

**REPORT TO HEAD OF HIGHWAY MANAGEMENT**  
**REPRESENTATION TO AN ADVERTISED TRAFFIC REGULATION ORDER**  
**THE METROPOLITAN BOROUGH OF SOLIHULL (SHADOWBROOK LANE, HAMPTON**  
**IN ARDEN) (PROHIBITION OF LEFT TURN) ORDER 2021**

**15/07/2021**

**LEAD OFFICER: JACK BURKE**

**1. Purpose of Report**

- 1.1 To consider an objection received to a Traffic Regulation Order (TRO) which proposed to prohibit all left turning traffic into High Street from Shadowbrook Lane.

**2. Background**

- 2.1 Shadowbrook Lane is located in the Ward of Hampton in Arden, the road layout is in a form of triangle, with each arm having its junction with High Street (B4102).
- 2.2 In partnership with Hampton in Arden Parish Council, a scheme has been designed to aid pedestrian access and road safety improvements within the village. One of the locations where improvements are proposed is at the above location.
- 2.3 In order to facilitate a new informal raised crossing point on High Street, it is necessary to narrow the carriageway on Shadowbrook Lane to provide a footway link to the crossing point, the resultant carriageway width would be insufficient to allow vehicles to perform a left turn manoeuvre out of Shadowbrook Lane without crossing over on to the wrong side of the road.
- 2.4 Additional damage occurs to the wall fronting the memorial with larger vehicles trying to make the tight left turn, which impacts on the highway and then consequently costs of maintaining it.
- 2.5 Motorists wishing to travel Northbound onto the High Street from Shadowbrook Lane can still do so by using the Northernmost arm where both left and right turns will still be permitted.
- 2.6 The order was advertised on March 11<sup>th</sup> until April 1<sup>st</sup>.

**3. Matters for Consideration**

- 3.1 The table overleaf summarises the single representation in respect of the proposed Order:-

Representation	Numbers Received	Supporting commentary	Officers Comments /Response
Opposed	1	When approaching my home in Engine Mews, from Shadowbrook Lane, I always choose the option to turn left at the war memorial (which is proposed to be removed) as I consider it safer than making the sharp right turn from the slip road to access Engine Mews. There is reduced visibility from this exit due to the camber of the road away from the Rail Station bridge and with traffic approaching at speed it makes performing this manoeuvre across traffic more dangerous than the left turn in my experience. Whilst I do not envisage that you will not be revising the plans for the left turn, however if any improvement measures can be considered for making the right turn from the alternative exit road onto High Street safer, then it would be greatly appreciated.	See section 3.2, 3.3 & 3.4 of this report.

3.2 The concerns of the resident will be mitigated by the wider scheme; the raised tables outside of the railway station and at the war memorial will help to reduce the approach speeds of vehicles.

3.3 The Order is required as a consequence of road geometry to facilitate the informal raised crossing point. The informal raised crossings are designed to aid pedestrian access and road safety improvements within the village.

3.4 Only one resident of fifteen properties in Engine Mews has this view.

#### 4. Ward Members' Views

4.1 The Ward Members for Hampton in Arden were made aware of the proposed Order.

#### 5. Officer Recommendation

5.1 Having carefully considered the representation, it is recommended that the proposed Traffic Regulation Order should be implemented as originally advertised.

#### 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.

**8. For decision**

- 8.1 The Head of Highway Services is asked to approve the Traffic Regulation Order, as shown on drawing No. 008, and is implemented as originally advertised.

**The recommendation as set out above is hereby approved / not approved:**

*P.S.Tovey*

*19<sup>th</sup> July 2021*

**Signature:** ..... **Date:** .....

**Paul Tovey**  
**Head of Highway Management**

(\*delete as necessary)