

REPORT TO THE HEAD OF HIGHWAY MANAGEMENT

REPRESENTATIONS TO AN ADVERTISED TRAFFIC REGULATION ORDER

The Metropolitan Borough of Solihull (Barn Lane, Beamans Close, Birchley Rise, Howard Road, Lyndon Road, Rock Road, Wagon Lane & Wentworth Road, Lyndon)
(Prohibition of Waiting) Order 2022

15 MARCH 2022

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 Barn Lane, Beamans Close, Birchley Rise, Howard Road, Lyndon Road, Rock Road, Wagon Lane & Wentworth Road, Lyndon.

2 Background

- 2.1 The Council's traffic regulation order framework process identified the junction of Wagon Lane and Barn Lane as a priority location in the 2021/22 works programme for the consideration of parking restrictions.
Six additional locations which would benefit from parking restrictions in this area have been identified and we have taken the opportunity to include them within this consultation.

In response to local concerns about obstructive parking at these locations it is proposed to...

Install double yellow lines on:

- the junction of Birchley Rise and Wagon Lane
- the bend on Birchley Rise
- the junction of Wentworth Road and Barn Lane
- the junction of Rock Road and Howard Road

Extend the existing double yellow lines:

- at junction of Beamans Close and Lyndon Road.
- by 10 metres on the southern side of Barn Lane near the junction with Lyndon Road.

These will discourage obstructive parking on the carriageway and footway and will help to facilitate the free passage of traffic.

The proposed traffic orders are shown on drawing nos. 8991a&e, 8991b, 8991c, 8991d, 8991f in Appendix A.

3 Matters for Consideration

- 3.1 The proposals were formally advertised on 27th January 2022 and the closing date for receipt of representations was 17th Feb 2022.
- 3.2 The objections, comments and suggestions received have been fully considered. The table below summarises the representations in relation to the proposed order: -

Location	Representations	Officers Comments/ Response (Refer to paragraph)
Junction of Barn Lane, Wagon Lane & Richmond Rd	<p>We are in great support of the yellow lines around the junction of Barn Lane/Wagon Lane/ Richmond Road.</p> <p>I believe all the maisonettes have rear parking so there should be no need for the cars out front on top of the hill of Barn Lane.</p> <p>The yellow lines on wagon lane will also help traffic issues in the morning traffic.</p> <p>I would welcome a stop sign and not a give way sign at the top of Wagon Lane junction with Barn Lane.</p>	<p>n/a</p> <p>3.3</p> <p>n/a</p> <p>3.4</p>
Birchley Rise	I would like to strongly support the proposal of the double yellow lines.	n/a
Junction of Lyndon Rd & Beamans Cl.	I fully support the proposal.	n/a
Junction of Rock Road & Howard Road	<p>I would like to raise my objection to the proposed double yellow lines at the junction of Rock Road and Howard Road.</p> <p>I have reviewed this proposal and can only see this to exacerbate the current situation of parking.</p> <p>Number 3 Rock Grove which currently has no driveway and own two vehicles would have double yellow lines outside their house. This would mean they have to park elsewhere. I honestly do not believe this proposal will achieve anything.</p>	3.5 & 3.6
Junction of Rock Road & Howard Road	<p>Further to my last email, I would like to again object to the double yellow lines directly outside of 3 Rock Grove.</p> <p>I would like to propose the double yellow lines stop between the border of no. 1 and 3 Rock Grove.</p>	3.6
Junction of Rock Road & Howard Road	<p>I totally support this action.</p> <p>The parking of vehicles on the corner of both sides is appalling, permanently on the paths obstructing views from anyone trying to turn and obstructing pedestrians trying to cross an already dangerous corner.</p>	n/a
Wentworth Road	<p>We wish to oppose the proposal. We live directly opposite the Wentworth Road cul-de-sac and are a blue badge recipient.</p> <p>Parking is already difficult outside our property, and there are times that we cannot get a space near our house. We are concerned that with the introduction of double yellow lines (where cars are already parking) this will increase the difficulty that we have in getting a space outside our house.</p> <p>The cul-de-sac does not have many cars travelling down it, so we do not feel that there is a great necessity to introduce double yellow lines here.</p> <p>In our opinion it is not causing any traffic issues that we can see.</p>	3.5 & 3.7

3.3 Whilst there is an accessway to the rear of the maisonettes there is not adequate space to park or turn a vehicle.

3.4 This request will be forwarded to the relevant team to access and install if appropriate.

3.5 The proposals support Rule **243 of The Highway Code**:
DO NOT stop or park:
• opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space
The double yellow lines proposed at this location protect the junction of Howard Road and Rock Road/Grove.

3.6 The restriction will terminate at the boundary line between numbers 1 and 3 Rock Grove.

3.7 The resident is welcome to apply for a 'Blue Badge Parking Space' to go outside of their home. More information can be found at <https://www.solihull.gov.uk/Parking/H-markings>

4. Ward Members' Views

4.1 The Ward Members for Lyndon 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 Plans. 8991a&e, 8991b, 8991c & 8991f in Appendix A and plan 8991d is implemented with a slight adjustment to the proposal as shown in 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. 8854 in Appendix A, is implemented.

The recommendation as set out above is hereby approved:

P.S. Tovey

11th April 2022

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

Paul Tovey
Head of Highway Management