

**REPORT TO THE HEAD OF HIGHWAY MANAGEMENT
REPRESENTATIONS TO ADVERTISED TRAFFIC REGULATION ORDERS**

**The Metropolitan Borough of Solihull
(Olton Primary School Area Phase 2)
(Total Prohibition and Restriction of Waiting and Prohibition
of Stopping) Order 2023**

11/12/2023

LEAD OFFICER: STEVE HAWLEY

PURPOSE OF REPORT

To consider representations received to a permanent Traffic Regulation Order (TRO) named above, proposing to introduce various parking restrictions in close proximity to Olton School and the surrounding areas.

1 Background

- 1.1 The general area under consideration was identified as a priority location for the 2020/21 works programme through the council's established Traffic Regulation Order Framework.
- 1.2 Subsequently, new and amended parking restrictions were introduced in close proximity to Olton Primary School (an amalgamation of two local schools into one site) including an expansion of the council's existing 'School Streets' offering.
- 1.3 At this time several objections were received citing potential displacement parking as being a problem, a modification to the advertised Order to address the concerns was not a practical option at the time, and it was agreed that post-implementation monitoring of the original scheme would be undertaken, and a second phase of parking restrictions would be advertised as appropriate.
- 1.4 This parking restrictions within the Order under consideration therefore make up the second phase of parking restrictions in the area, alongside areas identified as requiring amendments to parking restrictions to facilitate the council's Lyndon School pedestrian accessibility improvements, a scheme to deliver new zebra crossings and improved pedestrian facilities.

Matters for Consideration

- 1.5 The proposed Orders were formally advertised on 20 July 2023 and the closing date for receipt of representations was 10 August 2023. The proposals are shown on Plans 9264a & 9264b.
- 1.6 In total 23 representations were received to the Order, 7 objections and 16 which are supportive or partially supportive with additional requests. The representations have been fully considered and are summarised in the following tables.

Table 1 Supportive/Other Comments

Supportive/Other Comments	Response
Eastbury Drive	
<ul style="list-style-type: none"> I am in total SUPPORT of the proposals as the inconsiderate parking by parents is a joke double parking, blocking drop kerbs , abusing residents when approached . I personally never understood why these proposals weren't implemented from the start.Putting double yellows or single yellow line on one side would have eliminated the issue immediately of the road been blocked for emergency services or larger vehicles gaining access. 	N/A
<ul style="list-style-type: none"> The proposed additional parking restrictions as shown on plan 9264a I agree this is a better plan as it is so chaotic & dangerous at school drop off & pick up times Hope this gets voted in. 	N/A
<ul style="list-style-type: none"> As residents of Eastbury Drive we support the Order. 	N/A
<ul style="list-style-type: none"> I support the plan which will reduce the amount of traffic but also stop double parking which blocks the road. I regularly have cars reversing on my driveway and driving across pavements. The inconsiderate parking and chaos is twice a day five days a week so anything which helps is greatly appreciated. 	N/A
<ul style="list-style-type: none"> With regards to the letter of 17 July 2023 and the proposed TRO revisions around Eastbury Drive I confirm that I support the proposal on the grounds of road safety, current impact on residential properties and reducing the confrontations that frequently occur between residents and school parents and also school parents themselves. I would also recommend that the existing layout is amended on Lyndon Road, near to the junction of Ulleries Road, as you are currently encouraging vehicles to over take through the zig-zag markings which is illegal to do so. Only blue light emergency vehicles have the authority to overtake on these markings and only if it is safe to do so. The bus stop marking needs to be moved a minimum of 10m from the current position with double yellow lines being installed between the crossing and the bus stop location. 	2.1
<ul style="list-style-type: none"> I am extremely pleased to have received notification of the proposed plan to introduce further parking restrictions along Eastbury Drive eastern side. I fully support and welcome the Olton Primary School Phase 2 plan, I would however suggest the afternoon time of 2.45pm is not early enough as school cars start arriving at 2.15pm or shortly afterwards. The 3.45pm end time would be correct. The new phase 2 proposal will reduce the volume of traffic travelling along what is a No Through road but importantly will remove the double parking that frequently blocks the road obstructing emergency vehicles, the Council refuse vehicle and any larger vehicle ie 4X4. 	2.2
<ul style="list-style-type: none"> I am wholeheartedly in favour of the single yellow lines and time restrictions, the double yellow lines have helped but we still get double parking. Cars start arriving at 2.15 the 2.45 time is too late. 	2.2
<ul style="list-style-type: none"> Regarding the new parking restrictions in Eastbury Drive I think the time should be 2.30 to 3.30 as we have cars parking outside our bungalow sometimes before 2.30 with engines running for aircon on if it's hot and the school in question finish at 3 pm. 	2.2
<ul style="list-style-type: none"> I think the no parking times would be better served from 2:30 not 2:45 as parents are coming to park early, I was told by one lady it was so she could secure a space.The new restrictions will need 'policing'. 	2.2
<ul style="list-style-type: none"> I support the new restrictions as I truly believe they will help what is currently a truly intolerable situation in the cul-de-sac that is Eastbury Drive. I would ask for a small amendment to the times to start at 2:30 and that the area is 'policed'. 	2.2
Ulleries Road	
<ul style="list-style-type: none"> I am writing in connection with the proposal of yellow lines being implemented on Ulleries road. I would like to make you aware that I'm am fully supportive of this. The road gets extremely busy at school drop off/pick up times and it has caused us issues where vehicles are parked inappropriately which has led to vehicles getting damaged, an inconvenience to residents in the area and also damage to grass verges. I would like to thank Solihull council for looking to implement these welcome measures. 	N/A
<ul style="list-style-type: none"> I agree with the plans in principal as something desperately needs to be done. However the chaos on Ulleries Road occurs much further down the road than your proposal will suggest. If you implement this proposal as it currently stands it will push all of the displaced cars further down Ulleries Road, you will not eliminate the problem but move it, where else would they go? Could I propose that instead of stopping the single yellow line outside of number 49 Ulleries Rd and extend it further please, it is inevitable that if the plan remains the same the chaos will just begin outside my house as you will be displacing many cars, they will have to go somewhere and that will be further down Ulleries Rd. Please consider taking the line as far as you can to discourage parents that will have to take a much longer walk. 	2.3

Table 1 Supportive/Other Comments Continued

Supportive/Other Comments	Response
<p>Ulleries Road</p> <ul style="list-style-type: none"> As a resident of Ulleries Road, we are in agreement to these proposals, however we do have some queries we would appreciate responses to: <ol style="list-style-type: none"> Single yellow lines - no waiting between set times, how will these be policed? One presumes a traffic warden will be out every day, Mon-Fri to enforce this There is proposed new double yellow lines on the key, but not shown on the map. Please confirm where these are proposed for? On a separate note, is anything being proposed in regard to reducing speed on Ulleries Road? 	<p>2.2</p> <p>2.4</p>
<p>Norbury Grove</p> <ul style="list-style-type: none"> I have received your letter (with map) describing proposed new parking restrictions for Eastbury Drive, Ulleries Road & Blaythorn Avenue. I have noticed the increased car parking along these roads at school drop off and pick up times. I live in the adjacent Norbury Grove cul de sac. While we welcome the additional single yellow lines for the proposed roads, having spoken to neighbours, we were concerned and puzzled that Norbury Grove has not been included in the proposed single yellow line parking restrictions? We are also experiencing an increase in car parking. 	<p>2.5</p>
<p>Cloudsley Grove</p> <ul style="list-style-type: none"> We are agreeing to the new parking restrictions on Eastbury drive/ Ulleries road but we are very concerned about the impact to which it will have on Cloudsley grove, and would like the restrictions carried further on into Cloudsley grove as at present we are having real issues with parents parking In Cloudsley grove even before theses new restrictions are in forced. The problems we are already having with parents double parking, and parking on the corners of Cloudsley grove, which is causing us real problems with visibility when trying to exit the grove, Cloudsley is a very small grove, we are a grove of just 7 bungalows, with 6 parking drives , there is no where else other than the drives to park, we have been having parents blocking our drives, parking on the pavements, double parking and parking on the corners, we have had a number of parents being very abusive when we ask them not to park over our driveways, we are a small grove of pensioners and really don't need this kind of behaviour and stress, if a emergency vehicles needed to get on to Cloudsley grove during school time it would be In possible to gain access, we have been in touch with our councillor and he agrees with us and supports our request to extend the parking restrictions further into Cloudsley grove. These new restrictions with undoubtedly encourage more parents to use the grove, so would it be possible to extend the restrictions into the grove. All my neighbours feel the same but as many are elderly do not know how to respond to your letters and have asked me to write to you. I am a resident in Cloudsley Grove, which as you know is in an elderly community. It has been a nightmare since the two schools were amalgamated even though there are parking restrictions half way up the grove. People park in the turning circle within the grove causing difficulty for residents to get off their driveways and have been subjected to verbal abuse when asked to move. Could you please extend the single yellow line to cover the rest of the grove as we fear that due to the elderly community living here, any ambulances or other services (which are quite frequent) would have difficulty getting into the grove. Your consideration to this matter would be greatly appreciated. 	<p>2.5</p> <p>2.5</p>

Table 2 Objections

Objections	Response
<p>Ulleries Road</p> <ul style="list-style-type: none"> I am writing in response to the proposal for the parking restrictions. I wish to formally express my objections to these plans. Currently, I am a resident on Ulleries Road, where parking restrictions in the form of single yellow lines have already been implemented at the top of the road adjacent to Lyndon Road. However, I must emphasize that these initial yellow lines have had no noticeable impact on the road's traffic situation. Moreover, their enforcement by the local council has been minimal, with traffic wardens rarely seen in the area. On the few occasions they have been present near the school, there have been instances of their mopeds obstructing the footpath, which is a clear violation of the highway code. My specific objection pertains to Ulleries Road, where I reside with a small driveway. Occasionally, we need to park one of our vehicles on the road, which would result in a clear displacement if the proposed restrictions were to be implemented. Instead of a single yellow line, I strongly suggest that the council explores alternative options for Ulleries Road. Implementing such a restriction would, in my opinion, be a wasteful expenditure of time and money, especially considering the likelihood of inadequate enforcement. The current plan appears excessive, as it proposes to cover more than half the road. A potential solution could involve issuing road permits to residents and temporary permits for visitors. This system would likely alleviate any need for excessive enforcement, as clearly marked signage indicating "Permit Holders Only" would discourage the public from parking in restricted areas. Thank you for considering my objections. I eagerly await your response on this matter. 	<p>2.6</p>
<p>Eastbury Drive, Ulleries Road & Blaythorn Avenue</p> <ul style="list-style-type: none"> I hereby object to the proposed new parking restrictions on Eastbury Drive, Ulleries Road and Blaythorn Avenue as these will not make any improvements and do not address the aims of Solihull School Streets. The proposed plans will now impact the lives of even more residents by; Placing parking restrictions outside more homes, preventing residents from being able to park and have visitors outside our own houses. Not limiting the school traffic using these No Through roads, it will just push the school traffic further down Eastbury Drive, Norbury Grove and Blaythorn Avenue where there are no parking restrictions. Not eliminating, reducing or mitigating the noise, traffic, air and litter pollution. The proposed plans fail to address one of the most dangerous parking positions – parking opposite the T junctions of Norbury Grove and Blaythorn Avenue, forcing oncoming traffic onto the opposite side of the road. (Which Highway Code Rule 243 advises against). The current parking restrictions are not enforced or policed – the school traffic does not abide by these and park over double yellow lines, still block residents' driveways, and block the road preventing access. Ambulances have even been prevented from reaching their destinations! It would seem that no other options have been explored. E.g. restricted zone (No Vehicles Except for Access or Permit), park and ride, school bus, drop off zone on school premises, widening Lyndon Road where the footpath is large for either drop off or to just allow traffic to flow at school times etc Looking at Solihull School Streets on the Solihull.gov website, these proposed plans do not support any of the School Streets aims. It is extremely disappointing that the long dwelling residents were not considered when the schools merged and are now having their lives impacted by this appalling decision. It is quite obvious that the infrastructure surrounding Olton Primary School is not capable of supporting the volume of students for two merged schools. 	<p>2.7</p>
<p>Blaythorn Avenue</p> <ul style="list-style-type: none"> You will need to prioritise doing BOTH SIDES of the roads on Eastbury Drive, Ulleries Road and especially BLAYTHORN AVENUE. Blaythorn Avenue must be the priority both sides. Failure to do so will result in parking over kerbs and drives on one side of the road and block the drives of residents. Please make this a priority. Failure to do so will result in a residents clamping of vehicles while will escalate a situation. Proposal is for only one side of Blaythorn to be yellow lined my concerns are.. The footpath on our side is the main footpath used by pedestrians as it extends all the way down Blaythorn. As we already have a problem with cars parking over the pavement (one on particular belongs to a teacher at the school) the proposed action will only escalate this problem and endanger even more pedestrians some of which are elderly and mothers with young children with pushchairs to walk in the road let alone restricting my access to cut my hedge (of which Solihull council are very quick to remind me to cut it). Additionally parking will restrict our view on exiting our driveway and restricting the view of cars joining the road from the 2 houses to the rear of our property. We get regular people knocking on our door asking us to move "our" car. 	<p>2.8 2.8</p>

Table 2 Objections Continued

Objections	Response
<p>Blaythorn Avenue</p> <ul style="list-style-type: none"> <li data-bbox="240 320 1241 701">• We pay Council Tax plus our car tax therefor finding it unacceptable that we may be restricted to parking outside our own home at certain times, because of two schools joining and someone at the top not thinking of the impact it would have. We have a vehicle outside our property due to personal circumstances. We did ask if we could be given a residents badge to display in vehicle? The council did suggest that we could park the vehicle on the opposite side of the road at these restricted time and this is where we find it all totally crazy and dangerous, because all the over spill of parents who can on longer park in certain roads and area will just park across the road some half on half of ruining the grass and our outlook also making it impossible for elderly , pushchairs and wheelchairs to use pavement. And if they don't park half on half off then its going to make it difficult for resident to get off their own drives. Please can you take in to account everything we have put forward. We love where we live and have been very happy here, but would have nothing to worry about if we had brought a property on Norway Grove or bottom of Eastbury Drive. <li data-bbox="240 707 1241 898">• I live on Blaythorn Avenue situated up a private drive. People regularly park at either side of the drive entrance and it blocks visibility and I find it quite dangerous. The presence of the single yellow line on the South side of the road will likely cause people to park even more frequently on either side of the drive which again restricts visibility and causes safety issues, especially as it is on a bend so effectively a blind corner. I would only be happy if double yellow lines are added to drive entrance and giving space to give sufficient visibility to safely pull out. <li data-bbox="240 904 1241 1014">• We are residents of Blaythorn Avenue and would like you clarify if the proposed single yellow line would be both sides of the road or just one side? We do strongly object to this as we would like to able to park by our property, on the road, whenever we want or need to and not be restricted by times. 	<p>2.8</p> <p>2.8</p> <p>2.8</p>

2 Officers Comments

- 2.1 The arrangements on Lyndon Road can't be amended under the Traffic Regulation Order as they did not form part of the originally advertised proposals. However, the zebra crossing was subject to a formal road safety audit before and after construction. The stage 3 road safety audit (following construction/implementation did not raise the location of the bus stop as a road safety issue. Guidance from the Department for Transport states that bus stops can be located near a crossing and are best located on the exit side (as per the crossing in question on Lyndon Road) and that a stopped bus does not obscure the vision of crossing users or drivers.

Rule 191 of the highway code states that You MUST NOT overtake the moving vehicle nearest the crossing or the vehicle nearest the crossing which has stopped to give way to pedestrians and therefore does not apply to the exit of the crossing. Notwithstanding this, motorists also have a choice to wait for the bus rather than overtake. We will monitor the location but do not have any plans to change the current on-street arrangements in the foreseeable future.

- 2.2 Whilst it is accepted that currently school related traffic occupies the roads earlier than the proposed operation hours of the restrictions, this is typically to secure a space and wait. The single yellow lines will be operational at the key times when the school ends therefore vehicles will be in transgression of the restrictions and arriving early will offer no benefit. The timing of the restrictions as advertised is consistent with others in the general area. The council's civil enforcement officers will undertake patrols when resources allow and in line with their commitments across the whole borough.
- 2.3 The extents of the proposed parking restrictions on Ulleries Road cannot be significantly modified under the advertised Order. Any displacement as a result of the new restrictions being introduced will have to be monitored and addressed separately if necessary.
- 2.4 The key on the plan relates to a small extension of the existing double yellow lines on Butler Road which was advertised under the same Order. No reduction in speed limit is proposed by this Order, however Solihull Council is committed to introducing 20mph speed limits and has an ongoing programme of locations across the borough; Ulleries Road may come forward as a separate scheme in the future.
- 2.5 The proposals as advertised are largely based on the comments received from the initial consultation to introduce parking restrictions in this general area and following implementation of those restrictions. Cloudsley Grove and Norbury Grove had not been highlighted as particular areas of concern and the authority is conscious of the impact that parking restrictions can have on residents and their visitors. Whilst we cannot amend the Order at this late stage to include them, the concerns will be noted, and the areas will be monitored and addressed separately if necessary.
- 2.6 The proposals on Ulleries Road have attracted some support, indeed some residents have expressed a wish to see additional restrictions. Whilst the objector's concerns are noted, Ulleries Road is a busy route and would benefit from the additional restrictions which only prohibit parking for two hours a day 5 days a week. Overnight and on weekends the single yellow lines in question do not apply. Whilst we realise this may inconvenience some residents and their visitors, it is considered that overall, the restrictions would have wider traffic and parking management benefits. Unfortunately, a residents' permit scheme would not be appropriate on any of the roads under consideration – they are typically introduced in areas where the majority of the kerbside space is occupied for long periods of the day by non-residents and are particularly beneficial to households that don't benefit from off-road parking or garage facilities; they are not used to address school start and end time parking. In addition, the cost to introduce, monitor and administrate permit schemes results in residents having to pay a one off and annual fee (per permit) which is unlikely to be welcomed.

- 2.7 The proposed parking restrictions have been requested by some of the local community, and although not supported by this objector, the supportive comments outnumber the objections significantly. The suggestion of alternative schemes such as restricting access would also have significant impact on residents and their visitors. These parking restrictions under consideration are not part of the school streets initiative. It is a challenge to manage school related parking particularly as pointed out following the merger of the two schools.
- 2.8 6 objections have been received to the proposals on Blaythorn Avenue, each with a different viewpoint. Whilst some households believe that restrictions should be provided on both sides of the road, others have commented that they have a requirement to park on the road outside/near to their property. Clearly any provision of parking restrictions on Blaythorn Avenue will not meet with the approval of all residents. A compromise/initial starting point would be to introduce the restrictions as originally advertised (on the south/eastern side of the road) which will still facilitate some on-street parking, and monitor thereafter to see if the concerns raised are borne out,

3 Officer Recommendations

The Traffic Regulation Order should be implemented as originally advertised with further monitoring undertaken following implementation to understand the impact of displacement parking.

4 Ward Members' Views

The Ward Members for Lyndon and Olton were aware of the intention to advertise the original proposals and have been updated on the subsequent consultation outcome and Officer recommendations.

5 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.

6 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.

7 For Decision

The Head of Highway Management is asked to approve that the 3 Traffic Regulation Orders under consideration are implemented in line with the recommendations set out in section 3.

The recommendation as set out above is hereby approved:

Signature: *P.S. Tovey* Date: ... 20/12/2023

Paul Tovey, Head of Highway Management