

Meeting date: 29 NOVEMBER 2018
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 9 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 petition as detailed in the report.

2.2 What is the issue - Petitions 1 & 2, Request the installation of a pedestrian crossing at the upper end of Hobs Moat Road

- 2.3 At Full Council on 6 February 2018, Councillor Slater and Councillor Ludlow submitted individual petitions on behalf of Elmdon and Lyndon residents respectively, requesting that a pedestrian crossing be installed at the upper end of Hobs Moat Road.

2.4 **What options have been considered and what is the evidence telling us about them?** A Stage 1 pedestrian crossing assessment was undertaken on Hobs Moat Road, near its northern junction with Old Lode Lane, during September 2018. The review determined that it was feasible to introduce a signalised pedestrian facility at this location. However, instead of progressing onto the Council's Stage 2 assessment waiting list, it was agreed to refer the proposal to be considered as part of the Transport for West Midlands SPRINT scheme, which will be on the same route and may require modifications to the road layout in this location.

2.5 **Reasons for recommending preferred option-** The proposed Sprint scheme has just gone through a period of public consultation. It is pleasing to report that the scheme for Hobs Moat Road does include the provision of a new traffic signal controlled pedestrian crossing facility, as shown on the plan in Appendix B.

The scheme now has to go through the Transport for West Midlands' governance and approval process and an update will be available at the meeting in respect of the scheme's construction / delivery programme.

2.6 **What is the issue - Petition 3, Request for the introduction of parking restrictions in Dorchester Road due to the impact of Station Approach**

2.7 A petition was received from residents of Dorchester Gate and Dorchester Road, requesting the introduction of parking restrictions due to the impact of the Station Approach scheme.

2.8 Following receipt of this petition, Officers have carried out site inspections and met the lead petitioner to discuss and explore the concerns raised. In doing so the main issues of concern are:

- An increase in use of Dorchester Road to drop off and pick up, in particular vehicles waiting to pick up rail passengers
- The impact this is having on the ability of pedestrians to safely cross the road
- The use of the vehicle access crossing to Dorchester Gate by vehicles turning in the road
- Parking of a school minibus in close proximity of Dorchester Gate with its engine idling causing noise and air pollution and obscuring visibility of vehicles exiting Dorchester Gate.

2.9 The solution sought by the petition to extend the existing red route restrictions which currently cover Blossomfield Road in order to target the observed behaviours listed above.

2.10 The area in question is currently subject to lower order parking restrictions including a prohibition of waiting at any time (double yellow lines) in the vicinity of Dorchester Gate, and a prohibition of waiting at certain times (single yellow line) on the northern side of Dorchester Road in the vicinity of the station pedestrian access. The sections of Dorchester Road where restrictions already apply do not prevent loading and unloading activity.

- 2.11 In reviewing the site it is apparent that Dorchester Road, due to its close proximity and convenient pedestrian access, is a popular pick up and drop off point for the station.
- 2.12 Vehicles typically arrive in the road in waves as they time their arrival to coincide with the train timetable. Parking and loading activity occurs throughout the day, but is concentrated in the morning and afternoon peak periods.
- 2.13 A review of collision records indicate that there have been no recorded collisions resulting in injury at this location in the last 10 years. The situation has been monitored and whilst drop off and pick up of rail passengers does occur, the road width and typical traffic flows are not obstructed and such activities can be accommodated.
- 2.14 If further parking restrictions were to be considered necessary then the issue of displacement should be considered. Whilst introducing measures in the vicinity of the station's rear access is feasible, such restrictions would only serve to displace the concerns further along Dorchester Road. It would therefore be necessary to consider introducing a zonal solution which would involve a large number of properties that currently are not inconvenienced by this short duration problem. As such it is not considered necessary or appropriate to introduce additional Red Route restrictions at this location.
- 2.15 The railway station does have a provision for short term drop off and pick up in the associated Chiltern Railways car park. Officers will therefore work with the station to promote use of this alternative facility and the school to promote alternative parking behaviour.
- 2.16 It was noted at the time of inspection that the pedestrian access to the station does not benefit from a dropped kerb or H marking to highlight its location to motorists. It is therefore, proposed to introduce such measures funded through our Local Transport Plan allocation for measures to improve accessibility.
- 2.17 **Reasons for recommending preferred option-** Following site observations it is apparent that vehicles currently wait often in excess of 10 minutes on the double yellow lines in and around both Dorchester Gate and the station pedestrian access.
- 2.18 In order to prevent such behaviour and move vehicles away from the junction of Blossomfield Road, the entrance with Dorchester Gate and the station pedestrian access where waiting can cause a visual obstruction to both pedestrian and road users, it is suggested that the following steps should be taken:
- The Council's Civil Enforcement Officers will monitor this location, particularly in the evening peak periods, to deter motorists from waiting in the area. At the same time, they will advise motorists to consider using the Station's own car park.
 - Improvements to the station's pedestrian access have been added to this financial year's minor works programme. A new dropped kerb and access protection H markings on either side of Dorchester Road will be provided by the end of January, to better define the pedestrian crossing points.

- 2.19 **What is the issue - Petition 4, Request to review and resolve the inconsiderate parking issues at Alston Close.** A petition was received from residents of Alston Close, requesting the review and resolution of inconsiderate parking issues at Alston Close.
- 2.20 **What options have been considered and what is the evidence telling us about them?** This petition describes the residents' frustrations with respect to up to six cars being parked on the left hand side of Alston Close on entry from Alston Road. The petition raised the issues of:
- the road being restricted to a single lane only,
 - oil deposits on the road, and
 - the potential for access by emergency vehicles to be compromised.
- 2.21 Alston Close is a residential cul-de-sac forming part of the public highway and is not currently subject to any type of parking restrictions. The kerbside space therefore is currently available for parking by any motorist.
- 2.22 Officers have visited the location and can confirm on-street parking does typically take place at this location, including during the evening. It is thought that some of the parking can be attributed to residents of Alston Road; many of the properties on Alston Road do not benefit from off-road parking facilities.
- 2.23 As parking typically takes place only on one side of the road, it is not considered that access into the close for emergency vehicles is compromised; the remaining carriageway width is sufficient. However, it is recognised that on-street parking may cause an inconvenience/nuisance to other residents.
- 2.24 To successfully discourage parking at this location would require the introduction of parking restrictions to prohibit waiting at any time, which would only serve to displace the parking onto the main road. Under the circumstances, parking restrictions may not be the correct solution here.
- 2.25 **Reasons for recommending preferred option** - The location has been added to the list of locations to be considered in 2019 for inclusion within the 2020/21 works programme. The results are contained in the Traffic Regulation Orders – Annual Service Review and Priorities for 2019/20 report on this agenda. However, it should be noted that minor residential roads do not typically score highly through this process.
- 2.26 In addition to the concerns raised by the petitioners, ward members have supplied officers with information detailing the obstruction of a pedestrian dropped crossing by parked vehicles. To help raise awareness of this facility a pair of H markings will be installed, by the end of January, which will then enable the Police to consider taking enforcement action, if obstructions continue in the future.

- 2.27 **What is the issue - Petition 5, Request for improvements to Hurst Lane Place to improve safety and traffic flow.** At Full Council on 9 October 2018, Councillor Buxton-Sait submitted a 770 signature petition on behalf of local residents, requesting changes to this stretch of road to improve safety and traffic flow.
- 2.28 This matter is currently being investigated, the outcome of which will be reported at the cabinet decision session on 10 January 2019. This will provide sufficient time for the matters being raised to be considered and appropriate responses/actions prepared.
- 2.29 **What is the issue - Petition 6, Request for the introduction of traffic calming measures on Ventnor Road.** At Full Council on 9 October 2018, Councillor Laura McCarthy submitted a petition on behalf of local residents, requesting the introduction of traffic calming measures on Ventnor Road. The petition bearing 116 signatures, highlighted residents' concerns with vehicle speeds. It is also stated that Ventnor Road is being used by high volumes of traffic as a convenient through route, "rat running" to the A45 Coventry Road.
- 2.30 **What options have been considered and what is the evidence telling us about them?** Enforcement of the Ventnor Road 30 mph speed limit is the responsibility of the police. A copy of the petition has therefore, been shared with the Police and they have been asked to monitor the situation and take any enforcement action considered appropriate.
- 2.31 A review of the personal injury Road Traffic Collision data for Ventnor Road does not highlight any specific road safety concerns; therefore, there is no evidence to justify this location being treated as a priority for any form of traffic engineering or calming intervention.
- 2.32 Actual traffic speeds have also been checked and the results were within acceptable limits.
- 2.33 This route will continue to be monitored every two years, as part of the Council's road safety investigation programme. This review analyses the number and severity of the collisions on a kilometre length of road to obtain a severity index and also uses average traffic flows to determine the "collision rate" to obtain the road's ranking. The process ensures a consistent approach is taken across the borough and allows those roads with the worst records to be treated first. The Council has limited resources and by using the mechanisms described it ensures that it targets them at the sites with a demonstrable personal injury collision record.
- 2.34 Some of the traffic using Ventnor Road that residents are concerned about continues along Valley Road and then out onto the A45 Coventry Road via Rangoon Road and Wells Road. In next year's TRO programme, a scheme is proposed for the Valley Road / Rangoon Road route and will look at potentially introducing a one-way system that will seek to make this route less attractive to through traffic. If this scheme proceeds through the consultation phase it is likely that there would also be some

benefit for the residents of Ventnor Road and the adjoining residential streets.

- 2.35 **Reasons for recommending preferred option** - A review of the most recent three full year (2015-2017) collision history of Ventnor Road has shown that there have been no reported personal injury road traffic collisions in this road. There has though been one recorded collision which involved personal injury for the partial 2018 calendar year which occurred at the Valley Road and speed was not a contributory factor.
- 2.36 Past experience has shown that residents can request the removal of physical traffic calming measures, such as speed cushions or road humps, following their installation due to the noise disturbance which is created following their installation. Hence, such measures are only introduced at sites with a proven history of road traffic personal injury collisions where speed is shown to be a demonstrable causation factor. For these reasons, Ventnor Road does not feature on the current road safety improvement works programme and it is not intended to undertake improvements on this road at the present time. However, it will continue to be monitored as part of the Council's two yearly collision review to determine whether a scheme may be necessary in the future.
- 2.37 In addition, the Council has an annual mini speed visor programme. A vehicle activated sign which displays the speed limit roundel, together with the message "slow down" when a driver approaches above a pre-set threshold, is deployed for a fortnight at a particular location. A rolling programme of sites is undertaken each year to ensure as many requests from residents are satisfied and treated equally. The 2018/19 mini speed visor programme is now fully committed. Consequently, Ventnor Road, will be added to the 2019/20 programme to try and alleviate the problems residents describe.
- 2.38 It is recommended that Cabinet Member approves that no further action be taken with regard to the residents request for the introduction of traffic calming features on Ventnor Road.
- 2.39 **What is the issue - Petition 7, Request for action to tackle inconsiderate and illegal parking on Harvard Road and Wellsford Avenue.** At Full Council on 9 October 2018, Councillor Adeyemo submitted a petition on behalf of local residents, requesting action to tackle inconsiderate and illegal parking on Harvard Road and Wellsford Avenue, by introducing weekday parking restrictions and yellow lines to prevent illegal parking opposite or within 10 metres of road junctions.
3. **What options have been considered and what is the evidence telling us about them?** To ensure such matters are considered equally and transparently, this request has been noted and referred to the TRO prioritisation process for 2019/20. The outcome of this year's review is being considered in the Traffic Regulation Orders – Annual Service Review and Priorities for 2019/20 report which is also being considered at this decision-making session.

- 3.1 **Petition 8 - Request for action to tackle inconsiderate and illegal parking on Coverdale Road.** At Full Council on 9 October 2018, Councillor Adeyemo submitted a petition on behalf of local residents, calling for action to tackle inconsiderate and illegal parking on Coverdale Road by introducing weekday parking restrictions and yellow lines to prevent illegal parking opposite or within 10 metres of road junctions.
- 3.2 To ensure such matters are considered equally and transparently, this request has been referred to the TRO prioritisation process for 2019/20. The outcome of this year's review is being considered in the Traffic Regulation Orders – Annual Service Review and Priorities for 2019/20 report which is also being considered at this decision-making session.
- 3.3 **What is the issue - Petition 9, Request for action to tackle inconsiderate and illegal parking near to the Park View development in Hockley Heath.** On the 19 October 2018, Hockley Heath Parish Council submitted a petition on behalf of 64 local residents, asking for measures to tackle inconsiderate and dangerous parking at the entrance to Park View, a housing development in Hockley Heath.
- 3.4 This request has been noted and has been considered as part of the TRO prioritisation process for 2018/19. However, it did not previously score sufficient points to make the reserve list of schemes, but nevertheless, officers have reviewed the parking conditions and again, confirmed that parking conditions have not materially changed to affect the score and therefore, it would not feature as a priority for the TRO programme in 2019/20.

4. Implications and Considerations

4.1 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.

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

- 4.2.1 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.
- 4.2.2 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.

4.3 Consultation and Scrutiny:

- 4.3.1 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.

4.4 Financial implications:

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

4.5 Legal implications:

- 4.5.1 None as a consequence of this report.

4.6 Risk implications:

- 4.6.1 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.

4.7 Statutory Equality Duty:

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

5. List of appendices referred to

- 5.1 Appendix A - Petition Update November 2018
5.2 Appendix B – Hobs Moat Road Petition – Pedestrian Crossing Location

6. Background papers used to compile this report

- 6.1 None.

7. List of other relevant documents

- 7.1 None.