

Meeting date: 1 June 2022

Report to: Cabinet Member for Environment & Infrastructure

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
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Public/private report: Public

Exempt by virtue of paragraph: N/A

1. Purpose of Report

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

2. Decision(s) recommended

- 2.1 The Cabinet Member is asked to:

- (a) Note the current position with regard to petitions received for this portfolio, as set out in Appendix 1.
- (b) Agree the proposed recommendations as set out below for each petition.

3. Matters for Consideration – Petitions 1: Request that Solihull Council undertakes a comprehensive investigation into speeding across Elmdon and measures to tackle this.

3.1 At Full Council, on 8 February 2022, Councillor Laura McCarthy submitted a petition on behalf of residents, requesting that the Council undertake a comprehensive investigation into speeding across Elmdon and measures to tackle it. This included exploring the rollout of average speed cameras, implementation of 20mph speed limits, and consulting with residents about their preferred method of traffic calming on the worst streets and implementing it. It was also requested that West Midlands Police increase the number of speed checks on Elmdon roads to deter excessive speeding.

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

4.1 The Elmdon ward has many important local distributor and residential roads which have been the subject of requests for traffic calming and intervention. A number of these roads, including the A45 Coventry Road, Damson Parkway, Damson Lane and Old Lode Lane, have previously been identified as priority locations based on their collision history and were considered separately as part of the Council's two-year collision review, reported to the January 2022 Cabinet Member Decision Session. This report contained appendices in which route and cluster analysis was summarised and actions identified.

4.2 Where appropriate, these locations have been fed through to the Community Liveability Programme for consideration for funding. The Programme for 2022/23 was approved at the February 2022 decision-making session and included several schemes that would benefit roads in Elmdon including:

(a) Solihull Borough Speed Limit Review Phase 2 (20mph speed limit roll out around schools)

(b) Valley Road/Rangoon Road/Victor Road Options Appraisal for traffic calming/low traffic neighbourhood.

4.3 The two projects listed above are due to be commenced later this year and will contribute towards addressing some of the concerns raised in this petition.

4.4 The plan in Appendix 2 shows the key routes through the ward, along with the location of the recorded personal injury collisions in the period 2019 to 2021. There are many reasons for road traffic collisions, including medical issues, mechanical failure, distraction and poor driving behaviour, including speeding. The recorded collision data no longer provides certainty over the key influencing factors, such as speed, and the apportionment of blame only becomes clear once the associated legal process has reached a conclusion.

5. Reasons for recommending preferred option

5.1 The road safety records for the Eldon Ward were included in the bi-annual review of Road Safety, as reported to Cabinet Member in January 2022. This process

considered the relative road safety priorities for both “Hotspot” (where 4 or more collisions have occurred at a single location) and “Route” which the main routes through Elmdon were included.

- 5.2 The only route of concern was the section of Damson Parkway, between the A45 Coventry Road and its junction with Yewtree Lane. It was noted that a significant proportion of the route has been changed to facilitate the JLR Logistic Operations Centre development and that there were no particular trends or hotspots warranting further action at this time.
- 5.3 This route will therefore be kept under review and put forward for consideration for Police enforcement and the Council’s Road Safety Education programmes, including Speed Awareness campaigns.
- 5.4 One of the Council’s Strategic Housing Development sites, located to the south-eastern part of this route, is also like to come forward as part of the next Local Development Plan and this will bring further changes and opportunities to address some of the road safety concerns.
- 5.5 The Road Safety review in January confirmed that the Borough has the safest road network in the West Midlands, and the agreed priorities will continue to contribute towards the local and regional casualty reduction target.
- 5.6 In response to the high level of demand for road safety interventions, this topic has been put forward by the Cabinet Member for consideration by the Stronger Communities and Neighbourhood Services Scrutiny Board later this year. This review will enable a deep dive to be undertaken, and to consider if the current Road Safety Strategy and associated work programme are the best approach, given the current financial, economic and social conditions. Any recommendations will be brought back to this Cabinet Member session for further consideration.
- 5.7 Whilst the available data for the Elmdon Ward does not identify or highlight an immediate road safety priority that would justify a change or reallocation of existing funded priorities, it is suggested that the matters raised within the petition could be used to inform the discussions the Scrutiny Board.

6. Matters for Consideration – Petitions 2: Request that Solihull Council undertakes another investigation into Rowood Drive with the view to installing average speed cameras or consult with residents regarding traffic calming measures to be implemented

- 6.1 At Full Council, on 8 February 2022, Councillor Laura McCarthy submitted a petition on behalf of residents, requesting the Council carry out another investigation into Rowood Drive, with the view to installing average speed cameras or consulting with residents regarding traffic calming measures.

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

- 7.1 Rowood Drive is a residential feeder road. It provides access to other residential streets and connects Lode Lane to Damson Lane, so is frequently used by traffic

travelling through the area.

- 7.2 Rowood Drive is subject to a 30mph speed limit and has streetlights. Whilst no recent speed data is currently available, a speed survey has been commissioned and once available, the data will be shared with the Police.
- 7.3 A review of the most recent injury collision data (2019-2021) indicates that there have been two recorded incidents on Rowood Drive. They were located at different parts of Rowood Drive and do not appear to be linked. It is noted that one of the collisions involved a cyclist and a vehicle turning out of a junction. Cyclists have been identified as a high-risk group and a priority as part of the Council's wider road safety priorities, reflecting the higher importance cycling and walking have been given in the new Highway Code.

8. Reasons for recommending preferred option

- 8.1 Whilst Rowood Drive is the subject of this specific petition, the matters raised, and solutions sought, are common across the wider Elmdon Ward, as referenced in the previous petition. The collision history for this street does not highlight any immediate matters of concern or affect the approved road safety priorities for the Council.
- 8.2 It is recommended that Rowood Drive, therefore, should be considered as part of the wider Elmdon Ward review. Whilst this process takes place, this route will continue to be included in the Council's Speed Awareness programme and resident's concerns will also be shared with West Midlands Police to consider prioritising this street for speed enforcement activity.

9. Matters for Consideration – Petitions 3: Introduce speed reduction/traffic calming measures on Brook Lane

- 9.1 At Full Council, on 8 February 2022, Councillor Gibbin submitted a petition on behalf of residents, requesting the introduction of speed reduction / traffic calming measures on Brook Lane.

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

- 10.1 Brook Lane is a residential road in the Olton Ward, which links Gospel Lane with Kineton Green Road. The junctions benefit from a central splitter island, preventing vehicles from taking the "racing line" into the side roads and encouraging compliance with the 30mph speed limit.
- 10.2 Brook Lane is approximately 300m long and its carriageway is approximately 6m wide, with generous footways on either side, which also benefits from street lighting.
- 10.3 There is a raised gateway traffic calming feature, near to its junction with Kineton Green Road. This was provided as part of the Safer Routes to School programme. The rest of the Lane has no other traffic calming features at the present time.
- 10.4 There are no parking restrictions, and at times vehicles park along the street, but mainly on the footways. Unlike some locations, the on-street parking has a limited impact on the speed of through traffic. The majority of properties along the road

benefit from private off-road parking.

- 10.5 Parking does not generally meet the Police definition of obstructive parking, but can cause issues for those wishing to walk or cycle or who have mobility or sight problems. Relocating some of the parking to the carriageway is an option that could be considered to have wider environmental, traffic calming and sustainable travel benefits.
- 10.6 At its junction with Gospel Lane, there are a row of retail premises which are likely to generate increased levels of traffic on neighbouring roads, including Brook Lane, as local residents utilise these premises.
- 10.7 Brook Lane has previously been considered as part of the annual Traffic Regulation Order prioritisation process, in regard to footway parking, most recently in 2021-22, when it was ranked in 70th place. As a result, there are no plans to progress this location through that programme. However, referring this location back to the TRO prioritisation process to include both the footway and traffic calming concerns may result in this location achieving a higher priority in the future.
- 10.8 Survey data from 2013 recorded the mean two-way speed of vehicles to be 31mph. These speeds are typical for a road of this type and will be a useful comparator against an updated speed survey which will be commissioned. The speed data will be shared with the Police to consider any enforcement and help to inform the wider review on this subject referenced previously.
- 10.9 A review of the most recent collision data (2019-2021) indicates that there has been one recorded injury collision on Brook Lane. This was at the junction with Kineton Green Lane in 2020 and involved a pedestrian, which forms part of the vulnerable road user group that have been identified as a road safety priority. Speed was not considered to have been a contributory factor in this incident.

11. Reasons for recommending preferred option

- 11.1 The available data does not identify an immediate road safety priority that would justify the reallocation of existing funded priorities. It is therefore recommended, as set out in section 13.5 above, that a new speed survey for the road is commissioned. The results will be shared with the Police and used to inform the wider review outlined previously within this report.
- 11.2 The deployment of a speed visor (speed aware) device and posters, as part of our programme, will encourage and promote improved compliance with the speed limit.
- 11.3 In addition, it is proposed to refer the location for consideration in this year's TRO prioritisation process, in respect of both footway parking and traffic calming proposals. This is due to take place in the Autumn.
- 11.4 It is also recommended that this location and the concerns raised are fed into the proposed wider review of road safety for consideration by the Stronger Neighbourhood Services Scrutiny Board.

12. Matters for Consideration – Petitions 4: Investigate the issue of speeding on Marcot Road and in consultation with residents implement their preferred traffic calming measures

12.1 At Full Council, on 8 February 2022, Councillor O’Nyons submitted a petition on behalf of residents, requesting that the Council investigate the issue of speeding on Marcot Road and, in consultation with residents, implement their preferred traffic calming measures.

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

13.1 Marcot Road is a residential road located in the Lyndon Ward. It is located on the Borough boundary and the western end of the road falls within Birmingham and connects to Gilberstone Avenue. The eastern end of the road connects to Wagon Lane, an important local distributor road.

13.2 The road shares similar physical characteristics with Brook Lane in terms of road and footway widths, and whilst footway parking does occur on Marcot Road, there is a greater level of on street parking which does create some natural traffic calming.

13.3 Marcot Road currently benefits from a number of ‘Slow’ markings. However, these are generally faded and require renewal. Parking restrictions are in place at the junction with Wagon Lane, which also features a central splitter island, to encourage driver lane compliance and reduce speed. No dropped kerb or tactile paving are in place at the junction, to aid pedestrian and visually impaired users.

13.4 Reviewing available traffic survey data shows that speed and volume surveys were undertaken in 2012 and 2021. The most recent data (September 2021) shows that mean average vehicle speeds were 25.9mph. This is a marked improvement from the 2012 survey data, which indicated mean average vehicle speeds of 31.4mph. This is despite total daily traffic volumes using the road increasing from 3,229 in 2012 to 3,958 in 2021.

13.5 A review of the most recent injury collision data (2019-2021) indicates that there has been one recorded injury collision on Marcot Road. This took place in 2019 and involved a pedestrian being struck by a vehicle.

13.6 Marcot Road does feature on our mini speed visor programme and the sign is next scheduled to be deployed on the road in September, after the schools return.

14. Reasons for recommending preferred option

14.1 The available data does not identify an immediate road safety priority that would justify the reallocation of existing funded priorities at this time. It is recommended that this location remains on the speed visor programme for deployment later this year and that it is added to the lining refresh programme.

14.2 It is also suggested that Marcot Road is referred to the disabled access improvement budget, for a new dropped kerb and tactile paving at the junction with Wagon Lane.

14.3 It is also noted that the matters raised in this petition are in line with the concerns

raised by residents and supported by ward members in the other speed related petitions considered by this report. It is therefore recommended that the concerns raised are fed into the review by the Stronger Communities and Neighbourhood Services Scrutiny Board later this year.

15. Matters for Consideration – Petitions 5: Develop and install measures to prevent excess speed from vehicles along Holly Lane, Marston Green

15.1 At Full Council, on 8 February 2022, Councillor Sleigh submitted a petition on behalf of residents, requesting that the Council develop and install measures to prevent excess speed from vehicles along Holly Lane, Marston Green.

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

16.1 Holly Lane is a local distributor road, located in the Bickenhill Ward. The road is traffic sensitive and sees approximately 100,000 vehicle movements weekly.

16.2 It is subject to a 7.5t weight restriction and benefits from central broken hatching and 'slow' markings, intended to slow and discourage vehicles overtaking on the downhill section of the Lane.

16.3 The southern section, closest to Marston Green village centre, is subject to various parking restrictions, targeted towards all day and commuter related parking.

16.4 Holly Lane is subject to a 30mph speed limit. Whilst no speed data is currently available, a speed survey has been commissioned and once available the data will be shared with the Police and help to inform the wider review referenced previously.

16.5 It is also noted that Holly Lane has previously been subject to Police and community speed watch activity, supported by static blue and white information signs, highlighting it as a Police speed check area.

16.6 A review of the most recent recorded collision data (2019-2021) indicates that there have been three reported incidents in the last 3 years. In reviewing these, there is no clear pattern associated with the incidents that could readily be resolved through an engineering intervention. The incidents occurred at separate locations, with one involving a failure to stop. The other two were collisions when vehicles turned onto Holly Lane, one from a private residential driveway and the other from Moseley Drive.

16.7 Holly Lane does feature on our mini speed visor programme and the sign is next scheduled to be deployed on the road later this month.

17. Reasons for recommending preferred option

17.1 The available data does not identify an immediate road safety priority that would justify the reallocation of existing funded priorities. It is recommended that this location remains on the speed visor programme for deployment later this month.

17.2 It is recommended that the results from the newly commissioned speed survey be shared with the Police and to determine if it would be an appropriate site for future speed enforcement.

17.3 The data will also be used to inform the wider review outlined previously within this report. Through this process, the concerns raised in this petition will be fed into the review by the Stronger Communities and Neighbourhood Services Scrutiny Board later this year.

18. Matters for Consideration – Petitions 6: Request that Solihull Council introduces speed reduction/traffic calming measures on Wagon Lane

18.1 At Full Council, on 24 February 2022, Councillor O’Nyons submitted a petition on behalf of residents, requesting that the Council introduces speed reduction/traffic calming measures on Wagon Lane.

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

19.1 Wagon Lane is a local distributor road located in the Lyndon Ward. It is subject to a 30mph speed limit and runs from the borough boundary at its junction with New Coventry Road to the north through to its junction with Barn Lane at a staggered crossroads with Richmond Road at its southern end. Whilst no speed data is currently available, a speed survey has been commissioned and once available the data will be shared with the Police.

19.2 The road provides connectivity to the wider network for a number of residential roads connecting to it, including Marcot Road and Wells Green Road. Lyndon playing fields faces onto Wagon Lane and can generate some on street parking demand, as there is no dedicated parking facility for this facility.

19.3 A review of the most recent injury collision data (2019-2021) indicates that there have been 2 reported incidents. In reviewing these collisions, there is no clear link in terms of location or circumstances. However, it is noted that one appears to be a shunt type collision at the northern end of the road, whilst the other involved a three-vehicle collision at the Wagon Lane/Barn Lane junction.

19.4 This location – Wagon Lane at Barn Lane - has previously been prioritised through the Traffic Regulation Order priority programme and a scheme is currently being progressed to control and reduce parking at the crossroads, which should help to improve visibility and reduce the likelihood of future collisions. This area has also been prioritised as part of the 2022-23 Community Liveability Programme (as part of the Lyndon Schools Pedestrian Accessibility Programme) which is due to be delivered later this year. Once implemented, this scheme will aid operation of this junction and provide an enhancement for pedestrians.

19.5 Wagon Lane is on our mini speed visor programme and the sign is next scheduled to be deployed on the road in February 2023.

20. Reasons for recommending preferred option

20.1 The available data does not identify an immediate road safety priority that would justify the reallocation of existing funded priorities. It is recommended that this location remains on the speed visor programme, for deployment in 2023.

20.2 The measures previously prioritised for Wagon Lane at the junction with Barn Lane

will aid the operation of this junction and aid pedestrian movement. There are high levels of pedestrian demand at the Wagon Lane arm from school related traffic which will benefit from the measures proposed.

- 20.3 It is recommended that the results from the newly commissioned speed survey be shared with the Police and to determine if it would be an appropriate site for future speed enforcement.
- 20.4 It will also be used to inform the wider review outlined previously within this report. Through this process, the concerns raised in this petition will be fed into the review by the Stronger Neighbourhood Services Scrutiny Board later this year.

21. Matters for Consideration – Petitions 7: Request the installation of a pedestrian crossing on Hurdis Road opposite the entrance to Shirley Park

- 21.1 At Full Council, on 5 April 2022, Councillor Allen submitted a petition on behalf of residents, requesting the installation of a pedestrian crossing on Hurdis Road, opposite the entrance to Shirley Park.

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

- 22.1 Following a previous request and petition for a pedestrian crossing at this location in 2020, a pedestrian crossing assessment was undertaken in line with the Council's formal process for considering such requests.
- 22.2 At that time, the assessment found that pedestrians had good sight lines at the existing uncontrolled crossing point and oncoming vehicles had a moderate to low approach speed, due to traffic calming measures, including a flat top road hump at the crossing point.
- 22.3 It was also noted that pedestrians were crossing the road safely using the existing uncontrolled dropped kerbs and that there were a number of existing physical constraints that would restrict the placement of any formal facility and any new installation may necessitate the removal of a mature tree.
- 22.4 Overall, it was recommended that low levels of pedestrian demand and adequate gaps in traffic ensured that pedestrians could safely cross the road using the existing arrangement.

23. Reasons for recommending preferred option

- 23.1 A review of the recorded collision data since the previous pedestrian crossing assessment indicates that there have been no recorded collisions at this location, which supports the original recommendation from 2020. In order to understand how traffic volumes and pedestrian demand may have changed post covid-19, further site observations have been undertaken at this location. These have not identified any material changes since the previous survey undertaken in 2020 and as such it is recommended that that decision remains appropriate.
- 23.2 In line with the recommendations from 2020, Hurdis Road was added to the list of locations for consideration for new parking restrictions. It was ranked at 40th place in

the most recent review and as such remains on the reserve list.

23.3 As with the other speed related petitions considered in this report, it is suggested that the subject of this petition should be included in the review by Scrutiny Board, as this type of scheme competes for the available road safety resources.

24. Matters for Consideration – Petitions 8: Request for Solihull MBC to work with Royal Mail to return the post box to a location close to the original site at the junction of Land Lane/Elmdon Road, Marston Green B37 7BD

24.1 At Full Council, on 5 April 2022, Councillor Sleigh submitted a petition on behalf of residents, requesting that the Council work with Royal Mail to return the post box to a location close to the original site at the junction of Land Lane/Elmdon Road, Marston Green.

24.2 The post box was removed earlier this year following a request from the landowner, due to redevelopment proposals.

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

25.1 Royal Mail have been contacted about this matter and an update will be provided at the meeting. Whilst the council has no statutory powers in respect of this matter, officers will use best endeavours to seek a satisfactory resolution.

26. Reasons for recommending preferred option

26.1 None at this stage. Awaiting outcome from negotiation with Royal Mail.

27. Matters for Consideration – Petitions 9: Request for the provision of signage at the entrance to Blackfirs Lane, to advise goods vehicle drivers that there is no access to Progress Way on Birmingham Business Park via Blackfirs Lane

27.1 At Full Council, on 5 April 2022, Councillor Rolf submitted a petition on behalf of residents, requesting the provision of signage at the entrance to Blackfirs Lane, to advise goods vehicle drivers that there is no access to Progress Way on Birmingham Business Park via Blackfirs Lane.

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

28.1 The provision of a suitable information sign advising HGV drivers of the lack of turning facilities has now been approved and ordered. It is expected to be installed before the end of June 2022.

29. Reasons for recommending preferred option

29.1 The residents have been informed and no further action is required.

30. Implications and Considerations

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

Priority:	Contribution:
<p>People and Communities:</p> <ol style="list-style-type: none"> 1. Improving outcomes for children and young people in Solihull. 2. Good quality, responsive, and dignified care and support for Adults in Solihull when they need it. 3. Take action to improve life chances and health outcomes in our most disadvantaged communities. 4. Enable communities to thrive. 	<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>Economy:</p> <ol style="list-style-type: none"> 5. Develop and promote the borough's economy, with a focus on revitalising our town and local centres. 6. Maximising the opportunities of UK Central and HS2. 7. Increase the supply of affordable and social housing that is environmentally sustainable. 	<p>The Council's priorities have been taken into consideration when making the recommendations contained within this report. It is considered that there are no direct implications as a result of the recommendations of this report.</p>
<p>Environment:</p> <ol style="list-style-type: none"> 8. Enhance our natural environment, improve air quality and reduce net carbon emissions. 	<p>The Council's priorities have been taken into consideration when making the recommendations contained within this report and there are no significant environmental implications.</p>
<ol style="list-style-type: none"> 9. Promote employee wellbeing 	<p>Not applicable</p>

30.2 Consultation and Scrutiny:

30.2.1 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.

30.3 Financial implications:

30.3.1 The cost associated with managing the petitions are funded from within the existing Highways Services staff revenue budget.

30.3.2 Any financial implications associated with proposed actions identified in the report will be prioritised and managed within the appropriate existing Highways Services revenue and capital budgets.

30.4 Legal implications:

30.4.1 None because of this report.

30.5 Risk implications, including Risk Appetite:

30.5.1 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.

30.6 The approach is not intended to eliminate all risks and not all the risks identified can be managed all the time. Also, risks will still exist that have not been identified. However, based on the information provided, no significant risks have been identified.

30.7 Equality implications:

30.7.1 None because of the recommendations of this report.

30.8 Linkages to our work with the West Midlands Combined Authority (WMCA), Local Enterprise Partnership or the Birmingham & Solihull Integrated Care System (ICS):

30.8.1 None associated with the recommendations of this report.

31. List of appendices referred to

31.1 Appendix 1 - Petition Update June 2022

31.2 Appendix 2 - Elmdon Ward Road Traffic Collision Location 2019-2021.

32. Background papers used to compile this report

32.1 The petition submitted in reference to this report.

33. List of other relevant documents

33.1 None.

