

Public Document Pack

SOLIHULL METROPOLITAN BOROUGH COUNCIL

CPH Environment & Highways Decision Session

**Tuesday 5th January 2021 at 6pm
Online via YouTube**

ARRANGEMENTS FOR PUBLIC ACCESS TO REMOTE MEETINGS

During the Covid 19 pandemic virtual meetings are taking place.

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Disclosing Pecuniary Interests - What Must You Do?

(a) You must complete a declaration of your disclosable pecuniary interests, including those of your spouse/civil partner (or someone with whom you are living as such) and send it to the Monitoring Officer within 28 days of your election or appointment to the Council.

(b) When you attend a meeting of the Council, Cabinet, Scrutiny Board, Committee, Sub-Committee or Joint Committee etc, and a matter arises in which you have a disclosable pecuniary interest, unless you have been granted a dispensation, **you must:**

- Declare the interest if you have not already registered it
- Not participate in any discussion or vote
- Leave the meeting room until the matter has been dealt with
- Give written notice of any unregistered interest to the Monitoring Officer within 28 days of the meeting

(c) If you are the Leader or a Cabinet Portfolio Holder you may not exercise any of your delegated powers as a single member in relation to a matter in which you have a disclosable pecuniary interest or take any other step except to give written notice of any unregistered interest to the Monitoring Officer within 28 days of your becoming aware of the interest, or arrange for another person or body to deal with the matter.

Disclosable Interest	Description
Employment, office, trade, profession or vocation	Any employment, office, trade, profession or vocation carried on for profit or gain by you or your partner.
Sponsorship	Any payment or provision of any other financial benefit (other than from the Council) made or provided within 12 months of your declaration of interests in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses.
Contracts	Any contract between you or your partner (or a firm or body corporate in which you or your partner is a partner or a director, or in the securities of which you or your partner has a beneficial interest) and the Council (a) under which goods or services are to be provided or works are to be executed; and (b) which has not been fully discharged.
Land	Any beneficial interest in land which is within the area of the Council and which gives you or your partner a right to occupy the land or receive income.
Licences	Any licence held by you or your partner (alone or jointly with others) to occupy land in the area of the Council for a month or longer.
Corporate tenancies	Any tenancy where (to your knowledge)— (a) the landlord is the Council; and (b) the tenant is a body in which you or your partner has a beneficial interest i.e. a firm or body corporate in which you or your partner is a partner or a director, or in the securities of which you or your partner has a beneficial interest.
Securities	Any beneficial interest held by you or your partner in securities of a body where— (a) that body (to your knowledge) has a place of business or land in the area of the Council; and (b) either— (i) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or (ii) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you or your partner has a beneficial interest exceeds one hundredth of the total issued share capital of that class. “securities” means shares, debentures, debenture stock, loan stock, bonds, units of a collective investment scheme within the meaning of the Financial Services and Markets Act 2000 and other securities of any description, other than money deposited with a building society.

SOLIHULL METROPOLITAN
BOROUGH COUNCIL

To:
Councillors K Hawkins, T Hodgson, D Cole
and K Thomas

NICK PAGE
CHIEF EXECUTIVE

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Date: 21st December 2020

**CPH ENVIRONMENT & HIGHWAYS DECISION SESSION - Tuesday 5
January 2021**

AGENDA

Mayor/Chairman of the meeting to announce:

'May I remind everyone present that this meeting will be broadcast live via the internet.'

1. APOLOGIES

2. DECLARATION OF INTERESTS

To receive notification of any declarations of pecuniary and/or conflict of interest from Members.

3. QUESTIONS AND DEPUTATIONS

To answer any questions and hear depositions, if any, asked by any resident of the Borough pursuant to Standing Orders.

4. EMERGENCY ACTIVE TRAVEL FUND PROJECT (Pages 5 - 14)

To provide an update on the COVID19 Emergency Active Travel Fund (EATF) Tranche 1 project and to consider taking forward a new Tranche 2 programme of permanent improvement schemes under the Active Travel Fund (ATF).

5. PETITION SUMMARY (Pages 15 - 22)

To provide an update on two petitions received for the Environment and Highways portfolio, and where appropriate, agree the associated recommendations.

Meeting date: 5 January 2021
Report to: Cabinet Member for Environment and Highways
Subject/report title: Emergency Active Travel Fund project
Report from: Head of Highway Management
Report author/lead contact officer: Paul Tovey / David Keaney & Tina Wiggin



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: Public

Exempt by virtue of paragraph:

1. Purpose of Report

- 1.1 To provide an update on the COVID19 Emergency Active Travel Fund (EATF) Tranche 1 project and to consider taking forward a new Tranche 2 programme of permanent improvement schemes under the Active Travel Fund (ATF).

2. Decision(s) recommended

- 2.1 Cabinet Member is asked to:
- (a) Note the update and lessons learnt from Tranche 1 of the EATF programme,
 - (b) Refer the two temporary 20mph speed limit orders in Knowle and Meriden for consideration as part of to the Borough wide review of speed limits due to take place in 2021, and
 - (c) Agree to accept the Tranche 2 Active Travel Funding capital allocation of £841,141 and progress the four named schemes in paragraph 4.14, through preliminary design and public consultation phases.
 - (d) Agree to receive a further report in late 2021 on the outcome of the design and consultation stage of the project.

3. Matters for Consideration

- 3.1 As a result of the initial impact of the COVID19 pandemic, many of our residents were encouraged to participate in daily walking and cycling activity on the public highway network.
- 3.2 The Government through the EATF, recognised the opportunities this presented to help change travel behaviours and were keen to support this increased level of activity, with the associated health and environmental benefits. The programme also implemented temporary schemes to support the 2m social distancing requirements along some of our busiest routes.
- 3.3 This opportunity led to the Council receiving an initial allocation of £195,000 (£160,000 capital and £35,000 revenue) from the West Midlands overall regional allocation. A further £19,496 was awarded to Solihull, as part of the Transport for West Midlands regional allocation. Appendix A provides a summary of the individual schemes that made up the £214,496 EATF Tranche 1 funded programme of work.
- 3.4 To support the Governments COVID-19 response, the Active Travel Fund has been developed. The Active Travel Fund announced in November 2020, continues the cycling and walking momentum gained through the EATF Programme.
- 3.5 The Active Travel Fund removes the 'emergency' element of the EATF programme and the objective of the fund is to develop longer term active travel projects. The fund seeks to deliver high quality cycle provision including pop up segregated cycle lanes. The fund will give people more opportunities to choose cycling and walking for their day-to-day journeys, as part of wider government plans to boost active travel.
- 3.6 Solihull is anticipated to receive a capital allocation of £841,141 from the West Midlands overall regional allocation.

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

- 4.1 It is worth reminding Members that the original funding was made available at extremely short notice and was directly related to the COVID19 pandemic. The individual schemes re-allocated space within the boundary of the public highway to meet the Government's sustainable travel objectives, at that time.
- 4.2 There have been lessons learnt which need to be recognised and shared so that improvements in service can be taken on board in the future.
- 4.3 The key learning point identified is the need to keep people informed throughout the lifetime of the project. Whilst there was insufficient time on this occasion to consult local residents beforehand, it is accepted that more could have been done to explain the reasons for the temporary measures, keeping customers updated and informed of when changes were planned. Fundamentally, this starts with the need to set up a communication / promotional allocation within the overall project plan. The project was initially focused on the measures being in place for a few weeks, which turned out to be nearer 5 months for the majority of the measures.

- 4.4 The use of the Common Place web based engagement portal, which was used on a Solihull highway project for the first time, enabled the project to have a wide reach during a period when the Authority was adapting to new ways of working. In addition, other more traditional methods of communicating with our stakeholders, such as temporary signs, press releases etc. were also used following the introduction of measures.
- 4.5 It is noted however that our inability to formally engage and consult widely with residents prior to the physical introduction of measures did mean that for some residents the first time that they were aware of a scheme was when they encountered it on the ground. This, combined with the form of the measures, which in many instances may have appeared to be road works, led to some uncertainty and frustration from the public around why the measures had been introduced.
- 4.6 Despite this, it is still disappointing that much of the feedback received was negative or not supportive of either the programme or individual projects. This is good evidence that effective promotion of schemes along with their benefits is critical to the successful long term delivery and acceptance of such initiatives. It makes a strong case for enhanced and effective engagement and communications strategies being built into this type of initiative from conception and then continued throughout the life of the project as a key function. It's important to note that the projects did receive some support and that noticeably calls were received for some of the measures to be reinstated after they had been removed.
- 4.7 There was also an ambition to create a new Cycle Hub in Solihull Town Centre to provide advice, promote activities and provide a link to other retail providers. Whilst there were good intentions, it quickly became evident that the cost to lease a suitable premise, refit it and sign up to all of the required services (water, electricity, telecoms, security etc.) would have been prohibitive based on the funding available through the project. As a result, the lease on the unit in Mell Square was not taken forward and some additional resources were able to be prioritised and transferred to the pop-up events project that can be taken around to parks, schools, and other shopping centres in the future.
- 4.8 Whilst most of the 22 schemes were envisaged as being temporary from the outset, the two temporary 20 mph speed limits operating in Knowle and Meriden village centres remain in operation. The feedback has generally been positive about these two schemes and Ward Members and community groups are supportive of making both of these permanent.
- 4.9 Due to the short timescales, no prior traffic speed data was recorded so the true impact and benefits are difficult to demonstrate. The reduced activity on the highway network continues and this also brings into question the validity and reliability of any traffic data collected at this time. There are 3 options to consider:
- a) **Revoking** the temporary 20 mph speed limit
 - b) **Retaining** the temporary 20 mph speed limit and referring it to be reviewed as part of the overall review of speed limit in the Borough due to take place in 2021, or
 - c) **Making** the 20 mph speed limit permanent.

- 4.10 At the November 2020 Cabinet, approval was granted to undertake the planned review of the Borough's speed limits into the 2021/22 financial year. It would seem sensible and efficient to refer this matter to be considered alongside a number of other similar requests. As such it is recommended option (b) above is now taken forward.
- 4.11 Initially, the information coming from Government, indicated that the initial tranche of emergency funding would be the first phase as a much larger programme. This was confirmed following further announcements and commitments towards the end of last year to commit £13m to the West Midlands region, which will be funded as part of the £2bn national funding announcement from earlier this year for walking and cycling.
- 4.12 The Government's aims for this transformational programme include:
- Building thousands of miles of protected cycle routes in towns and cities; setting higher standards for cycling infrastructure, to be overseen by a new inspectorate; and improving the National Cycle Network.
 - Boosting investment by creating a long term cycling programme and budget to ensure a guaranteed pipeline of funding.
 - Making streets safer by consulting to strengthen the Highway Code to better protect pedestrians and cyclists; improving legal protections for vulnerable road users; raising safety standards on lorries; and working with the police and retailers to tackle bike theft.
 - Supporting local authorities by empowering them to crack down on traffic offences; and consulting to increase powers over key road networks.
 - Improving air quality and reducing traffic by creating more low traffic neighbourhoods to reduce rat running, including by consulting on communities' right to close side streets; putting in place more "school streets" to reduce traffic by schools; intensive funding of 12 new areas to become more cycle friendly, known as 'Mini Hollands'; and creating at least one zero-emission transport city centre.
 - Helping people live healthier lives by piloting a new approach in selected places with poor health rates to encourage GPs to prescribe cycling, with patients able to access bikes through their local surgery.
 - Increasing access to e-bikes by setting up a new national e-bike programme, to help those who are older, have to travel long distances or are less fit to take up cycling.
- 4.13 In Sustainable Transport terms, news of this level of investment is to be welcomed and along with it, the longer term environmental, health and well-being benefits this will bring forward for the residents of Solihull.
- 4.14 To support the Active Travel Fund's objective of delivering aspirational long term projects, the following four schemes that met these objectives were put forward:

A - Dickens Heath to Solihull Town Centre cycleway along the B4102 corridor,

B - Knowle to Solihull Town Centre cycleway along the A4141 corridor,

C - Milsons Wood to Meriden Village cycleway along the B4014 corridor, and

D - Borough wide cycle parking

4.15 The evidence gathered through the Solihull Cycling and Walking Strategy and national transport surveys has identified safety as the key barrier to cycling. The introduction of high quality cycle provision through the three cycle ways proposed, will address safety issues and enable more people to take up cycling.

4.16 National data has also shown a lack of safe cycle storage as a barrier to cycling for commuter and retail journeys. This fund will provide an opportunity to improve cycle storage provision across the borough.

5. Reasons for recommending preferred option

5.1 It is recommended that the two 20 mph speed limit schemes are transferred to the Borough wide speed limit review as set out in option (b) in section 4.8 of this report.

5.2 There were some valuable lessons learned from this project and it is recommended that these will be shared with the members of the Highway Infrastructure team who will be taking forward Tranche 2 of the Active Travel programme, and build into the project delivery plan a suitable allocation to ensure promotion and engagement form a core element of the projects delivery.

5.3 To carry on with progress and lessons learnt through EATF, it is recommended to proceed with the Active Travel Fund and to accept the anticipated allocation of £841,141. The four schemes proposed will provide a significant improvement on the cycle provision within the borough and enable more cycling journeys to take place. This will provide significant health, environmental, social and economic benefits.

5.4 The Dickens Heath and Knowle cycle ways have been identified as priorities within the Solihull Cycle Network Plan developed as part of the Cycling and Walking Strategy (currently out to consultation). The data gathered through the development of the Cycle Network Plan, identified these two corridors as having high potential for increased cycle journeys.

5.5 During public engagement undertaken in February 2020, improvements to cycle provision from Knowle and Dickens Heath to the town centre were identified as priorities.

5.6 The proposals put forward as part of the Active Travel Fund support the Cycling and Walking Strategy of enabling modal shift and, align closely to public feedback gathered earlier this year.

6. Implications and Considerations

6.1 State how the proposals in this report contribute to the priorities in the [Council Plan](#):

Priority:	Contribution:
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<p>Economy:</p> <ol style="list-style-type: none"> 1. Revitalising our towns and local centres. 2. UK Central (UKC) and maximising the opportunities of HS2. 3. Increase the supply of housing, especially affordable and social housing. 	<p>No direct links as these measures were only temporary and in place to support the Borough's response to the COVID19 pandemic.</p>
<p>Environment:</p> <ol style="list-style-type: none"> 4. Enhance Solihull's natural environment. 5. Improve Solihull's air quality. 6. Reduce Solihull's net carbon emissions. 	<p>The programme helped to create temporary additional safe places by reallocating road space to more sustainable modes of transport.</p>
<p>People and Communities:</p> <ol style="list-style-type: none"> 7. Take action to improve life chances in our most disadvantaged communities. 8. Enable communities to thrive. 9. Sustainable, quality, affordable provision for adults & children with complex needs. 	<p>The temporary measures helped people travel safely and sustainably during the COVID19 restrictions.</p>

6.2 Consultation and Scrutiny:

6.2.1 Due to the temporary nature of these measures time did not allow prior consultation on the temporary restrictions on movement of traffic along the highway network. The project did however, use the Commonplace engagement platform to help communicate and seek feedback that informed the on-going monitoring process.

6.3 Financial implications:

6.3.1 The Council's EATF Tranche 1 allocation of £214,496 has been fully committed and a grant declaration form setting out the schemes funded from this has been submitted to the West Midlands Combined Authority who administered the funding on behalf of the West Midlands Region.

6.3.2 It is anticipated that the council will receive a Tranche 2 capital allocation of £841,141 as part of the overall West Midlands Active Travel Fund allocation. The funding will be used to deliver the four schemes outlined in paragraph 4.14. The funding will need to be committed by March 2021 with the delivery of schemes no later than March 2022.

6.4 Legal implications:

6.4.1 None expected, as the temporary measures have all been supported with an appropriate temporary traffic regulation order.

6.5 Risk implications:

6.5.1 No net RED risks were identified as part of the programme of temporary measures.

6.6 Equality implications:

There were questions asked about the impact on the Blue Badge Parking Spaces and the potential impact on disabled people. The impact was being regularly monitored during the period of restrictions to ensure a reasonable balance was achieved between the competing environmental, safety and needs of disabled people.

7. List of appendices referred to

7.1 Appendix A – Summary of EATF Tranche 1 schemes

8. Background papers used to compile this report

8.1 COVID19 – Emergency Active Travel Fund – Update Report (1st September 2020 - Environment and Highways Cabinet Member Decision Session)

8.2 COVID19 – Emergency Walking & Cycling Measures Report (28th May 2020 - Environment and Highways Cabinet Member Decision Session)List of other relevant documents.

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Project :	Emergency Active Travel Fund (Tranche 1 and 1b)
Authority	Solihull MBC

FINANCIAL HEADLINES	TRANCHE 1 £	TRANCHE 1b £	GRANT ALLOCATION TOTAL
Capital Grant Allocation	£160,000	-	£160,000
Revenue Grant Allocation	£35,000	£19,496	£54,496
TOTAL	£195,000	£19,496	£214,496

SCHEME NAME	Scheme Reference	Tranche
Borough wide footprint stencil markings – social distancing	Scheme 1	Tranche 1
Borough Wide social distancing temporary signage	Scheme 2	Tranche 1
Warwick Road at Poplar footway widening and pop up cycle lane	Scheme 3	Tranche 1
Mill Lane and Drury Lane space for walking and cycling	Scheme 4	Tranche 1
School Streets	Scheme 5	Tranche 1
Warwick Road Signage – social distancing	Scheme 6	Tranche 1
B4102 Dickens Heath to Solihull Town Centre – cycle lane enhancements (WM-LCWIP)	Scheme 7	Tranche 1
Homer Road walking and Cycling space	Scheme 8	Tranche 1
A34 Stratford Road Closure for cycling and walking	Scheme 9	Tranche 1
The Square -New Road Temporary Road Closure – Modal Filter	Scheme 10	Tranche 1
Warwick Road – George Road space for cycling and Walking	Scheme 11	Tranche 1
Bickenhill Parkway Pop up cycle lane	Scheme 12	Tranche 1
Lode Lane Pop up cycle lane and walking space	Scheme 13	Tranche 1
Central Cycle Hub	Scheme 14	Tranche 1
Sustainable Travel Team	Scheme 15	Tranche 1b
Knowle High Street 20mph Speed Limit	Scheme 17	Tranche 1b
Meriden Village Centre 20mph Speed Limit	Scheme 18	Tranche 1b
TOTAL ELIGIBLE EXPENDITURE	£214,496	

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Meeting date: 5 January 2021
Report to: Cabinet Member for Environment & Highways
Subject/report title: **PETITION SUMMARY**
Report from: Head of Highway Management
Report author/lead contact officer: Paul Tovey
Tel: 0121 704 6479
Email: ptovey@solihull.gov.uk



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: Public

Exempt by virtue of paragraph: N/A

1. Purpose of Report

- 1.1 To provide an update on two petitions received for the Environment and Highways portfolio, and where appropriate, agree the associated recommendations.

2. Decision(s) recommended

- 2.1 Cabinet Member is asked to:
- (a) Note the petitions received and the proposed programme for investigating and responding to them as detailed in Appendix 1, and
 - (b) Agree the proposed outcomes for the individual petitions as detailed in the report.

3. Matters for Consideration – Petition 1, Request to reduce traffic on Valley Road and Rangoon Road

- 3.1 At Full Council, on 6 October 2020, Councillor Slater submitted a petition on behalf of local residents calling on the Council to reduce traffic on Valley Road and Rangoon Road.

- 4. What options have been considered and what is the evidence telling us about them?**
- 4.1 Valley Road and Rangoon Road are local residential roads, running parallel to the A45 Coventry Road.
- 4.2 They form part of the public highway network and function as distributor roads, serving approximately 1,000 residential properties within the Elmdon ward. As such these roads are considered to be traffic sensitive, are subject to winter maintenance and serve as a bus route for the local community.
- 4.3 Valley Road benefits from both vertical and horizontal traffic calming features whilst Rangoon Road benefits from horizontal traffic calming features. In both instances these measures are intended to improve compliance with the 30 mph speed limit, which is imposed by virtue of the system of street lighting.
- 4.4 Both Valley Road and Rangoon Road form part of a well-used trafficked route connecting the B425 Lode Lane / Hobs Moat Road, via Old Lode Lane with the A45 Coventry Road.
- 4.5 Whilst this high level of permeability benefits local residents, the routes are also used by and add resilience to the wider network. These roads are used by through traffic, particularly at peak periods when demand to use the network exceeds capacity at A45 Coventry Road/B425 Hobs Moat Road, Wheatsheaf junction, which forms part of the West Midlands Key Route Network.
- 4.6 The impact of this results in non-residential traffic seeking alternative routes to avoid the Wheatsheaf junction and using both Valley Road and Rangoon Road to access and exit A45 Coventry Road. Increased traffic can also be seen using these routes when employees at the nearby JLR plant change shift.
- 4.7 This additional traffic results in congestion and queuing particularly around the Glencroft Road roundabout, where in response to poor driver behaviour, the Council introduced a new one-way system to improve road safety in 2019 on Croft Down Road.
- 4.8 In addition to this request, over the last 2 years, residents have also raised issues concerning speeding, HGV movements, pedestrian accessibility and crossing of the road, particularly for school children. Ward Members are keen for these issues to be considered as part of the overall solution.
- 4.9 In response to previous requests for interventions at this location, Valley Road and Rangoon Road were put forward as part of the 2020/21 Community Liveability Programme which provides funding to progress a range of community and ward member led initiatives and interventions to aid the operation of the network. Following prioritisation of the programme in February 2020, Valley Road and Rangoon Road was not a location which was on the priority list. However it does remain on the reserve list, currently sitting in second place within the Speed Limits and Traffic Calming section.

5. Reasons for recommending preferred option

- 5.1 The long term impact of Covid19 on travel behaviours and patterns is still to be determined; however it is clear that it continues to have an impact at this current time.
- 5.2 As a result of the current travel patterns, it is not possible to carry out representative traffic surveys necessary to enable analysis of current and future traffic trends. These are necessary to inform, model, develop proposals and monitor the impact.
- 5.3 The provision of a scheme which is able to address residents' concerns whilst limiting any negative impact on surrounding roads including critically the Key Route Network will need careful consideration, and is likely to have significant cost implications. Consequently delivery of a viable scheme is reliant on suitable funding being identified and secured in the future.
- 5.4 Whilst it is proposed that this scheme remains on the reserve list of the Community Liveability Programme at this time and is considered as part of the 2021/22 programme which is due to be considered in February 2021, it is also suggested that an allocation is sought from the 2021/22 programme to enable a study and preferred costed solution to be identified. Doing so will enable the Authority to be in a stronger more proactive position should funding grants and opportunities come forward in the future and which may be more suited to progressing a scheme of this nature. It is therefore suggested that a £12,500 allocation be included within the 2021/22 CLP programme for prioritisation to enable potential options to be developed.

6. Matters for Consideration – Petition 2, Request to consider the ongoing issues with inconsiderate parking and dangerous driving (excessive speed) on Stanway Road, Cropthorne Road, Cropthorne Gardens, Welford Road and Clarence Gardens

- 6.1 At the Environment & Highways decision-session on 25 November 2020, Mr Antony Lowe submitted a petition on behalf of local residents calling on the Council to consider the ongoing issues with inconsiderate parking and dangerous driving (excessive speed) on Stanway Road, Cropthorne Road, Cropthorne Gardens, Welford Road and Clarence Gardens.
- 6.2 This matter is currently being investigated, the outcome of which will be reported at the cabinet decision session on 16 February 2021. This will provide sufficient time for the matters to be considered and appropriate responses/actions prepared.

7. Matters for Consideration – Petition 3, Request for a road safety audit on Stanway Road / Stratford Road

- 7.1 At Full Council on 8 December 2020, Councillor Karen Grinsell submitted a petition on behalf of local residents calling on the Council to undertake a road safety audit and full consultation with residents of Stanway, Welford and Cropthorne Roads.
- 7.2 The matters raised in petition 2 and 3 are of a similar nature and it is suggested that they should be reviewed together, the outcome of which will be reported at the cabinet decision session on 16 February 2021. This will provide sufficient time for the matters to be considered and appropriate responses/actions prepared.

8. Implications and Considerations

8.1 State how the proposals in this report contribute to the priorities in the [Council Plan](#):

Priority:	Contribution:
<p>Economy:</p> <ol style="list-style-type: none"> 1. Revitalising our towns and local centres. 2. UK Central (UKC) and maximising the opportunities of HS2. 3. Increase the supply of housing, especially affordable and social housing. 	<p>The Council's priorities have been taken into consideration when making the recommendations contained within this report.</p>
<p>Environment:</p> <ol style="list-style-type: none"> 4. Enhance Solihull's natural environment. 5. Improve Solihull's air quality. 6. Reduce Solihull's net carbon emissions. 	<p>The Council's priorities have been taken into consideration when making the recommendations contained within this report.</p>
<p>People and Communities:</p> <ol style="list-style-type: none"> 7. Take action to improve life chances in our most disadvantaged communities. 8. Enable communities to thrive. 9. Sustainable, quality, affordable provision for adults & children with complex needs. 	<p>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.</p> <p>Any specific risks identified during the detailed design process will either be designed out or mitigating measures proposed which may also be subject to an independent Road Safety Audit process</p>

8.2 Consultation and Scrutiny:

8.2.1 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.

8.3 Financial implications:

8.3.1 The cost of dealing with a petition is met from within existing Highway Services staff revenue budgets. Any financial implications associated with actions identified in the report will be prioritised and managed within existing overall revenue and capital budgets.

8.3.2 The recommended preferred option in relation to Valley Road and Rangoon Road will involve a £12,500 allocation be included within the 2021/22 CLP programme for

prioritisation to enable potential future options to be developed. This will be managed within overall existing capital budgets.

8.3.3 There are no other financial implications as a result of the recommendations contained in this report.

8.4 Legal implications:

8.4.1 None as a consequence of this report.

8.5 Risk implications:

8.5.1 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.

8.6 Equality implications:

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

9. List of appendices referred to

9.1 Petition Update January 2021 - Appendix 1.

10. Background papers used to compile this report

10.1 None.

11. List of other relevant documents

11.1 None.

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PETITION UPDATE 5 JANUARY 2021

Petition Title	Date Received	Service Area Responsible	Councillor	Action Being Taken	Date of Full Report, Summary or Letter	Cabinet Decision Session
Request to reduce traffic on Valley Road and Rangoon Road	6 October 2020	Sustainable Travel and Highway Management	Councillor Glenis Slater	Phase 2 – Investigations complete. Scheme to remain on reserve list for Community Liveability Programme 2021/22. To include a £12,500 allocation to enable a costed scheme to be developed.	January 2021	Environment and Highways
Request to consider the ongoing issues with inconsiderate parking and dangerous driving (excessive speed) on Stanway Road, Cropthorne Road, Cropthorne Gardens, Welford Road and Clarence Gardens	25 November 2020	Sustainable Travel and Highway Management	N/A	Phase 1 – Currently being investigated.	February 2021	Environment and Highways

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