

REPORT TO THE DIRECTOR OF ECONOMY & INFRASTRUCTURE
REPRESENTATIONS TO AN ADVERTISED TRAFFIC REGULATION ORDER

The Metropolitan Borough of Solihull (Tanworth Lane, Shirley)
(Total Prohibition and Restriction of Waiting) Order 2021

19 JANUARY 2021

LEAD OFFICER: JANE WILLIAMS

1 Purpose of Report

- 1.1 To consider representations received to a permanent traffic regulation order (tro) to introduce new parking restrictions on Tanworth Lane, Tanworth Lane Service Road and adjoining roads

2 Background

- 2.1 The Council's traffic regulation order framework process identified Tanworth Lane as a priority location in the 2020/21 works programme for the consideration of parking restrictions.

Tanworth Lane is located adjacent to the A34 Stratford Road. The A34 is a designated red route and a main strategic route between Solihull and Birmingham. A shopping precinct is located to the north, on Falstaff Road, where parking for limited periods is available.

Parking is prohibited at any time on the northern end of the Service Road between Tanworth Lane and Shakespeare Drive. A small section of the road is unrestricted. This allows parents to pick up and drop off children at the nursery.

The remaining kerbside space typically attracts parking on both sides of the carriageway and is creating an obstruction. This has resulted in instances of vehicles having to reverse back onto the main Tanworth Lane.

The introduction of parking restrictions at this location may displace parking on to adjacent roads. Hence, it is intended to protect junctions in close proximity. The restrictions have also been extended so as to not create possible obstruction issues across vehicular crossings.

The proposal will see a single yellow line 'No Waiting, Monday – Saturday, 9am -11am & 3pm-4pm' introduced along the west side of the carriageway. Whilst double yellow lines will be installed on the east side of the carriageway.

It is also proposed to introduce double yellow lines at the junctions of Tanworth Lane with: - Bearley Croft; Charlecote Croft; Dunstan Croft; Maxstoke Croft; Portershill Drive and the Service Road. The proposal also includes double yellow lines on the east side of the carriageway from Charlecote Croft to Maxstoke Croft. This will prevent parking from being displaced and protect junctions and driveways.

The proposed traffic order is shown on drawing no. 8662 in Appendix A.

3 Matters for Consideration

- 3.1 The proposals were formally advertised on 24th September 2020 and the closing date for receipt of representations was 15th October 2020.
- 3.2 The objections, comments and suggestions received have been fully considered. The table below summarises the representations in relation to the proposed order: -

Tanworth Lane (Plan 8662)

Representation	Supporting Commentary	Officers Comments/ Response (Refer to paragraph)
1	Further to the above proposal of double yellow lines outside our property. Would it not be possible to apply a single yellow line with restrictions between Monday to Friday as opposed to double yellow lines?	3.3
2	Although I am fully in favour of double yellow lines on one side of the service road, I would ask you to consider changing these from the proposed east side of the road to the west. Due to the road being narrow, it can be extremely difficult if not impossible at times to get out of our driveway with vehicles parked along the west side of the road. When trying to turn, the angle is sometimes just too tight. This problem would be negated by having the double yellow lines on the west side of the road instead.	3.4
3	I wish to record my objection to the proposed new parking restrictions on Tanworth Lane service road (fronting nos. 4 – 22). This is due to the detrimental effect that the proposed single yellow line restrictions on the west side would have for parking for us and other residents living on the service road.This means that we would have to find an alternative place to park one car away from our property on <u>at least</u> one day per fortnight – which would be extremely inconvenient. I would, however, not oppose the extension of the double yellow lines on the east side <u>without</u> the addition of single yellow lines on the west side.	3.5
4	A parking restriction on the service road will displace parking onto Tanworth Lane. The section of Tanworth Lane from Stretton Road to the Stratford Road junction is not on a bus route. I can see the reasoning for need to introduce restrictions on neighbouring streets if the restrictions on the slip road are implemented. I can understand the road safety argument that parking restrictions should be imposed around the visibility splays at junctions (Portershill Drive). However, I don't see the reasoning for parking restrictions over such a large area. Does the accident data for the area justify this approach as on inspection of the crash map website no accidents have been recorded on this stretch of Tanworth Lane? Despite the introduction of traffic measures on Tanworth Lane quite a few years ago vehicle speeds are regularly in excess of the current speed limit. On street parking currently acts as additional traffic calming which is clearly necessary due to the existence of current traffic calming speed humps. Of course, measures depend on when parking is a problem. A possible option is to promote single yellow – say 8am to 10am and 4pm to 6pm Monday to Friday which is broadly in line with the currently proposals on the slip road to Tanworth Lane rather than a blanket double yellow line restriction on	3.3, 3.6, 3.11 3.12 & 3.13

	<p>Tanworth Lane. This will deal with errant parking but addresses the visitor parking issue which seems to have been considered for the residents of the slip road but not Tanworth Lane. This situation does not seem tenable. I have spoken with adjacent neighbours and they have real concerns on restrictions on visitor parking and have commented all the proposals will do is displace visitor parking further up Tanworth Lane and onto Porteshill Drive. It should be noted that Porteshill Drive is relatively narrow and there could be access issues with refuse collection vehicles and emergency vehicles. Due to the demographic of the residents of Porteshill Drive this is a real concern. Ideally the preference would be for the current parking arrangements on Tanworth Lane to remain as they are as the current parking arrangements provide a degree of self-regulation and reduce vehicle speeds.</p>	
5	<p>Road safety is not likely to be improved by adding lots of yellow lines. What would certainly improve road safety is addressing the issue of the road being used as a 'rat run' between Dickens Heath and the Stratford Road, and the consequent excess speeding and lack of adherence to the weight restrictions, this brings with it. We are regularly subjected to 'boy racers' using the road as a race track. Re improving the amenity of the area, this is unlikely. If the occasional visitors and tradespeople are not able to park outside our premises residents may have to resort to tarmacing over their gardens which is highly detrimental to the environment. Also visitors may park outside residences in the side roads. If you are insistent on yellow lines in our area, I think single line restrictions, as in the service road fronting 4-22 Tanworth Lane, would be more appropriate and seems to work well in many other areas of the borough.</p>	3.3, 3.7 & 3.12
6	<p>The first available parking space (in Dustan Croft) is therefore outside my house and as you can see a lorry has parked there. My concern is that this is going to be a continual problem due to the restrictions you propose.</p>	3.8
7	<p>I have looked at the proposed revisions and am generally supportive. I note however, that the restriction at the junction with Maxstoke Croft extends for a shorter distance than in the other Crofts. I ask you to review this because we do have issues with vehicles parking at the end of the road.</p>	3.9
8	<p>I completely understand the need for parking restrictions as many times individuals have parked blocking the access down the slip road which we have found frustrating ourselves however, I urge you to please re consider not double yellow lining the one side of the service road opposite the houses, and maybe just the one side of the houses. This would allow the residents of the road, ourselves and other local businesses which I know use the slip road for parking to continue to use this, and not block any of the houses driveways if done the other side. I am aware of the dentist, the laundrette, the hairdressers and the local convenient store all use the service road for parking. My parents as mentioned park for a short time while dropping off and picking up, and moving these cars further away from the nursery would create I feel more of a hazard with our children being so little.</p>	3.5 & 3.14
9	<p>It is very likely that with the introduction of the above restrictions will lead to the parking space on Tanworth Lane immediately outside of my property to be heavily utilised as a result I recognise that the above restrictions are being introduced for the purposes of regulating parking enhancing road safety and improving amenity in the area. Based on this reasoning it makes reasonable sense to also apply the same</p>	3.9

	restriction for the parking space outside of my property. (<i>near Woodlands Lane</i>).	
10	<p>I write to you regarding the proposed new parking restrictions for Tanworth Lane service road. I would like to generally support the proposal, however, I would like to know what provisions and considerations you have made for those residents who are unable to park their cars on their driveway and cannot extend their vehicle access curbs. This will have a significant impact, especially on a Saturday, when I believe restrictions will also apply.</p> <p>Have you considered adopting parking permits for those residents who reside number 4 to 22 Tanworth Lane?</p> <p>I understand the concerns regarding obstructive parking on some of the nearby junctions, but I don't feel this has been fully thought through and will have a detrimental impact for nearly all the residents in these households.</p>	3.5
11	<p>We have only recently purchased our property and a factor in the price and value of the property is in the available street parking options outside.</p> <p>The key workers at the Mad Hatters' Nursery next door should have nearby parking available for them and with these new restrictions they would not be able to park within a reasonable distance to their job. The times proposed on weekdays for there to be no waiting time on single yellow lines are the peak times when parents drop their children off at the nursery. I believe the restrictions would have the effect of decreasing road safety on the road as parents would have the option of parking on double yellow lines to drop their children off or parking further away and therefore increasing the risk of an incident occurring, especially with small children. We do understand that there needs to be an improvement of the usefulness of the service road as mentioned in the proposal letter. We would like to suggest a compromise that one side of the road is marked with double yellow lines, while the other side continues to remain unrestricted parking. If these proposed new parking restrictions are to go ahead, irrespective of these or any other objections, then we would like to request that there be one resident permit per household as residents are not responsible for the obstructive parking violations.</p>	3.4, 3.5 & 3.13

Support	Commentary	Officers Comments/ Response (Refer to paragraph)
1	<p>I am in receipt of your notification of the above proposal for which I thank you and generally support. However, I would like to make a suggested change. As a pedestrian walking along Tanworth Lane on the west side from Portershill Drive southwards one is confronted with many hedges/trees over the pavement and often vans and cars parked on the pavement causing one to move into the road to continue to walk. This is worse if you are in a wheelchair or pushing a pram or with young children (you may know that this is a popular walk to school route). On the other hand, the east side is more spacious/open for walking particularly from Dunstan Croft southwards. May I therefore suggest that you enforce residents to trim back their hedges, up to say 2 meters height, to afford a full accessible width of pavement all along the west side of Tanworth Lane and consider double yellow lines all along the west side from the Stratford Road southwards to the junction</p>	3.10

	with Blackford Road (apart from in front of the convenience store) and only place double yellow lines on the east side around the corners of the various Crofts and consider how to allow safe parking for allotment holders south of Maxstoke Croft/Stretton Road junctions.	
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2	We live on Tanworth Lane and the corner of Dunstan Croft is the access for our driveway. Quite often people park just by our driveway which means we have to come straight off the drive and onto the other side of the road to get around the parked car, which leaves us with the hazard of somebody pulling into Dunstan croft from Tanworth lane meeting us in the middle of the road. I have included some photos so you can see what I am talking about. So we believe that the double yellow lines on Dunstan Croft would be welcomed by us and also other residents on the croft and would also hopefully avoid any future accidents on the croft.	N/A
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- 3.3 In view of objections received regarding the proposal for double yellow lines outside properties 33 – 43 Tanworth Lane this aspect of the scheme is to be withdrawn and the carriageway to remain unrestricted. This location will be monitored according.
- 3.4 The majority of the vehicles presently park on the western side of the Service Road. Double yellow lines are being installed on the eastern side to facilitate this. The proposal negates the need for drivers and passengers to cross the carriageway. There are other mechanisms to deal with the obstruction of private driveways including the use of informal access protection markings, also known as H-bars. Any resident who feels they would benefit from such a marking should contact the council accordingly. Further details can be found at the following location on the council's website:
<https://www.solihull.gov.uk/hmarkings>
- 3.5 The proposed parking restriction on the western side of the Service Road will only prohibit parking during the morning and afternoon peak traffic periods. Residents will still be able to park on the road at other times of the day. Whilst parking is available for unrestricted periods on adjacent roads nearby. As such, residents and local businesses have good opportunities for finding alternative on street parking.
- 3.6 The waiting restrictions on the Service Road are being introduced to resolve parking difficulties and the issue is not related to the roads previous collision history. The waiting restrictions cover a comprehensive area to prevent the parking from being simply displaced; to protect junctions and ensure residential driveways are not subsequently obstructed.
- 3.7 To address the issue of Tanworth Lane being used as a "rat route" is outside the scope of this project which is seeking only to alleviate the parking problems which have been highlighted.
- 3.8 The proposed double yellow lines in Dunstan Croft have been extended to include the bend in the carriageway. They terminate immediately after the bend which is the logical place for them to end.
- 3.9 The proposed parking restrictions beside Maxstoke Croft & Woodlands Lane are the standard lengths of intervention at a junction and should ensure a good visibility splay is maintained. It is not necessary to extend the proposed length of the restriction any further.
- 3.10 The Council's Neighbourhood Delivery team will be asked to undertake an inspection of Tanworth Lane. They will subsequently liaise with residents whose hedges may be overhanging the highway to achieve a better available width of footway for pedestrians to utilise. Extending the double yellow lines further along Tanworth Lane (west side) would necessitate a new traffic order which requires a statutory consultation and is outside the scope of the current legal remit.
- 3.11 Addressing the speed of vehicles is outside the scope of this proposal.

- 3.12 Parking is available for unrestricted periods on adjacent roads nearby. As such, residents, their visitors and local businesses have good opportunities for finding alternative on street parking.
- 3.13 Residents parking schemes are typically introduced following an application from residents indicating their agreement to meet both the initial cost of joining the scheme and the ongoing annual permit renewal cost. This process sits outside the annual TRO priority process and would not be considered under this Order. However, if a subsequent application was made it would be considered accordingly.
- 3.14 A section of carriageway on the northern end of the service road has been left unrestricted to allow for the dropping off and picking up from the nursery. If necessary, a short stay restriction can be consulted upon at this location at a later date.

4. Ward Members' Views

- 4.1 The Ward Members for Shirley South were informed of the proposals. No objections were received.

5. Officer Recommendation

- 5.1 The representations received in respect of the proposed traffic regulation order have been fully considered and responded to accordingly in section 3 of the report.
- 5.2 It is recommended that the proposed Traffic Regulation Order be implemented as originally advertised as detailed on Plan 8662 in Appendix A, with the exception of the double yellow lines outside properties 33 – 43 Tanworth Lane which have been withdrawn the proposals (Appendix B)

6. Democratic Services

- 6.1 Democratic Services have confirmed that the proposed order was subject to statutory advertisement on the dates reported and that representations were received as noted above.

7. Risk Implications

- 7.1 The Corporate Risk Management Approach has been complied with to identify and assess the significant risks associated with this decision / project. This includes (but is not limited to) political, legislation and reputation risks.
- 7.2 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.

For Decision

The Head of Highway Management is asked to approve that the traffic regulation order, as detailed on drawing no. 8662 in Appendix A, is implemented.

The recommendation as set out above is hereby approved:

P.S. Tovey

15th February 2021

Signature: **Date:**

Paul Tovey
Head of Highway Management