# REPORT TO THE HEAD OF HIGHWAY MANAGEMENT REPRESENTATIONS TO AN ADVERTISED TRAFFIC REGULATION ORDER

The Metropolitan Borough of Solihull (Catherine de Barnes Lane, Bickenhill) (Prohibition of Driving and Prohibition of Entry) Order 2025

The Metropolitan Borough of Solihull (Catherine de Barnes Lane and Bickenhill Village)
(Various Maximum Speed Limits) Order 2025

The Metropolitan Borough of Solihull (Catherine de Barnes Lane and Clock Lane, Bickenhill)
(Total Prohibition of Waiting) Order 2025
LEAD OFFICER: Jane Williams

# 1. Purpose of Report

1.1. To consider representations received to the above consultations.

# 2. Background

- 2.1. The road layout at this location has been changed to accommodate the M42/J6 improvements and the construction of the new A4545 dual carriageway.
  - As a result, the speed limits, waiting restrictions and moving traffic orders are to be amended due to the impact, of this National Highways scheme, on the local road network, as shown on the attached plans.
- 2.2. A proposal for a 20mph speed limit in Bickenhill Village has been included within this work to address any issues which may arise as a result of the new works.
- 2.3. The proposals as advertised are detailed on plans 9615a, 9615b & 9615c in Appendix A.

# 3. Matters for Consideration

- 3.1. The proposals were formally advertised on 11<sup>th</sup> July 2025 and the closing date for receipt of representations was 1<sup>st</sup> August 2025.
- 3.2. No representations were received for either the (Prohibition of Driving and Prohibition of Entry) or (Total Prohibition of Waiting) consultations.
- 3.3. Two representations were received to the (Various Maximum Speed Limits) consultation.

  They were similar in content, have been included fully and are shown in the table below along with our response.

Comment	Officer response
Proposed Maximum 30mph Speed Limit  New access road leading to Birmingham Dogs Home The layout of the road presents hazards for vehicles joining, and there is also a bridle path, the Parish Council believes that a maximum 20mph speed limit would be in keeping with Church Lane and St Peters Lane.	3.4
Proposed Maximum 40mph Speed Limit Catherine de Barnes Lane – From the roundabout at the junction with St Peters Lane, northwards to its termination point north of Clock Lane. The Parish Council believes that a maximum 20mph speed limit would be in keeping with the Village and would reduce the potential for any incidents involving horses, children, residents and slow-moving vehicles gaining access to Clock Lane.	3.5
Proposed Maximum 50mph Speed Limit Catherine de Barnes Lane – From the roundabout at the junction with St. Peters Lane, in a southerly direction to the roundabout at the junction with B4102. It has been proposed that residents monitor parking issues on the road over a three-month period, as parking in this area is known to exist.	N/A
I / my family would justifiably object to two of the proposals and recommend reduced speed as follows: <b>Proposed Maximum 30mph</b> New access road leading to Birmingham Dogs Home: *** 20 mph is more realistic. It's only 54m. This is frequented by dogs walked by the Dogs Home staff and horses that are stabled along this narrow road cum driveway as well as walkers. No footpath.	3.4
Proposed Maximum 40mph Speed limit (Part of) Catherine de Barnes Lane from the new Bickenhill Bridge T junction where it meets with St Peters Lane continuing through to its termination point north of Clock Lane AND to include Clock Lane for its entire length: *** 20 mph is more sensible and consistent, linking with Clock, St Peters and Church Lanes from that bridge T junction.  This would make the three lanes of Bickenhill Village itself, more sensibly 20mph throughout - especially as they are No Through Road. This part of the lane has a sharp tight bend and camber on a slope immediately from the bridge which itself has sharp downhill bend access to The Haven, bridle path, farming access, with another access to The Haven ahead of turning into Clock Lane. There are schoolchildren walking to and from the school bus having to cross this lane and Bickenhill Village has a vibrant horse-riding community. This is the main walking route to the newly diverted footpath towards Birmingham Airport and Marston Green.  With the access points along this relativity short stretch, one would have a job to get up to 30mph anyway never mind 40mph!! Ultimately this section from the bridge leads nowhere - it comes to a dead end. It's a No Through Road!	3.5 & 3.6
(No doubt we shall be looking at parking restrictions in due course)	3.7

- 3.4. The 30mph speed limit proposed is in line with what was at this location previously and has been included within this proposal for completeness of the order.
- 3.5. When proposing speed limits, it is imperative that all aspects of an area are considered. If a lower speed limit is overused, it can lower compliance thus taking away from where the lower speed would be most beneficial, in this case Bickenhill Village. The nature of the carriageway does not align to a 20mph environment without addition speed reducing features.
- 3.6. Due to the length of the access to the dogs' homes, motorists' speed will be constrained by the environment as this route quickly turns into a private access road. It is worth noting that the 30mph speed limit is a maximum speed and not a target and the alignment of the carriageway, regardless of 'no through road' dictates that a 40mph maximum speed limit is the most suitable.
- 3.7. Parking restrictions have been included within the consultation and whilst there are no plans to introduce additional restrictions the area will be monitored and if necessary, included for consideration in a future programme.

#### Ward Members' Views

The Ward Members for Bickenhill were informed of the proposals. No objections were received.

## Officer Recommendation

It is recommended that the proposed Traffic Regulation Order be implemented as advertised.

## **Democratic Services**

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.

## **Risk Implications**

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.

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**

**Paul Tovey** 

**Head of Highway Management** 

The Head of Highway Management is asked to approve that the Traffic Regulation Orders as detailed on the plan 9615a, 9615b & 9615c in appendix A is implemented.

The recommendation as set out above is hereby approved:

P.S.Tovey	14/08/2025
Signature:	Date: