

## REPORT TO THE HEAD OF HIGHWAY MANAGEMENT

### REPRESENTATION TO AN ADVERTISED TRAFFIC REGULATION ORDER

#### The Metropolitan Borough of Solihull (Off-Street Parking Places) (Consolidation) Order 2008 (Amendment No. 25) Order 2022

25/11/2022

LEAD OFFICER: KRISSY COLEY

### 1 Purpose of the Report

- 1.1 To consider representations received to a permanent Traffic Regulation Order (TRO) to introduce new parking restrictions Dorridge Long-Stay Pay and Display Car Park, off Grange Road, Dorridge (rear of Sainsbury's Petrol Filling Station).

### 2 Background

- 2.1 The car parking charges are being introduced in order to support the better management, maintenance and improvement of the car park. Adding the car park to the Off-Street Order will allow the car park to be patrolled by Civil Enforcement Officers and Penalty Charge Notices issued where any vehicles are found to be parked in contravention of the car park order.

### 3 Matters for Consideration

- 3.1 The proposals were formally advertised on 06 October 2022 and the closing date for receipt of representations was 27 October 2022.
- 3.2 A number of representations to the Order were received during the consultation period; 7 objections were received in total. The objections, comments and suggestions received have been fully considered. The tables overleaf summarise these representations.

Table 3.2.1 Supportive/Other Representations to Proposed Parking Restrictions.

Representation	Numbers Received	Supporting Commentary	Officers Comments/Response
Support/other	0	None	

Table 3.2.2 Objections to Proposed Parking Restrictions.

Representation	Numbers Received	Supporting Commentary	Officers Comments/ Response
Objections	7	<ul style="list-style-type: none"> <li> <p>Dorridge U3A is an organisation providing learning, and outdoor and indoor activities for its members, who are retired or no longer in full time employment. We have 550 members, over 420 of whom live in Dorridge. As such, our membership comprises around 25% of the retired population of Dorridge. Many of our members are over 80 and have increased mobility difficulties. We were delighted to see the development of the new St Philips' Centre adjacent to this Car Park and the community facilities that it offers in the very centre of Dorridge. Dorridge U3A uses the halls for many sessions each week. One of the major issues affecting the area around St Philips Church and the shopping area at the centre of Dorridge is the chronic shortage of relatively short-term parking; this shortage has been exacerbated by the recent extension of waiting and parking restrictions in and around the centre of Dorridge. We have noted that above Car Park was very under used when under the management of Chiltern Railways. We were pleased when its management returned to Solihull Metropolitan Council as we felt that this would enable a more enlightened approach to parking charges in this car park to provide greater opportunities for our members to access both the St Philips' facilities and local shops. We were dismayed to find that the proposed charges now promulgated by Solihull Metropolitan Council fail to encourage greater use of community facilities or local shops. It is noted that the reasons given for the proposed charge regime are: The car parking charges are being introduced in order to support the better management, maintenance and improvement of the car park. Adding the car park to the Off-Street Parking Places Order will allow the car park to be patrolled by Civil Enforcement Officers and Penalty Charge Notices issued where any vehicles are found to be parked in contravention of the car park conditions. It seems very likely that the proposed charges will not encourage any greater use of the car park for longer term parking than was the case under the previous regime and that gross under use of the space will resume once the planned chares are introduced. With this in mind and the problems that with parking in and around St Philips Church and the centre of Dorridge, we strongly believe that the Council should reconsider the planned charge regime and introduce a charge free period of 3 hours, as in Shirley (we also note that there is a charge free period of 2 hours in Knowle – the 2 hour charge free period having been reintroduced after issues arose following a substantial reduction of the charge-free period there earlier). As the proposed charge would be primarily be paid by commuters from Dorridge</p> </li> </ul>	Refer to paragraph 3.3

		<p>Station and possibly full-time workers in and around the centre of Dorridge and the number of these using the car park (compared to the situation immediately before the Council took responsibility for the car-park) will not be affected by the newly proposed charges, the introduction of a charge free period to encourage use of the underused space in the car park for short term parking would not detract from the overall financial performance of the car-park and would still enable the Council's objectives as set out in their reasons above still to be achieved. Thus, we formally object to the proposed order for the charging regime in Dorridge Long-Stay Car Park on the grounds that it will not encourage use of the community facilities at St Philips Church nor the shops in the centre of Dorridge, and advocate that the order be amended to allow for a period of charge free parking between 9am and 6pm (Monday to Friday) of up to 2 hours as is the case in Knowle or 3 hours as is the case in Shirley. We note that parking is proposed to be free in the evenings and at weekends.</p> <ul style="list-style-type: none"> <li>• I am writing to object to the proposed charges for car parking behind the Sainsbury garage in Dorridge. I don't understand why it is has to be different from all of the council owned car parks in Knowle? It would be so beneficial to the shop owners here (I am not one of them) to have the first two hours free and would mean that drivers using it to travel by train would still have to pay and so the council would not be losing out. It would also benefit people using the church and local activities.</li> <li>• I am a member of Dorridge U3A and play table tennis at St Philips Church twice a week for two hours in the morning. The car park becomes totally full with double parking and there are no roads within walking distance where parking is allowed. This means I will have to pay £3.50 for each session on parking fees. I understand the need to raise money for local services, but this seems disproportionate. Could you please consider 2 hours free or at a reduced rate. The other group, i.e. mother and baby etc will face the same problem. I strongly object to the councils proposal and trust you will reconsider the minimum charge for short stays on this car park.</li> <li>• I am one of 120 table tennis members of Dorridge U3A who play the game each week at St Philips church hall. We play in 6 different 2 hour sessions on Tuesday, Wednesdays and Friday throughout the year. The ages of players ranges from 60 to 90+ and some have disabilities but all enjoy the activity according to individual abilities. Theses playing sessions often run along other activities at St Philips Church, thus making parking in the Church extremely over subscribed. It will not be feasible for me and other players to pay these amounts. Therefore I object to these proposed charges, I appreciate the need to charge something to manage ad maintain this car park, but I think the charges should be similar to the car parks in Knowle – free for the first 2 hours</li> </ul>	<p>Refer to paragraph 3.3</p> <p>Refer to paragraph 3.3</p> <p>Refer to paragraph 3.3</p>
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		<p>and then an hourly charge. I object to Solihull Councils proposed charges in this car park and feel alternatives similar to Knowle should be considered.</p> <ul style="list-style-type: none"> <li>• I am writing to object to the proposed charges for the above car park. In line with other Solihull Borough car parks I feel there should be a two hour free parking option. This would stimulate more footfall in Dorridge enabling shops like the butchers to flourish - it has closed down twice now.</li> <li>• I write to object to the proposed charges as this car park is used and needed for short stay as well as long stay, and the proposed tariff would make the cost unreasonable. When attending at Philips this car park is used often for just an hour or two. Much of Manor road is no longer available for parking and this will exacerbate the problem. It might be a fair scheme for commuters that drive to Dorridge to use the train service, but will be a disaster for locals who use it as short stay.</li> <li>• I work in Dorridge at Ideal Dry Cleaners six days a week. I use the long stay car park now that I can no longer use Manor Road. I live in Coventry and I can only get to work by public transport. I completely understand why the charges are going to be in force. I was wondering if those who work in Dorridge could get a permit for cheap or free parking would be really helpful in these current times. I look forward to hearing your thoughts on this issue.</li> </ul>	<p>Refer to paragraph 3.3</p> <p>Refer to paragraph 3.3</p> <p>Refer to paragraph 3.4</p>
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3.3 The purpose of the order is to reinstate a car park management system broadly in line with that operated by the Council's previous tenants. Whilst the objector's concerns are understood, the implementation of car parking charges will allow for the car park to be patrolled by Civil Enforcement Officers and Penalty Charge Notices issued where any vehicles are found to be parked in contravention of the car park order. The objector's concerns are understood, and it is a difficult balance to meet the needs of all stakeholders. The objections have been noted and will be carried forward to be considered under the review of Dorridge town centre parking to be carried out early in 2023.

3.4 The implementation of the car parking charges will not prevent users of the car park from obtaining season permits which offer a discount for frequent parking in this car park.

#### **4 Ward Members' Views**

- 4.1 The Ward Members for Dorridge were informed of the proposals prior to the advertising of the Order and did not raise any objections.

#### **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. It is a constant challenge to deliver schemes that do meet the needs of all stakeholders, particularly when those needs can often be contradictory to one another; however, delivering a fair and balanced scheme is important for the council.
- 5.2 It is therefore recommended that the proposals are implemented as originally advertised and the council is committed to work with local community groups and Transport for West Midlands, early in the new year to develop a holistic set of parking terms and conditions aimed at meeting their wider objectives.

#### **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 (Off-Street Parking Places) (Consolidation) Order 2008 (Amendment No. 25) Order 2022** is implemented.

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

*P.S. Tovey*

*25<sup>th</sup> November 2022*

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

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