

REPORT TO THE HEAD OF HIGHWAY MANAGEMENT

REPRESENTATION TO AN ADVERTISED TRAFFIC REGULATION ORDER

The Metropolitan Borough of Solihull (Newborough Road and Skelcher Road, Shirley) (Total Prohibition of Waiting) Order 2021

12TH OCTOBER 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 and changes to existing parking restrictions on Newborough Road and Skelcher Road in Shirley.

2 Background

- 2.1 The council's traffic regulation order framework process identified Newborough Road and Skelcher Road as priority locations in the 2021/22 works programme for the consideration of parking restrictions.

Newborough Road is located in the south of the borough and has a small shopping area on its southern side between the junctions with Skelcher Road and Haslucks Green Road.

The Skelcher Road and Newborough Road junction is currently protected by double yellow lines. It is proposed to extend this restriction on the west side of Skelcher Road by 32 metres to discourage obstructive parking on the bend of the road and to extend on the east side by 3 metres to discourage obstructive parking close to the junction.

On Newborough Road to the west of its junction with Skelcher Road there is a bus stop. It is proposed to install a 'Bus Stop Clearway' restriction at this location which will enable better access to local public transport and improve forward visibility for vehicles exiting Skelcher Road.

There is currently a 'loading only' bay adjacent to 15 and 17 Newborough Road. This was originally placed to assist deliveries to the convenience store at number 15. The convenience store no longer exists and a request has been received from the new occupier to remove this bay.

The proposed traffic order is shown on plans 8851 in Appendix A.

3 Matters for Consideration

- 3.1 The proposals were formally advertised on 15th July 2021 and the closing date for receipt of representations was 5th August 2021.
- 3.2 No objections have been received to the proposals. One request has been received which has been fully considered. The table below summarises this request in relation to the proposed order: -

| Request | Officers Comments/ Response |
|---|--------------------------------------|
| Can the current plans to extend double yellow lines on Newborough Road be extended a little further down from the bus stop to cover the drive at number 16 Newborough Road. Currently people park on the grass verge and road which makes it very difficult to turn left out of the driveway as there are always cars parked across the road, I feel double yellow lines would stop this. | Please refer to paragraph 3.3 |

3.3 The proposal, as advertised, provides a bus stop clearway at this location (not double yellow lines) this will discourage parking on the road and grass verge adjacent to the driveway. In addition, residents can apply for an 'Access Protection Marking' (H bar) as an additional visual deterrent to discourage obstructive parking adjacent to their driveway. Details of how to do this can be found on the council's webpage. <https://www.solihull.gov.uk/hmarkings>

4. Ward Members' Views

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

5. Officer Recommendation

5.1 The request received in respect of the proposed traffic regulation order has 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 plans 8851 in Appendix A.

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 plans 8851 in Appendix A, is implemented.

The recommendation as set out above is hereby approved:

P.S. Tovey

18th October 2021

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

Paul Tovey, Head of Highway Management