

REPORT TO THE HEAD OF HIGHWAY MANAGEMENT

REPRESENTATION TO AN ADVERTISED TRAFFIC REGULATION ORDER

The Metropolitan Borough of Solihull (Station Road, Dorridge) (Total Prohibition and Restriction of Waiting) (Experimental) Order 2019

25/02/2021

LEAD OFFICER: STEVE HAWLEY

1 Purpose of the Report

- 1.1 To consider representations received to an Experimental Traffic Regulation Order (TRO) to introduce additional parking restrictions on Station Road, Dorridge.

2 Background

- 2.1 Following the introduction of new parking restrictions on Station Road including a prohibition of verge/footway parking, the council received valuable feedback from Ward Councillors, residents, parents with children at the nearby school and other road users. The feedback received, supported by our observations, suggested that whilst the original aim of prohibiting footway parking had been achieved, some motorists continued to mount the footway rather than waiting for an appropriate gap in oncoming traffic to pass other parked vehicles.

In order to address this continuing practice, additional parking restrictions were introduced to try and achieve a balance between facilitating the free passage of traffic and retaining some unrestricted on-street parking provision; retaining some areas of parking tends to have a calming effect on traffic speeds and helps to meet some of the demand for on-street parking at school start and end times.

The proposals as advertised are detailed on plan 8585 in Appendix A.

3 Matters for Consideration

- 3.1 The parking restrictions were introduced in October 2019 and the closing date for receipt of representations was 14 April 2020. The 18 month experiment ends on 14 April 2021, this reports considers whether the parking restrictions introduced experimentally should be brought into permanent effect.
- 3.2 A number of representations to the Order were received; 8 within the specified 6 month consultation period, and one outside the period in August 2020. Given the disruption caused by Covid-19, the late representation has been considered alongside all the objections, comments and suggestions. The table overleaf summarise these representations.

Table 3.2.1 Representations to The Experimental Parking Restrictions.

Representation	Numbers Received	Supporting Commentary	Officers Comments/ Response
Object/other	8	<ul style="list-style-type: none"> • The three spaces left adjacent to numbers 446-442 are often occupied all day. • Parking restricts visibility for properties 450, 448, 446, 444, 442 and 440 when leaving their driveways. • Traffic failing to give way to pass parked vehicles, anecdotes of minor bumps, wing mirrors knocked off, heated exchanges etc. • Concerns around congestion, queuing traffic not allowing residents to pull on or egress their driveways, and air quality issues. • Parking has been displaced into other areas. • Vehicles mount the footway to pass. 	<p>Refer to paragraph 3.3</p> <p>Refer to paragraph 3.4</p> <p>Refer to paragraph 3.5</p> <p>Refer to paragraph 3.6</p> <p>Refer to paragraph 3.7</p> <p>Refer to paragraph 3.8</p>

- 3.3 This area left unrestricted does facilitate on-street parking for three vehicles, and, when the spaces are occupied, they do tend to act as natural traffic calming to reduce the speed of traffic on the approach to the zebra crossing. Following checks at various times, before and during Covid-19 lockdown, and at different times of the day, the all-day parking referred to in the representations has not been witnessed – and in some instances, all three spaces have been available.
- 3.4 On-street parking does often require extra caution when manoeuvring on and off driveways, particularly on a relatively busy classified route such as Station Road. The intention of this Order, and previous interventions, was not to prohibit all on-street parking. It must be borne in mind that where parking is prohibited on the route it is generally only between the hours of 8.30-9.30am & 3-4pm, outside of these times on-street parking is permitted and can take place adjacent to any household or driveway.
- 3.5 Such incidents are not thought to be any more prevalent as a result of the parking restrictions introduced on Station Road; the route was previously subject to higher levels of on-street parking including obstructive footway parking. On balance, and following review, it is considered that the road generally operates well under the current arrangements and there is better air quality as traffic congestion has reduced and vehicle transit speeds are more consistent. It is a constant challenge to deliver schemes that meet the needs of all stakeholders, we recognise that those needs can often be contradictory to one another; and the Order, as implemented, aims to achieve a difficult balance.
- 3.6 Station Road is a popular route and therefore does get relatively busy at peak times. The presence of on-street parking can also provide suitable gaps in traffic and reduction in speeds to assist with manoeuvring off driveways. On any given road there has to be give and take between motorists and Station Road is no different in that respect.
- 3.7 It is considered that any displacement has not significantly impacted any one particular location. There are a number of alternative roads that motorists may choose to park in, most are more suitable than Station Road, which is a classified road carrying all classes of traffic including buses.
- 3.8 Earlier on in the experiment concerns in respect of vehicles driving on the footway were brought to the attention of the council and a number of bollards were subsequently installed at the edge of the footway to address this.

4 Ward Members' Views

- 4.1 The Ward Members for Dorridge and Hockley Heath are supportive of the provisions of the experimental Order being brought into permanent effect.

5 Officer Recommendation

- 5.1 The representations received in respect of the experimental Traffic Regulation Order have been fully considered and responded to accordingly in section 3 of the report.
- 5.2 It is recommended that the parking restrictions implemented under the experimental Order are brought into permanent effect.

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 (Station Road, Dorridge) (Total Prohibition and Restriction of Waiting) (Experimental) Order 2019 is brought into permanent effect.

The recommendation as set out above is hereby approved:

P.S.Tovey

3rd March 2021

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

Paul Tovey
Head of Highway Management