

**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](mailto:ptovey@solihull.gov.uk)



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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:** Public

**Exempt by virtue of paragraph:** N/A

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**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><b>Economy:</b></p> <ol style="list-style-type: none"> <li>1. Revitalising our towns and local centres.</li> <li>2. UK Central (UKC) and maximising the opportunities of HS2.</li> <li>3. Increase the supply of housing, especially affordable and social housing.</li> </ol>	<p>The Council's priorities have been taken into consideration when making the recommendations contained within this report.</p>
<p><b>Environment:</b></p> <ol style="list-style-type: none"> <li>4. Enhance Solihull's natural environment.</li> <li>5. Improve Solihull's air quality.</li> <li>6. Reduce Solihull's net carbon emissions.</li> </ol>	<p>The Council's priorities have been taken into consideration when making the recommendations contained within this report.</p>
<p><b>People and Communities:</b></p> <ol style="list-style-type: none"> <li>7. Take action to improve life chances in our most disadvantaged communities.</li> <li>8. Enable communities to thrive.</li> <li>9. Sustainable, quality, affordable provision for adults &amp; children with complex needs.</li> </ol>	<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.