



The red dots on the above plan show the location of, and distances in meters between, the lamp posts on the A5127 Shenstone Woodend from Blake Street Island to the Toby Carvery. The measurements were made using a trundle wheel and are within 1m tolerance.

The longest distance between the lamp posts on the western side of the road is 351 meters which may be an obstacle if the requirement of the minimum 200yards applies to both sides of the road but could be addressed by the installation of just one extra lamp roughly opposite Smarts Avenue.

However, Section 84 RTRA can be used to create a 30 zone even on an unlit stretch of road and so the fact that there is lighting, on average, every 40 meters for the full length should suffice. There are another 3 lamp posts off the map, to the north, up to the position of the 40/50 gateway, again all 40m or less apart.

Traffic Advisory Leaflet 01/04 (Dff 2004) sets out policy on achieving lower speed limits in villages, including a broad definition of what constitutes a village. For the purpose of applying a village speed limit of 30mph, a definition of a village can be based on the following simple criteria relating to frontage development and distance:

- 20 or more houses (on one or both sides of the road), and
- A minimum length of 600 meters. (See page 2).



The above plan shows that there are 13 dwellings on the west side of the road and 30 dwellings plus a large residential nursing home, a pre-school/nursery, a pub/restaurant and a road junction on the east side of the road. This more than meets the criteria in respect of frontage development and key buildings.

The measurement line, using the Google Earth tool, shows the distance from the start of the existing 40mph zone (to the north of the Toby Carvery) to the centre of the Blake Street junction (the Boundary with Birmingham) to be 598 meters. Precise measurement may find the additional 2 meters or, as a traffic order will be required, the gateway could be moved a few meters to the north to bring the distance fully into conformity as part of the application. Ideally it could be extended a further 300m to the north in order to include the very difficult junction with Fotherley Lane.

That said, the whole of the road surface round the island is the responsibility of Staffordshire and its southern boundary could perhaps be included in the overall distance calculation adding an additional, approximately 20 meters.

There may need to be consultation with Birmingham because a change to 30mph on the Staffordshire side of the island would create an isolated 40mph zone of the A5127 to the Birmingham side of the island of just 500meters long. Collaboration with Birmingham would then result in an unbroken 30mph zone through Shenstone Woodend right through Mere Green and Sutton Coldfield.

Whilst Traffic Orders are being considered it would be ideal to include a change from 40 to 30mph for the 800meters of Blake Street from the island to its existing 30mph zone, particularly as there is to be a pedestrian crossing installed which will be on a bend near the station and within the current 40 zone. The housing density of 22 homes on the north (Staffordshire) side, and distance (over 800m) already conforms to requirements. This would then create a continuous 30 zone right through to the Chester Road in Streetly.