

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

**The Metropolitan Borough of Solihull**

**(Northbrook Road, Nebsworth Close, Streetsbrook Road and Olton Road, Shirley)**  
**(Total Prohibition and Restriction of Waiting) Order 2022**

**17/10/2022**

**LEAD OFFICER STEVE HAWLEY**

- 1.1 To consider representations received to a permanent Traffic Regulation Order (TRO) to introduce new parking restrictions on Northbrook Road and interconnecting roads, Shirley.

## **2 Background**

- 2.1 Through the Council's established Traffic Regulation Order Framework process, Northbrook Road was identified as a priority location in the 2021/22 works programme to be considered for the introduction of new or amended parking restrictions.

It had been noted that some motorists (not associated with households located on the road) choose to park on the unrestricted section highway immediately after the double yellow lines on both ends of Northbrook Road partially on the footway. Whilst the carriageway is narrow, this parking can impact traffic flows and restricts the free passage for pedestrians – in particular those using pushchairs and wheelchairs.

Recognising that extending the existing double yellow lines throughout the entire road would be unnecessarily restrictive for residents and their visitors, it was proposed to extend the existing double yellow lines to suitable locations, protect the bend in the road/the Nebsworth Close junction with double yellow lines, and also implement a single yellow line on both sides of Northbrook Road and the remainder of Nebsworth Close prohibiting parking between the hours of 8am and 6pm Monday to Saturday; the times when the demand for parking associated with nearby facilities is greatest. The two parking bays set back from the carriageway adjacent to Northbrook Court will remain unrestricted and continue to operate on a first come first served basis.

Additionally, double yellow lines were proposed around the signal-controlled junction of Streetsbrook Road and Olton Road to ensure the efficient operation of the junction and mitigate any parking displacement from Northbrook Road. These double yellow lines may also help to regulate any parking associated with the car boot sale that is held on Sundays at certain times of the year.

The proposals as advertised are detailed on plan 8907 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. 29 Representations received and can be broadly broken down as 15 Fully supportive of all proposals, 7 Objections and 7 'others' that were partially supportive or had additional requests that would mainly be outside the scope of the project. The objections, comments and suggestions received have been fully considered. The tables overleaf summarise these representations.

Table 3.1.1 Objections to Proposed Parking Restrictions.

Representation	Supporting Commentary	Officers Comments/ Response
<p>Objection 7 No.</p>	<ul style="list-style-type: none"> <li data-bbox="405 309 1283 636"> <p>• The new parking restrictions for Northbrook Road are going to be a complete nightmare for the Residents living in the two Blocks of flats Northbrook Court. They already have a first come first served in place for the parking bays. This is already difficult for residents as The Managing Agents for the Blocks of flats, do not allow parking on the area behind the Flats .Also, there is no room to park on the driveway down the side of the Block. People who live in these flats have difficulty with any visitors or family or Carers finding a space to park already. I know the Drs Surgery and Pharmacy Causes a problem, as people decide to just park on the road/ pavement instead of using their car park. That needs to be sorted but not by giving people more reason to park in the small parking bays outside the two blocks of flats of which there are 14 households.</p> </li> <li data-bbox="405 674 1283 1357"> <p>• We moved to the Street when social household mixing was not permitted. Since then we have embarked on a renovation project on our house, to give us more space for family and friends to come and visit and stay. Our plan is to have grandparents to come and help with after school childcare, with the view to them staying overnight midweek, as they are getting older and live outside the area. We feel that after all our hard work and planning for our future on the street, this has now been put into jeopardy, due to proposed parking restrictions. We currently have a drive for 2 cars, and when we have visitors to stay, they currently park on the road. We feel that it would not be in anyone's interest for residents to start converting their front gardens in to extended driveways, which we are unable to do as BT have placed a manhole next to our dropped curb. Whilst we understand and experience the difficulties at either end of Northbrook Road on a daily basis, we feel that the proposals would be unfair not only to ourselves but other residents in the street. The proposals would mean we would be unable to have friends or family around on a Saturday, as parking would be restricted. After speaking to other residents, we believe a fair proposal would be to issue each resident with Visitor Parking permits, to allow friends and family to visit. There is a precedent for this, as Edwardian Close has such a permit system in place which is around 100 yds from the Northbrook junction on Streetsbrook Road. If you were to visit our street on any weekend, or indeed weekday afternoons, you would see there are cars parked along the road at various intervals, visiting residents, which are not causing any issues, and if anything assist in reducing the speed of some of the other drivers. We hope this all makes sense, and we look forward to your reply.</p> </li> <li data-bbox="405 1395 1283 1529"> <p>• As residents of Nebsworth Close we fail to see how these parking restrictions right outside our house for the length of time proposed will help us as there is no other provision for parking near us. We have visitors during the daytime when the restrictions would be in place. Our visitors may be elderly so I don't know how they would manage if they can't park outside the house.</p> </li> <li data-bbox="405 1568 1283 1805"> <p>• When our family come to stay there won't be room on the drive for all the cars so it will be difficult for them to park when the restrictions are in place. It will also be a problem for tradesmen who are working on the houses in the neighbourhood- e.g., builders, decorators and window cleaners. The car park serving the Jacey and Northbrook Practices gets very full so if people can't park in Northbrook Rd this will create a very big problem. The proposed double yellow lines at the turnings from Northbrook Road to Nebsworth Close and from Streetsbrook Road to Northbrook Road will be an improvement.</p> </li> <li data-bbox="405 1843 1283 2036"> <p>• I would like to object, whilst I do agree that parking measures should be put in place for the road, the proposed timings for the single yellow line I believe will disrupt the residents of the road. Increasing the double yellow lines would be of benefit to help with the visibility and safety of the junctions. The single yellow line however would restrict residents to only having visitors outside of the single line timings if cars could not be parked on driveways. Weekday restrictions would be difficult and cause issues let alone issues on Saturday</p> </li> </ul>	<p data-bbox="1326 461 1449 539">Refer to paragraphs 3.2</p> <p data-bbox="1326 763 1449 842">Refer to paragraphs 3.3</p> <p data-bbox="1326 1395 1449 1473">Refer to paragraph 3.3 &amp; 3.4</p> <p data-bbox="1310 1619 1465 1697">Refer to paragraph 3.3 &amp; 3.5</p>

	<p><i>Table 3.1.1 continued.....</i></p> <p>This would also inhibit any workmen being able to park outside a property to carry out work etc. From what I have witnessed from the cars parked on the road, generally residents cars are not the problem, however residents will feel the effects most. Could one solution be permits given to residents to use for visitors so they can park on the road if required? This would mean the road would be generally empty most of the time however for the odd occasions there maybe a couple of visitors parked on the road.</p> <ul style="list-style-type: none"> <li>• Thank you for your letter explaining the proposed changes for Northbrook Road and its entrances and we totally understand the reasoning behind them. However, we believe that they are perhaps a little over precautious in parts. The double yellow lines at either end of the road are necessary would definitely help ease the traffic congestions caused by the chiropractor/Streetsbrook residents/Streetsbrook Shops and Dr Surgery overflow parking. The single yellow proposed lines however we don't feel are suitable and would cause problems for visitors and family parking along the road and would leave no additional parking during the week and Saturdays.</li> <li>• I agree that the extension of the double yellow lines at both ends of the road is a good idea (so dangerous with so many cars parked near the ends) I feel generally the proposals are too restrictive for the residents. May I suggest short term restrictions (between certain hours as in various roads in the borough) or permits for residents. Extra parking spaces are needed for the Health Centre but I am against taking up more of the parkland. I wonder if more parking bays could be an idea opposite the flats. There are always plenty of spaces in the Jacey Road car park so maybe that could be publicised too. I would be interested to hear if there were consultations regarding this matter as I was not aware of any.</li> <li>• Please reconsider, the proposals are ill-conceived and will give rise to more issues than they solve. Residents will be unhappy that family and friends (and, presumably, trade or delivery vehicles) will no longer be allowed to park on the road during the daytime; allowing more speeding on the uncluttered road. This will inevitably reduce the market value of the houses and create more anger. Where will people park if they need to visit the health centre, the clinic, the nearby Streetsbrook Road sportsgrounds, or the cemetery at busy times? And how will those organisations survive? Most of the proposed new double yellow lines make sense from a congestion and/or safety point of view around the junction of Northbrook Road with Streetsbrook Road, and around the Olton Road/Streetsbrook Road junction, including a short extension to the double yellow lines in Northbrook Road, the double yellow lines in Northbrook Road beyond the Health Centre car park seems relatively pointless although, with the parking bays by Northbrook Court, this can be an awkward bend at times. Surely a better solution would be to provide additional parking spaces adjacent to the existing health centre/Palmers Rough parking, and in front of Northbrook Court. The clinic at the Streetsbrook Road end needs to encourage their customers to use all the spaces in the car park, and manage the number of appointments accordingly (shouldn't this have been a condition of Planning Approval?)The other sections of Northbrook Road and Nebsworth Close currently see only rare issues due to parking, and mostly outside of the Mon-Sat 8am-6pm times. Surely if you provide parking where it is required (or force the 'businesses' to provide adequate parking) then you won't be just pushing the problem onto new sections of the road</li> </ul>	<p>Refer to paragraph 3.3, &amp; 3.5</p> <p>Refer to paragraph 3.3</p> <p>Refer to paragraph 3.3, 3.5 &amp; 3.6</p> <p>Refer to paragraphs 3.3, 3.5, 3.6 &amp; 3.7</p>
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Table 3.1.2 Support/Other to Proposed Parking Restrictions.

Representation	Supporting Commentary	Officers Comments/ Response
Support/Other 22 No.	<ul style="list-style-type: none"> <li>• I received the attached letter in the post and I am happy with the proposal.</li> <li>• This is a great idea. The parking is horrendous at both ends of the road. Cars park on both sides, meaning you have to weave in and out between cars. It is dangerous, both turning into the road and exiting the road, particularly Streetsbrook Road end. It is particularly bad for vans and lorries, including the refuse collection vehicles and skip lorries. On occasion I have seen them having to reverse into Nebsworth because they couldn't pass the cars, Streetsbrook Road end. My understanding is that some of the people parking on the road/footpath, are getting the bus into Solihull to avoid parking charges. Please implement the scheme asap.</li> <li>• The parking has got worse over the past 5-6 years that we can no longer back onto our driveway anymore, so when we reverse out into the road we have to contend with parked cars either side which is very dangerous as most cars come down the road at ridiculous speeds Our father is elderly, he has been in and out of hospital so many times the past few years the ambulance cannot reverse into our driveway which blocks the road, so we welcome your proposal to put a single yellow line, it is just a pity it is only six days a week (outside our house). You need to do something asap as the dustbin lorry now blocks the road every Tuesday to collect the bins and you cannot drive round then because of the parked cars throughout the road. You will find that the people who park by our house own or work in the businesses on the main road (they won't use their own car parking spaces would they) people who use the Chiropodist at the end of the road, even when there is car parking spaces available in their car park – and people who visit relatives who live on Streetsbrook Road who have long driveways themselves and stay all weekend on our road, we see them come back to their cars from the main road. Today outside our house from the end of our driveway to the bottom of our road is all parked cars, half on the kerb. The problem has gotten out of control. So please implement your proposals asap.</li> <li>• Further to your letter regarding parking restrictions in Northbrook Road, which I fully support. I am a resident of 30 years in Northbrook Road and have noticed over the past few years people driving carelessly on the bend, with some drivers narrowly missing colliding with each other, and I myself have had to mount the kerb to avoid an oncoming vehicle. Therefore I would like to suggest a middle white line, with maybe a SLOW sign on the approach of this bend.</li> <li>• Thank you for your most welcome letter concerning parking on Northbrook Road and Nebsworth Close. Parking has been a concern for several years and the problem has become worse recently. The doctors' carpark is often full but even when there are spaces, some people still park on the pavement making it impossible for people with wheelchairs or prams to get past. Often people park on both sides of the road at each end of Northbrook Road making it impossible for large vehicles such as fire engines to get through. We believe most of the cars parked at the Streetsbrook Road end of Northbrook belong to people who work at the shops. There are things that could be done to ameliorate the situation such as enlarging the doctors' carpark beyond the Jacy practice building and possibly some parking bays where space allows. We presume that normal deliveries to houses will not be affected.</li> <li>• I wish to offer my support but fear that the lack of parked traffic might just lead to motorists' speeding and accidents occurring especially on the bends. I believe the proposals should include give way road markings in Nebsworth Close at Northbrook Road, plus the provision of centre white lines in Northbrook Road around the bend either side of Nebsworth Close. I have driven along Northbrook Road numerous times, either way, only to suddenly come up against an opposing motor vehicle travelling at an inappropriate speed or travelling across the centre of the road. Therefore, I believe that Northbrook Road and Nebsworth Close should be subject of a</li> </ul>	<p>Noted</p> <p>Noted</p> <p>Refer to paragraph 3.8</p> <p>Noted</p> <p>Refer to paragraph 3.6 &amp; 3.7</p>

	<p><i>Table 3.1.2 continued....</i></p> <p>20mph speed zone if parking restrictions are to be put in place. I would also like to see traffic turning left off Streetsbrook Road along the slip road to join Olton Road, be controlled by a Stop sign rather than the current Give Way sign and road markings. Far too often, vehicles turning right out of Northbrook Road onto Olton Road, are prevented because of speeding vehicles, not slowing when turning left and going straight across said give ways without being alert to traffic attempting to turn right out of Northbrook Rd onto Olton Road. I also believe the provision of double yellow lines should be on both sides of Streetsbrook Road at Northbrook Road, from the Pelican crossing zig zag road markings and throughout this T junction.</p> <ul style="list-style-type: none"> <li>I fully support proposals outlined in your letter of 10 June 2022. The restrictions and timings thereof seem absolutely on the button. Northbrook Road has a very narrow carriageway in which two vehicles can pass only slowly and carefully. The disruption caused at each end of the road by people going to the shops, Doctors and Chiropractors cause a real blockage at times which prevent cars turning into the road, and thus blocking Streetsbrook Road and Olton Road respectively which is dangerous. Additionally at times of car boot sales, flu jabs, bonfire night and other events locally the road is always blocked and people even park across drives preventing residents coming and going. As I said, I fully support what you are proposing.</li> <li>I feel that proposed double yellow lines at each end of the road sensible though the Doctors surgery carpark is too small and some thought should be given to the 8 to 6 restriction that could be varied as it is in Rectory Road with no parking times of 10 to 11 and 2 till 3 so that in effect there are 3 different zones ,double then 8 to 6 then the 10 to 11 and 2till 3 in the middle.</li> <li>I would welcome the new measures and double yellows, the road is getting more and more dangerous by the week, all my family ride motorbikes and parked cars on the narrow road are always a problem. With people not wanting to give way to let anyone through. Double parking is also a major issue which this would help. Anyone from the road I have spoken to has agreed it is a good step forward.</li> <li>I was extremely pleased to receive your letter regarding parking restrictions in Northbrook Rd. This situation has been getting worse over the last few years. Drivers have been parking in this rd, 1, to take children to school,2, visiting shops in Streetsbrook rd, and parking on both sides of the rd and particularly on the pavement, this has impacted my wife and also others who have to use a mobility scooter. These restrictions cannot materialise soon enough.</li> <li>I write to fully support the proposed restrictions. Over this period I have seen on-road parking become an increasing problem to the point where it is not only an issue for pedestrian access, but also a real danger when turning into the road at either end. Vehicles are also frequently double parked on the road causing problems for deliver drivers, bin collection etc. Assuming these restrictions are approved, may I suggest that some traffic calming measure is also needed. Over the years, there has been a noticeable increase in the speed of vehicles using the road. This applies particularly if there is any congestion at the traffic light junction with Olton Road, when it is used as a shortcut. Furthermore, I have witnessed a number of minor accidents, particularly in winter when the road tends to be prone to ice, and only earlier this year a car lost control and almost ended in my neighbour's front garden. My major concern is that, as the proposed restriction stand, without some form of traffic calming, less parking along the road will lead to increased speeding and make it even more attractive at times as a high speed short cut.</li> <li>I am a resident on Northbrook Rd and am writing to give my support to the proposed new parking restrictions. Where the road meets Streetsbrook Rd the parked cars make it very dangerous when turning in and cars often meet head on as they are unable to see each other. Making restrictions here will help a great deal. The road is very narrow, even when passing without any parked cars, I have small children, it is concerning when walking them along</li> </ul>	<p>Refer to paragraph 3.9</p> <p>Noted</p> <p>Refer to paragraph 3.6 &amp; 3.10</p> <p>Noted</p> <p>Noted</p> <p>Refer to paragraph 3.9</p>
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	<p>the pavement as cars are very close. Parked cars make this much more dangerous. There was a recent incident of a car driver misjudging the width of the road when passing another vehicle and mounted the pavement, thankfully only knocking over the virgin cable box. We live at the end closest to Olton Road, I do wonder that the parking outside the flats will always be occupied by those visiting the nearby Dr/Pharmacy, meaning those living in the flats will have very limited space to park their cars. On the whole I am certainly in favour, however, acknowledge that those using the nearby facilities, park &amp; woods will be impacted and the current parking may not be sufficient.</p> <ul style="list-style-type: none"> <li>As a resident in Northbrook Road, we have seen the current parking problems increase and welcome the possibility of such problems being reduced. However, I would ask you to please consider the following: I have noticed that the many non-residents seen to use the road to park for long hours, often on reoccurring days. If when these new restrictions come into force, I fear that many will simply move to the free carpark adjacent to the Northbrook Surgeries and Pharmacy, possibly parking for long periods and depriving patients coming for appointments to the doctors of spaces and thereby being forced to either park elsewhere or miss their appointments. If this unintended outcome were to occur it would be a great pity for those arriving for their appointments through 'commuters' hogging the spaces from early on. Perhaps this potential problem could be overcome by requiring a parking ticket to be displayed, free for say 2 hours. Perhaps the practice Managers could advise you of the time that patients might need for their appointments and parking time limit being set accordingly. There are also of course the same considerations with regards to visitors with young children wanting to visit the playground area or walk through the woods. Could you please bear these points in mind as I believe unintended consequences might result if the parking around the surgeries and pharmacy is not taken into account.</li> <li>We are very much in favour of this proposal as it will make our family member's life very much easier, as he is a wheelchair user, and it will also improve the safety of all road users at each end of the road. We have suffered for years with inconsiderate parking in our road, thank you. Whilst on this subject, do the council propose at any time in the near future making parking on all footways and grass verges illegal in the borough?</li> <li>We are in full agreement of the proposals outlined in your letter dated 10 June 2022. The parking of cars that are not associated with the road, particularly between the bend at Nebsworth Close and the Streetsbrook Road, regularly cause issues. It is believed these cars belong to people working at the shops or are resident in nearby properties in Streetsbrook Road. Cars entering Northbrook Road can be forced to brake on the main road and cars leaving Northbrook risk having a head on collision purely created by the cars parked in Northbrook Road. At the doctor's surgery end of the road, too many cars are parked on the pavements, often both sides of the road and on the bend, preventing wheelchairs or pushchairs being able to pass on the pavement. This is believed to be because people avoid using the surgery car park or available spaces are limited. In addition many dog walkers also park on the pavement to be nearer the woods. Surely more spaces could be provided by extending the car park, possibly beyond the Jacey practice or further down alongside the woods. Whilst we also fully agree with single yellow lines being introduced to prevent the problem further along the road, we would like there to be some additional flexibility introduced to accommodate the limited occurrence when family visit or workman are employed at a property. Could some form of permit be provided to facilitate this?</li> <li>We mostly approve of the proposals set out in your letter dated 10th June regarding the above proposals. Living at the 'Chiropractor End' of Northbrook, we have suffered for many years from inconsiderate, sometimes dangerous parking practices local to our house, and from a personal standpoint we welcome the measures proposed. There are inevitably going to be people to whom it presents difficulties, and I'm sure you will have received comments from those who may be adversely affected. The most obvious issue that springs to mind is parking of contractors vehicles at properties having building work carried out, which often takes a very long</li> </ul>	<p>Refer to paragraph 3.2</p> <p>Noted</p> <p>Refer to paragraph 3.11</p> <p>Refer to paragraph 3.3, 3.5 &amp; 3.6</p>
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	<p><i>Table 3.1.2 continued....</i></p> <p>time and involves a number of vans etc from multiple trades. Finally, it may be possible that such restrictions may cause some reluctance from prospective buyers of a property being sold, although, on balance, this is probably unlikely.</p> <ul style="list-style-type: none"> <li>As a wheelchair user I have regularly experienced problems safely exiting my road, with cars parked half on the pavements on both sides of the road, particularly near the junction with Streetsbrook Road, leaving not enough room for me to pass in my electric wheelchair. This forces me into the actual carriageway, just where the road is busiest and most dangerous. I'm glad the plan includes single yellow lines down the rest of Northbrook Road, as well as the double yellow lines near the junctions, the single lines restricting parking on the street along the whole road Mon-Sat daytimes. The properties along the road all have off-street parking or access to suitable unrestricted spaces and there is a car park at the doctors, so the restrictions should not adversely affect anyone with a legitimate reason to be stopping in Northbrook Road, and the single yellow lines will prevent the current problems from simply being transferred further down the road. Please also consider extending the car park by the doctors to provide extra spaces for the people who currently park on Northbrook Road (possibly including the employees of the shops and hairdressers on Streetsbrook Road), although this car park is rarely completely full at present. I look forward to being able to pass down the pavements of my road in my wheelchair easily and to being able to safely access local bus stops and shops. I am wholly in support of the proposals.</li> <li>We generally support but have some concerns about the single yellow line time restrictions on residents. We fully support the need for more double yellow lines at both end of the road to make entering the road safer and the corners safer. The parking down by the doctors is awful at present especially blocking the pavements from people with pushchairs walking. In regard to the single yellow line I have concerns on the impact of us as residents. It would mean that any visitors to our house wouldn't be able to park on the road. Therefore I think there either needs to be a resident permit scheme such as in Edwardian close to allow us to have permits for visitors or if we should need to park on the road (e.g. when having work done, cleaning drive etc) or the parking restrictions be shorter time slots to prevent all day parking but allow residents to park/ have visitors.</li> <li>The parking around the Northbrook Road to Streetsbrook Road junction is becoming increasingly congested particularly when the chiropractic clinic is open this results in frequent near misses with cars parked on both sides of the road and only room for one car to pass. Additionally the doctors' carpark is often full and people park on the pavement increasing the risk when driving to the middle of Northbrook Road where I live. Often people park on both sides of the road at each end of Northbrook Road making it impossible for large vehicles such as fire engines to get through. We believe most of the cars parked at the Streetsbrook Road end of Northbrook don't belong to people who live or are visiting Northbrook Road residents. I fully support the proposed restrictions and feel that it is a good proposal to ensure access and maintain safety for all the residents of Northbrook Road and the surrounding streets. I'm sure there are things that could be done to improve the situation such as enlarging the doctors' carpark beyond the Jacy practice building and possibly some parking bays where space allows.</li> <li>We agree with Northbrook Road having lines put down, as we have suffered the same problems as the residents in that road for many years. We only wish, now, we had complained and perhaps we would have had something done along our road. Because we have a wide pavement, we have vehicles parking fully on the pavement and half on the road and pavement, this COMPLETELY blocks our visibility when trying to get off our drives, and continually obstructs pedestrians. Also, we have the added disadvantage of the speed at which traffic motors along. When vehicles are parked fully on the pavement, mothers with pushchairs, people with mobility vehicles/wheelchairs cannot get past due to there being a lamppost and road sign blocking their way. We have had on several occasions' mothers knock the door asking us, not in a polite way, to move the vehicle blocking their</li> </ul>	<p>Noted</p> <p>Noted</p> <p>Refer to paragraph 3.3 and 3.6</p> <p>Noted</p>
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Table 3.1.2 continued...

way, only to tell them it is not ours, which they do not always believe. And we can quite understand their frustration/anger of having to walk on the road at oncoming traffic with their child/ren. We not only have to put up with people going to the shops, sometimes parking for a lengthy period, whilst they have their hair cut at the barbers or hairdressers, but visitors from both sides of the road find it easier to park on the path, rather than try and get on and off the drives. Only recently we saw a police officer taking note of three vehicles parked fully on the pavement. We have recently had several accidents within the distance of the traffic lights to our house, due to speed. With moving traffic from Northbrook Road, we know that this will compact the problem with path, path/half path parking on Streetsbrook, as people would rather park on the path, than have their car damaged by fast moving traffic on Streetsbrook Road. Streetsbrook Road traffic moves a lot faster than Northbrook Road traffic, and we feel red lines all the way down to the shops would save a lot of anguish, and accidents. Therefore, please would you consider taking another survey, and if not red lines, yellow lines, if only from 6am to 8pm during the manic period would be better than nothing.

Refer to paragraph 3.9

- Parking has become more of an issue, recently particularly at both ends of Northbrook Road. The proposals outlined in your letter are likely to have major consequences on traffic flow. Vehicles attempting to enter the surgery car park when it is busy are likely to block Northbrook Road in both directions, potentially having a knock-on effect to Olton Road itself. The proposals need to ensure that traffic is able to flow. When the surgery organises flu jab sessions, knowing the car park will be busy it provides traffic marshals. Opportunities to enforce existing parking regulations have not been taken. Perhaps if they are/were, these proposed regulations would not be necessary. Most people park sensibly, the actions of a few inconsiderate parkers could have major implications for residents, visitors, tradesmen and users of the service providers based in the road. There is very little alternative parking nearby. People still need to visit the doctor's surgery. Introducing restrictions without increasing parking provision at the surgery is likely to just move the problem to adjoining areas. Since the surgery car park has been gated, on occasion the gate has remained locked on a weekend and driver's first resort has been to park on the grassed area of the park opposite No's 50/52/54 and Northbrook Court, even though on-street parking has been available. The proposed new parking restrictions must include this grassed area e.g. by introducing bollards / low fencing, otherwise parking is just being displaced from the road to parkland. On-road parking is preferable to parking on the grass. The provision of resident's parking permits (as on Edwardian Close around the corner) should be introduced. The road can comfortably accommodate a level of parking, so leaving it empty for the proposed periods seems an underutilisation of resources. How will delivery drivers, e.g. food deliveries for OAP's, be accommodated? The letter identifies Monday to Saturday 8AM to 6PM as busy times. Has this been established scientifically? My experience is that 9AM to 5PM Monday to Friday may be more appropriate. Your letter refers to the parking bays outside Northbrook Court being available on a first-come first-served basis. Inside the Northbrook surgery reception is a notice asking patients not to use these bays as they are private parking for Northbrook Court residents. I do not know who owns the bays but suggest that parking rights in these bays need to establish as they impact on your proposals. If the proposed double yellow lines are introduced, then single yellow lines must follow because of the parking displacement which will occur.
- I write to support the proposed new parking restrictions in Northbrook Road. I would, however, like offer some comments and observations. As a resident of the road (since 1963) I have witnessed many examples of inconsiderate parking on a daily basis when I walk my dog. The Health Centre is obviously the cause of most of the problems. It opened in 1980 and I do not think the parking area has been increased since then. The building has been extended twice:

Refer to paragraph 3.3 3.2, 3.6 & 3.7



	<p><i>Table 3.1.2 continued...</i></p> <p>1) The Child Psychiatry area, now The Jacey Practice;  2) The Pharmacy area, which juts forward and obscures the view of the car park from the road.</p> <p>In addition, the Northbrook Group Practice moved its Shirley Road Practice into the building. Obviously, this meant that patients who could walk to the Shirley Road Practice needed a car or taxi to get to the new site. I do not believe there are any suitable bus routes. In more recent times various community clinics, especially physiotherapy, have been housed in the building and offer services to patients from a fairly wide area. None of these increases in service provision on the site have been accompanied by any increase in parking spaces for patients or staff. It is impossible to tell whether spaces are available in the car park without entering the site, and then it is difficult to turn the car round if a space is not available. I frequently see cars being parked in the road when the driver has made no attempt to enter the car park – on many occasions, as a pedestrian, I can see that spaces are available. As much as I appreciate the amount of grass around the Health Centre, I do feel that an increase in parking spaces would be justified. Many public car parks have an indicator board showing available spaces – this may be over complicated but might ensure full use of available spaces. The parking bays outside Northbrook Court are supposed to be used by residents of the flats and their visitors - notices inside the Health Centre remind patients of this fact. Although garages are allocated to the flats any parking in the garage area will cause an obstruction. There is a risk that illicit parking could occur in that area when parking restrictions are introduced. The nearest stretch of road without yellow lines may be too far for someone to walk to the Health Centre. Roadside parking in the vicinity of the chiropractors' clinic makes entering and exiting Northbrook Road very hazardous. I think most of this parking is associated with the shops which need a more collaborative approach to parking on their forecourts. In some areas of London parking spaces on private driveways can be pre-booked for a fee – could Solihull MBC encourage schemes of this kind? Double yellow lines on the dangerous bend at the junction of Northbrook/Nebsworth is an excellent innovation. I have a major concern about the enforcement of parking restrictions. Unless this is seen to be carried out the situation may not improve and loading/unloading may be invoked as excuses.</p>	<p>Refer to paragraph 3.2, 3.6 &amp; 3.12</p>
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- 3.2 The proposed restrictions were not intended to cause difficulty or inconvenience for Northbrook Court residents. The objector's concerns are noted. Any scheme progressed would be subject to monitoring and if the operation of the lay-by parking areas is compromised options to mitigation measures could be considered. However, it should be borne in mind that the bays in question do form part of the public highway and therefore are currently available for the use of all motorists.
- 3.3 The objector's concerns around visitor parking are noted and echoed by some of the other representations received. Whilst most properties benefit from off-road parking the restrictions as advertised could cause inconvenience for larger households and their visitors. Residents' parking schemes are typically introduced following an application from residents indicating their agreement to meet both the initial cost of joining the scheme and the ongoing annual permit renewal cost. This process sits outside the annual TRO priority process and has criteria that must be met and would not be considered under this Order. However, if a subsequent application was made it would be considered accordingly.
- 3.4 The proposed restrictions within Nebworth Close were to mitigate the effect of any potential displacement of parking from Northbrook Road.
- 3.5 Trades can apply for exemptions to park on restricted kerbside space, although it is accepted that this system is limited in terms of the free maximum duration and that trade visits are not always scheduled to allow for the necessary application process.
- 3.6 The operational times of the yellow lines could be amended so that they are only in force for certain periods of the day. This is typically implemented with a 1 or 2 hour restriction applicable in the morning and afternoon periods and can be a useful deterrent to discourage obstructive all-day parking. However, where the demand for parking is throughout the day for those attending local services, such a restriction might not be successful in resolving all parking issues. The objector references that no consultation has taken place, this statutory process is the consultation and we have engaged with all affected residents and businesses. Creating additional capacity in the off-street car parking areas is beyond the scope of this highway management scheme.
- 3.7 Deliveries and instances of active loading and loading can legally take place on the proposed double yellow lines and single yellow lines, as there is no prohibition of loading associated with these restrictions within the proposal. The majority if not all the local businesses reference by the objector have off-street parking facilities.
- 3.8 This supporter of the scheme questions the operational days of the single yellow lines only being 6 days a week Monday – Saturday. Whilst it could be a 7 day restriction, it is recognised that other residents don't share this view and don't support the single yellow lines at all.
- 3.9 The road safety concerns are noted and will be fed back to the council's road safety team. In terms of this Order there is no 20mph speed limit proposed alongside the scheme and the request for additional parking restrictions on Streetsbrook Road would also have to be addressed separately.
- 3.10 As noted in 3.6 alternative operational times of the double yellow lines could be considered, however, different operational times in the same road could lead to confusion and a consistent restriction throughout would be preferable.
- 3.11 The Government has been considering an extension of Local Authority Civil Enforcement powers outside London Borough to make it a specific offence to park on pavements and grass verges, something this Council is supportive of. At the time of writing this has not been introduced. However, wherever yellow line parking restrictions are introduced they will apply to the full extent of the public highway including adjacent footways and verges.
- 3.12 Negotiating private parking arrangements on driveways is available to households through various third-party schemes but is not promoted by SMBC. The enforcement of any parking restrictions introduced on highway would be carried out in line with available resources and other enforcement commitments around the borough.

## **4 Ward Members' Views**

- 4.1 The Ward Members for Shirley East and Olton 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 proposed double yellow lines on Streetsbrook Road and Olton Road did not attract any objections and it is recommended they are implemented as originally advertised.

The principle of providing parking restrictions on Northbrook Road and Nebsworth Close does have some support; particularly for the additional double yellow lines. However, the proposed single yellow lines (no waiting Mon-Sat 8am – 6pm) have divided opinion, both in terms of their need, impact on residents and their visitors and the proposed operational times. Some of the generally supportive comments also questioned the single yellow lines or had additional comments/concerns around their impact.

It is therefore recommended that parking restrictions are implemented in part on Northbrook Road and Nebsworth Close; introducing the double yellow lines only at this time and reviewing the road 2-3 months after implementation to consider whether the single yellow lines are necessary, and if the proposed times are appropriate or should be amended.

This review would provide an opportunity undertake additional engagement with residents, offering them a chance to feedback on the day-to-day operation of the street with the new double yellow lines in place and after new parking behaviours and habits have been formed. Should a clear majority support be established at this time for the additional single yellow line restrictions to be introduced as advertised or in a modified form, a second part of the Order could then be introduced as appropriate.

## **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 (Northbrook Road, Nebsworth Close, Streetsbrook Road and Olton Road, Shirley) (Total Prohibition and Restriction of Waiting) Order 2022** is implemented in part as described in 5.1 and shown on Plan 8907A in Appendix B.

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

*P.S.Tovey*

*7<sup>th</sup> November 2022*

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

**Paul Tovey  
Head of Highway Management**