

REPORT TO THE HEAD OF HIGHWAY MANAGEMENT

REPRESENTATION TO AN ADVERTISED TRAFFIC REGULATION ORDER

The Metropolitan Borough of Solihull (Longmore Road and Fieldon Close, Shirley) (Total Prohibition and Restriction of Waiting) Order 2020

19/11/20

LEAD OFFICER: STEVE HAWLEY

1 Purpose of the Report

- 1.1 To consider representations received to a permanent Traffic Regulation Order (TRO) to introduce new/amended parking restrictions on Longmore Road and Fieldon Close in Shirley

2 Background

- 2.1 Through the council's established Traffic Regulation Order Framework process, Longmore Road was identified as a priority in the 2018/19 works programme to be considered for the introduction of new or amended parking restrictions to address known problems with on-street parking. Consequently, a scheme was introduced in April 2019.
- 2.2 Since that time the council has received a petition from residents of the road requesting that the restrictions be reviewed again. Following this review which included engagement with elected members and informal consultation with residents, a preferred option of additional single yellow lines on both sides of the length of Longmore Road in question was established, and deemed appropriate to be taken forward by officers.
- 2.3 The proposed restrictions build on the previously implemented scheme and will prohibit parking between the hours of 8am and 6pm Monday to Saturday (single yellow lines). In addition, an extension of double yellow lines on the eastern side of Fieldon Close was also proposed under this Order.
- 2.4 The proposed parking restrictions can be seen on Plan 8738f in Appendix A.

3 Matters for Consideration

- 3.1 The proposals were formally advertised on 24 September 2020 and the closing date for receipt of representations was 15 October 2020.
- 3.2 A number of representations to the Order were received during the consultation period; 7 in relation to Fieldon Close and 2 in relation to the proposals on Longmore Road. The objections, received have been fully considered. The tables overleaf summarise these representations.

Table 3.2.1 Objections to Proposed Parking Restrictions on Fieldon Close

Representation	Numbers Received	Supporting Commentary	Officers Comments/ Response
Objection	7	<ul style="list-style-type: none"> <li data-bbox="555 524 1264 613">• I believe extending the double yellow lines that far into Fieldon Close would cause more disruption and inconvenience within the close and surrounding areas. <p data-bbox="603 645 1264 922">If you proceed to put double yellow lines there the problem is pushed further in to Fieldon Close, outside numbers 2-6 or opposite 6-8a and round in front of number 10 and further down the road this causes more anxiety and danger as the cul-de-sac has a number of school age children who play outside, and vision is limited due to cars parked outside residents' properties. Retaining some on-street parking slows down the speed of vehicles entering the road.</p> <ul style="list-style-type: none"> <li data-bbox="555 990 1264 1169">• I am concerned that people start to park opposite No.'s 6 to 8a or even into the close opposite houses (10 to 19). In the current location no drive access is blocked and by extending the existing double yellow lines at the junction a short distance, the safety issues on the junction to Longmore Road can be addressed. <li data-bbox="555 1205 1264 1294">• It 'moves' a parking issue a few feet up the road from a place where it did not impact on anyone's house or drive to a place where it most certainly does. <li data-bbox="555 1361 1264 1482">• On reflection I realised the impact that it will have on the narrower part of the road opposite our 4 houses. To leave or access my drive' if there are parked cars opposite, requires me to bump up or down the kerb. <li data-bbox="555 1518 1264 1729">• Some of the folks who park all day every day are residents of Moreton Road because their road has parking restrictions so they have just moved over to our road! These folks, added to the people who work locally and people who presently park in Longmore Road are going to be filling up Fieldon Close. People's wellbeing should be part of any plans for change. <li data-bbox="555 1765 1264 1921">• Consider parking restrictions on the stretch outside 6-8a. Maybe no parking between 10-11 and 2-3 or something so stops people parking all day. The majority of people on Fieldon it doesn't directly affect as they live off the main busy stretch in the cul-de-sac. <li data-bbox="555 1957 1264 2038">• Adding more and more yellow lines cannot be the solution as number of cars needing a parking space is not reducing. 	<p data-bbox="1295 555 1465 613">Refer to paragraph 3.3</p> <p data-bbox="1295 703 1465 792">Refer to paragraph 3.3 & 3.4</p> <p data-bbox="1295 1039 1465 1097">Refer to paragraph 3.3</p> <p data-bbox="1295 1227 1465 1285">Refer to paragraph 3.5</p> <p data-bbox="1295 1406 1465 1464">Refer to paragraph 3.5</p> <p data-bbox="1295 1621 1465 1680">Refer to paragraph 3.6</p> <p data-bbox="1295 1809 1465 1868">Refer to paragraph 3.7</p> <p data-bbox="1295 1957 1465 2016">Refer to paragraph 3.7</p>

Table 3.2.2 Objections to Proposed Parking Restrictions on Longmore Road.

Representation	Numbers Received	Supporting Commentary	Officers Comments/ Response
Objection	2	<ul style="list-style-type: none"> <li data-bbox="560 389 1222 510">• We were disappointed to learn that you are going to paint yellow line on both sides especially when we originally did not want yellow lines outside our property. <p data-bbox="608 544 1222 629">Most of the parking issues are due to building work taken place locally which will in due course come to an end.</p> <p data-bbox="608 667 1230 969">This will also lead to displaced vehicles been parked on other local roads. ...does not appeared to have considered where some of the parked vehicles have come from; the local sorting office, the site workers on the building next to the old Morrison's store. The Renault garage and bank staff who used to rent space in Morrison's car park. These lines are going to inconvenience those of us who did not want any lines in the first place but accepted the original compromise solution.</p> <ul style="list-style-type: none"> <li data-bbox="560 1010 1238 1312">• I wish to lodge an objection. You mention that a large percentage of your respondents voted for this option but you did not state the number of respondents nor in which part of Longmore Road they reside. I would suspect that those in favour live nearer the Stratford Road which is where problems have arisen due to the parking by building contractors. It should be emphasised, however, that these problems will reduce with completion of the building work coming to a conclusion on the former police station site. <p data-bbox="608 1346 1238 1619">Many households will be adversely affected when having visitors to their properties. Having yellow lines on both sides of the road means that during the daytime visitors to our properties ranging from, let us say, a tradesman needing ready access to his vehicle through to a medical person or carer's house call, or a visit by a friend or relative or a van delivery means that they will have a very lengthy walk and be unable to carry heavy equipment or materials.</p> <p data-bbox="608 1653 1222 1769">A number of the households around here are of two or three car ownership, with a number of adults in residence, as with other households, our own driveway capacity is fully utilised already.</p>	<p data-bbox="1286 450 1453 510">Refer to paragraph 3.8</p> <p data-bbox="1273 819 1469 904">Refer to paragraph 3.9 & 3.10</p> <p data-bbox="1273 1182 1469 1267">Refer to paragraph 3.9 & 3.10</p>

- 3.3 The proposal for Fieldon Close, as advertised, was the most favoured option chosen by residents after informal consultation was undertaken. It is accepted that any displacement parking as a consequence of the proposal being implemented has the potential to cause difficulties in other areas. It is for this reason that residents were asked to consider two options in the informal consultation. The alternative, and least favoured option (at that time) to extend the existing double yellow lines by 10 metres on the eastern side (approximately two car lengths) would address the immediate safety concern around parking too close to the junction and would aid the flow of traffic. With the time to reflect it seems that a number of residents now favour this option of a shorter extension to the existing double yellow lines and it is recommended that this option is now considered for implementation.
- 3.4 We would advise that children (of any age) should not play in the highway due to the obvious potential for vehicle/pedestrian conflict, however the objectors concern around displacement parking into less suitable areas of the road are acknowledged.
- 3.5 As discussed in 3.3 it is recognised that on-street parking displaced into other areas of Fieldon Close has the potential to cause difficulties and may impact on residents' abilities to access or egress their driveways.
- 3.6 It is a constant challenge to deliver schemes that meet the needs of all stakeholders, particularly when those needs can often be contradictory to one another; the proposal, as advertised, aimed to achieve the correct balance based on the responses received to our informal consultation by affected residents. We are mindful that on-street parking can be an emotive subject and can impact on people's lives in different ways. The proposal is reactive following a number of complaints and petition being received requesting our intervention to help manage the kerbside space.
- 3.7 Procedurally we would not be able to accommodate a substantial modification to the published proposals in line with the objector's request for a prohibition of waiting at certain times to be provided adjacent to houses 6-8a. It is also noted that another objector states that additional parking restrictions will not remove the demand for parking and several objectors expressed concerns around displacement parking.
- 3.8 Whilst we understand the individual households who have submitted objections are disappointed, the provision of a single yellow line on both sides of Longmore Road was the preferred option following informal consultation. In addition, the formal consultation has only resulted in two objections, suggesting that the proposal is largely supported by the majority of residents in the section of Longmore Road under consideration.
- 3.9 The informal consultation received responses from 38 households of which 21 were in favour of the single yellow line on both sides of the road. However, as mentioned in 3.8 the formal consultation has only resulted in 2 objections from over 60 affected households and is a more accurate reflection of residents' support.
- 3.10 Loading and unloading can be facilitated on the single yellow line restrictions and the council is able to provide certain dispensation for trades by prior arrangement. The implementation of these restrictions will impact on daytime visitors' ability to park on-street in the section of Longmore Road under consideration, although this does not seem to be a concern for the majority of residents. As referenced in 3.6 it is a challenge to deliver schemes that meet with the approval of all affected residents, however through extensive consultation we have been able to establish a clear preference and it is recommended that the restrictions are implemented as originally advertised on Longmore Road.

4 Ward Members' Views

- 4.1 The Ward Members for Shirley East were informed of the proposals prior to the advertising of the Order, no objections have subsequently been received to our recommendation to proceed with implementing the Order as set out below.

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 parking restrictions are implemented as originally advertised on Longmore Road, and the double yellow lines on Fieldon Close are implemented at a shorter distance as detailed on Plan 8738g and discussed in 3.3.

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.

8 For decision

- 8.1 The Head of Highway Management is asked to approve that:

The Metropolitan Borough of Solihull (Longmore Road and Fieldon Close, Shirley) (Total Prohibition and Restriction of Waiting) Order 2020 is implemented as originally advertised, with the modification to the extents of double yellow lines on Fieldon Close as detailed in 5.2 and shown on Plan 8738g in Appendix B.

The recommendation as set out above is hereby approved:

P.S.Tovey

19th November 2020

Signature:Date:.....

Paul Tovey
Head of Highway Management