

Meeting date: 10 JANUARY 2019
Report to: Cabinet Member for Transport & Highways



Subject/report title: **PETITION SUMMARY**
Report from: Head of Highway Services
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Wards affected:

All Wards | Bickenhill | Blythe | Castle Bromwich | Chelmsley Wood |
 Dorridge/Hockley Heath | Elmdon | Kingshurst/Fordbridge | Knowle |
 Lyndon | Meriden | Olton | Shirley East | Shirley South |
 Shirley West | Silhill | Smith's Wood | St Alphege

Public/private report: Choose an item.

Exempt by virtue of paragraph: Select an Exemption paragraph from the Quick Parts drop-down list

1. Purpose of Report

1.1 To provide an update and agree the associated recommendations, where appropriate, on 7 petitions received for the Transport & Highways portfolio.

2. Decision(s) recommended

2.1 Cabinet Member is asked to note the current summary position as detailed in Appendix 1 and agree the proposed outcomes for the individual petitions as detailed in the report.

2.2 What is the issue, Petition 1 – Request for Improvement to Hurst Lane Place, to improve safety and traffic flow

At Full Council on 9 October 2018, Councillor Buxton-Sait submitted a petition on behalf of local residents, requesting improvement to Hurst Lane Place, to improve safety and traffic flow.

2.3 What options have been considered and what is the evidence telling us about them?

The Highway Improvement Project at the junction of Hurst Lane and Chester Road was completed in April 2015. As a major project at the time significant consultation was undertaken both before and after the project. The results of this were reported to the Major Projects Board on 14 March 2016 when the project was formally closed down.

The stated objectives (below) as taken to April 2014 Cabinet Decision Session were all deemed to have been achieved:

- Improve road safety, particularly for pedestrians
- Provide additional /improved on street parking
- Improve accessibility and comfort for pedestrians
- Improve quality of the Public Realm.

The key findings of the Board were:

- The pedestrians, who felt that the works had not made the area safer, were concerned about the pedestrian crossing point across Morrison's access road off the mini-roundabout.
- A slight increase in journey times was always expected as the scheme objective was to improve facilities and conditions for pedestrians.
- The journey times through the scheme have increased to between 11 and 85 seconds in the peak periods and overall average speeds have reduced by between 2.6 and 3.5 mph to just over 30mph. For those wishing to avoid the increased journey time there is a parallel alternative route via the A452 Collector Road.
- Key Stakeholders felt that the Chester Road / Hurst Lane junction was much improved and safer for all road users and the scheme had made the area more attractive for potential businesses.

As a result of the petition, a review has been undertaken of the scheme in terms of road safety, congestion and environmental improvements.

In terms of the impact of the Hurst Place scheme has had on road safety, then during the three year before period (2010 to 2012) 8 road traffic collisions, involving personal injury were recorded. In the 3 year period since the opening of the Hurst Place scheme (June 2016 to May 2018) there have been 5 collisions. Not only have the number of collisions reduced, but with reduced traffic speeds now travelling through the scheme the severity of any future road traffic collision is expected to be less severe.

Our Urban Traffic Control facility monitors traffic delay at this location. The traffic signal controlled junction utilises the latest MOVA software to monitor traffic volumes and adjust green times depending on the available evidence. When incidents occur the team relies on the dial-up CCTV camera located at this junction to assess the situation and if necessary, manually adjust the timings.

Capacity through the Chester Road / Hurst Lane North junction was reduced as a result of the Hurst Place scheme. This change was agreed to help meet the core objective of improving accessibility for pedestrians. The junction now has pedestrian crossing facilities across all 4 arms of the junction. This has significantly improved provisions for those walking and cycling in the area, but reduced green time for motorists.

A review of the local bus service average journey times, between 3 stops either end of the scheme (Timberley Lane, Hurst Lane and Hazelhurst Rd) has been carried out. Data has been provided by Transport for West Midlands which looked at all weekdays, all months in each year between 7am & 7pm on the 71 route, in both directions.

The data shows the average bus journey time has increased by about 40 seconds from before the scheme to now and is summarised in the tables below:

Towards Chelmsley Wood

2014	2016	2017	2018	difference (2014 to 2018)
00:02:29	00:03:04	00:03:04	00:03:08	00:00:39

Towards Sutton Coldfield

2014	2016	2017	2018	difference (2014 to 2018)
00:02:37	00:03:06	00:03:10	00:03:19	00:00:42

More recent monitoring of traffic conditions has highlighted that the local petrol filling station associated with the adjacent superstore does on occasion contribute to delay on the Chester Road. Customers waiting to gain access to the petrol filling station can be seen, at times, queuing out on to the public highway. This in turn blocks through traffic on the main road and the operation of the adjacent mini-roundabout. Officers will continue to monitor this situation and are discussing the impact this queuing has in general to see if any improvements can be negotiated. This is not a new situation and this problem occurred prior to the changes made by the Hurst Place scheme.

Officers visited the site recently to review the environmental impact of the scheme and were very pleased with the situation and how the area is maturing. The new high quality footway paving and carriageway resurfacing materials are performing well and these are considered to have contributed to the overall improvements achieved over the former tarmac finish. The new trees and grassed verges are maturing well and were in very good condition for the time of year. The place was generally very clean, tidy and local people were using the public realm space to gain access to the many

local shops and facilities in what appears to be a very vibrant local shopping centre.

2.4 Reasons for recommending preferred option

Based on the evidence presented in the project's closedown report and the supplementary evidence reviewed more recently, it is recommended that the scheme has met its overall objectives and therefore, no significant changes to the engineering layout are required.

Nevertheless, officers do intend to arrange for the carriageway markings to be refreshed in the Spring. This will reinforce the intended road layout and the need for motorists to keep traffic moving.

Residents' concerns have been shared with the Police and they have been asked to monitor the obstruction / queuing out onto the public highway and take appropriate action. Officers will also continue to have a dialogue with the Petrol Station management team to see if any operational changes can be implemented that may reduce the risk of queuing traffic out on to the public highway.

The Urban Traffic Control team will also continue to monitor traffic conditions and help reduce any delay where possible.

2.5 What is the issue, Petition 2 - Request for the dropped kerb in Trinity Close to be replaced, one in process to be stopped and for the parking bay to be restored

A petition was received from residents of Trinity Close, requesting that the dropped kerb in Trinity Close be replaced, one in process to be stopped and for the parking bay to be restored.

2.6 What options have been considered and what is the evidence telling us about them?

The carriageway fronting properties numbers 22 to 26 Trinity Close is a turning area not a parking bay. The Vehicle Access Crossing (VACs) application for the property in this area was approved on the basis that it was considered a benefit to remove vehicles from the area so that it is kept clear of parked vehicles.

2.7 Reasons for recommending preferred option

The area of public highway in question is a turning area and should not generally be used for parking. Our policy does permit VACs to be provided off turning areas, the reason for this is to keep the area free of parked vehicles as its intended purpose. It is therefore proposed that no further action is taken and the petitioners informed.

2.8 What is the issue - Petition 3, Request for traffic calming on Knowle Wood Road

A petition was received from residents of Knowle Wood Road, requesting traffic calming. This matter is currently being investigated, the outcome of which will be

reported at the cabinet decision session on 28 March 2019. This will provide sufficient time for the matters being raised to be considered and appropriate responses/actions prepared.

2.9 What is the issue - Petition 4, Request for restricted parking Clifton Crescent

A petition was received from residents of Clifton Crescent, requesting parking restrictions to address inconsiderate parking by parents dropping off and picking up children from Widney Junior School. The petition also stated that residents' understanding was that speed signage should be displayed near each school.

2.10 What options have been considered and what is the evidence telling us about them?

To ensure requests for new or amended parking restrictions are considered equally and transparently, this request has been noted and referred to the TRO prioritisation process for 2020/21 as applications for the 2019/20 programme closed in September 2018. This matter will therefore be considered and reported at the November 2019 decision-making session.

There is no requirement for speed signage to be displayed near schools. The school is situated in a residential cul-de-sac subject to a 30mph speed limit by virtue of street lighting. The speed limit applicable will be understood by every motorist using the road. It must also be borne in mind that the road in question is a short cul-de-sac and this offers limited opportunities for motorists to achieve high speeds. In addition on-street parking at school arrival and departure times can produce a natural traffic calming effect. However, in recognition of the concerns expressed by residents the council will undertake a speed watch survey.

2.11 Reasons for recommending preferred option

The council's annual TRO prioritisation programme is an established and approved process and ensures that all requests are treated in a fair and comparable manner.

2.12 Officers do not consider that the 30mph speed limit on Clifton Crescent would be exceeded on a regular basis, however the speed watch survey will provide officers with the necessary data regarding the actual vehicle speeds in the cul-de-sac.

2.13 What is the issue - Petition 5, Request for the introduction of a 20 mph zone covering Ladbroke Road, Rectory Road and Rectory Gardens

At Full Council on 4 December 2018, Councillor Tildesley submitted a petition on behalf of residents of Rectory Road, requesting the introduction of a 20 mph zone covering Ladbroke Road, Rectory Road and Rectory Gardens. This matter is currently being investigated, the outcome of which will be reported at the cabinet decision session on 28 March 2019. This will provide sufficient time for the matters being raised to be considered and appropriate responses/actions prepared.

2.14 What is the issue - Petition 6, Request for the introduction of a traffic restriction order at the junction of Brookvale Grove and Brookvale Road

At Full Council on 4 December 2018, Councillor R Grinsell submitted a petition on behalf of local residents, requesting the introduction of a traffic restriction order at the junction of Brookvale Grove and Brookvale Road.

2.15 What options have been considered and what is the evidence telling us about them?

To ensure requests for new or amended parking restrictions are considered equally and transparently, this request has been noted and referred to the TRO prioritisation process for 2020/21 as applications for the 2019/20 programme closed in September 2018. This matter will therefore be considered and reported at the November 2019 decision-making session.

2.16 Reasons for recommending preferred option

The council's annual TRO prioritisation programme is an established and approved process and ensures that all requests are treated in a fair and comparable manner.

2.17 What is the issue - Petition 7, Request for the introduction of a puffin crossing on Fillongley Road, Meriden

At Full Council on 4 December 2018, Councillor Allsopp submitted a petition on behalf of local residents, requesting the introduction of a puffin crossing on Fillongley Road, Meriden. This matter is currently being investigated, the outcome of which will be reported at the cabinet decision session on 28 March 2019. This will provide sufficient time for the matters being raised to be considered and appropriate responses/actions prepared.

3. Implications and Considerations

3.1 How will the options/proposals in this report contribute to the delivery of Council Priorities (*select which priority/priorities and also specify which key programme/s*):

- The Council's priorities have been taken into consideration when making the recommendations contained within this report.

3.2 Implications for children and young people, vulnerable groups and particular communities:

3.2.1 Safety and accessibility is at the heart of everything the Council does when considering making changes to how the public highway operates. This includes the safety of children, young people and our most vulnerable road user groups.

3.2.2 Any specific risks identified during the detailed design process will either by designed out or mitigating measures proposed which may also be subject to an independent Road Safety Audit process.

3.3 Consultation and Scrutiny:

- 3.3.1 The matters arising from these petitions have not been subject to review by any of the Council's Scrutiny Boards. With any proposed changes the associated statutory consultation process will be followed.

3.4 Financial implications:

- 3.4.1 The cost of dealing with a petition is met from within existing Highway Services staff revenue budgets.

3.5 Legal implications:

- 3.5.1 None as a consequence of this report.

3.6 Risk implications:

- 3.6.1 The Corporate Risk Management Approach has been complied with to identify and assess the significant risk associated with this decision/project. This includes (but is not limited to), financial, 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.

However, based on the information provided, no significant risks have been identified.

3.7 Statutory Equality Duty:

- 3.7.1 None as a consequence of this report. Specific Fair Treatment Assessment will be considered while investigating each petition.

4. List of appendices referred to

- 4.1 Petition Update January 2019 - Appendix 1.

5. Background papers used to compile this report

- 5.1 None.

6. List of other relevant documents

- 6.1 None.

PETITION UPDATE 10 JANUARY 2019

Petition Title	Date Received	Service Area Responsible	Councillor	Action Being Taken	Date of Full Report, Summary or Letter	Cabinet Decision Session
Request for improvements to Hurst Lane Place to improve safety and traffic flow	9 October 2018	Projects	Councillor Buxton-Sait	Phase 2 – Investigations complete, keep under review as part of regular road safety duty.	January 2019	Transport and Highways
Request for the dropped kerb in Trinity Close to be replaced, one in process to be stopped and for the parking bay to be restored	19 November 2018	Projects	N/A	Phase 2 – Investigations complete, no further action to be taken	January 2019	Transport and Highways
Request for traffic calming on Knowle Wood Road	23 November 2018	Sustainable Travel and Highway Management	N/A	Phase 1 – Currently being investigated.	March 2019	Transport and Highways
Request for restricted parking Clifton Crescent	26 November 2018	Sustainable Travel and Highway Management	N/A	Phase 2 – Investigations complete. Referred to the TRO prioritisation process for 2020/21. Speed watch survey to be undertaken.	November 2019	Transport and Highways
Request for the introduction of a 20 mph zone covering Ladbrook Road, Rectory Road and Rectory Gardens	4 December 2018	Sustainable Travel and Highway Management	Councillor Tildesley	Phase 1 – Currently being investigated.	March 2019	Transport and Highways
Request for the introduction of a traffic restriction order at the junction of Brookvale Grove and Brookvale Road	4 December 2018	Sustainable Travel and Highway Management	Councillor R Grinsell	Phase 2 – Investigations complete. Referred to the TRO prioritisation process for 2020/21.	November 2019	Transport and Highways

Petition Title	Date Received	Service Area Responsible	Councillor	Action Being Taken	Date of Full Report, Summary or Letter	Cabinet Decision Session
Request for the introduction of a puffin crossing on Fillongley Road, Meriden	4 December 2018	Sustainable Travel and Highway Management	Councillor Allsopp	Phase 1 – Currently being investigated.	March 2019	Transport and Highways