

**REPORT TO THE HEAD OF HIGHWAYS MANAGEMENT
REPRESENTATIONS TO AN ADVERTISED TRAFFIC REGULATION ORDER
THE METROPOLITAN BOROUGH OF SOLIHULL (BICKENHILL ROAD) (PROHIBITION
OF WAITING) ORDER 2022**

3 AUGUST 2022

LEAD OFFICER: DAVINDER SINGH CHOCHAN

PURPOSE OF REPORT

**TO CONSIDER REPRESENTATIONS RECEIVED TO A TRAFFIC REGULATION ORDER
(TRO) FOR THE PROPOSED INTRODUCTION OF PARKING RESTRICTIONS ON
BICKENHILL ROAD.**

1 Background

Bickenhill Road is a local distributor road in the Bickenhill ward. It is primarily residential in nature. The access to Marston Green recreation ground is available via Bickenhill Road. Visitors to Marston Green recreation ground are parking on the bend on Bickenhill Road whilst attending events. The parking is creating an obstruction and a road safety hazard. It was proposed to introduce double yellow lines on Bickenhill Road to alleviate the difficulties that are being created. The proposed traffic order is shown in Appendix A.

2 Matters for Consideration

- 2.1 The proposals were advertised on 7 July 2022. The closing date for receipt of representations was 28 July 2022. 2 representations were received.
- 2.2 One response was in favour, but the resident also expressed concern that the parking may be transferred further along the road. The full comment was *" I wanted to contact you to express my support for the plan proposed. I am a resident in the nearby block of 10 houses or so further down the road by the guesthouse. My only slight criticism is that it may simply move the problem further towards us. Some enforcement and stopping people blocking the pavement may be useful (often they park their entire car on the pavement) blocking the pavement for pedestrians, forcing people into the road. The key issue not being acknowledged is the fact they simply isn't enough parking in the recreation park. At weekends there is often multiple football matches (during the season) it is at this time there are problems. Is there scope for more parking to be created? The same amount of cars will continue to arrive and they have to park somewhere. The alternative which is less desirable is to limit the amount of matches schedule".* (please see paragraphs 2.4 & 2.5).
- 2.3 The second response did not object to the proposal. However, he asked that consideration be given to extending the length of proposed double yellow lines. His actual reply was:- *Thank you for the notice of intended waiting restrictions you sent to the residents of Bickenhill Road. I'd like to put on record my view that the proposed double yellow lines don't in fact go far enough along Bickenhill Road. I've looked at the drawings and I think you will just move the vehicles (& problem) a little further down the road. We see the problems caused by vehicles parking not only on the road but also on the cycle/walking path that was widened only 2/3 years ago. The situation of vehicles parking along Bickenhill Road in a very dangerous way has only started since the paths were widened and vehicles found they could park half on the path and half on the road with ease and then walk the short distance to the recreation ground. My suggestion would be to extend the yellow lines up to the end of our property (Sherrington) and down as far as the stream going towards the village. This wouldn't have any impact on the residents as we all have ample driveways and don't use the road to park, it wouldn't impact on the properties on the other side of the road either starting at Sunnyside because the yellow lines would stop before them. This would also prove to be a long enough stretch of road to hopefully not just move the problem along the road but stop it all together. I hope you take the time to consider my suggestions and perhaps amend the restrictions.* (please see paragraphs 2.4 & 2.5).
- 2.4 The primary purpose of the double yellow lines is to protect the bend beside the recreation ground on Bickenhill Road. The parking restriction is being introduced in the interests of road safety. Vehicles parking along the straight section of Bickenhill Road are unlikely to create a hazard. Extending the proposed length of double yellow lines to include the residential frontages would also prevent visitors to those properties parking on the road during those periods when there are no events being held at the recreation ground.
- 2.5 The on street parking can be monitored following the completion of the scheme to determine if any additional restrictions may be required in the future. The Council's parking services team will be asked to undertake regular enforcement of the new traffic restrictions after they have been implemented. This should encourage compliance and deter the obstruction of the nearby footways. Parking spaces within the recreation ground are limited and there is little scope to provide additional provision within the curtilage of the site. For these reasons, it is proposed to proceed and install only the length of double yellow lines that were advertised originally.

3 Ward Members' Views

- 3.1 The ward members for Bickenhill are aware of the proposal to introduce the traffic regulation order on Bickenhill Road.
- 3.2 Following receipt of the two representations Ward Members and Parish Council were informed of the representations and agree to proceed and implement the traffic order as originally advertised.

4 Officer's Recommendation:-

- 4.1 The representations received in respect of the proposed traffic regulation order have been fully considered in sections 2.4 & 2.5 of the report.
- 4.2 It is recommended that the proposed traffic regulation order on Bickenhill Road should be installed as originally advertised and shown on drawing no. 9079 in Appendix A.

Democratic Services

- 4.3 Democratic Services have confirmed that the proposed order was subject to statutory advertisement on the dates reported and that the representations received as noted above.

5 Risk Implications

- 5.1 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.
- 5.2 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 proposed traffic regulation order, as detailed on drawing no. 9079 in Appendix A, for Bickenhill Road be introduced.

The recommendations as set out above are hereby approved:

P.S.Tovey

5th August 2022

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

Paul Tovey - Head of Highway Management

