

REPORT TO THE HEAD OF HIGHWAY MANAGEMENT

REPRESENTATION TO AN ADVERTISED TRAFFIC REGULATION ORDER

The Metropolitan Borough of Solihull (Sharmans Cross Road, Woodlea Drive, Woodside Way and Adjoining Roads, Solihull) (Total Prohibition and Restriction of Waiting and School Keep Clear) Order 2020

20/10/20

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 and amended parking restrictions on Sharmans Cross Road, Woodlea Drive, Woodside Way and adjoining roads.

2 Background

- 2.1 Through the council's established Traffic Regulation Order Framework process the above location was identified as a priority location in the 2020/21 works programme to be considered for the introduction of new or amended parking restrictions.

Sharmans Cross Junior School is located on Sharmans Cross Road. The issues encountered occur mainly at school drop off and pick up times.

Sharmans Cross Road is currently subject to parking restrictions in certain areas; however, the remaining kerbside space typically attracts parking partially on the footway, on both sides of the carriageway, due to the limited carriageway width. The proposal will see a single yellow line 'No Waiting, Monday – Friday, 8.30am – 9.30am & 3pm – 4pm' introduced along the north side of the carriageway. Additionally, it is proposed to introduce double yellow lines at the roundabout of Sharmans Cross Road, Prospect Lane, Danford Lane and Solihull Road; to address possible displaced parking from Sharmans Cross Road. (Plan 8656, Appendix A).

Woodlea Drive has parking restrictions in certain areas. Due to the proposals for Sharmans Cross Road and to maintain free flowing traffic it is proposed to extend the existing single yellow line 'No Waiting, Monday – Friday, 8.30am – 9.30am & 3pm – 4pm' along the east side of the carriageway and also to provide double yellow lines at its junction with Yewhurst Road. (Plan 8656a, Appendix A).

Woodside Way is positioned as to be attractive to both school traffic and also commuters using Solihull Station. To assist with discouraging this parking it is proposed to provide a 'restricted zone of no waiting Monday – Friday 9am – 11am and 2pm - 3pm'. The existing double yellow lines at the junction with Sharmans Cross Road will be extended to ensure that the entrance to the road is kept clear. (Plan 8656b, Appendix A).

3 Matters for Consideration

- 3.1 The proposals were formally advertised on 3rd September 2020 and the closing date for receipt of representations was 24th September 2020.
- 3.2 The objections, comments and suggestions received have been fully considered. The tables overleaf summarise the representations in relation to the proposed Order:-

Sharmans Cross Road (Plan 8626)

Representations		Supporting Commentary	Officers Comments/ Response (refer to paragraph)
Number received	Number of responses containing the comment		
Supportive or Other 10 individual responses have been received.	4	Proposals do not address parking/stopping on the footway, grass verges.	3.3
	7	The proposals will not address driving on the footway on the northern side. Request for bollards to stop this from happening.	3.3
	5	Some cars stop across resident's driveways which causes irritation and visibility problems particularly in the morning peak between 8.30 and 9.30.	3.4
	1	We have seen signage in Dorridge about not parking on the pavement. We ask that these are added to the proposal.	3.5
	1	A number of parents have taken to stopping at the crossing and discharging passengers rather than parking.	3.6
	1	The proposed lines at the roundabout and approach road are not necessary as there has never been an issue.	3.7
	9	All you will accomplish in the proposed parking restrictions is to force everyone onto the south side of the road, which is the current cause of the congestion with parking on the north side being rare. The width of the road does not allow for a row of parked vehicles. There should be passing places or yellow lines on the south side and no parking on the north side.	3.8
	5	Request for 'no waiting' restrictions on both sides of the road.	3.9
	3	The road is obstructed for Lorries, buses and emergency services. There should be some consultation with the emergency services regarding the proposed parking restrictions as to whether they consider they are adequate.	3.10
	1	Congestion at 3 – 4 on school days not addressed.	3.11 & 3.8
	1	In Dorchester Rd parking on both sides between 9 - 11 and 2 - 3 is in force with single yellow lines on both sides. Buses do not go down this road yet Sharmans Cross Rd, which is the same width, is a main bus route, long rows of parked cars are allowed.	3.12
	1	Sharmans Cross Road has become a racetrack at many times of the day with cars driving flat out, generally in the direction of Solihull. Could we have some form of speed constraint either signage or speed cameras before there is a fatality.	3.13
	1	Extend the restrictions on Danford Lane to between 183 and 185 to cover the school crossing patrol. Make the school crossing patrol on Danford Lane into a formal zebra crossing.	3.14
	1	Drive in and out area to be created in front of the school to allow children to be dropped off.	3.15
	1	More parents need to be encouraged to walk their children to school.	3.15
	1	The proposals do not address evening and weekend parking caused by Silhill Football Club.	3.16
	2	Council reach agreement for The Sharmans Cross Pub to allow parents similar facilities, suitably sign posted.	3.17
	4	There is a lack of wardens and police. No tickets when they do attend. Please consider the presence of a Police Officer with wider powers who may influence the general behaviour of motorists.	3.18
	2	Dangerous level of noxious gases caused by stopped and slow moving traffic.	3.19

Woodlea Drive (Plan 8626a)

Representations	Supporting Commentary	Officers Comments/ Response (Refer to paragraph)
4 Supportive or Other representations have been received	I welcome the proposals and would prefer that they are extended further whatever inconvenience to our visitors. At school times it is difficult and on occasions impossible to enter or leave our own drive on the west side	3.20
	Can anything be done to stop people parking on the pavement?	3.3
	The proposed changes are a good idea but at school times they are totally ignored! Parents regularly park opposite the junction of Blackthorn and Woodlea under the sign detailing the restrictions and on all the double yellow lines and the red route at the top of the road where it meets Sharmans Cross, block residents' drives. So unless you have the means to provide staff to enforce it you will be wasting your time and ratepayers money.	3.18
	Request for the proposed 'no waiting' restriction to be extended by 20 metres northwards so that where it finishes does not encourage obstructive parking.	3.21

Woodside Way (Plan 8626b)

Representations	Supporting Commentary	Officers Comments/ Response (Refer to paragraph)
14 Supportive or Other representations have been received.	Firstly, thank you for raising this proposal to review parking restrictions on Woodside Way and Birch Tree Grove – it is much needed and if approved, will result in a much safer road.	n/a
	I have lived in Woodside Way with my wife for 30 years and totally support the proposals to stop inconsiderate all day parking in the above roads.	n/a
	As resident along with my husband, for 30 years, in Woodside Way I would like to register my support for these proposals.	n/a
	We fully support the proposed changes.	n/a
	We have suffered for many years with the unfortunate parking issues and have been concerned about emergency vehicle access.	n/a
	I wish to support the proposed parking.	n/a
	I can confirm that we are very much in favour of the proposed new parking restrictions for our road.	n/a
	I strongly support the proposals on behalf of myself and my mother.....on health and safety grounds.	n/a
	I am writing to give my full agreement to the proposed parking restrictions planned for the above roads.	n/a
	I am in complete agreement with the proposed parking restrictions.	n/a
I wanted to absolutely 100% support the proposed plans.	n/a	

	<p>I fully support the planned changes. It is my belief that a number of the regular abusers of the parking will continue to ignore the signs and in order to overcome and negate this attitude I would suggest that anyone who does ignore the proposed signage are fined immediately. Once the signs go up Wardens should visit and issue tickets accordingly.</p>	3.22
	<p>We like to thank you for this step you have taken in the right direction. I would draw to your attention to another black spot i.e. from junction of Woodlea Drive with Woodside Way to house no. 45 Woodside Way. This is the length where number of vehicles are parked most of the day having their lunches and breaks and socialising, at the end leaving rubbish on the kerb side. In view of this I would humbly request you to include this into your plans to "No waiting at any time" proposal. I hope you will take up this minor adjustment to your proposal and help keep the roads litter free.</p>	3.23

Woodside Way (Plan 8626b)

Representation	Supporting Commentary	Officers Comments/ Response (Refer to paragraph)
One 'against' representation has been received	<p>We have never witnessed or heard of any vehicle accidents on this road and although in the latter years parking has been found at the Sharmans Cross end of the road, this apart from being a little visually unsatisfactory is located where no houses are only garden fencing. Vehicles entering and leaving the road simply have to approach at a safe speed and wait for the oncoming vehicle to pass - a common enough occurrence on all roads where one side parking occurs.</p>	3.24
	<p>A lot of local people use the park for recreation and dog walking at all times of the day, parking adjacent to the open space for convenience as some are of an age where this is necessary. The repercussions of the appliance of restricted parking for the length of the road will be contrary to statement where there is an improvement to the amenity - this will in fact detract from the current amenity being enjoyed by the wider community.</p>	3.25
	<p>We feel that to restrict our on street parking due to a few people who feel that the road should be only used for their purposes is anti-social and protective of their privileged environment thus we respectfully ask you to reconsider this and as a minimum do not provide the parking restriction for its length.</p>	3.26

- 3.3 The proposed parking restrictions apply to the adjacent footway and verge; it should discourage this type of parking occurring. The area will be monitored accordingly. Providing physical measures such as bollards is outside the scope of these proposals.
- 3.4 Residents can apply for an 'Access Protection Marking' (H bar) and details of how to do this can be found on the council's webpage. <https://www.solihull.gov.uk/hmarkings>
- 3.5 The signs the resident is referring to relate to a Traffic Regulation Order that prohibits footway parking. Due to the legal process, the proposals cannot be modified at this time to include this type of restriction.
- 3.6 Discharging of passengers on the crossing has been reported to our Sustainable Travel Team. They will bring this to the attention of the school.
- 3.7 The proposal for double yellow lines to be provided at the roundabout at the junction of Sharmans Cross Road, Danford Lane, Prospect Lane and Solihull Road is to discourage displacement parking which may result from the restrictions on Sharmans Cross Road.

- 3.8 The proposal was drawn up to discourage double parking at school drop off and pick up times.
Sharmans Cross Road is a busy road and there is a demand from parents for parking, this has to be taken into consideration. From a road safety perspective, it is safer for parents to park and/or drop children on the side where the school is located as this means that they do not have to negotiate a busy carriageway on foot.
Whilst congestion may occur parking can assist with slowing the speed of traffic at these busy times and it is anticipated that with the installation of these restrictions will aid road safety. It is against the law for vehicles to park in front of a footway crossing (driveway). The footway crossings on the south side of Sharmans Cross Road break up the line of parking and provide natural passing points for moving traffic. Residents can apply for an 'Access Protection Marking' (H bar) and details of how to do this can be found on the council's webpage.
<https://www.solihull.gov.uk/hmarkings>
- 3.9 There is a demand for parking at school drop off and pick up times. A 'No Waiting' restriction on both sides of the road would be over restrictive and there would be a possibility that it would be ignored by parents.
- 3.10 As part of the statutory consultation process the emergency services and bus operators are consulted regarding all Traffic Regulation Order proposals. No objections have been received to this proposal.
- 3.11 Sharmans Cross School has staggered start and finish times.
Start times are between 8.30am and 9am; end times are between 3pm and 3.30pm. The proposed restriction of a single yellow line 'Prohibition of Waiting Mon-Fri 8.30am – 9.30am and 3pm – 4pm' addresses the school drop off and pick up times.
- 3.12 The restrictions on Dorchester Road are to discourage all day parking by commuters using Solihull Station. On Sharmans Cross Road it has been taken into consideration that there is a requirement for parents to park for a short amount of time.
- 3.13 Addressing the speed of vehicles is outside the scope of this proposal, however given the concern, Officers will arrange for the location to be considered for a 'speed visor' sign to be provided. This type of vehicle activated sign will flash the 30mph speed limit to remind drivers of the limit in force and would be deployed for approximately four weeks.
- 3.14 We have consulted with the School Crossing Patrol manager who has confirmed that there is not an issue with obstructive parking at this location. Provision of a Zebra Crossing is outside the scope of this proposal. We will pass this request to the team who is responsible for the Community Living Programme for their consideration.
- 3.15 Provision of an in and out facility is outside the scope of this proposal. We will pass this request for consideration to our Sustainable Travel Team who are currently engaged with the school to create an updated travel plan which will promote alternative modes of travel such as walking.
- 3.16 The parking in relation to Silhill Football Club falls outside the scope of these proposals which are focused on complaints received in relation to parental parking associated with the school. Due to the legal process, these proposals cannot be modified to address weekend parking issues.
- 3.17 The Sharmans Cross Pub car park is available for parents to use at school pick up and drop off times. This is an informal arrangement and direction signs would be unacceptable to both the pub and the council as this would suggest a legal agreement. Any attempt to formalise this arrangement could see the privilege of using a private car park lost all together.

- 3.18 Enforcement is carried out in line with our commitments across the whole borough. (NB. All enforcement was suspended between April 2020 and July 2020 due to the national lockdown measures. In addition, most schools within Solihull were closed or on minimal capacity until the summer break and resumed at the beginning of September 2020. There were no PCN's issued at this location during this time period)
If the proposals are successful there will be a proactive push to drive compliance with the new restrictions.
Colleagues in West Midlands Police will be made aware of the concerns expressed.
- 3.19 The concerns regarding the dangerous level of noxious gases caused by stopped and slow moving traffic at this location will be referred to our Clean Air Strategy Team for further investigation.
- 3.20 The proposal was drawn up to discourage parking on both sides of Woodlea Drive to maintain traffic flow, it is logical to extend the existing restriction on the east side of the road only. Residents are able to apply for individual 'Access protection markings' (H bars) which will address obstructive parking at footway crossings (driveways).
- 3.21 In the proposal for Woodlea Drive the restriction ends at the boundary between property numbers 48 and 50. In light of the representation received we can accommodate this minor modification to the extent of the single yellow line by 20 metres northwards to encompass the driveways of number 50 and 52 Woodlea Drive, leaving enough space for a vehicle to park as to not cause an obstruction for number 54.
- 3.22 If the proposals are successful there will be a proactive push to drive compliance with the new restrictions.
- 3.23 Discouraging littering at a location falls outside the scope of parking restrictions. The concerns of the resident will be referred to our Street Care Team.
- 3.24 The proposal of extending the double yellow lines at the junction of Woodside Way and Sharmans Cross Road is to discourage parking which impedes the flow of traffic and creates a physical and visual obstruction for other vehicles and pedestrians.
- 3.25 The restriction proposed for Woodside Way is 'no waiting, Monday – Friday 9am–11am and 2pm-3pm' which means that parking outside of these times is still permitted. This will allow ample time for local people to park close to the open space for their convenience, whilst restricting all day parking for commuters using Solihull Station.
- 3.26 The responses received from the consultation indicate that the majority of residents on Woodside Way are in favour of the proposals and believe that it will make the road safer for all that use it. If the proposals are not installed on the whole length the issues which are being experienced now will continue as parking will be displaced to wherever the restrictions end.

Ward Members' Views

The Ward Members for Shirley South and Shirley West were informed of the proposals. No objections were received.

Officer Recommendation

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 recommended that the proposed Traffic Regulation Order be implemented as originally advertised with the exception of the amendment at Woodlea Drive, as detailed on Plan 8626c in Appendix B.

Democratic Services

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.

Risk Implications

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.

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 drawings Plans 8626, 8626b and the modified plan 8626c in Appendix B is implemented.

The recommendation as set out above is hereby approved:

P.S. Tovey

30th November 2020

Signature: Date:

**Paul Tovey
Head of Highway Management**