

**REPORT TO THE HEAD OF HIGHWAY MANAGEMENT**  
**REPRESENTATIONS TO AN ADVERTISED TRAFFIC REGULATION ORDER**  
**The Metropolitan Borough of Solihull (Elmdon Road, Marston Green)**  
**(Total Prohibition of Waiting) Order 2022**

**04/08/2022**

**LEAD OFFICER**

**1 Purpose of Report**

- 1.1 To consider representations received to a permanent Traffic Regulation Order (TRO) to introduce new parking restrictions on Elmdon Road, Solihull.

**2 Background**

- 2.1 Through the Council's established Traffic Regulation Order Framework process, Elmdon Road was identified as a priority location in the 2022/23 works programme to be considered for the introduction of new or amended parking restrictions.

It had been noted that some motorists choose to park on the unrestricted section of highway fronting 8-28 Elmdon Road. Parking at this location reduces visibility for vehicles egressing the off-street parking area associated with these properties.

Double yellow lines were proposed to prohibit parking and regulate the kerbside space at this location to aid visibility and help to facilitate the free passage of traffic.

The proposals as advertised are detailed on plan 9004 in Appendix A.

**3 Matters for Consideration**

- 3.1 The proposals were formally advertised on 16 June 2022 and the closing date for receipt of representations was 7 July 2022.
- 3.2 7 individual representations to the TRO were received during the consultation period; 3 objections and 4 classified as other as they do not object to the principle of parking restrictions and request additional coverage. The objections, comments and suggestions received have been fully considered. The tables overleaf summarise these representations.

Table 3.2.1 Representations to Proposed Parking Restrictions.

Representation	Supporting Commentary	Officers Comments/ Response
<p>Objection/Other 7 No.</p>	<ul style="list-style-type: none"> <li data-bbox="405 327 1283 725">• Although I sympathise with the residents in the Bungalows on Elmdon Road I do feel quite strongly that the impact this parking prohibition will have on St Leonard's Church (especially on Remembrance Sunday, Weddings, Funerals and the 2 major fund raising events in May and November) could be quite detrimental. I often walk along this road and as a general rule there are not cars parked outside the Bungalows but always cars parked alongside the Garden of Memory. I consider the occasions that parking is an issue for the residents to be not a daily event but just on certain occasions so feel the complete parking prohibition to be very extreme and most certainly would force people to park further up Elmdon Road towards Aylesford Drive. I have lived in Marston Green for 32 years and am very aware of inconsiderate parking in our Village.</li>   <li data-bbox="405 792 1283 1155">• We suggest that a more suitable compromise would be to have single yellow lines with timed restrictions, Monday-Friday rather than permanent double yellow lines. If there is a permanent 24 hours double yellow lines, this will not resolve the parking issue, it would simply move it further up the road, and with the new houses being built on the old village hall site, we do not know what impact this will have on the road anyway. It also raises concerns on the safety of groups like the Scouts etc who use the Scouts hut (behind the new houses on the Village hall) and all of the children's groups that use the hall. These additional cars could significantly impair their view of the road which could be incredible. We urge you to consider the impact that this will have on the overall community of Elmdon Road.</li>   <li data-bbox="405 1223 1283 1648">• I have today received notification of proposed new parking restrictions which I object strongly to. You will compound the current parking problems we have at 8-28 Elmdon Road by the use of double yellow lines. I use the entrance to the current car park daily and have no problems whatsoever with the current arrangements, and visibility. Unfortunately, there are 11 bungalows and only 10 spaces. Visitors ignore the resident only parking signs and the car park is regularly used by non-residents. Some visitors adhere to the signs and do park "outside" where the proposed double yellow lines will be. Where do these visitors then go, apart from blocking the resident's car park even more? Surely, you are just "sticking" a plaster on rather than sorting the parking problem. The resident only car park was possibly built at a time when not all residents had one car. Please rethink your parking restrictions.</li>   <li data-bbox="405 1715 1283 1895">• With reference to proposed parking restrictions for 8_28 Elmdon Road Marston Green. I would like the council to consider restrictions for both sides of the road. This would stop the potential problem parking moving from one side of the road to the other, and give greater visibility of the Elmdon Road/Land Lane cross road accident black spot.</li> </ul>	<p data-bbox="1321 353 1458 443">Refer to paragraphs 3.3</p> <p data-bbox="1321 815 1458 904">Refer to paragraphs 3.4</p> <p data-bbox="1321 1240 1458 1330">Refer to paragraph 3.5</p> <p data-bbox="1321 1733 1458 1823">Refer to paragraph 3.6</p>

	<ul style="list-style-type: none"> <li>• We have recently received a letter stating that double yellow lines will be dealing with a visibility problem between No 8-28 Elmdon Road, I am asking for the same request for parking outside our property as there is no visibility when vehicles are parked on either side of our property, on quite a few occasions near miss collisions have occurred on exiting our property because of parked cars on the main road, cars have been left for weeks as airport parking is often left on Elmdon Road because of no parking restrictions. Please can the double yellow lines be extended past 28 Elmdon Road to restrict parking outside our property, if we need to make a formal request please can you advise us on what we need to do as the problem is only getting worse with speeding cars down the road.</li> <li>• I totally agree with the restrictions proposed. I cannot understand why these restrictions were not imposed when the Council last painted double yellow lines on the corners of Land Lane &amp; Elmdon Road crossroads as residents suggested then. Now I cannot understand why you only propose to put double yellow lines on the one side of the road (Library side) and not the residential side. If you paint the double yellow lines only on the one side people will park between the driveways of houses 13 &amp; 15 and 15 &amp; 15A and 15A and 17. These restrictions will not help to reduce the speed of the vehicles using Elmdon Road which is of great concern to the residents. Some form of speed reduction methods is also required. Cars and motorcycles have been frequently seen doing motorway speeds up and down Elmdon Road, very few vehicles maintain the required speed limit. The parked cars and the speed of some vehicles have resulted in a high number of serious accidents at the crossroads of Land Lane &amp; Elmdon Road. Please consider extending the double yellow lines to both sides of the road and traffic calming measures to enforce the 30 m.p.h. limit.</li> <li>• We are writing to you with regards to the proposed new parking restrictions on Elmdon Road. The current plans have the new yellow lines stopping just before our property. We have concerns that leaving a car sized space there will result in having people constantly parked next to our driveway making it very difficult to get out. As such, it would be much appreciated if the yellow lines could be extended up to our driveway entrance.</li> </ul>	<p>Refer to paragraphs 3.6 &amp; 3.7</p> <p>Refer to paragraph 3.6</p> <p>Refer to paragraph 3.6 &amp; 3.7</p>
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- 3.3 The proposal is not intended to cause difficulties for other road users and comes as a direct request from the community. The parking referred to adjacent to the Garden of memory does not impact directly on traffic visibility, and due to existing restrictions takes place well away from any junctions.
- 3.4 A single yellow line would not deal with the primary issue of motorists (perhaps infrequently) choosing to park too close to the dropped kerb entrance to numbers 8-28 and the resulting visibility issues. However, a shorter length of double yellow lines could be considered that protects the entrance only from unsuitable parking.
- 3.5 The request originated from a resident of the bungalows in question and whilst the objector doesn't have any problems this is not the experience of some of her neighbours.
- 3.6 The proposal as advertised has proved unpopular with objectors and therefore we would not consider extending the scheme and introducing more restrictions. The junction of Elmdon Road and Land Lane is not an accident blackspot according to available records and is already protected by parking restrictions on each arm of the junction. In addition, retaining a level of on-street parking can provide natural traffic calming benefits as the presence of parked vehicles can, in certain instances, induce more cautious driving and help control vehicle speeds. Traffic calming by physical road realignment measures is beyond the scope of this proposal.
- 3.7 If a shorter length of double yellow lines was implemented in line with the suggestion set out in 3.4 it would reduce the impact of displacement.

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

- 4.1 The Ward Members for Bickenhill were informed of the proposals prior to the advertising of the Order, and did not submit 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. The principle of providing parking restrictions is largely supported at this location.
- 5.2 It is therefore recommended that a modified proposal is implemented; a reduce length of double yellow lines to solely protect the entrance to the off-street parking area for numbers 8-28 Elmdon Road as set out in 3.4 the revision to the advertised Order is shown on Plan 9004 (Revision 2) 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 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 (Elmdon Road, Marston Green) (Total Prohibition of Waiting) Order 2022** is implemented with the modifications described in 5.2 and shown on Plan 9004 (Revision 2) in Appendix B.

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

P.S.Tovey

27<sup>th</sup> September 2022

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

Paul Tovey  
Head of Highway Management