

**REPORT TO THE HEAD OF HIGHWAYS MANAGEMENT**  
**REPRESENTATIONS TO AN ADVERTISED EXPERIMENTAL TRAFFIC REGULATION**  
**ORDER**

**THE METROPOLITAN BOROUGH OF SOLIHULL (LEYS LANE) (PROHIBITION OF**  
**MOTOR VEHICLES) ORDER 2025**

**18 MARCH 2025**

**LEAD OFFICER: DAVINDER SINGH CHOHAN**

**PURPOSE OF REPORT**

**TO CONSIDER REPRESENTATIONS RECEIVED TO AN EXPERIMENTAL TRAFFIC**  
**REGULATION ORDER (TRO) FOR THE PROPOSED INTRODUCTION OF A**  
**PROHIBITION OF DRIVING ON LEYS LANE.**

**1 Background**

Leys Lane is a residential road in Meriden. It is used as a short cut between Fillongley Road and Main Road, Meriden, to avoid the village centre roundabout. The sub-standard width of Leys Lane increases the risk of collisions and near misses along its length.

Requests were received to permanently close Leys Lane to remedy its inappropriate use by motorists.

To determine the possible effect of closing Leys Lane on the adjacent road network, an experimental trial closure was affected on Leys Lane between its junctions with Leymere Close & Mons Avenue.

The trial closure of Leys Lane prevented general motorists from using the road as a link between the B4102 Fillongley Road and the B4104 Main Road.

Access for cyclists and pedestrians was maintained.

The experimental closure is shown on drawing no. 8693 in Appendix A. It can remain in operation for up to 18 months. The initial 6 months forming the statutory consultation period, after which time a decision has to be made as to make the restriction being made permanent, revised or revoked.

**2 Matters for Consideration**

- 2.1 The proposals were advertised on 19 July 2024. The experimental closure of Leys Lane commenced on 29 July 2024 for a period of up to eighteen months.
- 2.2 46 representations were received. 23 were in favour of the proposals. Whilst 23 were against. 10 neutral comments were received which made general observations on the working of the trial scheme during the experimental period. The basis of the objections against are outlined, and a response is provided, in the following paragraphs:-
- 2.3 **Issue 1** – *The experimental closure has caused an increase in traffic on both Fillongley Road and Main Road. This route passes a primary school.*

Fillongley Road and Main Road, Meriden, are both classified strategic routes which are designed to carry a high number of vehicles that may include a large proportion of heavy goods

vehicles. It is not appropriate for large volumes of traffic to utilise Leys Lane as a through route instead as it is primarily residential.

The proposed permanent closure of Leys Lane will be paid by HS2 road safety funding. The monies will also include the provision of additional traffic calming measures at the zebra crossing beside Meriden Church of England primary school. This will help to moderate drivers' speeds on Fillongley Road in the vicinity of the school.

In December 2024, new average speed enforcement (ASE) cameras were instigated in Meriden village. The scheme covers Fillongley Road, Main Road and Birmingham Road. The ASE cameras will mitigate drivers' speeds on these roads and reduce the adverse effects of any additional vehicles using this route.

**2.3 *Issue 2 – A 20mph speed limit should be introduced instead of implementing a closure of Leys Lane.***

Current guidance from the Department for Transport (DfT) on the setting of local speed limits stipulates that mean vehicles speeds should already be 20mph or less to allow the lower speed limit to be self-enforcing. This is also a requirement from the police, who have to be consulted and approval gained, as part of the statutory traffic order making process. Consequently, Leys Lane is not a suitable road to be considered for a 20mph speed limit.

**2.5 *Issue 3 – A weight restriction should be introduced on Leys Lane.***

An existing 7.5 tonne weight restriction traffic order is already present on Leys Lane. The traffic order can be retained as part of the composite package to prevent large vehicles entering the road together with its permanent closure.

**2.6 *Issue 4 – Leys Lane should be made “one way” as an alternative solution.***

Studies have shown that making roads “one way” can lead to an increase in vehicle speeds as motorists are aware that there is no oncoming traffic. As such, this option is not deemed suitable and may actually exacerbate drivers' speeds.

**2.7 *Issue 5 – The experimental closure of Leys Lane has led to an increase in the use of Alspath Lane and other roads on this residential estate.***

“Before” & “After” traffic studies were undertaken on Alspath Lane. For a 7 day week period before Leys Lane was closed (July 2024) there were 1507 vehicles utilising Alspath Lane. Whilst for a 7 day period whilst Leys Lane was closed (November 2024) it was found that 2743 vehicles used Alspath Lane.

Following the results of the surveys the estate can be added to the Local Network Improvement Plan (LNIP). The LNIP is a list of traffic schemes following requests from residents and motorists. Schemes on the LNIP are prioritised each year on a number of factors which include the roads collision history. A traffic calming scheme for the Alspath Lane estate can be included on the LNIP.

**2.8 *Issue 6 – Traffic calming measures should be introduced on Leys Lane to discourage its use as a through route instead of a closure.***

Physical traffic calming measures are usually only installed on roads with a history of recorded personal injury collisions that are associated with speeding vehicles. Past experience has shown that residents that have requested such interventions have then requested their removal due to problems with noise & vibration. Consequently, it is not proposed to introduce vertical or horizontal features on Leys Lane.

**2.9 *Issue 7 – The closure of Leys Lane has led to an increase in traffic using Walsh Lane, Eaves Green Lane and Old Road as an alternative route.***

Additional signage could be introduced on Fillongley Road (at its junction with Walsh Lane) and Birmingham Road (at its junction with Old Road) as part of the associated measures for a permanent closure of Leys Lane.

The signage would encourage drivers to continue along Fillongley Road, Main Road and Birmingham Road to reach their destinations (rather than entering Walsh Lane or Old Road).

- 2.10 For these reasons, it is proposed to proceed and make the experimental traffic order for Leys Lane permanent.
- 2.11 HS2 road safety funding has been obtained to make the closure of Leys Lane permanent. The closure will be undertaken in conjunction with further proposed traffic calming measures on Fillongley Road.

### 3 Ward Members' Views

- 3.1 The ward members for Meriden support the proposal to make the closure of Leys Lane permanent.
- 3.2 Following receipt of the 46 representations (23 in favour, 23 against) it is proposed to proceed and make the experimental traffic order on Leys Lane permanent.
- 3.3 Officer's Recommendation:-
- 3.4 The representations received in respect of the proposed traffic regulation order have been fully considered in section 2 of the report.
- 3.5 It is recommended that the experimental traffic regulation order on Leys Lane should be made permanent as shown on drawing no. 8693 in Appendix A.

### Democratic Services

- 3.6 Democratic Services have confirmed that the proposed order was subject to statutory advertisement on the dates stated and that the representations received as noted in section 2 of this report.

### 4 Risk Implications

- 4.1 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.
- 4.2 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 experimental traffic regulation order for Leys Lane, as detailed on drawing no. 8693 in Appendix A, be made permanent.

**The recommendation as set out above is hereby approved:**

*P.S.Tovey*

*13<sup>th</sup> May 2025*

**Signature:** ..... **Date:**.....

**Paul Tovey - Head of Highway Management**