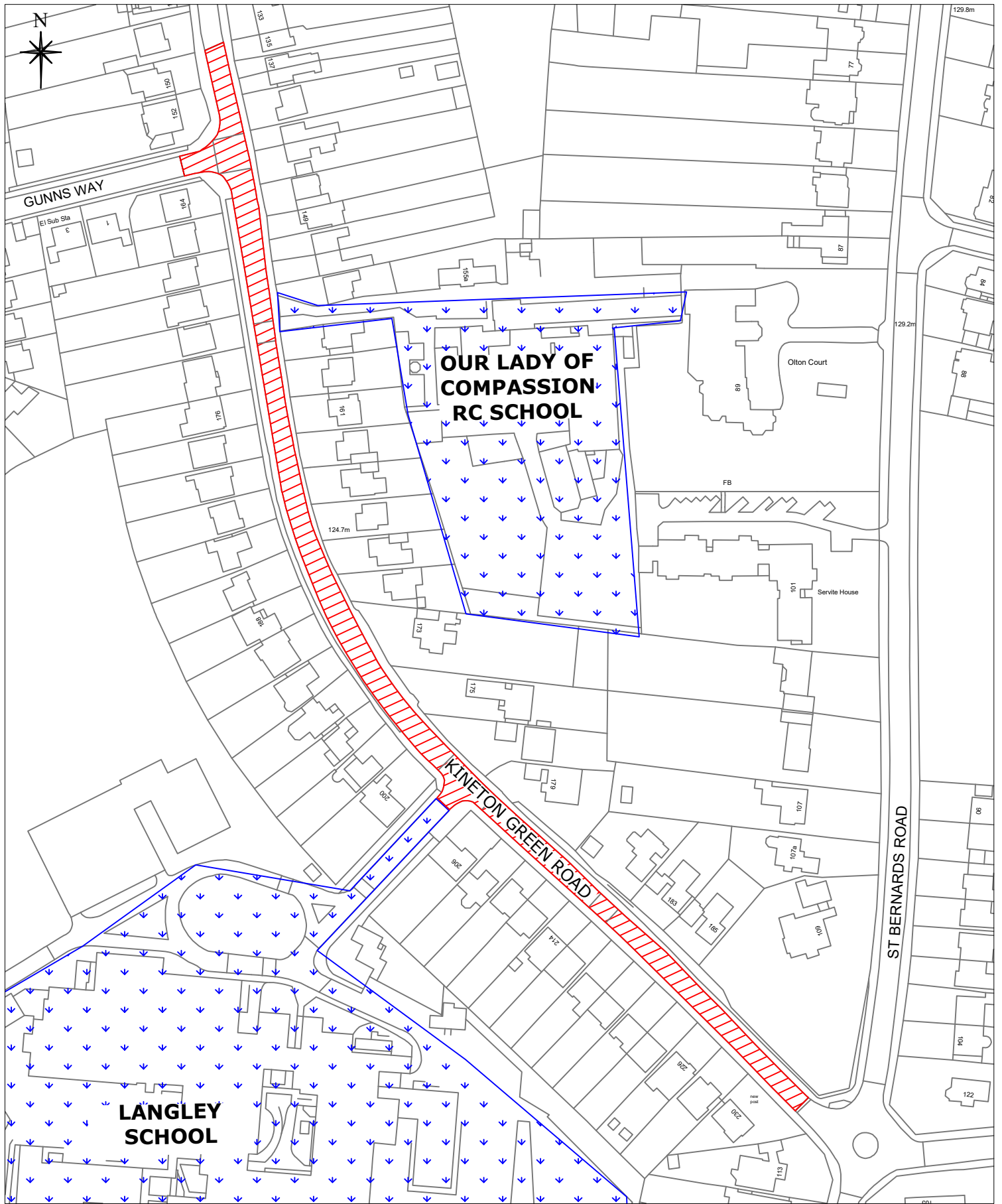



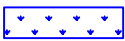
Key:  Proposed Full Time 20mph
 Location of School



Kinton Green Road
 Kinton Green Primary School
 Full Time 20mph Speed Limit

Job Name.		
Job No.	9293	Drawn By: JW
Plan No.	9293/Y2-S5	Scale NTS
Checked By:	PT	DO NOT SCALE A4 Frame
Date	01.09.2023	OS Ref: .

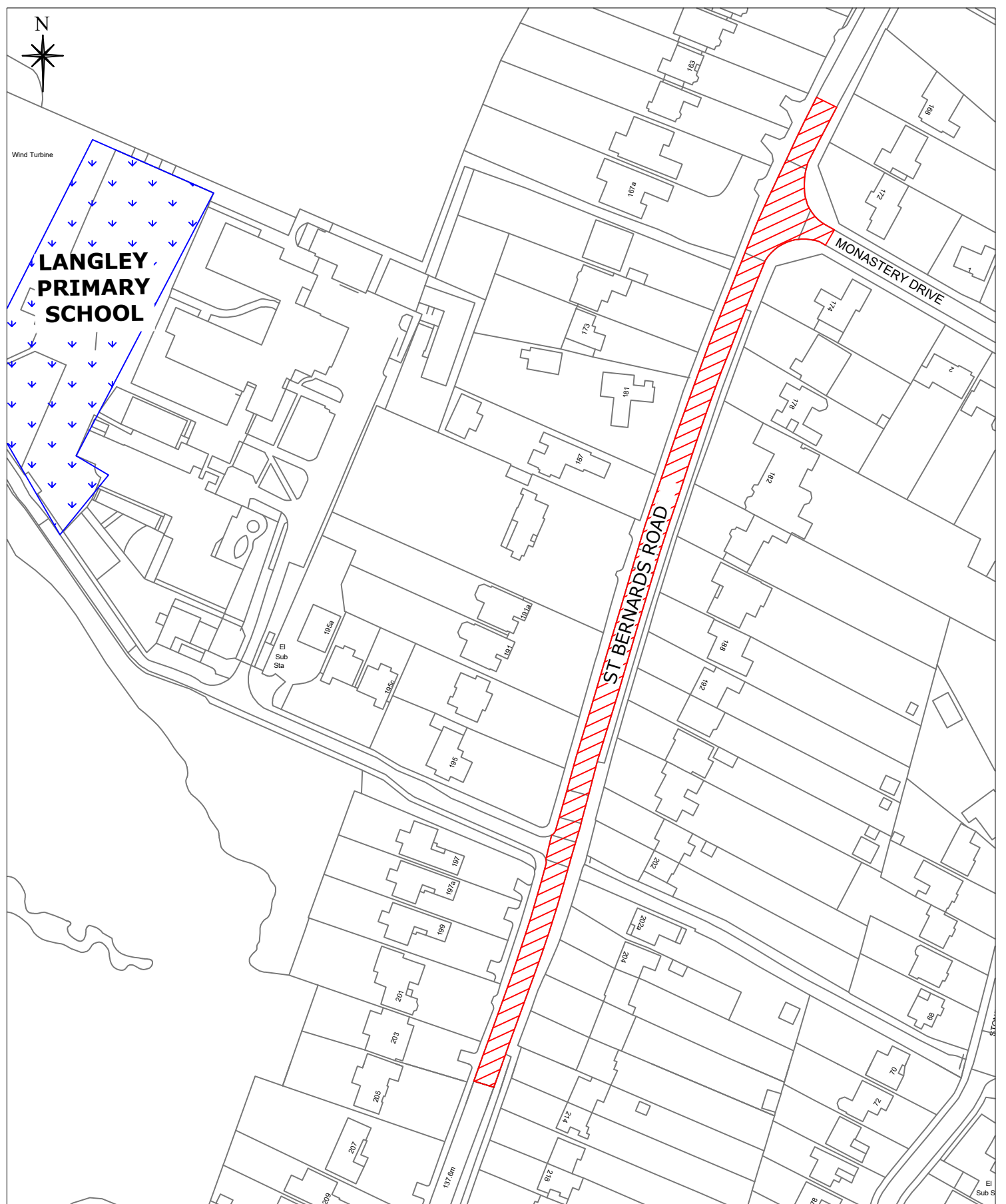



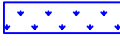
Key:  Proposed Full Time 20mph
 Location of Schools



Kington Green Road
 Our Lady of Compassion RC School,
 Langley School & Reynolds Cross School
 Full Time 20mph Speed Limit

Job Name.		
Job No.	9293	Drawn By: JW
Plan No.	Y2-S6	Scale NTS
Checked By:	PT	DO NOT SCALE A4 Frame
Date	01.09.2023	OS Ref: .

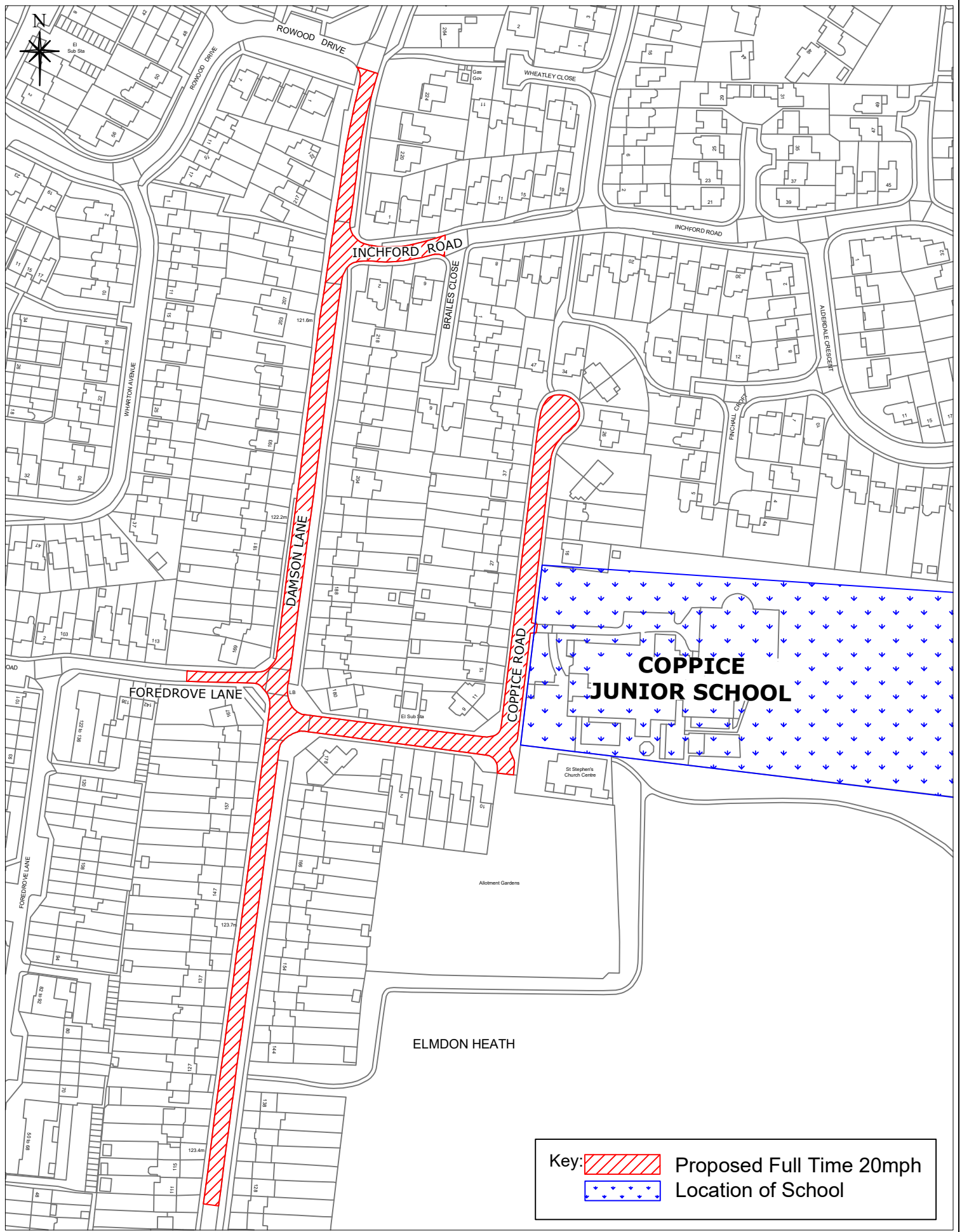




Key:  Proposed Full Time 20mph
 Location of School



St Bernards Road
Langley Primary School
Full Time 20mph Speed Limit

Job Name.	
Job No. 9293	Drawn By: JW
Plan No. 9293/Y2-S7	Scale NTS
Checked By: PT	DO NOT SCALE A4 Frame
Date 01.09.2023	OS Ref: .

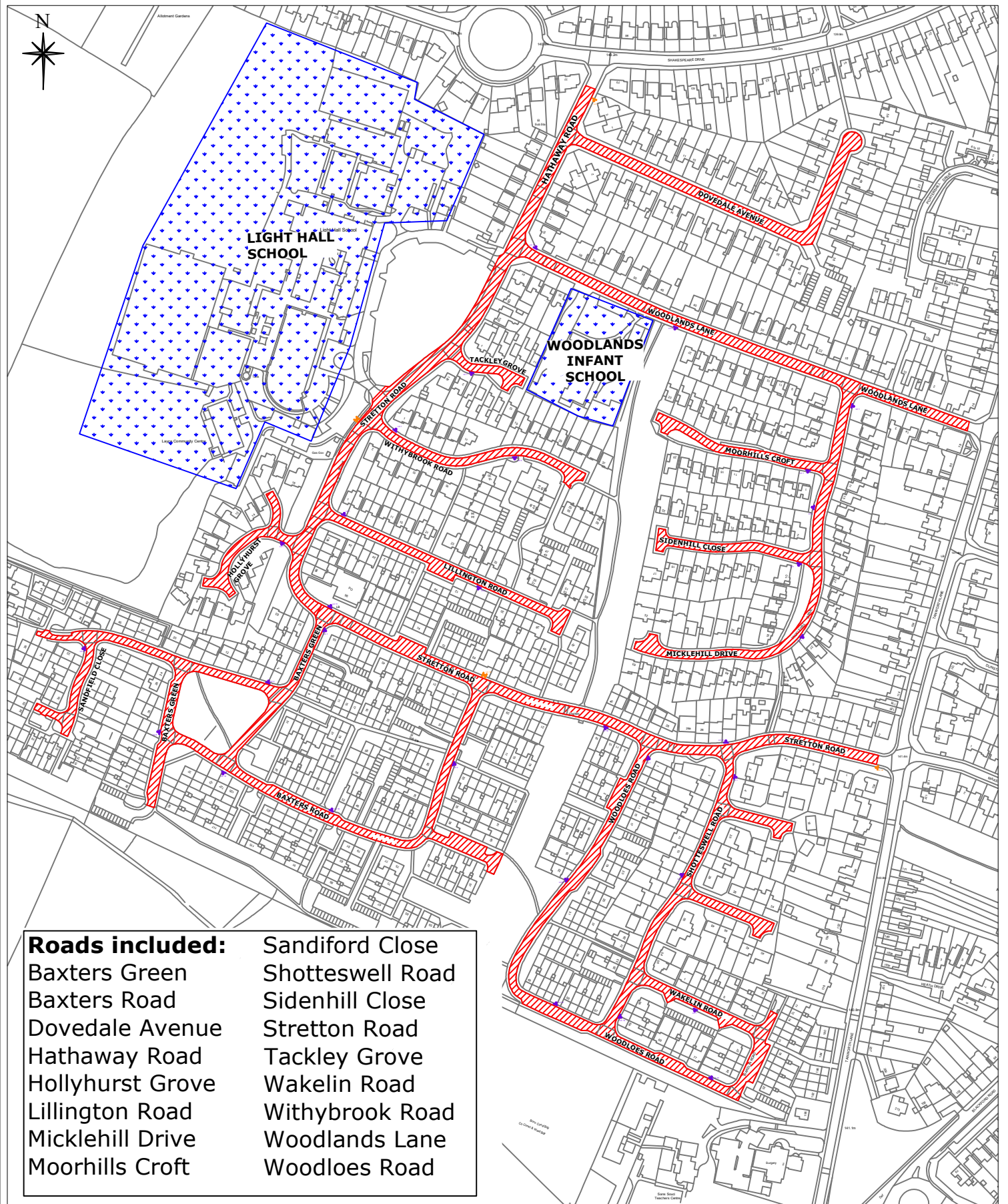


Key:		Proposed Full Time 20mph
		Location of School





Notes.
 Damson Lane & Coppice Road
 Coppice Junior School
 Proposed change from Part Time
 to Full Time 20mph Speed Limit

Job Name.	
Job No. 9293	Drawn By: JW
Plan No. 9293/Y2-S8	Scale NTS
Checked By: PT	DO NOT SCALE A4 Frame
Date 01.09.2023	OS Ref: .



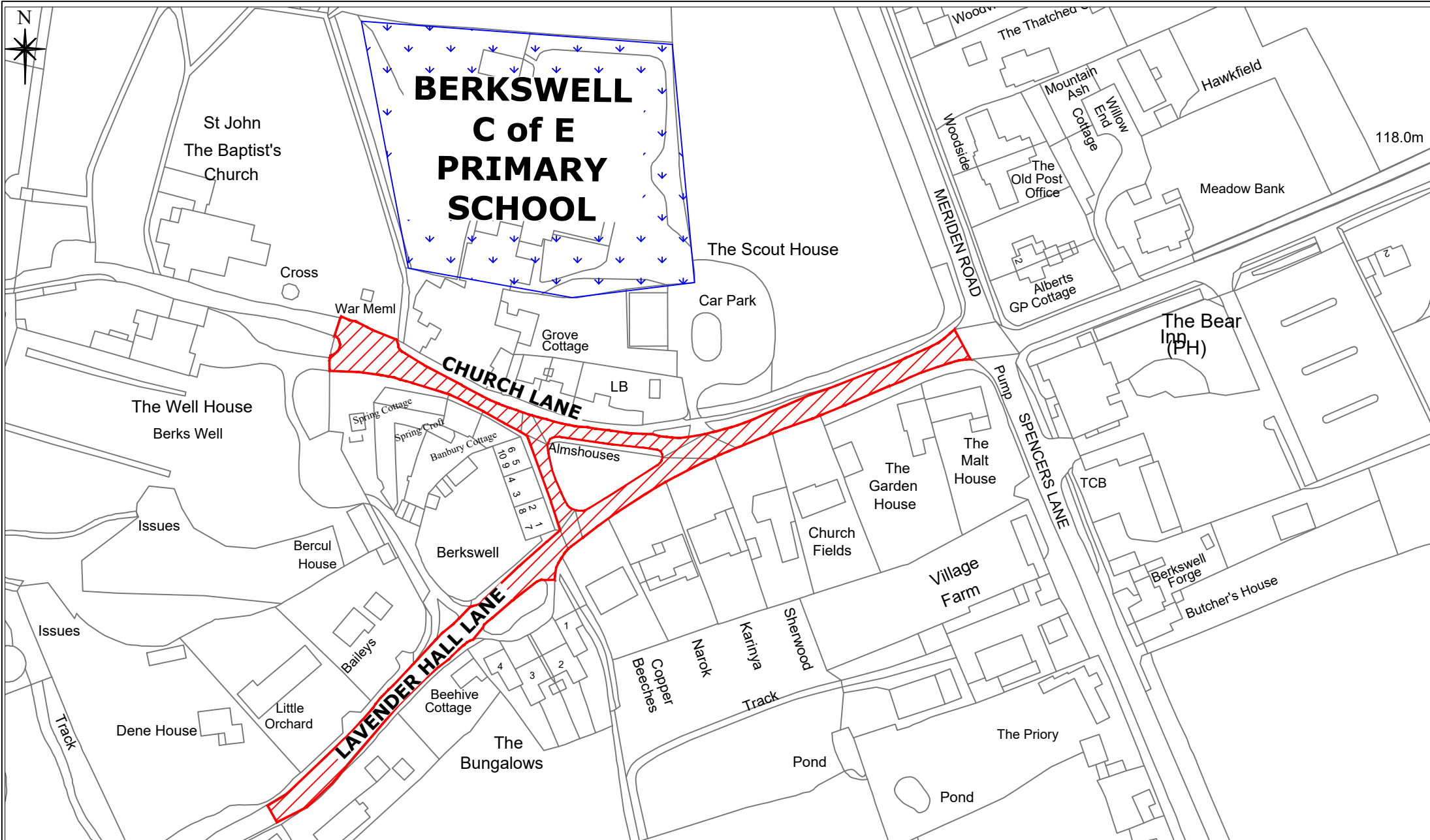
Roads included:	Sandiford Close
	Shotteswell Road
	Sidenhill Close
	Stretton Road
	Tackley Grove
	Wakelin Road
	Withybrook Road
	Woodlands Lane
	Woodloes Road

Key:  Proposed Full Time 20mph
 Location of School



Hathaway Road, Woodlands Lane & adjoining roads.
 Light Hall School & Woodlands Inf. School
 Full Time 20mph Speed Limit



Job Name.	
Job No. 9293	Drawn By: JW
Plan No. 9293/Y2-S9	Scale NTS
Checked By: PT	DO NOT SCALE A4 Frame
Date 01.09.2023	OS Ref: .



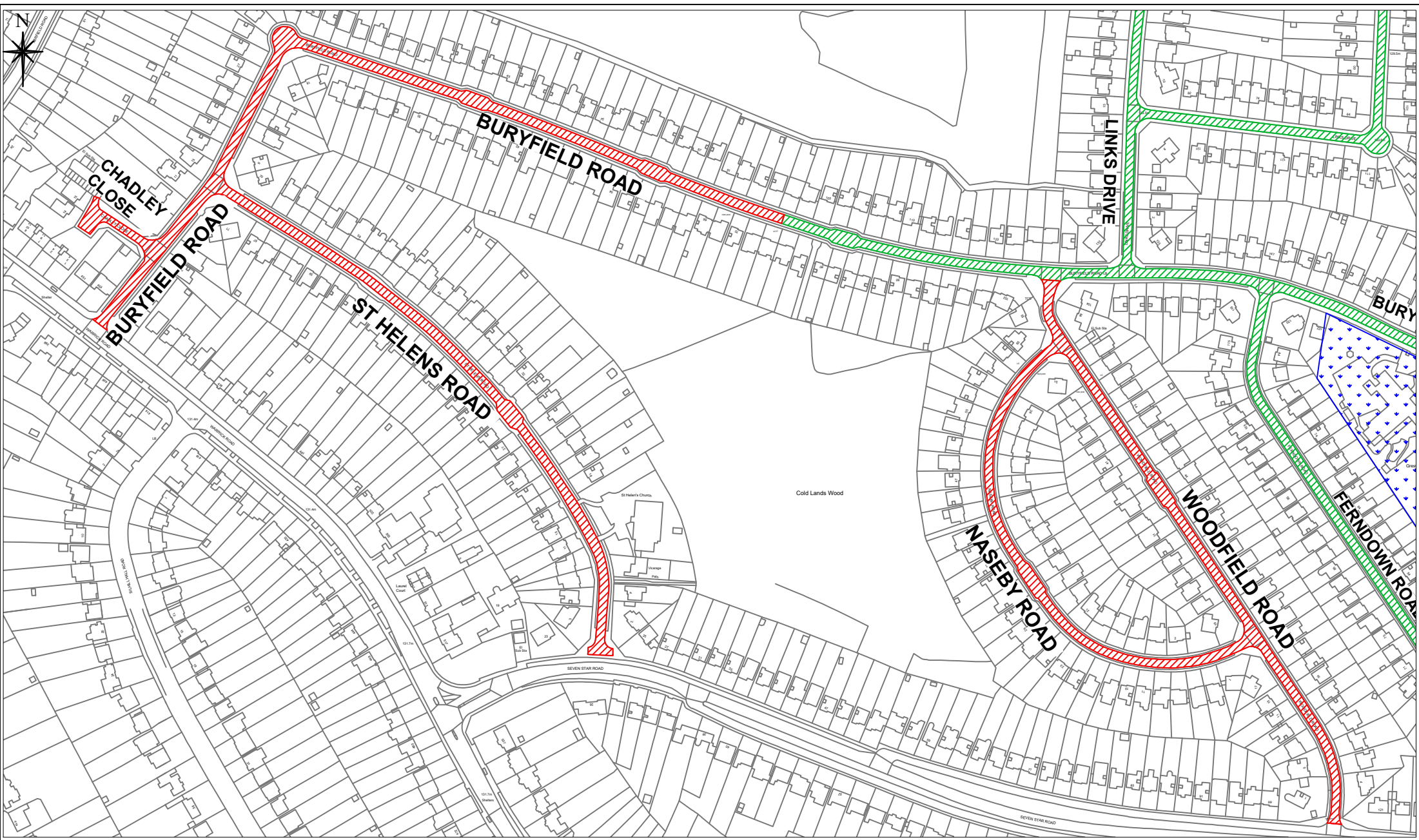
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Lavender Hall Lane & Church Lane, Berkswell
Berkswell C of E Primary School
Full Time 20mph Speed Limit

Drawn By: JW	Checked By: PT	DO NOT SCALE
Plan No. 9293/Y2-S10	Scale NTS	Date 01.09.2023

Key:  Proposed Full Time 20mph
 Location of School





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**Buryfield Road, Chadley Close, Naseby Road, St Helens Road
 & Woodfield Road**
Greswold School - Full Time 20mph Speed Limit

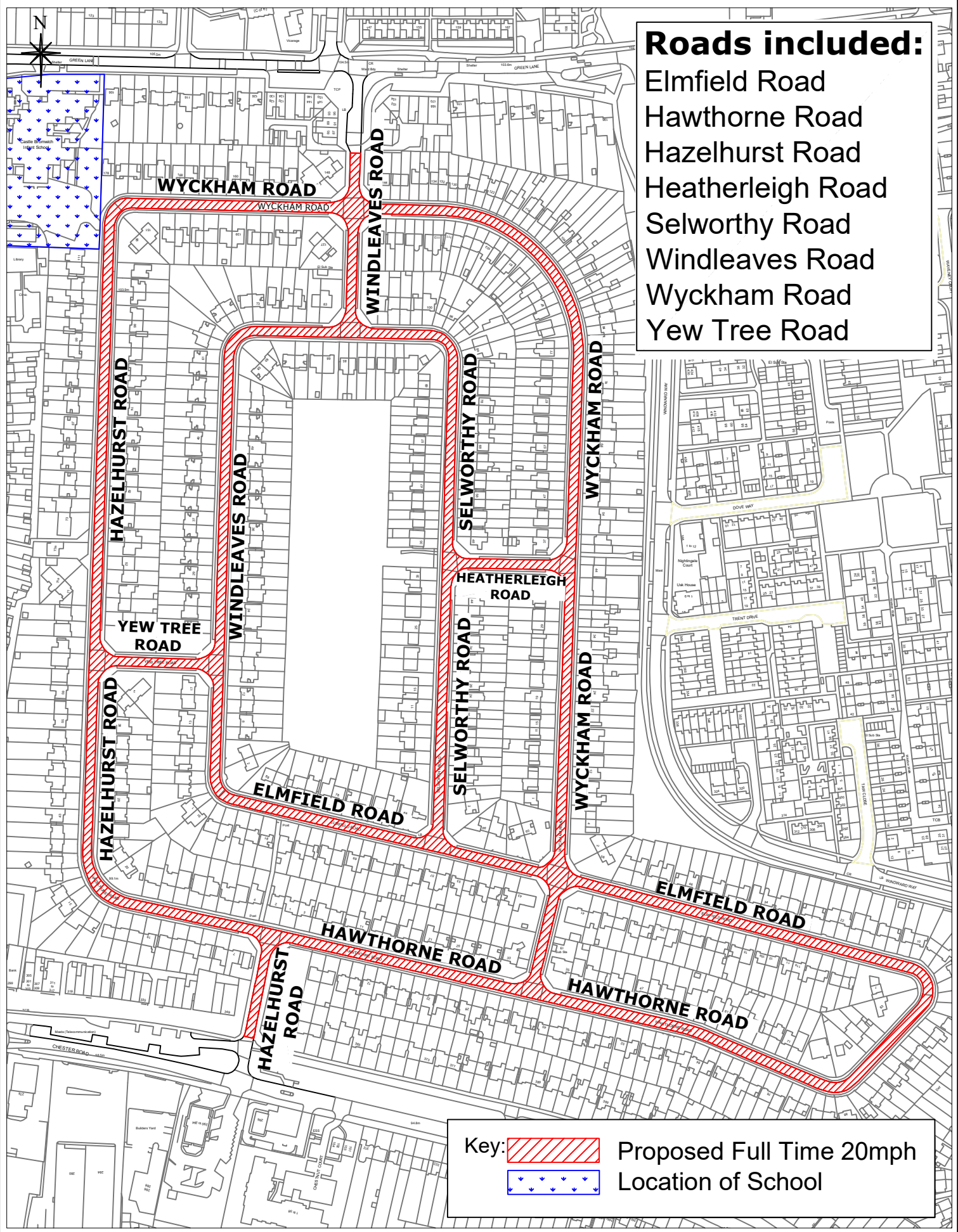
Drawn By: JW	Checked By: PT
Plan No. 9293/Y2-S11	Date 08.09.2023
Scale NTS	OS Ref: .

Key:

- Existing Full Time 20mph
- Proposed Full Time 20mph
- Location of School

DO NOT SCALE





Elmfield Road, Hawthorne Road, Hazelhurst Road, Heatherleigh Road, Selworthy Road, Windleaves Road, Wyckham Road & Yew Tree Road.

Castle Bromwich Infant School
 Proposed Full Time 20mph Speed Limit

Job Name.		Drawn By: JW
Job No. 9293		Scale NTS
Plan No. 9293/Y2-S12		DO NOT SCALE A4 Frame
Checked By: PT		OS Ref :
Date 08.09.2023		

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

**The Metropolitan Borough of Solihull
(Various Roads, Solihull) (20mph Maximum Speed Limit) Order 2023**

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, 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.

There were 102 comments received. Approximately 53% were supportive, 28% against and 19% neutral.

Set out on the following pages is a summary of the comments received to the proposals to introduce 20mph speed limits at the 12 sites being progressed through year 2 of the School 20mph Speed Limit Programme, along with an Officers response.

Plan Ref. (Appendix B)	Comment (number of comments in brackets)	Officer response
	Request for engineering measures	
S4,5,6,7, 11 & 12	Extend to other locations in the vicinity of Kineton Green Road <ul style="list-style-type: none"> - Traffic Calming on Grange Road (1) - Wants traffic calming and or more traffic calming (1) - Remove traffic calming & replace with chicanes, one ways & cul-de-sacs (6) - Swanswell Road needs to be dead ended (1) - Block off Seven stars road slip road on odd side/lower end (1) - Footpath around corner Grange Road/St Bernards Road need improving as too narrow and unprotected. (1) - Prefer to have traffic lights (1) 	1.1

1.1 Engineering works such as traffic calming, chicanes, creating cul-de-sacs and installation of traffic lights are outside of the scope of this scheme.

APPENDIX C

Plan Ref. (Appendix B)	Comment (number of comments in brackets)	Officer response
Policing and Enforcement		
S1,2,3,4, 5,6,7,9, 10,11 & All	<ul style="list-style-type: none"> - People already speed how will they go at 20 when they can't do 30 (14) - Enforcement/camera/police/volunteers (15) - Word is that the police won't enforce/are not interested (4) - no deterrent/no point (1) - More policing/no policing (7) - No evidence a lower speed limit works (1) - No published evidence of current speeds and impact of new speed limit (1) - Reducing speed will have no impact on driver health, behaviour change (1) - Where is the local data to back these proposals? (1) - Want speed cameras (6) - No real benefit to a 20mph as doesn't deter motorists (1) - Punish the guilty instead / punish everyone as cannot stop current speeders (2) - Failure of the council & police to enforce current speed limits (1) 	Opening paragraphs and 1.2

1.2 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.

Plan Ref. (Appendix B)	Comment (number of comments in brackets)	Officer response
Parking		
S1,2,3,5,6 7,11 & All	Parking issues (14)	1.3
S5,6,7	Make this a red route in all adjacent roads so that people/children walk which is the whole point of making kids more safe and to reduce congestion (1)	
S5,6,7 & All	Enforcement (6)	1.4
S5,6,7	Parking on St Bernards should be residents only (1)	1.5

1.3 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.

1.4 Parking enforcement is carried out in line with our commitments across the whole borough. The comments have been noted and will be forwarded to our parking services team.

1.5 Residents parking schemes are typically introduced following an application from residents indicating their agreement to meet both the initial cost of joining the scheme and the ongoing annual permit renewal cost. This process sits outside the annual TRO priority process and would not be considered under this Order. However, if a subsequent application was made it would be considered accordingly. Further information can be found at <https://www.solihull.gov.uk/parking/residentparkingpermit>

Plan Ref. (Appendix B)	Comment (number of comments in brackets)	Officer response
Requests for extensions to the proposals		
S4	Include Winchcombe Road near to St Andrews RC School (1)	1.6
S8	Extend to cover Rowood Drive - Damson Wood Primary (1)	1.7
S5,6,7	Extend to cover the entirety of Kineton Green Road <ul style="list-style-type: none"> - Cover all of Kineton Green Road – no reason (14) - Confusing to motorists. (7) - Drivers will speed up between the proposed 20mph (4) - Most dangerous part will remain a 30mph (1) - Make enforcement easier (1) - Save money on signs (3) - More noise slowing and speeding up (1) - School children walk the entire length (2) - It seems very odd that it would be suggested that cars speed up so close to a school and where there is such heavy school traffic and footfall (1) - Speed limit on KGR will increase traffic on St Bernards between Warwick and roundabout. Extend to this section. It will improve approach to traffic lights. / increase traffic on St Bernards (2) 	1.8
S5,6,7	Extend to other locations in the vicinity of Kineton Green Road <ul style="list-style-type: none"> - To cover Brook Lane, due to accidents (5) - To cover Brookvale Road (2) - To cover Gunns Way (1) - On St Bernards, Kineton Green Road & Grange Road to Mereside Way (3) - To include Langley Hall development (2) 	1.9
S10	Objection to proposals for School Road and Lavender Hall Road, Berkswell, request the 20mph is placed on Meriden Road instead (3)	
S11	Extend to slip roads on Seven Stars Road (1)	
No plan	Request for 20mph on Ulverley Green Road (1)	
No plan	Include Tanworth Road in a 20mph scheme (1)	

1.6 Wincombe Road will be included in the 2024/25 consultation.

1.7 The roads around and adjacent to Damson Wood Primary School will be included in the 2024/25 consultation.

1.8 The speed limits will be clearly signed in accordance with *Department for Transport Circular 01/2013 – Setting Local Speed Limits*. In addition road markings which give the speed limit and also inform of a school will be provided this will obliterate any driver confusion.

It is the intention that drivers will not speed up but in fact slow down when in the immediate vicinity of the schools.

As referred to in the opening paragraph speed limits are in the main self-enforcing. Drivers must take responsibility and choose if they are going to break the law.

If the speed limit covers a greater distance the number of signs is relative.

Whilst school children do walk the entire length of Kineton Green Road and also surrounding roads the highest concentration at one time will be directly outside of the school.

The decision to have two separate 20mph speed limits on Kineton Green Road was made because it makes it apparent that there are two separate school locations. When there is a reason for a 20mph drivers are more likely to comply.

- 1.9 The suggestions for additional locations have been noted. Whilst such requests cannot be considered as part of this current proposal the roll out of a reduce speed limit may be considered in the future. Immediate future phases of the 20mph rollout across the borough will however focus on school locations with the intention of providing significant coverage of school sites in the borough by 2026.

Plan Ref. (Appendix B)	Comment (number of comments in brackets)	Officer response
Consultation		
S9	Direct mailing or leafletting to residents would help increase awareness (1)	1.10
S8, S11 & All	No proper consultation. At the very least I think that to give adequate publicity, in accordance with UK Statutory Instruments, 1996 No 2489, Part II, Regulation 7, the road signs should specifically refer to the proposed speed limits and that letters should have been delivered to residents in the areas (3)	
S4	Installed by stealth (1)	
S5,6,7	Proposal is a foregone conclusion and objections will be ignored/Decision already made by cabinet with no consultation (2)	1.11
S9	People don't bother to object (then regret it) doesn't mean they agree (1)	1.12

- 1.10 A copy of the requirements for a public consultation are noted below and have been fully complied with.

Publication of proposals

7.—(1) An order making authority shall, before making an order,—

(a) publish at least once a notice (in these Regulations called a “notice of proposals”) containing the particulars specified in Parts I and II of Schedule 1 in a newspaper circulating in the area in which any road or other place to which the order relates is situated;

The notice was published in the local newspaper and on SMBC’s website. These were both referred to on the notice posted on street.

(c) take such other steps as it may consider appropriate for ensuring that adequate publicity about the order is given to persons likely to be affected by its provisions and, without prejudice to the generality of this sub-paragraph, such other steps may include—

(ii) the display of notices in roads or other places affected by the order; or Legal notices and large red and white signs were placed on lamp columns in the location of the proposals, both referenced where further information could be obtained.

(iii) the delivery of notices or letters to premises, or premises occupied by persons, appearing to the authority to be likely to be affected by any provision in the order.

This was not deemed appropriate in this case due to the volume of correspondence and associated costs of preparation and delivery.

(2) Not later than the date on which paragraph (1) has been complied with, the order making authority shall send a copy of the notice of proposals to each body or person whom it is required to consult under regulation 6(1) or under any of the provisions referred to in regulation 6(2). All Statutory are consulted by the legal team at SMBC.

(3) The order making authority shall comply with the requirements of Schedule 2 as to the making of deposited documents available for public inspection.

The information to view the deposited documents was written on the notice which was placed on lamp columns in the locations of the proposals and stated ‘ The draft Order and reasons for making it can be obtained by written request from the address below; or by visiting Solihull Connect, The Core, Theatre Square, Touchwood, Solihull during normal opening hours or via <https://www.solihull.gov.uk/Roads-pavements-and-streetcare//Traffic-regulation-orders>’

- 1.11 The proposals have been subject to a full public consultation. This report summarises and fully considers the comments received and will be presented to cabinet for a final decision.

- 1.12 SMBC can only take into consideration those representations which are sent in writing (including email) to the legal team and have been officially noted.

Plan Ref. (Appendix B)	Comment (number of comments in brackets)	Officer response
Education		
All	Educating parents/school to teach children how to cross the road safely (1)	1.13 & 1.16
All	Council should try other solutions, walking buses, monitored drop off areas. (1)	
S5,6,7	Bring back national campaigns such as green cross code man and tufty club (1)	1.14 & 1.16
S5,6,7	Pedestrians need to be equally responsible for their safety (1)	1.15 & 1.16

- 1.13 Our Sustainable Travel Team will contact the school to discuss initiatives to promote more active travel which could include looking at Park & Stride and Walking Busses schemes as well as promoting more walking, scooting and cycling to the school.
- 1.14 This initiative is beyond the scope of this scheme.
- 1.15 Pedestrians are the most vulnerable road users, and whilst they are responsible for their own safety, it has to be noted that it is preferable to have a safe environment for all road users. Lower speeds mean less risk of serious injuries being sustained.
- 1.16 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.

Plan Ref. (Appendix B)	Comment (number of comments in brackets)	Officer response
Part time 20mph/different speed limit		
S5,6,7,8, 11 & All	Only at school times/part time/not 365 (23)	1.17
S1,2,3	At school time you can't go more than 25mph/ can hit speed limit (3)	
All	Why can't speed limit be lowered to 25mph (1)	
All	Speed limits by school on paper a good idea but do not take into account parking by parents. Which makes it impossible to drive at even 20mph (1)	
S5,6,7 & 9	Is a 20mph necessary as traffic outside schools is low anyway (4)	
All	There is no reason to have 20 mph zones full time on St Bernards, this road seldom moves at more than this during school times and rush hour times anyway and in my opinion is draconian to make it full time when it is a main route to get from Coventry Road / Warwick Road areas to Shirley (1)	

- 1.17 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.

Plan Ref. (Appendix B)	Comment (number of comments in brackets)	Officer response
General opposition to 20mph speed limits		
S5,6,7,11 & All	20mph is a nuisance and an hinderance to everyone going about their everyday business. Frustration/ not fair on those trying to work, run businesses, pay wages for longer trips and inconveniences residents (6)	1.17
S5,6,7	At other times traffic can, and does, move safely at a 30mph maximum speed, and this is essential for the efficiency and productivity of many users, particularly home care workers, food and parcel delivery drivers, and people travelling on business (1)	
S11	Why does the 30mph need changing when it has been acceptable since 1934 (1)	1.18
S4,10,11 & All	Central government banning unless directly by a school/banning them/stopping blanket speed limit unless there is a problem (5)	1.19 & 1.20
S4,5,6,7, All	Wales blanket limit - no real reduction in average speeds. Huge backlash (5)	1.20 & 1.21
S1,2,3, 5,6,7 & 10	Already traffic Calming (9)	1.22
S5,6,7	Traffic calming doesn't stop them signs won't (1)	1.23
S5,6,7	Reduction of speed limit leads to bottlenecking. Increase collisions, injuries, Dangerous manoeuvres, Traffic will increase/ Add to congestion (10)	1.24

- 1.18 In nearly 80 years vehicles have changed a lot, they have the potential to go faster and are heavier. The slower a vehicle the less damage it causes in a collision. In addition stopping distances are shorter at lower speeds. Therefore, the likelihood of a collision is reduced.
A driver's peripheral vision widens the more slowly they go, so travelling at 20mph allows a driver to see more than those doing 30mph.
- 1.19 SMBC have been mindful of proposing 20mph speed limits directly outside or near to schools. There are some locations where a wider area has been covered this is because it makes little sense to have a 20mph on a main thoroughfare and leave adjoining cul-de-sacs/estates at a 30mph speed limit, therefore encouraging drivers to increase their speed on unsuitable roads.
- 1.20 A blanket speed limit order, such as the ones implemented in Wales, refers to a speed limit which covers entire cities, towns, villages and built-up areas. In Wales the blanket speed limit order has changed the former 30mph speed limit 'by order of street lighting' to 20mph speed limit 'by order of street lighting', so anywhere there is a system of street lighting the speed limit is now 20mph unless there are signs which state otherwise.
- 1.21 When implementing something new there will always be a mixed response to change, in the case of the Welsh speed limit change there was a huge backlash against and a lot of support. (need to find evidence).
- 1.22 Whilst traffic calming is effective in slowing vehicles, in some cases they will speed up between features. With a permanent legal speed limit compliance will be more likely to be consistent.
- 1.23 The proposals have followed the statutory consultation process and if approved will be implemented in line with the legal requirements. Signing will be clear and in addition there will also be road markings informing of the change of speed limit. It will be the choice of the motorist whether to adhere to the limit and if they do not then they risk prosecution.
- 1.24 If vehicles travel at the same speed both congestion and air quality improves, and road safety risk reduces.

Plan Ref. (Appendix B)	Comment (number of comments in brackets)	Officer response
Legal implications		
S5.6 & 7	Proposals will make otherwise careful motorist into criminals (1)	1.23
S11	More generally brings the law into disrepute, to the detriment of society more widely (1)	
S5,6,7	There is no evidence of general public support for a widespread use of 20 mph limits, and when they consider them unwarranted, drivers will be more inclined to ignore them, even in the circumstances when they are most needed (1)	
S8	These are laws based on prejudice not fact (1)	1.25

1.25 The comment has been noted.

Plan Ref. (Appendix B)	Comment (number of comments in brackets)	Officer response
Miscellaneous		
S4	A lot of the speeding traffic is using Highwood Avenue as a rat run to avoid the 30 mph Average speed cameras on Lode Lane inc some Jaguar Land Rover traffic (1)	1.26
S4	You didn't do a before and after Lode Lane Average speed camera impact assessment on Highwood Avenue to see the effects on this road with traffic numbers and speed (1)	1.27
S10	Doesn't think an assessment was carried out about traffic calming has improved things, no pre and post works comparison, specific to Berkswell (3)	
S8	What were the findings from the council study/review on speed limits referred to in SoR. What evidence is there to say is there that reducing speeds makes road safer (1)	1.28
S5,6,7	Provide evidence of actual accidents/harm caused on Kinton Green Lane/St Bernards during the school run (1)	1.29
All	The last time the Council did a speed survey was during the five stages of Lockdown in circa Aug/Sept 2020 when traffic was still reduced, & schools were still only part open (1)	
All	Have a local referendum (which is allowed by law) at the next local elections on this blanket 20mph zones (1)	1.20, 1.29 & 1.43
S5,6,7	I saw a trial in Lincolnshire recently where the 20 mph was contained within a green ring (not red or mandatory) the thought being it encourages better buy in and makes the driver think about their responsibility to road safety (1)	1.30
S5,6,7	The proposed speed limit to save lives will have little impact "Reducing speed limits from 30mph to 20mph has "little impact" on road safety, according to a study from "Queen's University Belfast, Edinburgh University and the University of Cambridge" (1)	1.31
S1,2 & 3	In the media it showed the statistics of someone travelling 30mph has a 92% chance if stopping however someone travelling at 20mph has a chance of stopping at 95% chance of stopping. I cannot see how a 4% difference will affect these roads. It will just block up roads for unnecessary reasons (1)	1.32
All	The only report I could find on the effect of 20mph speed limits was produced in 2018. The basic conclusions were that average speed was reduced by less than 1mph, which I suggest is insufficient to have a marked effect on safety, noise and pollution. The second conclusion was that there was not enough data to make any comment on casualties. (1)	1.33
S4	Affect public transport, loss of service (1)	1.34
S1,2,3,5,6,7,8 & All	Increase of pollution (11)	1.35
S5,6,7	Need to reduce traffic volumes (3)	1.36
S5,6,7	Look at overall traffic management in this area (1)	
S5,6,7	Ban lorries and vans at certain times (1)	1.36 & 1.37
S10	Practicality of signage not thought of in a conservation area, no information on visual impact (2)	1.38
S11	Little evidence of current limit on Buryfield Road making a difference (1)	1.39

- 1.26 The comment has been noted and will be passed to Jaguar Land Rover so that they can update their employees.
- 1.27 Traffic calming and average speed camera assessments are beyond the scope of this project. The comments have been noted and will be passed to the relevant team.
- 1.28 The report can be viewed on the council's website at www.solihull.gov.uk
- 1.29 This change has not been driven as a result of road traffic collisions occurring at a specific location the records shows a higher risk of children being involved in a collision in the vicinity of their school hence the council has introduced its policy of introducing 20mph outside and near to all schools in the borough over the next three years.
- 1.30 This is not a national initiative approved by the DfT and we have found no published evidence of its benefits. The green signs are unenforceable and are considered to be less likely to achieve the required change in behaviour and compliance of the lower speed limit.
- 1.31 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.
- 1.32 The figures quoted are misleading. Travelling at 30mph rather than 20mph means it will take an extra 11 metres (almost double the distance) to come to a stop.
- 1.33 As a result of increased use of 20mph both locally and nationally it is expected that compliance will also improve over time and with the threat of further enforcement action taken by the police.
- 1.34 SMBC work closely with our colleagues at Transport for West Midlands who are responsible for public transport within the borough. They have been fully consulted with and have not raised any concerns for the proposal.
- 1.35 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.
- 1.36 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.
- 1.37 It is not legally possible to discriminate against the drivers of certain vehicle at certain times of the day.
- 1.38 The signs for the scheme have been thought of and will be minimal but still within the legal guidelines in Berkswell.
- 1.39 The existing 20mph speed limit on Buryfield Road was implemented in June 2023 and is being monitored.

Plan Ref. (Appendix B)	Comment (number of comments in brackets)	Officer response
	Miscellaneous not relevant to this project	
All	The council and police can't even stop traffic entering Croft Down Road via the No Entry signs off Valley Road or parking on double red or yellow lines on Hobs Meadow adjacent to Tesco's or parents on St Bernards Road at school times (1)	1.4 & 1.40
S1,2,3	Drug driving (1)	1.40
S1,2,3	Pimped up cars and illegal quad bikes (1)	
S8	Cyclists and electric scooters on pavements is more dangerous. (1)	
S5,6 & 7	Cleaning school road signs (1)	1.41
S5,6 & 7	Drainage system needs sorting (1)	1.42
All	Using council and police powers to stop parking on pavements and verges would give back pavements to pedestrians but also reduce speed of traffic as on many roads there would not be enough room for two cars to pass. This way you reduce speed without having to use money to police it and in effect have created Traffic Calming. Driving on the pavement is already a driving offence but is seldom enforced by lazy police forces except in London. Also in London parking on the pavement is an offence (without the officer having to see the vehicle parking) and this power could be used in Solihull if the council or Andy Street the Mayor applied for its use (1)	1.44

- 1.40 These matters have been referred to West Midlands Police as they are moving traffic offences.
- 1.41 The comments raised regarding signage have been noted and will be passed to the relevant team for action.
- 1.42 The comments raised regarding the drainage system have been noted and will be passed to the relevant team for action. signage have been noted and will be passed to the relevant team for action.
- 1.43 As the council is targeting the streets around schools in Solihull a national or even a local referendum of the borough would not be an effective way to ascertain the opinions of those directly affected.
- 1.44 The council is currently considering the benefits of re-introducing site specific footway/verge parking restrictions.

Plan Ref. (Appendix B)	Comment	Officer response
	Support	
S4	<ul style="list-style-type: none"> - I am in full support of curbing the speed in this area, My worry is that if people exceed the 30 mph now which they do especially down Brackleys Way along side of the park 20 mph will still be exceeded. - As a resident of Kimberley road I fully support the implementation of a 20mph speed limit. - I am pleased to see this issue of inconsiderate speeding around this area being considered by Solihull Council, this has been a problem in this area for quite some time now, it's amazing that someone hasn't been hurt, it's always the same people who think it's clever to speed. I hope the Council agree to the changes being made. 	1.45
S5,6 & 7	<ul style="list-style-type: none"> - I am generally in favour of the proposal, but I would like this extended to cover the whole of Kineton Green Road. - I fully support the need for a safer local environment for our children by creating a 20-mile zone near the local schools. - In favour of proposed limits near KGR schools but see no logic in 30 mph in between the two areas. - I would welcome the extension of the 20-mph zone to the whole of Kineton Green Road. - I voice my support for the proposed 20mph zones outside Kineton Green Primary, Langley Primary, Our Lady of Compassion and Langley Schools. - Many of my residents have expressed support for these schemes but concern as to how they will be enforced. The 20mph zones seem to have been a success for Richmond Road so far. - As a local resident I do generally support the Council's approach in the implementation of the DoT's guidance for considering the introduction of more 20mph limits and zones. Particularly in the vicinity of schools and residential areas. - On the grounds of pedestrian safety I support your proposal for reducing the speed limit to 20mph. - I am supportive of the proposed 20 mph speed limit on Kineton Green Road, but this should be for the entire road and I am concerned that it will not be adhered to so would like to know how this will be enforced. - I am writing to extend my full support for the proposed 20 mph limit on Kineton Green Road. - I fully support the proposal to introduce a 20 MPH limit on Kineton Green Road but wish to raise an objection to the creation of two distinct zones rather than one continuous zone between the proposed start and end points near to Old Warwick Road and St Bernards Road. - I am broadly in support of these measures but consider that the two proposed sections of the new lower speed limit should be joined together. - We are in favour of the 20 mph limit proposals but suggest that the limit be imposed on the whole length between the Streetsbrook Road roundabout and the Warwick Road. - I would like to express my agreement to the proposed 20 mph speed limit on Kineton Green Road in principle. - I agree that during peak school times i.e. mornings when children are arriving at school and afternoons when children are leaving for the day, the 20mph speed limit is a good idea. - The speed limits when school start and finish are a good idea. - Whilst I fully support providing a safe environment for children to travel to and from school, imposing this order would simply be an annoyance to everyone outside of school time. - As a resident of St. Bernard's Road I am writing to express my support for traffic regulation to create a safer environment for children travelling to and from local schools. - I am writing to support the proposed reductions in speed down to 20 mph as shown on the October 2023 Proposal Notice Plans. - Please note that I am in full support of the above proposal. - Excellent proposals. 	1.45

	<ul style="list-style-type: none"> - I am writing in support of the above proposed order in relation to the Kineton Green Road, Olton. - I am writing to support the proposals outlined in the Council's plan 9293/Y2-S5 for the roads nearer Kineton Green Primary School. My daughter is a pupil at Kineton Green School and we live on one of the roads affected by these plans. - I am writing to support the imposition of a twenty miles per hour speed limit that is proposed on St Bernard's Road and Kineton Green Road. - As a resident of Langley Hall Road I strongly endorse the proposals and trust that the length of Langley Hall Rd will be included. - It is pleasing to know that your department are going to finally do something about the speeding cars on St Bernard's Rd B92. - I welcome the action you are proposing reducing the speed limits to 20mph in proximity to local schools. - I live on Kineton Green Road and I am in full support of this proposal. - I support the proposals for 20mph speed limits in Olton. - Can you please register my support for the proposed 20mph restriction on Kineton Green Road. - I applaud the proposal to introduce 20mph zones in Kineton Green Road and St Bernard's Road. - I am writing to express my support for the proposed TRO for Kineton Green Road. - I am writing to share my support for the proposed TRO covering Kineton Green Road. - Myself and husband are very much in favour of the proposed 20 mph speed limit as there are 5 schools in the area and some narrow pavements. 	
S9	I'm so pleased to see the 20mph speed limits. However, my neighbours are already picking up on a typo.	1.46
S11	As a resident on Seven Star Road at the start of the slip road, leading up from Warwick Road to Woodfield road, I am very much in support of the calming and ask for a potential extension?	1.45
All	<ul style="list-style-type: none"> - In principle, I agree with reducing traffic speed to 20mph outside & near schools, it's the implementation I'm concerned about. - I am happy with the proposals as outlined on the maps but please tell me that the 20mph speed limits will be regularly policed? - I am emailing to state my full support of all of the proposed 20mph limits around various schools in the borough. - Please note that I am in full support of the above proposal. 	1.45

1.45 Comments which ask for extensions/additions to the proposals, changes such as a part time instead of a full-time speed limit and queries regarding enforcement have been addressed in the first part of this report.

1.46 The comment regarding the error has been noted and will be changed on the implementation notice if approved.

School 20mph Programme - Completed and Proposed Speed Limits

School Served	Road Name	Part/Full	Ward	Current Speed Limit	Proposed Speed Limit
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Year One Programme (2022/23) - Completed

Blossomfield Infant and Nursery School	Lawnswood Avenue & Eastcote Close	Full	Shirley East	30mph	20mph
St Patricks Church of Enland Primary Academy	Salter Street	Part	Blythe	40mph	PT 20mph
Tudor Grange Primary Academy Hockley Heath	School Road	Full	Dorridge & Hockley Heath	30mph	20mph
Bentley Heath Church of England Primary School	Widney Close & Widney Road, Bentley Heath	Full	Dorridge & Hockley Heath	30mph	20mph
St George & St Teresa Catholic Primary School	Mill Lane	Full	Knowle	30mph	20mph
Castle Bromwich Infant and Nursery School	Green Lane	Full	Castle Bromwich	30mph	20mph
Castle Bromwich Junior School	Hurst Lane North	Full	Castle Bromwich	30mph	20mph
Greswold Primary School	Buryfield Road	Full	Silhill	30mph	20mph
Sharmans Cross Junior School	Sharmans Cross Road	Full	St Alphege	30mph	20mph
Peterbrook Primary School	High Street	Full	Shirley West	30mph	20mph

Year Two Programme (2023/24) - Current

Tidbury Green Primary School*	Dickens Heath Road	Part	Blythe	30mph	PT 20mph
Berkswell Church of England Voluntary Aided School	Lavender Hall Lane & Church Lane	Full	Meriden	30mph	20mph
Coleshill Heath School	Alder Drive & Willow Way & Beech Av & Walnut Cl	Full	Bickenhill	30mph	20mph
St Anne's Catholic Primary School / Fordbridge Community School	Bosworth Drive	Full	Kingshurst & Fordbridge	30mph	20mph
Grace Academy Solihull / Whitmore Nursery	Chapelhouse Road	Full	Kingshurst & Fordbridge	30mph	20mph
Langley Primary School	St Bernards Road	Full	Olton	30mph	20mph
Kineton Green School	Kineton Green Road	Full	Lyndon	30mph	20mph
Our Lady of Compassion Catholic Primary School	Kineton Green Road	Full	Olton	30mph	20mph
Langley School/Reynolds Cross School	Kineton Green Road	Full	Olton	30mph	20mph
Light Hall School	Hathaway Road & Stretton Road	Full	Shirley South	30mph	20mph
Woodlands Infant School	Woodlands Lane	Full	Shirley South	30mph	20mph
St Andrews RC Primary School**	Moordown Avenue	Full	Lyndon	30mph	20mph
Coppice School***	Damson Lane , Coppice Road	Full	Elmdon	PT 20mph	FT 20mph
Greswold School****	Buryfield Rd, Chadley Cl, Naseby Rd, St Helens Rd & Woodfield Rd	Full	Silhill	30mph	20mph
Castle Bromwich Infant School*****	Windleaves Road, Hazelhurst Road estate	Full	Castle Bromwich	30mph	20mph

Year Three Programme (2024/25) - For approval

Burman Infant School	Velsheda Road	Full	Shirley West	30mph	20mph
Hazel Oak Special School	Hazeloak Road	Full	Shirley West	30mph	20mph
Tudor Grange Primary Academy St James	Halifax Road, Danbury Road	Full	Shirley West	30mph	20mph
Kingswood	St James Place, Church Road	Full	Shirley West	30mph	20mph
Yew Tree Primary School	Wherretts Well Lane, Lugtrout Lane & Timmins Close	Full	Silhill	30mph	20mph
St John the Baptist Catholic Primary School	Arran Way	Full	Smithswood	30mph	20mph
Smithswood Sports College	Windward Way	Full	Smithswood	30mph	20mph
Merstone Special School & Forest Oak	Windward Way	Full	Smithswood	30mph	20mph
Monkspath Jnr & Inf. School	Farmhouse Way	Full	Blythe	30mph	20mph
Damson Wood Nursery and Infant School	Wharton Avenue, Kitwood Drive, Lingham Close, Stockwell Rise	Full	Elmdon	30mph	20mph
Solihull School/St Martins Campus	Brueton Avenue & Park Avenue	Full	St Alphege	30mph	20mph
St Marys and St Margarets	Chestnut Drive, Ringmere Avenue, Woodford Avenue, Larkfield Avenue, Southfield Avenue, & Wentworth Avenue	Full	Castle Bromwich	30mph	20mph
Bishops Wilson School	Craig Croft, Pomeroy Way, Hengham Grove & Wardour Drive, Drummond Way, Penrith Grove	Full	Chelmsley Wood	30mph & 20mph zone	20mph
Dorridge Primary School	Hanbury Road	Full	Dorridge	30mph	20mph

Year Four Programme including those locations requiring further consideration (2025 onwards)

Our Lady of the Wayside Catholic Primary School	Stratford Road	TBC	Shirley South	30mph	TBC
Park Hall Academy	Water Orton Road	TBC	Castle Bromwich	30mph	TBC
Castlewood School	Jensen Avenue	TBC	Castle Bromwich	30mph	TBC
CTC Kingshurst Academy	Cooks Lane	TBC	Kingshurst & Fordbridge	30mph	TBC
WMG Academy	Chelmsley Road	TBC	Kingshurst & Fordbridge	30mph	TBC
John Henry Newman Catholic College	Chelmsley Road	TBC	Kingshurst & Fordbridge	30mph	TBC
Lode Heath School	Lode Lane	TBC	Silhill	30mph	TBC
Summerfield Education Centre	Auckland Drive	TBC	Smithswood	30mph	TBC
Alderbrook School	Blossomfield Road	TBC	St Alphege	30mph	TBC
St Alphege CoE Junior School	Widney Manor Road	TBC	St Alphege	30mph	TBC
Ruckleigh School	Lode Lane	TBC	Silhill	30mph	TBC

Included within wider area development plans

Shirley Heath Junior School*****	Coombe Road & Union Road	TBC	Shirley South	30mph	TBC
Kingshurst Primary School	Gilson Way	TBC	Kingshurst & Fordbridge	30mph	TBC
St Alphege CoE Infant & Nursery School	New Road	TBC	St Alphege	30mph	TBC
Valley Infant School*****	Fallowfield & surrounding roads	TBC	Elmdon	30mph	TBC

* Due to be completed as part of a footway widening scheme carried out by our project team.

** Included following request at July 2022 Cabinet Member Decision Session.

*** Included to change from a part time 20mph to a full time 20mph.

**** Extensions to speed limits consulted upon in year 1 as agreed at February 2023 Cabinet Member Decision Session.

***** To be progressed through Phase 4 of the School Streets Programme.