



Lyndon Area – Proposed Traffic Regulation Order Recommendations Report

31 March 2026

Version Control

Report Version	Change Description	Date	Checked By	Reviewed By	Approved By
1	First Issue	26.3.26	DSC	DW	DW

Purpose

This document has been prepared for the Head of Highway Services to review representations to a proposed traffic regulation order for the Lyndon area.

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The conclusions and recommendations contained herein are limited by the availability of background information and the planned use for the Site.

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CDM

The revised Construction (Design and Management) Regulations 2015 (CDM Regulations) came into force in April 2015 to update certain duties on all parties involved in a construction project, including those promoting the development. One of the designer's responsibilities under clause 9 (1) is to ensure that the client organisation, in this instance by provision of this document the Highways, is made aware of their duties under the CDM Regulations.

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Appendix A – Advertised Lyndon Area traffic regulation order.

Appendix B – Advertised Blue Badge Parking Spaces.

Appendix C – Recommended Blue Badge Space for approval.

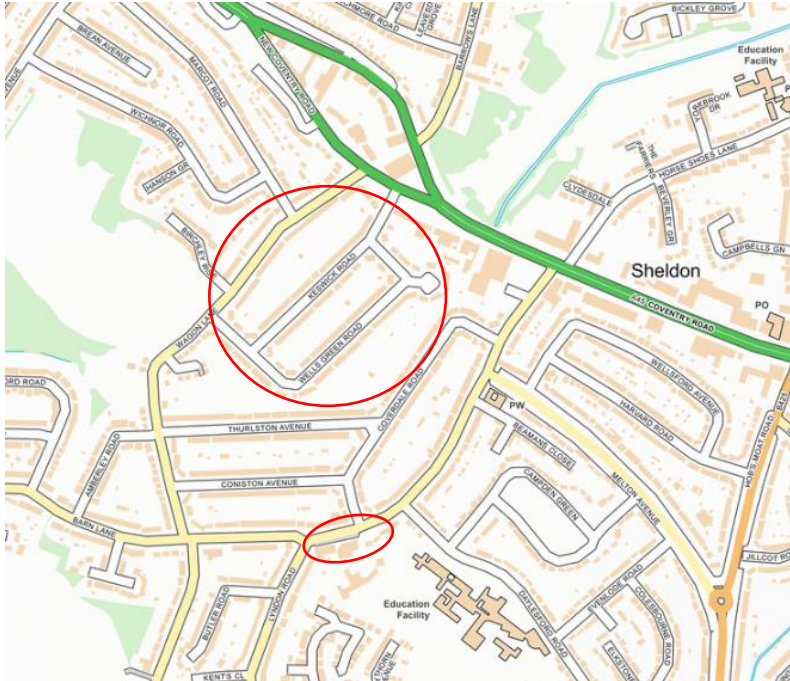
Appendix D – Recommended Lyndon Area traffic regulation order for approval.

Appendix E – Recommended amended traffic order schedule for approval.

1. Introduction

1.1. As Part of the councils Traffic Regulation Order (TRO) programme, a request has been made by residents of the Lyndon area to implement parking restrictions at the locations shown in Figure 1.1 below.

Figure 1.1: Location Plan



1.2. Officers have been made aware of Motorists parking in the Lyndon area of the Borough at junctions and bends. The parking is interfering with motorist's sight lines and is detrimental to road safety.

1.3. Vehicles parking on the northern end of Keswick Road, near the A45 Coventry Road, are creating an obstruction due to the reduced road width.

1.4. Requests have also been received to increase the formal blue badge parking provision beside the parade of shops outside 247-261 & 254-260 Lyndon Road.

1.5. As a result of the above, it was proposed to introduce double yellow lines at the following locations:

- At the following junctions: Marcot Road/Wichnor Road, Wagon Lane/Wells Green Road, Keswick Road/Wells Green Road.
- On Wells Green Road at residential frontages 31-39a & 97-125.
- In the cul-de-sac section of Wells Green Road (frontages 97-125) and on Keswick Road (between Coventry Road and Wells Green Road) to prevent parked vehicles creating an obstruction due to the restricted road width.

1.6. Furthermore, proposals included installing a traffic order to introduce two disabled bays outside 254 & 255 Lyndon Road to encourage, and aid, blue badge holders to utilise the shops.

1.7. The proposals are shown in Appendices A and B.

2. Matters for Consideration & Objections

- 2.1. The proposals were advertised on 27 February 2026. The closing date for receipt of representations was 20 March 2026.
- 2.2. 14 representations were received. 11 were against. Whilst 3 were in favour of the proposals. The 14 representations have been considered in full and the summarised responses can be seen below.

Representation / Issue	Supporting Commentary
1 - Negative impact on residential parking	A number of objections were received relating to the loss of perceived residents parking on Keswick Road and that such a reduction could push parking further along the road to already congested areas.
Officer Comments / Response	
These objections are noted and the proposed double yellow lines on Keswick Road, at its northern end beside the A45, will be omitted. The parking restrictions on Keswick Road will only be installed at its junction with Wells Green Road (southern side).	
Representation / Issue	Supporting Commentary
2 - Loss of parking and visual impact of parking restrictions outside their individual property.	A number of objections were received regarding the loss of parking outside residential properties on Wells Green Road and the impact this would have on neighbouring residents.
Officer Comments / Response	
These objections have been noted and the proposed double yellow lines on the western side of Wells Green Road, beside the bend at the cul-de-sac section, will be omitted. The parking restrictions will be installed on the eastern side of the bend (including the cul-de-sac section) only.	
Representation / Issue	Supporting Commentary
3 - Loss of parking spaces due to the introduction of two proposed disabled parking bays.	Two respondents offered objections to the loss of parking spaces on the northern side of Lyndon Road for the provision of a disabled parking space at this location, citing increased illegal parking and access safety.
Officer Comments / Response	
The proposed blue badge parking space outside the Boots Pharmacy will be omitted. Only a single designated blue badge parking space, outside 254 Lyndon Road (the Co-op superstore), will be introduced following the confirmed support for the proposal from the business premises.	
It is not possible to consider introducing a blue badge parking space outside 249, or 261 Lyndon Road, as the proposal was not included & advertised as part of the traffic order.	

3. Representations in Support

3.1. Three representations have been received in support of the proposals.

- **Support 1:** I've received your letter for the proposed parking restrictions; my names Ryan I'm store manager of the Lyndon road co-operative. I approve the additions proposed and would love for this to go forward in the near future.
- **Support 2:** I have received your letter as a resident on 117 Wells Green Road.

I support the decision to have parking restrictions on the wells green roundabout all around as people park and obscures view when pulling out the driveway. Also the bend which leads on to the roundabout coming from Keswick or coming from the other side of wells Green Road, it seems nobody has a right of way and blind bend causes further issues.

Also looking at the plans restrictions there should be put on corner of wells Green Road and Keswick Road. By the address of 8 wells Green Road as people cannot see coming from Keswick and never seem to stop when coming on to wells Green Road.

- **Support 3:** I'd like to let you know I am in support of the disabled bays being introduced by the shops and also the double yellow lines by the junctions. I live at 8 Keswick Road. We are a corner property and have had issues with our driveway being partially blocked and not being able to see oncoming traffic due to cars being parked very close to our drive way opening. (See paragraphs 4.2, 4.3 & 4.4).

4. Responses to the Representations

4.1. Following the consultation, the following changes are proposed to the scheme:

- The proposed double yellow lines on the western side of Wells Green Road, beside the bend at the cul-de-sac section, will be omitted. The parking restrictions will be installed on the eastern side of the bend (including the cul-de-sac section) only.
- The proposed double yellow lines on Keswick Road, at its northern end beside the A45, will be omitted. The parking restrictions on Keswick Road will only be installed at its junction with Wells Green Road (southern side).
- The proposed blue badge parking space outside the Boots Pharmacy will be omitted. It is not possible to consider introducing a blue badge parking space outside 249 or 261 Lyndon Road as the proposal was not included & advertised as part of the traffic order.

5. Other Matters for Consideration

Ward Members Views

5.1. The ward members for Lyndon are aware of the proposal to introduce a traffic regulation order. They have been advised of the proposed recommendations following the receipt of the 14 representations during the consultation period.

Democratic Services

5.2. Democratic Services have confirmed that the proposed order was subject to statutory advertisement on the dates reported and that the representations received as noted in paragraphs 2.2-3.3 (inclusive).

Risk Implications

5.3. 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.

5.4. The Approach is not intended to eliminate all risks and not all the risks identified can be managed all the time. Also, risks will still exist that have not been identified.

6. Recommendation for Decision

6.1. Following receipt of the 14 representations (11 against, 3 in favour) it is proposed to implement a modified traffic order as indicated in the drawings in Appendices C & D, and the revised schedule in Appendix E.

Officer's Recommendation:

6.2. The representations received in respect of the proposed traffic regulation order have been fully considered in this report.

6.3. It is recommended that the proposed traffic regulation order for the Lyndon Area should be revised as shown in the drawings in Appendices C & D and the amended traffic schedule in Appendix E.

6.4. The Head of Highways is asked to approve that the proposed amended traffic regulation order for the Lyndon Area, as detailed in the drawings in Appendices C & D & the amended schedule in Appendix E, be introduced.

6.5. The recommendations as set out above are hereby approved:

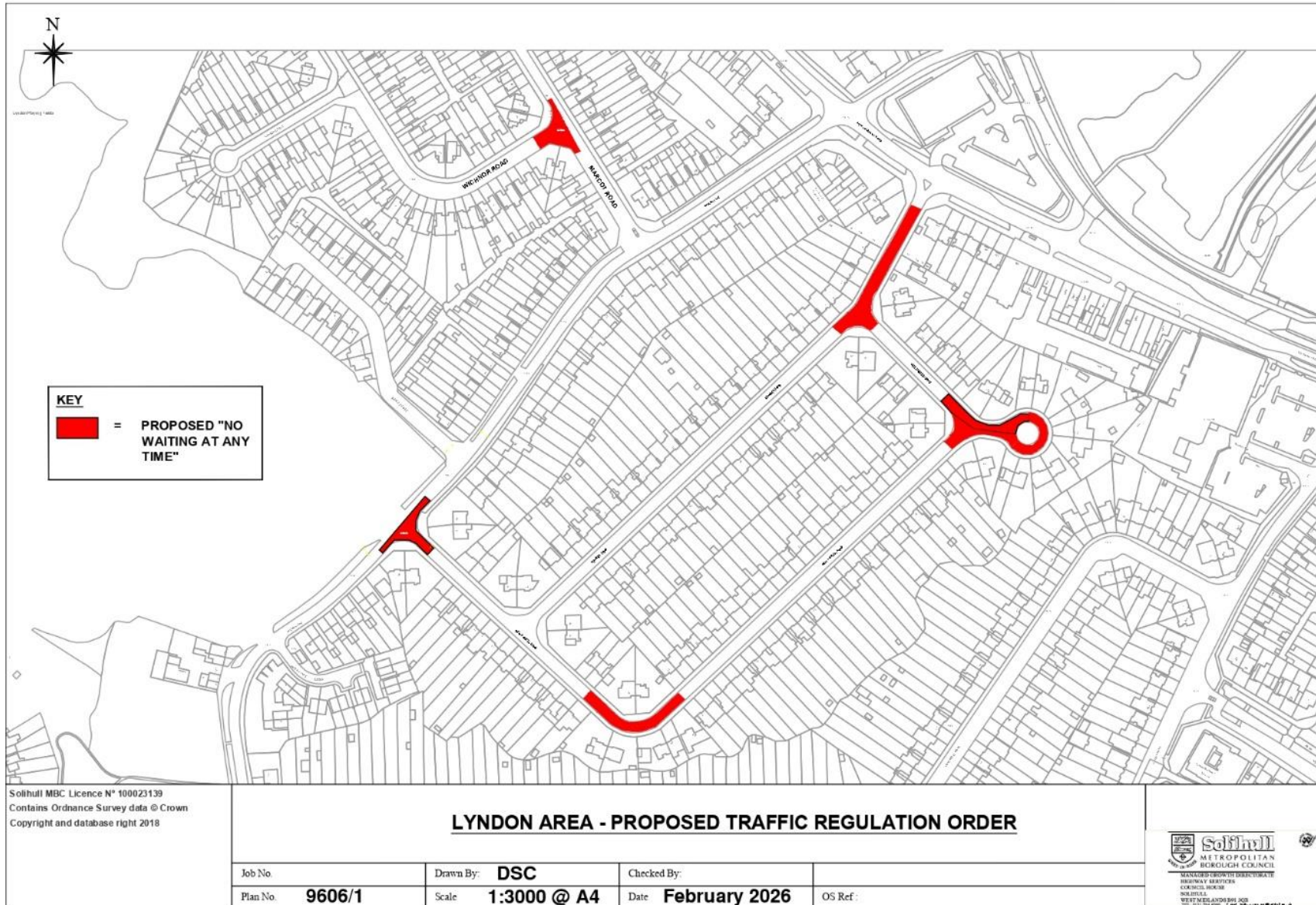


Signature:

Date 31.03.2026

Dean Ward - Head of Highways

APPENDIX A – ADVERTISED LYNDON AREA TRO



APPENDIX B – ADVERTISED BLUE BADGE PARKING SPACS



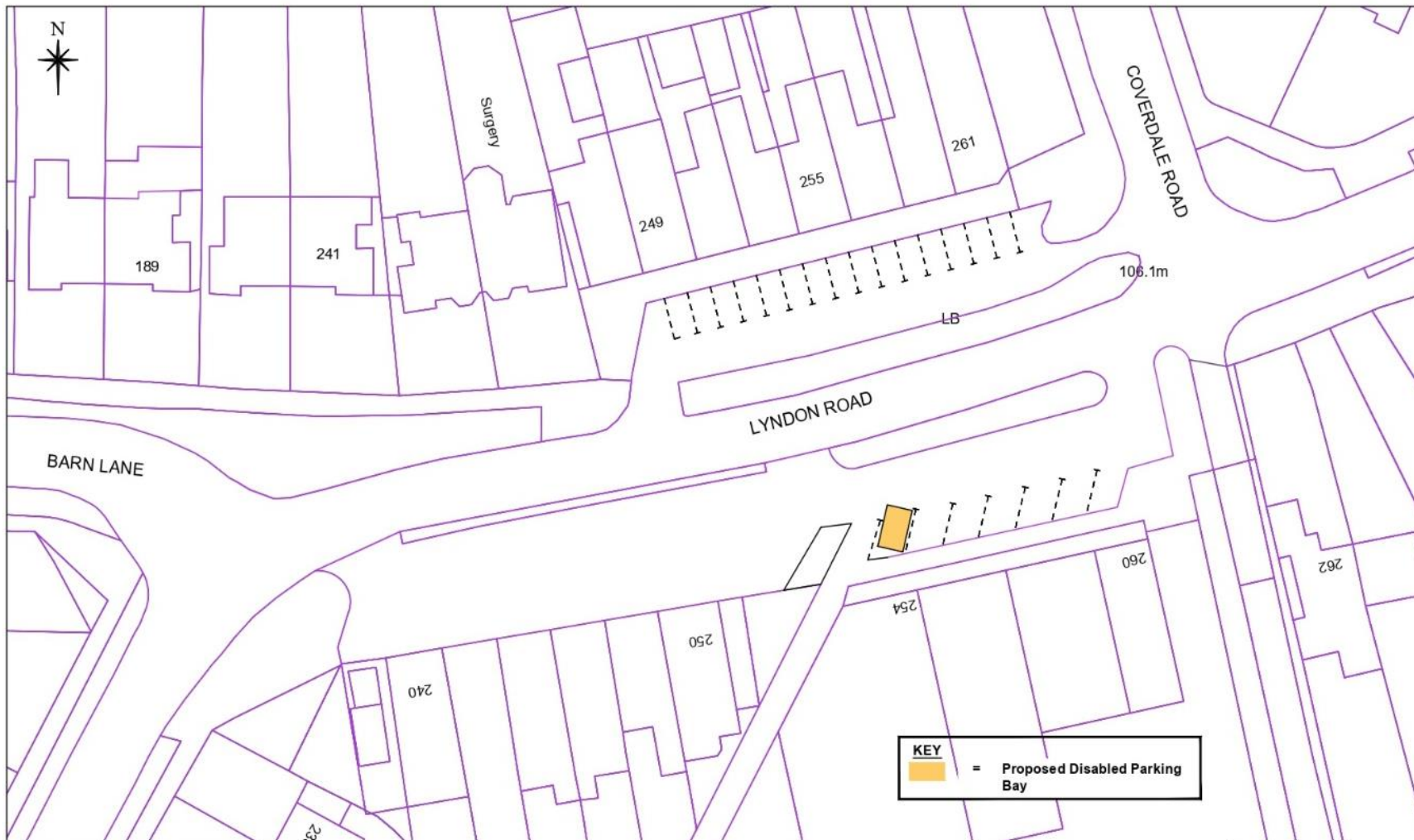
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Lyndon Road - Proposed TRO Enforced Blue Badge Parking Spaces

Job No.	Drawn By: DSC	Checked By:	
Plan No. 9605/1	Scale 1:500 @ A4	Date February 2026	OS Ref: -



APPENDIX C – RECOMMENDED BLUE BADGE SPACE FOR APPROVAL



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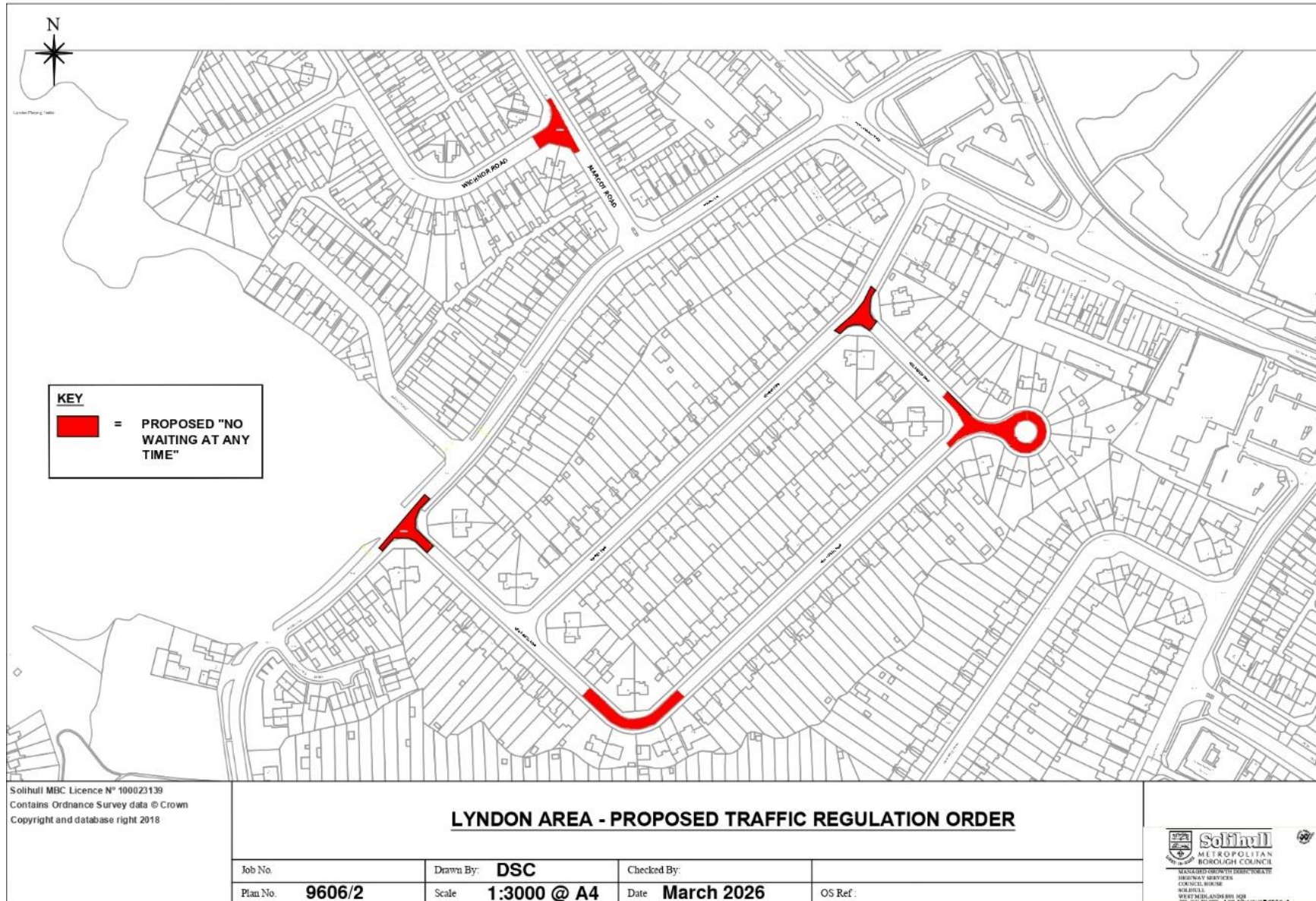
Lyndon Road - Proposed TRO Enforced Blue Badge Parking Space

Job No.	Drawn By: DSC	Checked By:
Plan No 9605/2	Scale 1:500 @ A4	Date March 2026

OS Ref: -



APPENDIX D – RECOMMENDED LYNDON AREA TRAFFIC REGULATION ORDER FOR APPROVAL



APPENDIX E – RECOMMENDED TRAFFIC ORDER SCHEDULE FOR APPROVAL

The Metropolitan Borough of Solihull (Lyndon Area) (Disabled Parking Bay & Prohibition of Waiting) Order 2026

Schedule 1

Designated Blue Badge Parking Space

Name of Road in Metropolitan Borough of Solihull	Length of road affected
Service Road to 254-260 Lyndon Road	Impose Designated Blue Badge Parking Space on the bay indicated on drawing no. 9605/1 outside 254 Lyndon Road.

Schedule 2

No Waiting at Any Time

Name of Road in Metropolitan Borough of Solihull	Length of road affected
Keswick Road (south side)	From a point 15 metres northeast of its junction with Wells Green Road in a south easterly direction, to a point 15 metres southeast of that junction.
Marcot Road (west side)	From a point 15 north of its junction with Wichnor Road, in a southerly direction, to a point 15 metres south of that junction.
Wagon Lane (east side)	From a point 15 metres northeast of its junction with Wells Green Road, in a south westerly direction, to a point 15 metres southwest of that junction.
Wells Green Road	<p>From a point 55 metres southeast of its southern junction with Keswick Road, in a south easterly direction, to a point 126 metres east of that junction on both sides of the road.</p> <p>From its northern junction with Keswick Road, in a south easterly direction, to a point 15 metres southeast of that junction on both sides of the road.</p> <p>From a point 74 metres southeast of its northern junction with Keswick Road, in south easterly direction, to a point 132 metres southeast of that junction on the eastern side of the road.</p> <p>The entire length of the cul-de-sac section of Wells Green Road (residential frontages 97-123 odd inclusive).</p>
Wichnor Road (both sides)	From its junction with Marcot Road, in an easterly direction for 15 metres.