

Response to Solihull Metropolitan Borough Council Deadline 9 Submission

(TR010027-000882-DL9 Solihull Metropolitan Borough Council - Deadline Submission)

Part of DCO	Extract from DCO	Commentary	SMBC Response
Art 20 – Traffic regulation	<p>20(1) This article applies to roads in respect of which the undertaker is not the traffic authority.</p> <p>(2) Subject to the provisions of this article, and the consent of the traffic authority in whose area the road concerned is situated, which consent must not be unreasonably withheld, the undertaker may, for the purposes of the authorised development- (b) permit, prohibit or restrict the stopping, waiting, loading or unloading of vehicles on any road;</p>	<p>Art 20(2)(b) provides wide powers to introduce parking restrictions for the purposes of this scheme, subject to the consent of the traffic authority.</p> <p>The Applicant is willing to use these powers to deter anti-social parking (including taxis) in the areas identified by local residents and parish councils, particularly in REP6-028 and REP6-040. It is agreed that details are to be devised, in consultation with SMBC, indicating how appropriate restrictions might while preventing, as far as possible, anti-social parking towards the centre of the village. The ExA welcome this approach and considers that the anti-social parking should be deterred.</p> <p>The Applicant should, as appropriate, either make changes to this article so that the traffic regulation powers are focussed enough to allow the imposition of restrictions to prevent anti-social parking, or amend R10 (traffic management) to achieve the same.</p>	<p>Following the introduction of Red Route parking restrictions on the roads in the immediate vicinity of Birmingham Airport in 2018, there has been an increase in the volume of short term parking relating to vehicles waiting to pick up people arriving at Birmingham Airport parking on the streets in Bickenhill Village. Presently, there are no parking restrictions in this area as any restrictions are only likely to displace the parking further towards the centre of the village and if introduced across the village, will then start to impact on the residents or their visitors. In addition, events at the local church or village hall would also be affected by any new parking restrictions</p> <p>Whilst these vehicles are predominately Private Hire Taxis, there are also normal privately-owned vehicles, generally cars, using this area to wait for arrivals, which are concerned about the high cost of airport short stay parking tariffs. Conversations have taken place with the Airport, who are aware of the problem but have no plans at the present time to mitigate for the displaced parking.</p> <p>The Council is generally not supportive of Residents Only parking schemes, unless they are self-funded or externally funded so that there is no additional burden for the council's Parking Services budget.</p> <p>There is no easy solution here and we doubt whether the Highways England scheme will make any significant difference to current parking practices. If anything, it could be argued that the new highway arrangement could make parking in the village less attractive.</p>

POR Comments:

In my Deadline 6 submission 'Issue Specific Hearing on Living Conditions (1st October 2019)' I explained that as the north bound carriageway of Catherine de Barnes Lane will be closed off, preventing access to the airport, train station, NEC and motorway network by vehicle, the current taxi parking hotspots at the north end of Catherine de Barnes Lane (see Appendix A) will migrate to the closest points of access via the new link road (see Appendix B). My property, and the area surrounding it, will be the closest point to access the airport, train station, NEC and motorway network by vehicle. As such it will become a hotspot for taxi parking and airport pickups.

The plans clearly illustrate the existing issue with taxis parking and how my property will be affected as a consequence of the M42 Jct 6A works.

The plans were produced following consultation with Catherine de Barnes Residents' Association and Hampton in Arden Parish Council and were also submitted by Bickenhill & Marston Green Parish Council.

However, SMBC have totally ignored the plans and information provided and have not addressed the impact on my property as a consequence of the M42 Jct 6A works.

In fact, they are solely focussed on Bickenhill as my property has not been mentioned at all in their response!

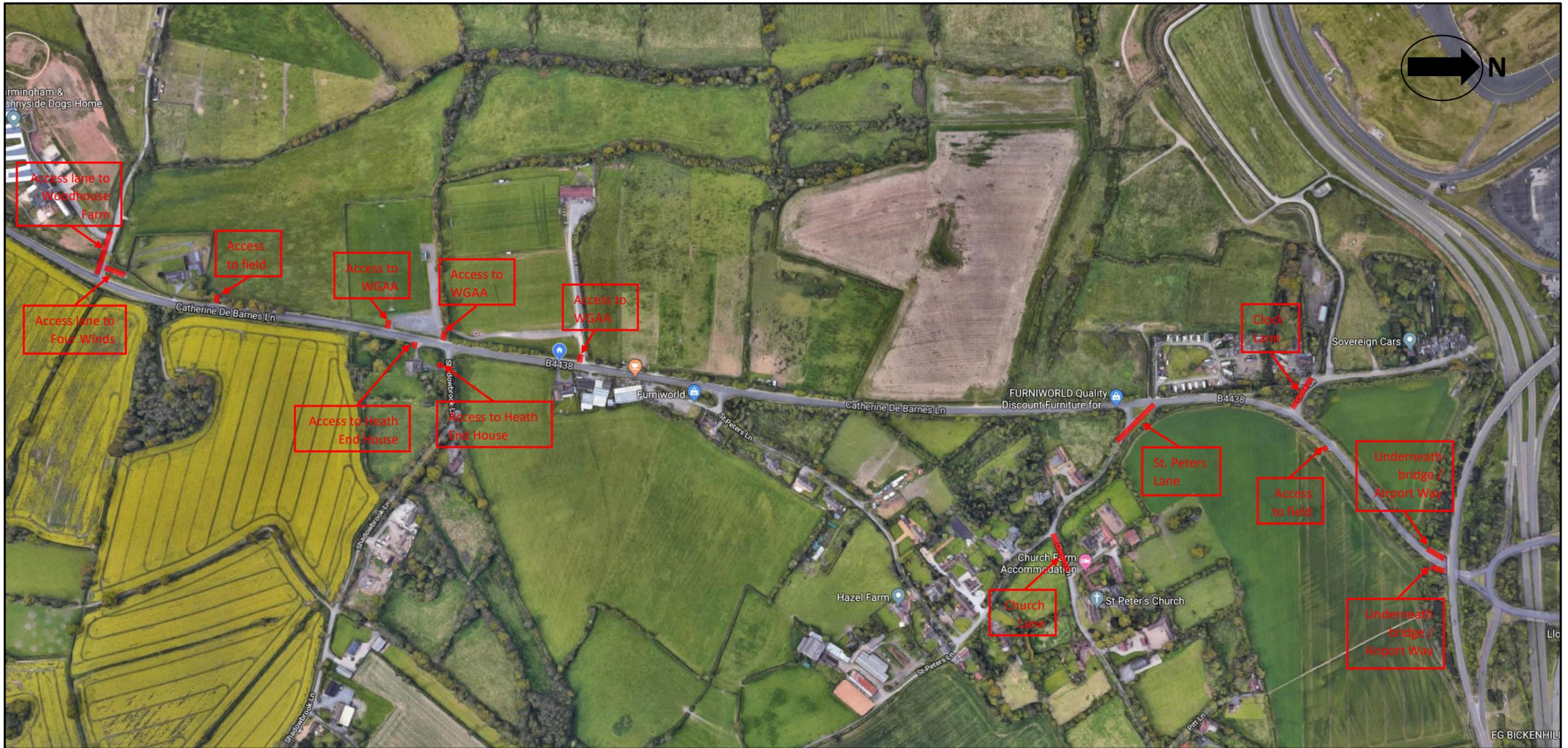
Given the plans I have previously submitted illustrate the migration of taxi parking from the north end of Catherine de Barnes Lane to the area around my property, the last paragraph from SMBC shows they have not quite grasped the fact that the problem of taxi parking is not going to magically vanish but will instead impact my property. If the new highway arrangement makes parking in Bickenhill village "less attractive", where does SMBC suppose the parking problem is going to move to (clue: see Appendix B)?

Also note my Deadline 6 submission 'Issue Specific Hearing on Living Conditions (1st October 2019)' highlighted the following Anti-Social issues which require a response from SMBC:

- Extending the current access lane to Woodhouse Farm up to the new 'Barber's Coppice Roundabout', and also creating a 'private' access road to the WGAA, will generate ongoing issues not only with regard to taxi parking but also travellers, lorry drivers, anti-social behaviour, fly-tipping, loss of privacy, unknowns hanging around, etc.
- The HE Scheme will create a north bound carriageway on Catherine de Barnes Lane that will really only be used by local residents and as such traffic numbers travelling north will be very low. Given the fact cars and motorcycles can regularly be seen travelling along Catherine de Barnes Lane at speeds close to double its 50mph speed limit, and late night motorcyclists can be heard racing from one end to the other, the HE scheme is effectively creating a private 'drag strip' from 'Barber's Coppice Roundabout' to 'Bickenhill Roundabout'

Appendix A:

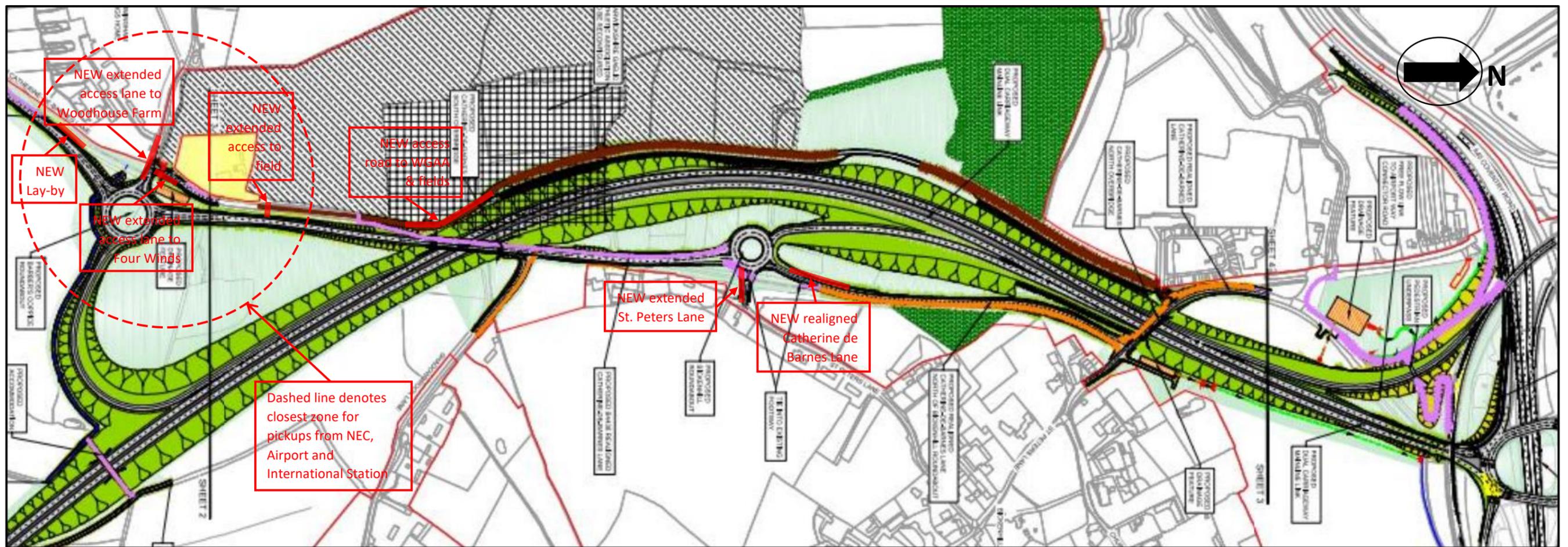
Plan of Current Taxi (& Airport Pickup) Parking Hotspots On or Adjacent to Catherine de Barnes Lane



Plan produced following consultation with, and on behalf of:
Catherine de Barnes Residents' Association
Hampton in Arden Parish Council

Appendix B:

Plan of Taxi (& Airport Pickup) Parking Hotspots On or Adjacent to Catherine de Barnes Lane Following M42 Jct 6A Works



Plan produced following consultation with, and on behalf of:
 Catherine de Barnes Residents' Association
 Hampton in Arden Parish Council