

## REPORT TO THE HEAD OF HIGHWAY MANAGEMENT

### REPRESENTATIONS TO AN ADVERTISED TRAFFIC REGULATION ORDER

#### The Metropolitan Borough of Solihull (Dickens Heath Road, Fulford Hall Road, Lowbrook Lane and Tilehouse Lane, Tidbury Green) (Total Prohibition of Waiting) Order 2022

15 MARCH 2022

LEAD OFFICER: JANE WILLIAMS

#### 1 Purpose of Report

To consider representations received to a permanent traffic regulation order (tro) to introduce new parking restrictions on Dickens Heath Road, Fulford Hall Road, Lowbrook Lane and Tilehouse Lane in Tidbury Green

#### 2 Background

- 2.1 The Council's traffic regulation order framework process identified Dickens Heath Road as a priority location in the 2021/22 works programme for the consideration of parking restrictions.

The proposals are linked to a project which has improved the surfacing and lining layout of the car park at Tidbury Green School. It was prudent to delay the consultation for the waiting restrictions until this project was completed.

The proposal for a 'No Waiting at any Time' restriction will discourage obstructive parking on Dickens Heath Road, encourage vehicles at school times to use the car park and will enable clear sight lines for vehicles exiting the car park.

The junction of Dickens Heath Road, Fulford Hall Road, Lowbrook Lane and Tilehouse Road is included in this proposal and will discourage obstructive parking at the junction, the restriction also ties into the new Zebra crossing on Fulford Hall Road.

The proposed traffic order is shown on drawing no. 8987 in Appendix A.

#### 3 Matters for Consideration

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

Representations	Officers Comments/ Response (Refer to paragraph)
If a zebra crossing is to be put at the junction, as has been proposed, the white zigzag lines should mean that double yellow lines are not required.	3.3
No one parks in Lowbrook Lane at the approach to the junction as it is obviously needed for the cars to queue to cross the road.	3.4
At the moment the school car park is inadequate for the number of parents who bring their children to school, and I understand the school is to be expanded to take another class in each year group, so it will be even less adequate, these parents need to park somewhere. Obviously, at the moment the situation at drop off and pick up times is far from satisfactory, but the proposed solution will only transfer the problem further up Dickens Heath Road or, in the worst-case scenario on to the junction. I feel further research and consideration needs to be given to this problem, as the suggested prohibition will not solve the problem.	3.5
Our client has asked us to object on their behalf in the strongest possible terms to the installation of road markings where indicated on the attached Plan because this is an area used by our client's customers to park their cars when they visit his business.	3.6
The frontage (Forecourt) of the premises is not large and it is far safer for potential customers to park on the road than it is to park on the frontage where the rear of their vehicle may be overhanging the same.	3.6
Our client is a rent payer and has contributed to the rates throughout the whole of the pandemic and like many industries is finding life difficult at the moment.	3.7
Our client envisages that the double yellow lines for the road markings will have a serious effect on his business and will not appreciably add to road safety in the area which bearing in mind the works which have been carried out in the past including the "No Left Turn" signs and the bus stop areas.	3.7

3.3 The zebra crossing and the accompanying road markings have now been installed at this location. Although the double yellow lines will not be painted on top of the zig zag lines the legal order for a 'No Waiting at any Time' will be active.

3.4 Double yellow lines are proposed for both sides of the carriage at the junction of Lowbrook Lane. This will address any displacement parking from the opposite side of the road.

3.5 Double yellow lines are proposed at the junction to address any displacement parking which may move to this location.

3.6 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

On the southeast side of Lowbrook Lane the measurement is taken from the tangent of the junction, the full measurement is 15m as due to the width of the carriageway any vehicle parking here would be causing both a visual and physical obstruction.

3.7 Whilst we do appreciate the challenges all businesses are experiencing, however, it is not possible to ignore obstructive and dangerous parking to allow the public highway to be used as an overflow car park and an extension to this business. There is sufficient un-restricted parking available to customers that is only a short walking distance away.

#### 4. Ward Members' Views

4.1 The Ward Members for Blythe 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 Plan 8987 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 drawing no. 8987 in Appendix A, is implemented.

**The recommendation as set out above is hereby approved:**

*P.S.Tovey*

*15<sup>th</sup> March 2022*

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

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