

REPORT TO THE HEAD OF HIGHWAY MANAGEMENT

REPRESENTATIONS TO AN ADVERTISED TRAFFIC REGULATION ORDER

The Metropolitan Borough of Solihull (Castle Lane, Castle Close and Faulkner Road, Solihull) (Total Prohibition of Waiting) Order 2022

14 FEBRUARY 2023

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 Castle Lane, Castle Close and Faulkner Road.

2 Background

- 2.1 The Council's traffic regulation order framework process identified Castle Close as a priority location in the 2022/23 works programme for the consideration of parking restrictions.

In response to local concerns about obstructive parking creating a road safety risk it is proposed to introduce double yellow lines along Castle Lane between its junctions with Castle Close and Faulkner Road.

This will discourage obstructive parking on the carriageway, improve visibility and will help to facilitate the free passage of traffic in accordance with the advice given to motorists in the Highway Code.

The proposed traffic orders are shown on drawing number 9128 in Appendix A.

3 Matters for Consideration

- 3.1 The proposals were formally advertised on 24th November 2022 and the closing date for receipt of representations was 15th December 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: -

Representations	Officers Response (Refer to paragraph)
<p>My husband and I strongly object to the proposal for DYL's outside our home. My husband has limited mobility and is a blue badge holder. We frequently use taxis, food deliveries, our daughter comes to help us various days of the week, our son visits us and is disabled and couldn't possibly park further away as he couldn't walk to us, we often have people with appointments at 'Mind' in Faulkner Road who have to park outside our bungalow as parking is very restricted here with 3 or 4 spaces outside the flats opposite and 3 parking bays adjacent to No. 1 are always full up.</p>	3.3, 3.4 & 3.5
<p>I am opposing the double yellow lines outside my property on Castle lane for the reasons of: Due to my son being disabled with autism & other mental health issues. On a bad day when his mental health & disabilities are greater the only way, he can access college or any other appointments he needs are from a taxi directly outside our house. Taxis will now refuse to stop outside our property if the yellow lines are fitted with and waiting policy that you wish to put in place.</p>	3.3
<p>I have spoken to estate agents, and it will have an affect on the the value of my property for future resale valuation as potential buyers will not want to buy a property with double yellow lines outside.</p>	3.6
<p>Regarding your proposal to regulate parking, enhance road safety & improve amenity of the area, I do not agree that putting yellow lines outside 314 / 316 Castle Lane makes any difference as we both have driveways.</p>	3.7

<p>Regarding the lines from 314 into Castle Close I do understand the reason for this as we still get a lot of Land rover workers still parking there & also the same reason from 316 to Faulkner Rd.</p> <p>But this then also causes an issue for the residents of 306 - 312 as they do not have any designated parking available which is what causes the parking issues & animosity between neighbours & will only add to this unless they are given proper designated parking for their properties.</p>	3.8
<p>Regarding the road safety aspect , I do not see any difference from parking outside the front of 306 - 312 than the parking of vehicles further along the road from 304 back & on the other side of the road from 261 back as the road width is the same , if you are looking for a road safety aspect then speed humps need to be fitted due to the speed of vehicles & crashes of vehicles over the years , which we have asked for numerous times over the years.</p>	3.7 & 3.9
<p>Regarding the improvement of amenity of the area, I do not see how this will improve it any way, I only see that it will cause more issues as this will push more residents to park in Castle Close & Faulkner Rd causing more parking issues.</p>	3.7
<p>-----</p> <p>As a resident and homeowner on Castle Lane, I write in objection to the proposals. As I'm sure you can appreciate the proposals would greatly affect us and no proposals have been put forward in regard to alternative parking or waiting spaces. Especially as this would directly impact my mother, who needs to park close to the house due to health issues and, she works shifts which means she either leaves really early or gets back really late in the dark.</p>	3.8 & 3.10
<p>I appreciate that the obstructive parking can be an issue and I understand the reasoning for the proposal. However, before I can support it, as mentioned above there needs to be a solution to assist residents with parking. A solution could be found by offering residents directly affected dropped curbs, or even subsidised dropped curbs, which I know have been offered previously.</p>	3.11
<p>-----</p> <p>I hereby register my objection to these proposals. I really think a lot that needs to happen before these would be workable or practical.</p> <p>At present my block on Castle Lane the block of 306 - 312 has no parking despite requesting parking on a number of occasions. We could potentially have 8 cars here at capacity. The average is 3 to 4. We park outside away from the bend on Castle Close as much as possible. Unfortunately when Rover workers park there they do not park respectfully. These restrictions will mean we can't park anywhere by where we live.</p> <p>Some households park in Castle Close along with rover workers. Where are these people going to go? It has been suggested in the past that we could park at the garages at the rear of castle close. This isn't ideal for a number of reasons.</p> <ul style="list-style-type: none"> - Vandalism and anti-social behaviour in the area of the garages. - The distance to carry a week's shopping is problematic <p>There won't be any spaces anyway because of the proposed yellow lines, it will fill up with residents from Castle Lane and the block adjacent to Faulkner Road.</p>	3.8, 3.12 & 3.13
<p>May I also point out that the block on Castle Lane and Faulkner also have no off-road parking like us, so where will they go? This proposal will not help residents it will only cause more stress and anxiety to us.</p> <p>The disrespectful parking that has resulted in some complaints to the council has been caused by the lack of off-road parking included as mentioned above. The Rover Workers dropping their car off here and walking in. The extortionate price of drop curbs for residents on Castle Lane. May I strongly suggest these are rectified before yellow lines are considered.</p>	3.8 & 3.11
<p>-----</p> <p>I am a resident in one of the flats, and whilst I do agree that some degree of restrictions need to be imposed it does not help with this level of restrictions on banning the residents' visitors, work vehicles or deliveries vehicles in these roads, or indeed those residents in Castle Lane flats who can only park up safely in Faulkner Road, where there is already limited space for them to park and is a safety issue for them at night-time. Both Castle Lane, and Faulkner Road are long roads, and to carry out this proposal would impact the ability for safe/secure parking to our residents and their visitors.</p>	3.3 & 3.12
<p>-----</p> <p>Whilst I do not drive a car myself, I do rely on family/friends visiting me in their vehicles and parking up outside in close proximity of my flat just inside Faulkner Road. This is a chance for them to keep an eye on their vehicle from my flat balcony window, to ensure its security, and when they complete a visit and return to their vehicle without worry by not having to walk much further out of sight up the road, especially in bad weather such as snow & ice, or poor late evening lighting conditions, and also for their own personal safety.</p>	3.10

<p>It also brings into query about the question of where delivery vehicles to our front main door entrance facing Castle Lane flats, such as those delivering groceries to flats will be able to safely park up, unload, make delivery to residents' flats thus leaving their vehicles unattended for as long as is required. This also applies to any workmen carrying out repairs/installations/work within our 2 block of flats. It is known that these work people, who carry out any work in our Castle Lane/Faulkner Rd flats park up just inside Faulkner Road, as it is the only place in near proximity for them to do so.</p>	3.3 & 3.14
<p>I would also like to point out, the lady who lives below me is elderly and disabled and relies on her daughter or other family members to park outside the front facing part of her flat on Falkner Road, in order for her be able to get to and from the vehicle, as well as her daughter having to stay for several days/nights at a time in order to look after her mother.</p>	3.3 & 3.4
<p>Whilst it is a good idea to restrict parking on the Castle Lane, because it is a main road, this restriction would not benefit Faulkner Road, as it is essentially not a main road.</p> <p>In addition to the Castle Lane, being a main road, its biggest problem is lack of speed control on this road, to have restricted or no parking allowed would only keep the road clearer of parked vehicles and thus encourage fast idiot/dangerous drivers to drive even faster down this road.</p>	3.9 & 3.10
<p>-----</p> <p>I have great difficulty parking in our road as we get people who live in Castle Lane and visitors for Faulkner Rd using our road to park, plus builders from the building site. If you put yellow lines where proposed, it will be an absolute nightmare. We don't have enough parking spaces as it is. We are all elderly here and a lot have carers coming in every day plus we also have ambulances turning up regularly Where will these people park? You need more parking for residents before putting yellow lines in.</p>	3.8, 3.10 & 3.15

- 3.3 Loading and unloading is permitted on double yellow lines, must be continuous and must not be causing an obstruction. This includes taxis and delivery drivers.
- 3.4 Blue badge holders can park on double yellow lines for a maximum duration of three hours as long as they are not causing an obstruction.
- 3.5 There are no restrictions on the opposite side of the road at this location, it is not practicable for both sides to be unrestricted as parking on both sides would cause the carriageway to be fully obstructed.
- 3.6 The proposed restrictions change the enforcement responsibility from solely the police to both the police and civil enforcement officers. With the view that parking too close to a junction and/or causing an obstruction is an offence already, there should be no effect on house prices.
- 3.7 Double yellow lines at this location will discourage obstructive parking thus encouraging the free flow of traffic, including the buses. It will also allow for any pedestrians using the 'pedestrian refuge' to not be visually obstructed, this enhances road safety.
- 3.8 It is not legally possible to allocate parking spaces to individual properties on a public highway. It is the responsibility of the landlord/owner of the property, not the highways department, to provide parking facilities for residential properties.
- 3.9 Engineering works such as speed humps are outside of the scope of this project.
- 3.10 The proposals for double yellow lines at the junction are in line with Government guidelines to protect junctions from obstructive parking, both visually and physically and 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.

In some cases the restrictions will exceed these guidelines, i.e. when there is a bend in the road, the width of the road is narrow, where there is a footway crossing/access/refuge/speed hump.

- 3.11 Provision of dropped kerbs would require civil engineering works that are beyond the scope and budget of this project. It is possible to apply for a dropped kerb at www.solihull.gov.uk/Parking/Lower-your-kerb. Information regarding monthly payments can be found in the guidance notes.

There is no provision for a reduction in price for individual properties, however if a number of properties in the same road or immediate area require a dropped kerb this can be explored.

- 3.12 It is understood that most households will want to park as close to their own properties as possible for reasons of security and mobility. However, the proposed double yellow lines are placed in locations where if a vehicle was parked it would cause an obstruction both physically and visually.
- 3.13 Anti-social behaviour should be reported to the police.
- 3.14 Tradespeople undertaking work on properties can apply for a dispensation by contacting parkingservices@solihull.gov.uk directly.
- 3.15 Emergency services are exempt from parking restrictions when carrying out their duties.

4. Ward Members' Views

- 4.1 The Ward Members for Lyndon were informed of the proposals and the subsequent representations. Whilst no objections were received from them in response to the proposals, in view of the representations received two ward members have requested that we commence with the parking restrictions on the junctions only.

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 modified and implemented as junction protection only as detailed on plan. 9128-appB 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 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. 9128-appB in Appendix B, is implemented.

The recommendation as set out above is hereby approved:

P.S.Tovey

Signature:

15th February 2023

Date.....

**Paul Tovey
Head of Highway Management**