

REPORT TO THE HEAD OF HIGHWAY MANAGEMENT

REPRESENTATIONS TO AN ADVERTISED TRAFFIC REGULATION ORDER

The Metropolitan Borough of Solihull (Aylesbury Road, Belton Close, Field Way, Old Warwick Road, Orchard Road, Park View, School Lane, Spring Lane, Stratford Road - Hockley Heath) (Prohibition of Waiting) Order 2022

13 FEBRUARY 2023

LEAD OFFICER: JANE WILLIAMS

1 Purpose of Report

- 1.1 To consider representations received to a permanent traffic regulation order (tro) to introduce new parking restrictions on Aylesbury Road, Belton Close, Field Way, Old Warwick Road, Orchard Road, Park View, School Lane, Spring Lane, Stratford Road in Hockley Heath.

2 Background

- 2.1 The Council's traffic regulation order framework process identified Stratford Road service road adj. to number 2376 and the junction with Old Warwick Road as a priority location in the 2022/23 works programme for the consideration of parking restrictions. Additional locations which would benefit from parking restrictions in this area have been identified and we have taken the opportunity to include them within this consultation. In response to local concerns about obstructive parking at these locations it is proposed to...

Install double yellow lines on:

- On Field Way in the turning head.
- At the junction of Aylesbury Road and Park View.
- At the junction of Stratford Road, Stratford Road service road and Orchard Road, including the ninety-degree bend on Orchard Road.
- At the junction of Stratford Road and Old Warwick Road, including opposite the junction.
- On the eastern side of the service road adjacent to the shops (number's 2364 – 2376).
- At the junction of Stratford Road and Spring Lane.
- At the junction of Spring Lane and Belton Close.

Install single yellow lines:

- Park View, east side of the carriageway near to the junction with Aylesbury Road. A 'No Waiting, Monday – Friday, 9.30am – 10.30am' restriction will discourage all day parking.
- School Road, opposite properties 89 – 95. 'No Waiting, Monday - Friday, 8.30am - 9.30am & 2.30pm - 4pm' will discourage parking at school drop off and pick up times. It will keep the carriageway clear at this location and also allow residents safer access and egress from their properties.
- Stratford Road service road, adjacent to numbers 2589 – 2607. A 'No Waiting, Monday – Saturday, 8am – 6pm' will discourage obstructive all day and shopper parking at this location. The service road is a narrow cul-de-sac and does not have a turning area. This restriction will allow access and egress at all times for residents, deliveries and the emergency services if required.

These restrictions will discourage obstructive parking on the carriageway and footway and will help to facilitate the free passage of traffic and preserve or improve the amenities of the area through which the road runs.

The proposed traffic orders are shown on drawing nos. 9009a – e in Appendix A.

3 Matters for Consideration

- 3.1 The proposals were formally advertised on 27th October 2022 and the closing date for receipt of representations was 17th November 2022.
- 3.2 The objections, comments and suggestions received have been fully considered. The table below summarises the representations in relation to the proposed order: -

Representations Aylesbury Road and Park View	Officers Response (Refer to paragraph)
My concern is that for people who do not have enough room on their driveway, it will force people to park on Aylesbury Road, (odd number side) it will cause absolute chaos.	3.3 & 3.4
Aylesbury Road is already a dangerous road, and this will potentially make it even more dangerous.	3.5
I think the money from the council would be better spent putting speeding restrictions on Aylesbury Road, as there has been a recent dog death and very near misses with children because of poor and reckless driving and this will only get worse.	3.6
From where I live there is not an excess of cars on Park View and adjoining areas for this to justify the time and expense which I presume is coming from mine and others council tax fees – again I think the money would be better spent elsewhere.	3.7, 3.8 & 3.9
With the rate of inflation, mortgage rates and ridiculous house prices, it is difficult for our young adults to get on the property ladder and move out. Unfortunately, whether we want to or not, we have more people living in our homes which results in more cars. Again, would money be better spent creating a better infrastructure to support this – i.e. more parking as opposed to taking it away.	3.8 & 3.9
I fully support the proposals but wonder if you could consider extending the double yellow lines further along Park View from its junction with Aylesbury Road. My reason for this is that we have numerous cars, vans etc. parked almost to the junction of Aylesbury Road itself and when drivers turn into Park View there is no access if a vehicle is coming off the estate and they have to break sharply to avoid either the parked car or the oncoming vehicle . We have also had cars parked and left by people for one or two weeks presumably to go on holiday?	3.7, 3.8, 3.10 & 3.11
We fully support the proposed parking prohibition plan for Park View.	n/a
I am writing in support of the total prohibition of waiting ...no waiting at any time. In the Hockley Heath area.	n/a
I am writing with regards to the proposed TRO's for Hockley Heath and I fully support these plans to prevent dangerous parking.	n/a
I live on Aylesbury Road, and we have an issue whereby people are parking to visit houses that run small business from the house / back garden, and they are parking either on the footpaths, in the road or on grass verges which then causes issues with traffic moving around these cars and with neighbours trying to exit the drives finding it difficult to gain the necessary safe visibility for approaching cars. Several neighbours have recently signed a petition, which I understand gathered over 100 signatures, for traffic calming on this road due to the speed of cars up and down the road – add into the mix parked cars and the speed issue and it will only be a matter of time before an accident occurs.	3.5, 3.6, 3.11 & 3.25

<p style="text-align: center;">Representations Belton Close, Spring Lane and Stratford Road</p>	<p style="text-align: center;">Officers Response (Refer to paragraph)</p>
<p>The new parking restrictions here in Belton Close which will be a welcome relief to most of us who live in the Close.</p>	<p style="text-align: center;">n/a</p>
<p>I would ask that consideration should be given to making the rest of Belton Close a single yellow line on Monday to Saturday from 8 a.m. to 6 p.m. The reason for this is that the traffic which currently parks at the entrance to Belton Close will only move further down the Close where there will be further congestion. The shops at numbers 2402 to 2412 will still have deliveries etc which cause the current parking problems, and I have no doubt that residents here will have difficulty when the double yellow lines are installed.</p>	<p style="text-align: center;">3.14</p>
<p>As an employer and business owner in Hockley Heath, I am extremely concerned, and object most strongly, the proposed restrictions in the south end of the village will have an adverse impact for our business, local shoppers and employees. I feel that there is insufficient evidence to prove a need for the excessive restrictions suggested. There has only ever been a small number of vehicles parked on the roads in this area, never along the A34 and not enough to cause any great risk to safety.</p>	<p style="text-align: center;">3.4 & 3.14</p>
<p>It is my belief that no road safety audit has been carried out and it seems to me that very little actual impartial research and evidence has been collated with regards to the need for parking restrictions.</p>	<p style="text-align: center;">3.12</p>
<p>Business Impact: Our family business has been in the village for just a few months shy of 60 years, providing employment, service and support to the immediate and wider community and drawing people and commerce to the Borough of Solihull, from the length and breadth of the country. In that time we have seen many changes and faced many challenges. We lost a huge amount of passing trade when the M40 was put in, online shopping has posed a very real threat and, of course, the pandemic had a huge impact, with lockdowns during the winter months which are our busiest time of year.</p>	
<p>Easy and convenient parking is recognised as a key factor when people are deciding where to shop. There is very little public parking provision in the village to support local businesses, with the only on street marked parking bays being at the north end of the village, outside the One Stop. No local authority help is given, or provision made, for parking for the businesses at the south end of the village. These businesses rely on their customers and staff having the use of a small number of private spaces along the fronts of the shop's premises and free on street parking inside roads.</p>	<p style="text-align: center;">3.13 & 3.14</p>
<p>With nearby large out of town retail parks and large supermarkets available, with free, close proximity parking and plenty of disabled spaces, we are constantly aware that our customers can choose to shop elsewhere. Yet, every day we're reminded by customers that we are important to them and provide a much-needed service. We can only continue to provide that service for as long as our customers use us and there is no doubt that the removal of on street parking will adversely affect the business. Our footfall has dropped since the pandemic struck and we are still working to rebuild. Now we're faced with parking restrictions and to add to that a forecasted recession! Everyday businesses like ours are closing and something as simple as parking restrictions could be the final straw for us.</p>	
<p>While our business will never attract customers in the same quantities as the retail parks (nor would we want to!) the current parking arrangements enable our customers, many of retirement age and over, to continue to use our shop in a safe and convenient manner. They primarily use the private car park but if the need arises, they will park in Belton Close and walk the short distance round to the shops. We have recently installed a lift so that our disabled shoppers can visit the first-floor showrooms, but we also need to be able to accommodate the cars that they arrive in. At the present time the only public disabled parking spaces are in the Recreation Grounds car park, which is too far away from our business and on the opposite side of the A34.</p>	
<p>In addition to the proposed restrictions we have also been notified that parking will be prohibited on an area of highways land which has been used by customers using the row of shops for decades. Whilst this area is not marked as affected by the proposed restrictions, I've been advised by Highways that it is footpath so cannot have yellow lines but that it will be directly affected by the proposed double yellow lines on the junction of Spring Lane and the A34.</p>	<p style="text-align: center;">3.15</p>
<p>Employee parking: GBS Lighting currently employs 9 members of staff. Most of the employees are from the village or surrounding villages. Even before the current workforce shortage we found it difficult to recruit staff because of the poor public transport provision to Hockley Heath. It seems to favour those people leaving the village for work rather than bringing people into the village at appropriate times for work. As a result the majority of employees rely on their own transport in order to get to work and have to find space to park. They currently use a combination of the social club car park opposite, with the kind permission of the current committee at the club, and the adjacent on street parking in Belton Close.</p>	<p style="text-align: center;">3.13 & 3.14</p>

<p>Staff Safety: As an employer we have a legal obligation to keep our staff safe. We have experienced a number of incidents that we consider when we work on our risk assessments.</p> <p>Things that affect our assessments include:</p> <p>One female member of staff has, on two separate occasions, parked in the social club and, when she returned to her vehicle after work, unlocked her vehicle and had a male enter her vehicle from the passenger side.</p> <p>The Proprietor has had an attempted hold up at knifepoint when leaving at the end of the day.</p> <p>On several occasions the management team have felt at risk from hooded men in cars waiting in a suspicious manner at the side or rear of the premises.</p> <p>The area is known to be used for drug dealing and police officers just in the last week have been parked outside the premises and in the social club car park as part of county lines drug operations.</p> <p>Difficulty in crossing the road to reach vehicles parked in the social club during rush hour.</p> <ul style="list-style-type: none"> •Traffic movements from 10 different directions need to be monitored while waiting to cross. •Speed enforcement measures end before the humpback bridge and traffic increases in speed from the bridge out towards Stratford •The Spring Lane junction is too wide to be able to cross in one go. The central refuge and pavement on the opposite side have no dropped kerbs •Risk of injury from vehicles using the car park as a short cut to get to Spring Lane rather than queuing to turn •Vehicles turning from A34 into Spring Lane on the wrong side of the refuge to save having to give way to oncoming traffic. <p>It is clear to us that our staff need to be able to access their cars quickly and safely and when we balance their risk of life changing injury or death against the same risk to residents caused by parked cars in Belton Close we feel that our staff are at greater risk.</p>	<p>3.4, 3.13 & 3.16</p>
<p>We have also observed that the parked cars act as a traffic calming measure and that residents' vehicles turning into Belton Close from Spring Lane do so faster and are more likely to swing in on the wrong side of the road when there are fewer/no cars parked there.</p>	<p>3.17</p>
<p>Right of Access: When my Father-in-Law purchased the premises that GBS is sited on, in 1963, the deeds included a covenant that, once the construction of the original development in Belton Close was completed and adopted by the Local Authority, we would continue to have access along the entire side of the building right down to our garages at the rear. We have a copy of the deeds that shows this clearly and it is available for you to look at should you wish. We park our van outside our garages as it is in regular use for free local deliveries. This area of Belton Close is included in the proposal for double yellow lines. I consider this to be in contravention of the covenant included in the deeds to the property.</p>	<p>3.14, 3.18 & 3.19</p>
<p>I totally agree to double yellow lines at the top end of Belton Close. Parking has caused problems for us getting into and out of the Close.</p>	<p>n/a</p>
<p>The double yellow lines however will simply move the problem further down Belton Close which will cause problems for residents reversing off their drives. It's a small residential Close if vans and lorries park further down to load and unload it will cause problems. We already have problems with people from Belton Mews parking in the Close plus people using the shops around the corner. We sometimes have problems getting off our drives.</p>	<p>3.11, 3.14 & 3.20</p>
<p>As a resident of Belton Close, I have received your letter and plans for parking restrictions at the junction of Belton Close, Spring Lane and Stratford Road.</p> <p>Whilst I welcome this proposal, I note that the proposed parking restrictions on Belton Close only extend as far as No1. This will not solve the current safety and obstruction issues experienced by cars/lorries parking/unloading on this quiet residential road but just shift the parking/vehicle manoeuvring problems further down Belton Close.</p> <p>I strongly recommend that a safer comprehensive solution needs to be adopted rather than just shifting the problem slightly, which should include parking limitations along the whole of Belton Close such as the incorporation of single yellow lines covering the entirety.</p>	<p>3.14</p>
<p>We live on Belton Close and want to oppose the proposed double yellow lines down our close. This is due to the fact that the shops will have no parking for customers and deliveries apart from the front of the shops which we know are very busy - therefore we will then have delivery vans, lorries and customers parking down our road blocking our driveways. We already have lots of people parking in the road from Belton Mews, the shops and people leaving their cars parked for most of the day to go out walking. Therefore if lines are to be put down then it should be in front of the houses in the close and not outside the shops where loading and unloading needs to take place.</p>	<p>3.13, 3.14 & 3.19</p>

<p>I would like to lodge an objection to the proposed parking restrictions in Hockley Heath, reference plan 9009a, for multiple reasons:</p> <p>Firstly, living in a small village the other side of Stratford upon Avon, where public transport is non-existent, getting a bus to work is absolutely not an option. Therefore I have no choice but to drive to work in Hockley Heath.</p> <p>I have worked in Hockley Heath for 13 years. Prior to working here, I have spent many years in and around Hockley Heath, going to primary school here, frequently spending time in the family business and regularly supporting other local ones.</p> <p>In all this time, I have known employees in the row of shops (2402-2412 Stratford Road) use the beginning section of Belton Close to park for many reasons. For many and various reasons of safety - The lack of pedestrian crossings over the busy junction of the Stratford Road & Spring Lane. On occasion, I have used The King George Memorial Hall opposite work to park, however, I know people are reluctant to use it due to the danger it poses to them trying to cross the busy Stratford Road when we finish work at 17.30 and in more recent months there have been several incidents brought to my attention by colleagues that have also used the Memorial Hall car park:</p>	<p>3.4, 3.14, 3.16 & 3.23</p>
<p>A lone female colleague had a man attempt to get into her vehicle with her. Twice. Lone female colleagues regularly being leered at by drunk men outside the club. Number plates being stolen from cars. Cars being damaged by other vehicles and no details being left.</p> <p>Several female members of staff (including myself) choose to park on Belton Close for PERSONAL SAFETY reasons, not just because it's taking our life in our hands attempting to cross an exceptionally busy junction at rush hour.</p> <p>If the double yellow lines do get implemented here, we will have no choice but to park at the memorial hall, at which point, I am sure they will see it as us taking advantage and will object, forcing us to use the recreational ground car park - even further away; equally, if not more dangerous to cross junctions with Stratford Road/Warwick Road and even less security/people around on dark nights if an incident were to occur.</p>	<p>3.9, 3.14, 3.16 & 3.22</p>
<p>Following The Wharf Tavern implementing a pay and display car park, it does make me wonder how long it will take for the recreational ground to implement one if people start parking there all day. Whilst we're enduring a cost-of-living crisis, having to pay for all day parking is very much a concern many of us can't afford. I know this is speculative, however I am considering the future potential knock-on effects on both myself and colleagues, if the double yellow line proposal is implemented.</p>	<p>3.21 & 3.23</p>
<p>I also firmly believe that the cars that park on Belton Close act as a traffic slowing control. When there are no cars parked there, delivery drivers to the residential addresses speed up and down Belton Close and often I consider the fact that they HAVE to slow down a great thing.</p>	<p>3.17</p>
<p>Personally, I consider the implementation of double yellow lines in this area of the village to be a ridiculous waste of public funds and would like to see the road safety data collected to have brought this proposal to discussion. Solihull Metropolitan Borough Council would be much better off using these funds to create better pedestrian safety at the south end of the village - like continuing the speed enforcement cameras to cover the whole village and creating a pedestrian crossing (or two!) to the south of the village. I dread the day a serious incident occurs because the ACTUAL needs of the village have not been PROPERLY assessed.</p>	<p>3.9, 3.12, 3.14, 3.22 & 3.23</p>
<p>I am a resident of Belton Close in Hockley Heath. I have read the proposals to introduce parking restrictions at the entrance to Belton Close. My only question/concern would be if any consideration has been given to people to then choose to park further down Belton close outside our houses. The Close is quite narrow and we already have cars parked on the road from our visitors. Additional parking from shoppers would present a big problem.</p>	<p>3.3, 3.14 & 3.36</p>
<p>Thank you for the map showing these new restrictions. They are very necessary as the traffic situation in the village is bad. I am very pleased about the new parking restrictions and fully endorse their being put down.</p>	<p>n/a</p>
<p>What I would like to know is, when the lines are down, what happens to those who still park on the pavement.</p>	<p>3.15</p>

<p>There will be nowhere to park for me and fellow colleagues. When crossing the road outside Masin/Mills Butchers/GBS Lighting, quite often cars come speeding over the canal bridge and it can be quite frightening. As soon as they have passed the speed cameras the other end of the village, they put their foot down. There is no speed enforcement this side of the village. There is no pedestrian crossing. It would be impossible for me to get public transport into work as the buses do not run very often in my area, therefore using a car is a must for me to be able to work. There are a lot of school children and parents at around 3pm and I also notice it's hard for them to cross the road at that time as the roads are quite busy. Furthermore if the proposal is implemented, it will mean that people will end up parking down other alternative residential streets, just causing a knock in effect and making it a pointless exercise.</p>	3.3, 3.14 & 3.22
<p>I am in support of the planned restrictions.</p>	n/a
<p>However I do have concerns that the double yellow lines proposed at the entry of Belton Close will result in the problem being pushed elsewhere rather than solved. Due to the main reason being GBS staff and business-related vehicles, rather than its customers. This could be resolved somewhat by single yellow lines being added further along Belton Close for example.</p>	3.14
<p>Planning Application for "work-live units" at 2402 Stratford Road and to the rear and accessed from Belton Close was agreed which has also added to parking problem. These units have been advertised commercially as apartments and the usage/occupancy is not as work-live units, so contrary to planning conditions. Not sure what Solihull MBC are doing to resolve this, but I am also aware that a number of the parking spaces have also not been provided on that site.</p>	3.24
<p>Whilst it would be good to finally see parking restrictions implemented at top of Belton Close, I fail to see why my property is being impacted by putting double yellow lines outside my house and I totally object to this as it is inappropriate.</p>	3.14
<p>The proposed restrictions if enforced should stop parking/obstructions that currently exist at top of Belton Close. Where will those vehicles that usually park at top of Belton Close park/load/unload in future? I suggest that it is inevitable that much of the vehicle parking/obstructions will move outside all the houses in Belton Close. I think it will be crucial that single yellow line restrictions are put in place for all the houses in Belton Close.</p>	3.3, 3.14 & 3.19
<p>It would be helpful if Solihull MBC engaged with the residents impacted by planning decisions that result in highway obstruction of road and pavement. Previous experience has always been that the planning applicant gets full engagement by Solihull MBC but the residents that pay their wages are ignored and that surely can't be right.</p>	3.24
<p>Has there been any consideration given to the impact on the local traders?</p>	3.23
<p>As I understand it double yellow lines permit delivery lorries to stop. If this is so there will still be the same access restrictions to Belton Close as before.</p>	3.19
<p>If, as you mention, road safety is an issue it is more pertinent to reflect that, if partial on- pavement parking is permitted around this area it is impossible to navigate my grandchildren in pushchairs without using the road. This is even worse when considering that there is no continuous pavement between Belton Close and (say) the Co-op. GBS Lighting claim the only tarmacked areas as being their own parking spaces. If so utilised, then the alternative is to walk on Spring Lane and then the Stratford Road. I do not consider this a safe road situation. When I endeavour to make this manoeuvre, I am also then faced with the careless, inconsiderate drivers wishing to access or leave the shops' allotted parking spaces.</p>	3.15
<p>I suspect that this, to my mind vitally important concern, is not within the remit of your area of responsibility (road safety?). However, I should be extremely grateful if you would refer this issue to your relevant colleagues. In addition please clarify the Council's responsibility for providing safe pedestrian access which at present is denied.</p>	3.15
<p>Will the enforcement of parking restrictions be cost effective, following fines, or be an addition to the Council Tax or just ignored?</p>	3.26
<p>If your proposals are actioned the result (i.e. deemed problem) will not be eliminated merely moved further down Belton Close. With the number of vans frequently parked outside my opposite neighbour's property there is a very great probability that I shall not be able to get my car on and off the drive. I should be grateful to receive your advice on what to do in this eventuality. Call Police/Council, place parking cones, miss emergency appointments?</p>	3.14 & 3.27

Regarding the (lack of) pavement. Are you the appropriate part of the Council to provide an answer to my query? I have no idea of the implications of Section 66 of the Highways Act 1980 but would welcome some guidance.	3.15
With reference to my observation on the permissibility of deliveries on double yellow lines, I believe that double chevrons on the kerbside prohibit loading/unloading at any time. Is this the intention?	3.19
As mentioned below, the parking issue, under your proposals, will not eliminate a problem, merely move it. Selfishly this will affect me. Would a better solution be to apply single yellow lines to the remainder of Belton Close, restricting parking between 8am to 6pm Monday to Saturday?	3.14
We live on Belton Close and are impacted by parking in Belton Close. We are writing to support the proposal to implement "No Waiting at any Time" in the first 30 yards or so of Belton Close. It's been necessary for a long time in our opinion.	n/a
In addition, we would like consideration given to restricting parking in the remainder of Belton Close - no Waiting at any Time from 9am to 6pm, Monday to Saturday. Delivery vehicles will be parking immediately beyond the parking restrictions and making deliveries to the shops. This already happens where there is no available parking close to the shops.	3.14
I am writing to lodge my objection regarding the proposed new parking restrictions (double yellow lines) at the junction of Belton Close, Stratford Road and Spring Lane in Hockley Heath. As a resident of Belton Close, I am concerned that the addition of these parking restrictions will lead to the cars which frequently park in this area instead parking further down into Belton Close and parking outside resident's properties. The addition of these parking restrictions will not address any current parking issue but will simply move the parking issue. Currently, there are very few occasions when there is a need for any cars to park on the road in Belton Close as all the property owners have suitable driveway parking. This very low level of on road parking provides a safer environment for access to the residents' properties as well as a safer environment for our children and other children in Belton Close to play.	3.8 & 3.14

Representations Field Way	Officers Response (Refer to paragraph)
We are against the proposal of double yellow lines in the turning area. The turning area is used for parking by visitors using the park such as dog walkers and footballers because there is not enough parking area in the park. If there were double yellow lines this would only push the cars further up the road and potentially cause parking problems for the residents of Field Way and round about. People who wish to park in the turning area should be aware that it is a 'turning area' and park considerately.	3.28
We do not wish to see any yellow lines in Field Way as this would restrict parking and cause problems for visiting friends and family.	3.4
----- In summary we object to the proposal of double yellow lines in the turning area of Field Way. The reasons for objecting to the proposal are as follows:-	3.4, 3.29 & 3.30
<ul style="list-style-type: none"> • Visits by friends and family and tradesmen will mean that they cannot park outside the house they are looking to visit, and they will end up parking further up Field Way which just moves the problem further up the road. 	
<ul style="list-style-type: none"> • As our children get older, they will also be purchasing their own cars. Our drive is not adequate to park additional cars and therefore the children's cars will have to park on the roadway. 	3.4
<ul style="list-style-type: none"> • During autumn into winter there are that many leaves in the gutter of the road that you would not be able to see the double yellow lines. 	3.31
<ul style="list-style-type: none"> • Having double yellow lines down a quiet cul-de-sac will make the house less attractive to potential future buyers due to the points raised above. 	3.29 & 3.32
<ul style="list-style-type: none"> • This will only move the problem further up Field Way and will result in potential double parking either side of the road. 	3.29

<ul style="list-style-type: none"> • The issue of excessive parking in the turning area is mainly during competitive football matches only. Could the council liaise with each of the football teams that play regularly at the park and stipulate that they must use the park car park. 	3.33
<ul style="list-style-type: none"> • Could we have residents parking signs as a potential deterrent. 	3.34
<p>-----</p> <p>We would like to let you know we support double yellow lines in Field Way, we are fully affected by the cars parking at the turning point, thoughtless parking often makes it really tricky to get off our own driveway and it makes a safe cul-de-sac for the roads young residents into a much more dangerous one predominantly at the weekends.</p>	n/a
<p>We wondered however if residents could have parking permits for visitors to use or for us to use if we had workmen using our driveways etc?</p>	3.30 & 3.34
<p>-----</p> <p>I am writing to object to the double yellow lines being marked on Park View</p> <ul style="list-style-type: none"> • This proposal will not address the root cause of the parking problem which is the lack of spaces in the recreation ground car park during peak usage. 	3.28 & 3.35
<ul style="list-style-type: none"> • This proposal will push the parking issue further up the road and create a different issue, potentially restricting road, drive and pavement use. 	3.29
<p>Rather than rush in with double yellow lines, we would prefer the following options to be considered:</p> <ul style="list-style-type: none"> • Contact the Parish Council and ask them to have an agreement with all who hire facilities to ensure that their members and supporters park in the car park and where possible car share. 	3.28, 3.33 & 3.35
<ul style="list-style-type: none"> • Review the recreation car park capacity - can extra spaces be added if configured differently? 	3.35
<ul style="list-style-type: none"> • If the car park is full, then remind all to park considerately - not en-masse or in a way that restricts access to driveways, roads or pavements. 	3.33 & 3.35
<p>-----</p> <p>I feel the above proposal is overkill for the problem Field Way faces. Single or double yellow lines parallel to the park would possibly suffice. My main concern is the fact that the parking problem will just be pushed further up the road.</p>	3.28 & 3.29
<p>I have had problems for quite some time with people parking almost opposite my drive. The shape of the road affects my turning circle off the drive, with the entry into Field quite wide you can turn in at some speed. If you could suggest some kind of deterrent along part of this road also, I would appreciate it.</p>	3.36

Representations Orchard Road	Officers Response (Refer to paragraph)
<p>I would like to place on record my full support for the proposal above.</p>	n/a
<p>-----</p> <p>I live on the bend and there are rarely problems with parking on it. Furthermore, when cars do park on the bend they are actually beneficial with respect to traffic calming. On a daily basis I have to reverse on and off my drive and when cars are parked on the bend vehicles passing round the bend proceed with far more caution than they do when there is no parking on the bend. As a result any parking is perversely beneficial to safety and the installation of double yellow lines would have a negative safety impact. Therefore as a resident who is directly affected, I would like to register my objections to the proposed TRO.</p>	3.8 & 3.20

<p style="text-align: center;">Representations School Road</p>	<p style="text-align: center;">Officers Response (Refer to paragraph)</p>
<p>I whole heartedly support your aim to improve the parking challenges in our village. The side of the road where you propose to place a single yellow line is opposite our house and is frequently used by school users who park on the pavement and often park "badly" in order to drop their child to school with minutes to spare.</p>	<p style="text-align: center;">n/a</p>
<p>Our concern, is that these car users would then park outside our house where there is no yellow line. (the opposite side of the road) and this would impact our own access to our property , the refuse collectors and other residents who live on our side of the road. Therefore, moving the problem to the other side of this dangerous road.</p>	<p style="text-align: center;">3.37</p>
<p>In terms of Speeding cars/motorbikes and cars using it as a cut through from Blythe Valley housing estate doesn't seem to provide a robust solution?</p>	<p style="text-align: center;">3.6</p>
<p>----- I am supportive of the need for a parking restriction in this area, but the timings and small distance proposed do not solve the dangers to pedestrians on this stretch.</p>	<p style="text-align: center;">3.38</p>
<p>The proposed times may discourage school traffic from parking on this stretch but in my experience, school parents generally park courteously on the road. The main issue for the village is the on-pavement parking by some of the residents of properties 89-95 School Rd who have small drives and multiple cars. This is generally between 4pm and 10am and is forcing pedestrians (including school children) to walk in a road that is a busy cut through, very narrow and poorly lit. I have attached a photo to give context to the issue that pedestrians are having in this area of School Rd. I would suggest that the proposed restriction be adapted to discourage parking on this narrow stretch at all times and cover a greater length of School Rd from Tutnall Drive to 116 School Rd so this problem won't move up the road.</p>	<p style="text-align: center;">3.39</p>
<p>----- I understand that speed restrictions are proposed in the vicinity of Hockley Heath Primary School which I appreciate are warranted to increase safety.</p>	<p style="text-align: center;">n/a</p>
<p>However, I would like to draw your attention to the need for parking restrictions outside our house which is situated at 42 School Road, i.e., 2 doors away from the school. I raised the issue with our local councillor several years ago but alas my concerns were not addressed. Naturally, parking of cars outside our house especially at school drop off and pick up time continues to be an issue. It is hazardous attempting to pull out of our drive due to restricted visibility caused by cars parking close to our driveway. Due to the width of School Road, it is impossible for me to reverse into our driveway in the morning due to the parked cars; this is necessary when having to later edge out forwards to safely exit our drive at school pick up times. I would be grateful if this issue could be addressed as I fear it is only a matter of time before an accident occurs.</p>	<p style="text-align: center;">3.36 & 3.40</p>
<p>----- I am generally supportive of the proposed parking restrictions although would suggest further improvements if possible.</p>	<p style="text-align: center;">n/a</p>
<p>The stretch of pavement on School Road, opposite properties 89-95 is narrow due to overgrown hedgerow, whilst the residents of those properties frequently park across the pavement. The photograph below shows the difficulty my family had at the weekend, meaning a child's pushchair had to be taken onto the busy road to navigate around the parked cars, which is simply unreasonable. If the parking restriction could be extended to this stretch of Road on a permanent basis, safety would be much improved.</p>	<p style="text-align: center;">3.39</p>
<p>Whilst probably outside of this specific proposal, the sharp corner immediately after the school but before Tysoe Close is especially dangerous, with my wife and I recently forced to take refuge on a resident's driveway as a car mounted the pavement avoiding an oncoming speeding car. If something can be done on that corner, by double yellow or red parking lines, or reducing the speed limit, that would help - widening the road would simply encourage greater speeding on a road that is an increasing cut through to Blyth Valley. If not within your remit, perhaps you can redirect me on this specific point?</p>	<p style="text-align: center;">3.41</p>
<p>----- With regard to the above proposed parking restriction on School Road, I am generally supportive of this parking restriction. However, the main issue along this stretch of School Road, opposite properties 89-95, is that some residents of these properties park cars on the pavement overnight. This forces pedestrians to walk into the road, which is well used by traffic. This is a safety issue, particularly at night, as the street lighting is poor in this area. If you could adapt the restriction to discourage parking on the pavement, particularly overnight, then this would improve safety in the village. At 8pm this evening 4 cars are parked on the pavement outside properties 89-95. There is no alternative but for pedestrians to walk in the road. I would welcome an improved solution to discourage this type of parking if possible.</p>	<p style="text-align: center;">3.39</p>

<p style="text-align: center;">Representations Stratford Road adjacent to 2362 - 2376</p>	<p style="text-align: center;">Officers Response (Refer to paragraph)</p>
<p>As the Owners/Operators of Nelsons Fish and Chips at 2366 Stratford Road, and the flat above, we are a local independent small business serving and employing from the local area. Although I understand that the from time to time the local authorities would look to address and improve the local area and its highways, I feel that the proposals on the roads around the local shops would make the parking issues it is looking to address worse. Only a few years ago, double yellow lines were added to School Road and in the vicinity of Stratford road which placing more pressure on unrestricted parking areas of Hockley heath. Neither then, nor now have the lack of parking spaces actually addressed, and instead the proposals were to reduce the number of parking spaces available. Since those restrictions were imposed, the wharf tavern has introduced restrictions, the Miller and Carter Restaurant have reduced access at times. These restrictions have led to looking to park in unrestricted areas of the highway, which could be shrinking drastically due to these proposals. The answer to this cannot be found in further reducing access to businesses through restricted parking, especially around the high street area. Local business thrives off good access parking availability. To repeatedly ignore this will essentially lead to a loss of local jobs and possibly the business themselves, leading to deserted shops on the high street. At a time when economic conditions have rapidly deteriorated, business like our would look to the local authorities to provide stability with its decision making. Local public transport in Hockley Heath is nowhere near to being sufficient with a very limited bus service and no nearby rail service. Given this we have always tried to hire local so as not to congest the parking in the area and leave spaces for customers to park. Indeed we have up to 10 members of staff working on our busiest days and yet using only one parking space. The type of business we are it is essential that our customers have close, convenient parking, in a well-lit area, especially during the darker months of the year. Implementing some of these proposed restrictions around the shopping zone could worsen the safety of the area and increase queues driving cars into the Stratford road and the Old Warwick Road as they attempt to park in the limited spaces available. Such scenes can be seen outside of McDonald's in Monkspath where queues back out onto the Stratford road causing congestion and poorly managed roads, due to lack of parking. We propose a delay in the decision to change the parking restrictions in the area of the Stratford road high street and proposed surrounding roads and shop until after the current economic conditions have improved. We also propose that that any decisions follow a thorough assessment on the impact on local business and the removal of parking access to these businesses. maybe a better plan to improve parking thorough investment would be better suited.</p>	<p style="text-align: right;">3.13, 3.23 & 3.42</p>
<p>I am the main owner and director of Dynamic Rides (DR), a Cycle Shop based at 2364 Stratford Road. We are an independent shop and like many independents struggling to survive. Your proposed restrictions to make the area outside our shop and 2366 Nelsons 'No Waiting at Any time' will have a direct impact on our trade. We already find that -</p> <ul style="list-style-type: none"> • Co-op customers overspill into the parking outside DR shop, • clients of the dentist park their cars in this area outside DR shop as limited available parking at the nearby dentist • Nelson chip shop customers park there, and they have many over a short period of time • generally there is a shortage of parking in Hockley Heath 	<p style="text-align: right;">3.13, 3.23 & 3.42</p>
<p>We currently have one allocated car park space in School Lane and with a minimum of 2 employees, normally 3 or 4, they need space to park their cars. Customers need space as do regular suppliers and delivery drivers . We also have a flat above the shop as do Nelsons and Jacques where the inhabitants need parking. So your proposals to restrict the area on the far side of the access road will reduce the nearby parking spaces by 3 and this will severely impact our business and others nearby. It will probably cause some of our customers to go elsewhere which is more accessible. This appears to be yet another action that Solihull MBC is undertaking to make independent businesses less competitive and force them out of business. I hope you will listen and act on our case. I will be contacting Saqib Bhatti, our local MP to raise our concerns.</p>	<p style="text-align: right;">3.4</p>
<p>I am the owner and director of SO Insurance Services, based at 2364A Stratford Road. We are an independent brokerage and like many independents struggling to survive. Your proposed restrictions to make the area outside the bike shop and 2366 Nelsons 'No Waiting at Any time' will have a direct impact on our trade. We already find that -</p> <ul style="list-style-type: none"> • Co-op customers overspill into the parking outside DR shop, • clients of the dentist park their cars in this area outside DR shop as limited available parking at the nearby dentist • Nelson chip shop customers park there, and they have many over a short period of time • generally there is a shortage of parking in Hockley Heath 	<p style="text-align: right;">3.13 & 3.42</p>

Although We currently have no allocated car park space, our customers need space as do regular suppliers and delivery drivers. So your proposals to restrict the area on the far side of the access road will reduce the nearby parking spaces by 3 – and this will severely impact our business and others nearby. This appears to be yet another action that Solihull MBC is undertaking to make independent businesses less competitive and force them out of business.	3.4
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Representations Stratford Road (service road 2589 – 2607)	Officers Response (Refer to paragraph)
Thank you for your letter regarding new parking restrictions in Hockley Heath. I do support the proposal for double yellow lines outside my house & the proposed no waiting times.	n/a
My only concern would be the enforcing of the parking regulations in case they were ignored.	3.43
----- I am writing in support of the proposal to restrict waiting along the service road between the hours 08.00 until 18.00 Monday to Saturday.	n/a
----- I live on Stratford Road on the service road. I agree with the single yellow line on the service road. As we are fed up with the parking of cars all along our service road: <ul style="list-style-type: none"> • There can be up to 8 cars parked along the service road against the hedge some of them on the grass verge which will also cause damage to the verge. • At time they are parking opposite our drive and others which makes it difficult to go onto or out of our drives. • A number of times one of the cars park opposite the alley way into Meadow close estate. There are removable bollards to remove if emergency vehicles have to enter the estate. With the cars parked there this could not happen. There are only two ways into the estate the alley being one. • Our service road and alley way are used by a number of young children from the Meadow close estate to the local primary school. These parked cars cause obstruction along the road where small children cannot be seen. • Parking of cars on our service road also makes it difficult for vehicles going down the road these include the refuse vehicles, delivery vans, postman's van. We all try to park on our own drives and we also share each others drives when we need extra parking. • We often get cars going down our service road not realising it is dead end. These vehicles then either have to reverse all the way up which is not ideal or reverse into one of the residents drives to turn road which is private property. To reduce cars reversing onto our drives some residents have had to take measures to stop this by erecting bollards or gates. • The majority of the cars which park in our service road belong to the employees from the local dentist so they are parked from around 8-8.30 and some leave 3ish but some are 5-6pm. It is therefore not just a short stay but all day. • The parking situation has affected our well being a source of stress and anxiety. Not knowing what we are going to be facing when we open our front door. • The dental practice was supposed to be for local people but due to them closing another branch the number of clients who have to come by car have increased making parking more difficult for residents. They got planning permission based on their clients being local as it is no longer the case they should take responsibility to provide more parking for their business. <p>I believe if there was single yellow lines parking would be improved. The people who park on our road could easily use the public parking at the park. It is not far for them to walk and I have never seen the Park parking full.</p> <p>----- I am writing to comment on the parking restrictions proposal for the Stratford Road Service Road adjacent to numbers 2589 – 2607. Myself , my husband and son are concerned about having a 'No Waiting' restriction on both sides of the service road 6 days / week. There are times when we park out on the road , have friends / family visiting or we have workmen at the house. If there was some kind of permit that we could display to allow them to park on a single yellow line, then we would be in favour of the new restrictions proposed .</p> <p>However, as they are, we are against the proposal. Currently there are parking issues in the service road due to staff from the dental surgery parking whilst their car park is being established . We are hoping that once this is finished, we may see some improvement.</p> <p>I was also in attendance at the Parish Council Meeting when it was suggested that a Parking sign was put in place directing people to the Pavilion car park and I think this would make people aware of the car park's existence . Wouldn't it be more sensible to wait until these were in place before implementing these proposals ?</p> <p>Another option would be to put a yellow line on the uninterrupted side of the service road i.e. the side closest to the Stratford road . This would allow us to reverse off our drives with ease , even if there were parked cars in between the drives and allow our visitors to park on the side closest to the houses.</p>	n/a
----- I am writing to comment on the parking restrictions proposal for the Stratford Road Service Road adjacent to numbers 2589 – 2607. Myself , my husband and son are concerned about having a 'No Waiting' restriction on both sides of the service road 6 days / week. There are times when we park out on the road , have friends / family visiting or we have workmen at the house. If there was some kind of permit that we could display to allow them to park on a single yellow line, then we would be in favour of the new restrictions proposed .	3.4, 3.30, 3.33 & 3.34
----- However, as they are, we are against the proposal. Currently there are parking issues in the service road due to staff from the dental surgery parking whilst their car park is being established . We are hoping that once this is finished, we may see some improvement.	3.4
----- I was also in attendance at the Parish Council Meeting when it was suggested that a Parking sign was put in place directing people to the Pavilion car park and I think this would make people aware of the car park's existence . Wouldn't it be more sensible to wait until these were in place before implementing these proposals ?	3.44
----- Another option would be to put a yellow line on the uninterrupted side of the service road i.e. the side closest to the Stratford road . This would allow us to reverse off our drives with ease , even if there were parked cars in between the drives and allow our visitors to park on the side closest to the houses.	3.4, 3.20 & 3.45

<p>I With reference to the application for parking restrictions along the Stratford road service road (no 2589 - 2607) adjacent to Sheffield close .</p> <p>The road suffers from excessive parking. There are two main causes the staff (and patients) from the Dentist across the road and shoppers from the Co-op supermarket. However there are other causes too. There have been vehicles park whilst their owners go on Holiday, shoppers going to the one stop shop further along the road, parents dropping and collecting students, football events held on the park and visitors to the estate behind.</p> <p>One recent effect is that the local pub (the Nags Head) has put up parking restrictions and fines for the use of its car park by no customers. Of course this totally legal and understandable if they feel abused. However it does cause parking problems which maybe not seen by inspectors whilst approving planning permission. Quite a few years ago there was an application to build on the Nags Head (a pub further up the road). At the full council meeting this was rejected, and one reason was the lack of parking spaces. The fact the pub car park was used by the adjacent shops was raised then.</p> <p>The problem of footballers appears to have been solved by not using all the pitches at the same time. I am not sure if that was the local parish council speaking to club or the fact that a tournament had been arranged make a few dates oversubscribed. I had noticed previously that quite lot of cars did use the Wharf's car park for the football matches. However this is not the major cause of complaint however if restrictions are put in place, then Saturday parking needs considering.</p> <p>The holiday parking is a lot less frequent. It is the most annoying as it causes obstructions for a lengthy period. Parking restrictions would be ideal for eliminating this.</p> <p>Pupils being dropped of collected probably won't be solved by restrictions but would be tolerable if there was no long-term parking (i.e. staff parking all day).</p> <p>Visits to the estate behind again on own is not a major problem and won't necessarily solved.</p> <p>This leaves the Dentist and the Co-op. Generally, the Dentist affects the start of road and the coop the blocked end. I believe that the parking restrictions will help solve both problems. Most workdays there are at least 5 staff cars parked along a small road often 8 which takes up half the road. Then patients come fill gaps in between their cars which are usually opposite driveways causing obstructions and difficulties getting on and off the drive. Also they can only turn round by turning on owners drives and of a night shining headlights directly in living room windows (there is no hammer head). Some owners have put gates to stop this. One has put in removable bollards. When I spoke to one person from the dental group park there, they said there were bollards so they could obstruct the drive as it was not used. This house is of a lady over 80 whose daughter has difficulty parking to deliver shopping this is disgraceful.</p> <p>Visits to the estate behind again on its own is not a major problem and won't necessarily solved.</p> <p>This leaves the Dentist and the Co-op. Generally, the Dentist affects the start of road and the Co-op the blocks the end of the road. I believe that the parking restrictions will help solve both problems.</p> <p>These concerns are for the current conditions. However new parking restrictions are in place for many parts of the village which have yet to be enacted. For some reason our road was not considered. Hence, I can only see the problems getting worse unless this plan is also endorsed.</p> <p>I would also ask for this application to be approved as soon as possible so it can be done at the same time as the other parking restrictions. First as I have said because the implementation of the other restrictions will enhance the problems. The second is it must surely be more economic to implement all the restrictions at the same time.</p>	<p>n/a</p>
<p>-----</p> <p>I fully support the proposals to regulate parking in Hockley Heath. I'm a resident on the slip road outside the dentists and think the proposals would greatly improve the safety and accessibility for residents. The proposals are proportionate, and I hope effective.</p>	<p>n/a</p>
<p>-----</p> <p>As a resident of Stratford Road, service road, I fully support this restriction. Currently, access to my drive is being severely restricted on occasion due to the parking on this service road.</p>	<p>n/a</p>
<p>I assume that this restriction will be supported by the appropriate signage. It would also be helpful if further signage were installed pointing out the free car parking available very locally in the Hockley Heath park. Finally, I wonder how this restriction will be enforced. I assume that wardens will visit the site on occasion to ensure that the new restrictions are not being flaunted. However, this does need to be on a fairly frequent schedule, particularly in the early days of the restriction. I wonder if there is any facility for residents to report violations of this restriction to the local authority.</p>	<p>3.43, 3.44 & 3.46</p>
<p>-----</p> <p>I fully support this restriction. Currently, the access to my drive is restricted by inconsiderate parking by dentist workers and their patients. There are times when I have to use my neighbour's drive to be able to leave my property.</p>	<p>3.43 & 3.47</p>
<p>There has also been a need, at least once, for the refuse collection lorry to drive on the pavement to be able to collect the bins.</p>	<p>n/a</p>
<p>My only concern is that any deliveries or workpeople will be able to park, if required. This should not be necessary on a frequent basis, as we have sufficient space on our drive to accommodate them.</p>	<p>3.30</p>

Lastly, I wonder if it would be possible to have a 'No Through Road' sign which would prevent some needless traffic, presumably caused by Satnavs?	3.48
Also, a sign directing people to the adjacent free Car Park in Hockey Heath park would be useful.	3.44

Representations Referring to the Hockley Heath order	Officers Response (Refer to paragraph)
<p>As a member of the Hockley Heath community and an employee of a business in the area, I find that the proposed parking restrictions are going to cause a large inconvenience. These restrictions are going to cause shoppers and the like to park in private car parks in the area making it difficult for neighbours as such to commute to and from their homes because of private parking areas being overcrowded. With the bus lane and zig zag lines around the pedestrian crossing, the next turning is a proposed no waiting zone. The road next to this (Shelfield Close) is where I live. People finding nowhere to park may try to park down this road which is a private car park. This is going to cause a major inconvenience not only for myself and my family, but also the neighbours in the area as it is a small road. This doesn't seem like a very thought through plan.</p>	3.37 & 3.49
<p>The village of Hockley Heath only has speed enforcement on one side of the bridge. There is no pedestrian crossings on the other side which causes a safety concern for pedestrians and shoppers. Many pedestrians walk their dogs in the area and not introducing speed awareness for drivers would continue to make the area unsafe for people to cross the road. As one of many staff members in the area I find it difficult to cross the road safely in the early morning and the evenings between 5pm to 6:30pm so introducing speed awareness on both sides of the bridge would make the area much safer but adding double yellow lines will contribute nothing to this and seems like a waste off public funds.</p>	3.6, 3.9 & 3.22
<p>The village is the closest to the M42 junction where many people turn off and use the Stratford Road as the next direct route of travel. Introducing these parking restrictions will introduce more complications for people parking and shopping in the area.</p>	3.50
<p>Introducing pedestrian crossings would be a far more convenient and safer for people in the local area. Also, introducing speed enforcement to pedestrians walking their children home from school would be recommended as there is no sufficient indication on the other side of the bridge. Spring lane has no signal to give right of way to pedestrians at the crossing and drivers don't pay attention to the yellow grid in the junction due to how faded the yellow grid is which needs addressing. Following this, drivers only seem to pay attention to the oncoming traffic and not pedestrians waiting to cross a busy junction.</p>	3.6. 3.22 & 3.51
<p>Introducing parking restrictions in the local shops e.g. Marsin's bakery, butchers has the most ideal parking for its shoppers. Offering the recreation centre parking as an alternative can cause a larger inconvenience especially for shoppers with disabilities, struggles with mobility and anyone collecting large deliveries or large deliveries being supplied to several businesses. Leaving this alternative for not only customers, but staff included will cause larger problems and more parking difficulties. Making this the only parking option also creates difficulty parking for anyone shopping or anyone walking their pets as well as people who have actual need to use the recreation centre.</p>	3.4, 3.13 & 3.23
<p>Belton close provides safety for staff vehicles and staff alike. Staff having to park in the social club car park has become a hazard to their safety. Security cameras down Belton close area have provided safety for not only staff vehicles, but for the staff themselves and introducing double yellow lines compromises this. Staff members have been offered to park in the social club car park and been faced with a drunk individual trying to get in their car. No one should have to be faced with this because of not being able to park somewhere safer. Not only do staff park down Belton close, but also many customers have the option to park there as an alternative when the car park is busy so customers have still have security in the area.</p> <p>-----</p>	3.3, 3.13, 3.14 & 3.16
<p>However as with Shelfield Close you appear to a have given in to the whims of a local resident(s) to include parking restrictions at the end of the Field Way cul-de-sac. No doubt the same applies to the proposed parking restrictions at the junction of Park View and Aylesbury Road or is it now the policy of Solihull Council Highways Department to install parking restriction at every 'T' junction in Solihull where there is uninterrupted vision of at least 100yards in both directions.</p>	3.7, 3.8, 3.52 & 3.53

<p>But most concerning is the fact that once again despite advice from someone who spent at least 10 years acting on behalf of insurance companies investigating the causes of serious road accidents with particular attention to sight lines and road markings you have failed to act at a potentially dangerous location. I have previously brought it to your attention that where the double yellow lines end in School Road opposite Orchard Road in the Stratford Road direction was potentially very dangerous. Stop at the 'give way' line at Orchard Road... look to the right...clear ...look to the left regularly find a vehicle travelling from the Stratford Road side often at speed passing or approaching the mouth of the junction on the wrong side of the road. And the reason a vehicle parked immediately next to the end of the double yellow lines. When I brought this to the attention of the Highways Department the reply, I received from one of the staff was that the occupant of No. 15 School Road had asked that they did not extend to his property as there would be nowhere for visitors to his house to park. This despite the fact there is room for parking on the property's drive. This was not the case outside No.1, a far safer place to park, and no doubt not granted to thousands of other residents in Solihull.</p> <p>Luckily to date, although there have been a few near misses, locals are aware of the situation, there have not been any accidents, but then neither have there been at the Sheffield Close and Park View junctions. Maybe you should consult your Legal Department to ascertain if there is a serious or hopefully never a fatal accident due to a vehicle being parked outside No 15 causing a vehicle to cross, immediately after, the mouth of a junction the reason given for not extending the double yellow lines was a valid one. I suspect a court would think the reason accepted by the Highways Department was not based on the potential danger but on the whim of a property owner would be highly questionable. As you might expect if such an accident did occur, I would bring this and my previous correspondence to the attention of those investigating who might consider I have some expertise in the subject.</p>	<p>3.8, 3.11, 3.23, 3.54 & 3.57</p>
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- 3.3 It is the responsibility of the vehicle owner to park appropriately as to not cause an obstruction either physically or visually.
- 3.4 The concerns raised are noted. However a carriageway is part of the public highway, its primary purpose is to enable access and to accommodate the flow of traffic. Whilst parking on a public highway, when not causing an obstruction or being in contravention of restrictions, is generally accepted, it cannot be relied on as a source of parking for properties which do not have suitable space.
- 3.5 A petition was recently received stating this potential issue. SMBC's Road Safety Engineer has investigated the claims and has ascertained that Aylesbury Road has no recorded incidents which resulted in personal injury of the part of Aylesbury Road within the Solihull Borough boundary for the last three years. The petition, the concerns raised and resulting recommendations are being considered within the petitions report which is being considered separately as part of the February meeting of the Environment and Infrastructure Cabinet Member Decision Session.
- 3.6 Addressing the speed of vehicles is outside of the scope of this proposal. All instances of dangerous driving should be reported to the Police authority initially. As set out above, matters associated with road safety and vehicle speeds are being considered separately to this matter.
- 3.7 A request was received from the Parish Council regarding concerns raised by residents about an excess of vehicles parked on Park View and Orchard Road. Officers have also observed this during site visits and consider there is merit in the proposals advertised as they will aid the operation of the network at this location.
- 3.8 The measures set out in section 3.7 above will improve access into and out of side roads by ensuring that vehicles do not park too close to the junction. The introduction of restriction at these locations is in line with government guidelines set out to protect junctions from obstructive parking, both visually and physically. This includes Rule 243 of The Highway Code which provides the following instruction - DO NOT stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space or on a bend. It is noted that in some cases the restrictions proposed exceed these guidelines. This has been necessary to take into account specific road characteristics i.e. when there is a bend in the road, the width of the road is narrow, where there is a footway crossing/access.
- 3.9 The process for designing and consulting upon a parking scheme takes time and is where the main 'expense' is experienced. Once the consultation is completed a report is written to address any representations received. This is a legal process and has to be undertaken in order to amend or introduce new restrictions. Physically providing lines and signs is relatively cost efficient but cannot be done without the legal consultation which makes the restriction enforceable.

- 3.10 If a vehicle is taxed, insured and parked as to not cause an obstruction then the length of time is irrelevant. Any vehicle not meeting the above criteria can be reported to the Police authority who have full powers of enforcement to deal.
- 3.11 The proposals for Park View at its junction with Aylesbury Road are in line with government guidelines (see section 3.7 above). As such the measures are considered sufficient to aid access and resolve the concerns raised. This location will be monitored as part of our general safety inspections of the network and should further intervention be necessary in the future it can be placed on the list of locations for future consideration.
- 3.12 A road safety audit has not been undertaken and is not a requirement for the installation of parking restrictions.
- 3.13 We do appreciate the challenges all businesses are experiencing; however, it is not possible to ignore obstructive and potentially dangerous parking to allow the public highway to be used as an overflow car park and an extension to businesses.
- 3.14 It is recognised that the proposals as advertised have generated significant feedback from local residents, businesses and other stakeholders who raise various comments and concerns regarding the proposed scheme, both in support and in objection.

Having fully reviewed all the representations, it remains the view of Officers that parking on Belton Close at its junction with Spring Lane has the potential to obstruct visibility and the flow of traffic. See section 3.8 above for further context. It therefore causes an unnecessary road safety risk and inconvenience for users of the public highway.

It is also recognised that several representations have highlighted that the introduction of parking restrictions at this location has the potential to cause the displacement of vehicles further into the estate and have consequently highlighted the need for further restrictions should the proposed double yellow lines be implemented.

Whilst this request for additional restrictions is noted, it would not be possible to bring such proposals forward as part of this scheme as they have not been consulted on. As such they could only be considered as a full separate scheme on their own merit.

To address the concerns raised regarding obstructive parking at the junction of Belton Close and Spring Lane it is recommended that the extent of the proposed double yellow lines be reduced to cover a 15m area at the junction itself. This approach will target obstructive parking and aid access into Belton Close whilst retaining some parking capacity at the start of the road which will limit the potential for displacement parking spilling further into the estate.

Whilst it is recognised that this proposal will not provide the level of restrictions that several the representations requested, this approach is considered to provide the best balance and most appropriate way forward considering the feedback received.

- 3.15 Waiting restrictions legally cover from the centre of carriageway to the back of the footway. The area in question is public highway, an access point (footway crossing) to the privately owned land in front of the shops and is part of the footway. Whilst it is accepted that such activity has taken place in the past, vehicles should not park on the highway and may receive a penalty charge notice for doing so in the future once the restrictions proposed have been implemented.
- 3.16 Criminal behaviour should be reported to the Police authority.
- 3.17 Whilst in certain locations parked cars can provide a natural traffic calming effect, the area in question i.e. Belton Close is on a bend, near to a junction and also near to a footway crossing. When vehicles park here, they not only cause a physical obstruction but also a visual obstruction.
- 3.18 The covenant in question is a right of access, not a right to park on the public highway. Access along the entire side of the building right down to the garages at the rear would not have been restricted by the proposals originally advertised. The amended proposals will retain some parking whilst ensuring the junction remains clear of obstructive parking behaviour.
- 3.19 Loading and unloading is permitted on double yellow lines. It must be continuous, and the vehicle must not be causing an obstruction. This includes taxis and delivery drivers.

- 3.20 Rule 201 of the Highway code states, 'When using a driveway, reverse in and drive out if you can'. This is safer for the driver and all other public highway users including pedestrians and cyclists. The amended proposals are intended to limit the impact of any displacement parking associated with the proposed restrictions.
- 3.21 Solihull Council has no jurisdiction upon privately owned car parks. There are alternative locations where the public highway is unrestricted, however we are unable to make recommendations or advise where you should park.
- 3.22 The request for a pedestrian crossing is outside of the scope of this scheme and will be forwarded to the relevant team. Provision of new crossing facilities for Stratford Road at this location are outside the scope of this scheme. The Council works closely with the Parish Council and this request will be discussed with them at the next opportunity to see if any joint working or planning work could help in the future for example through their Village Planning project.
- 3.23 It is a constant challenge to deliver schemes that meet the needs of all stakeholders, particularly when those needs can often be contradictory to one another; the proposals aim to achieve a difficult balance.
- 3.24 The planning process follows statutory processes and includes periods of consultation that enable representations to be submitted for consideration as part of the determination of applications. As the planning process is not part of the Highways function of the Council, we are unable to comment further on this matter but will forward the comments on to the Planning Department for consideration.
- 3.25 Engineering works such as traffic calming are outside of the scope of this project, however, the comments have been noted and will be forwarded to the relevant department.
- 3.26 The purpose of parking restrictions on the public highways are to promote and encourage its safe and efficient use by providing clear direction to motorists. The collection of penalty charge notices is necessary to encourage compliance of these restrictions which can at time suffer as a result of poor driver behaviour. Parking restrictions are considered a success if they result in good levels of driver compliance and aid the operation of the network, not by the level of fines that they generate.
- 3.27 In the absence of parking restrictions any 'obstruction offences' can be reported directly to the Police authority who have full powers of enforcement.
- 3.28 This part of the carriageway is a turning area and should be kept clear at all times so that people entering the cul-de-sac can turn around safely. It is recognised that the proposal as advertised has generated significant feedback from local residents. With both of these aspects in mind it is recommended that the proposed double yellow lines be replaced with two 'KEEP CLEAR' markings.
- 3.29 It is acknowledged that there is potential for displacement into other areas of the road in question, however, the area should be kept clear as explained in section 3.28 above. Should the concerns be borne out following implementation of the scheme we will work with the objectors to assist them in resolving any emerging issues.
- 3.30 Tradespeople undertaking work on properties can apply for a dispensation to park on waiting restrictions.
- 3.31 The concerns regarding street cleansing will be forwarded to the relevant department. However with the proposal to amend this to a 'KEEP CLEAR' marking, the impact of leaves should be reduced.
- 3.32 Waiting restrictions change the enforcement responsibility from solely the police to both the police and civil enforcement officers. With the view that parking too close to a junction and/or causing an obstruction is an offence already, there should be no effect on house prices.
- 3.33 It is not possible to discriminate against a certain demographic of vehicle owners. If a vehicle parking at this location is causing an obstruction, then the owner is irrelevant.
- 3.34 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 would not be considered under this Order. However, if a subsequent application was made it would be considered accordingly.

- 3.35 Reviewing the use of land or facilities privately owned is outside of the authority of Solihull Metropolitan Borough Council and would need to be promoted and taken forward by the private landowners in question. We are unable to compel them to do so.
- 3.36 Residents can apply for an 'Access Protection Marking' (H bar) and details of how to do this can be found on the council's webpage at: <https://www.solihull.gov.uk/hmarkings>.
- 3.37 It is acknowledged that there is potential for displacement into other areas of the public highway/road in question. Should the concerns be borne out following implementation of the scheme we will work with the objectors to assist them in resolving any emerging issues.
- 3.38 The restriction has been proposed to discourage obstructive parking during school drop off and pick up times which had been raised as the primary concern at the time that the restriction in question was advertised.
- 3.39 Whilst this request for additional restrictions is noted, it would not be possible to bring such proposals forward as part of this scheme as they have not been consulted on. As such they could only be considered as a full separate scheme on their own merit. In the first instance, SMBC will remind residents that it is not appropriate for vehicles to be parked fully or partly on the footway at this location. This location will then be monitored as part of our ongoing general safety inspections and should further intervention be necessary in the future, it can then be placed on the list of locations for future consideration. It should be noted that discussions are taking place nationally around the feasibility of introducing a national ban on footway parking given the scale of the concerns being raised by communities across the country. It is considered that this would be the most effective mechanism to resolve the issues reported, and the Council will continue to engage the Department for Transport on this topic.
- 3.40 As part of the current speed review an investigation is being undertaken to the feasibility of installing a build out and associated road markings at the location where the speed limit change will be. Engagement will take place separately with properties fronting this feature in advance of delivery.
- 3.41 It is being proposed, under a different consultation that the speed limit at this location be lowered from 30mph to 20mph.
- 3.42 There will remain unrestricted parking in the parking bays adjacent to the Co-op and outside the Fish and Chip shop. The proposed double yellow lines are located where, if a vehicle were to park it would cause an obstruction to other vehicles vacating the parking bays and block the carriageway outside the Fish and Chip shop.
- 3.43 Enforcement is conducted in line with our commitments across the whole borough. If the proposals are subsequently implemented there will be a proactive push to drive compliance with the new restrictions initially.
- 3.44 Direction signs for the Recreation Ground car park, locally known as the Pavilion car park, have been ordered by the Parish Council.
- 3.45 Vehicles currently park on the property side of the service road, and it is this which causes the obstruction issues.
- 3.46 All restrictions in Solihull Metropolitan borough are supported by the appropriate lines and signs in line with the legal requirements.
- 3.47 Parking restriction contraventions can be reported to parkingservice@solihull.gov.uk
- 3.48 Whilst this request is noted, it is considered that an additional sign at this location is unnecessary and will create sign clutter which is contrary to the Councils wider decluttering policy. As such the provision of a sign is not something that we can consider at this time.
- 3.49 SMBC has no authority over the private parking area on Shelfield Close however it is noted that there is clear and prominent signage at this location making it clear to motorists that the parking provided is for residents only. If anyone parks who residents feel should not be there, they

would need to contact the Police and or management company responsible for the parking area directly for advice.

- 3.50 These comments are noted; however officers do not agree that the introduction of the measures proposed will create additional complications for shoppers. The measures are expected to ensure that motorists park appropriately and considerately in a manner that does not negatively impact other road users.
- 3.51 There are currently no pedestrian crossing facilities in place at the junction of Spring Lane. As referenced in section 3.25 of this report above, it is not possible to consider engineering solutions as part of this scheme. In line with the recommendation set out in section 3.22, this matter will be raised with the Parish Council for future consideration.
- 3.52 All requests received for new or amended parking restrictions are considered in a fair and comparable manner using the council's framework process. The framework review is undertaken annually and allocates a ranking to each location based on a number of environment, safety and functional criteria to help identify the priorities for the available resources (staff and financial).
When a location has been identified for intervention then it makes sense to engage with ward members and Parish Councils to ascertain if there are any other locations close by which they would like to be assessed for feasibility.
- 3.53 Each location is assessed on its own merit using the framework as stated in 3.52.
- 3.54 The parking restrictions previously introduced at the junction of School Road and Orchard Road are consistent with government advice as set out above in section 3.11 of this report. Proposals to extend the existing junction protection at this location do not form part of the measures being considered here having previously been subject to full statutory consultation in 2016. Our powers only allow the advertised parking proposals to be reduced in either extent or duration, we cannot add additional locations / restrictions at this stage in the process, without going through the consultation process from the start. The introduction of these additional parking restrictions cannot be included at this time.
- 3.55 There have been no material changes to the road layout at this location since that time which would have justified a review and readvertisement of proposals for this location. This is supported by a review of the road collision history for this location which also indicates that there have been no reported collisions resulting in injury during a ten-year period. There is no evidence, therefore, to suggest additional parking restrictions are necessary. The location was not raised during our pre-consultation work with key stakeholders; hence it was not included in the advertised scheme.
- 3.56 As part of the legal process it is a requirement that a statutory consultation process is undertaken which requires the views of all parties to be fully considered, including those residents living directly next to, and who typically will be most impacted by, any proposals. As part of this process a range of specialist stakeholder views are sought on the proposals, including the emergency services, all of whom have an important role to play in road safety and can flag any concerns that they may identify both as part of the statutory consultation process and more generally as part of their normal operational activity. This location will continue to be reviewed as part of the Council's bi-annual review of road safety in the Borough. When compared to the rest of the highway network in the Borough, there is no evidence to support this location being considered a priority.
- 3.57 This request has been shared with key stakeholders and has been added to the Council's annual Traffic Regulation Order prioritisation process for consideration in future years.

4. Ward Members' Views

- 4.1 The Ward Members for Dorridge and Hockley Heath were informed of, and their feedback has been used to shape these proposals.

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.

5.2 It is recommended that the proposed Traffic Regulation Order be implemented as originally advertised with the exception of:

- Belton Close, both sides, will measure approximately 15 metres from its junction with Spring Lane instead of approximately 46 metres on the southwest side and approximately 52 metres on the northeast side. Detail shown on plan 9009a-rev1 in appendix B.
- The withdrawal of the proposal for double yellow lines in the turning head on Field Way which will be replaced with 'Keep Clear' markings as detailed on plan 9009d – rev1 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.

For Decision

The Head of Highway Management is asked to approve that the traffic regulation order, as detailed on drawing numbers 9009b, 9009c, 9009e in Appendix A and 9009a & 9009d in Appendix B are implemented.

The recommendation as set out above is hereby approved:

P.S.Tovey


Signature:


14th February 2023


Date:.....


Paul Tovey
Head of Highway Management


Key

 Existing 'No Waiting at any Time' restriction (double yellow lines)

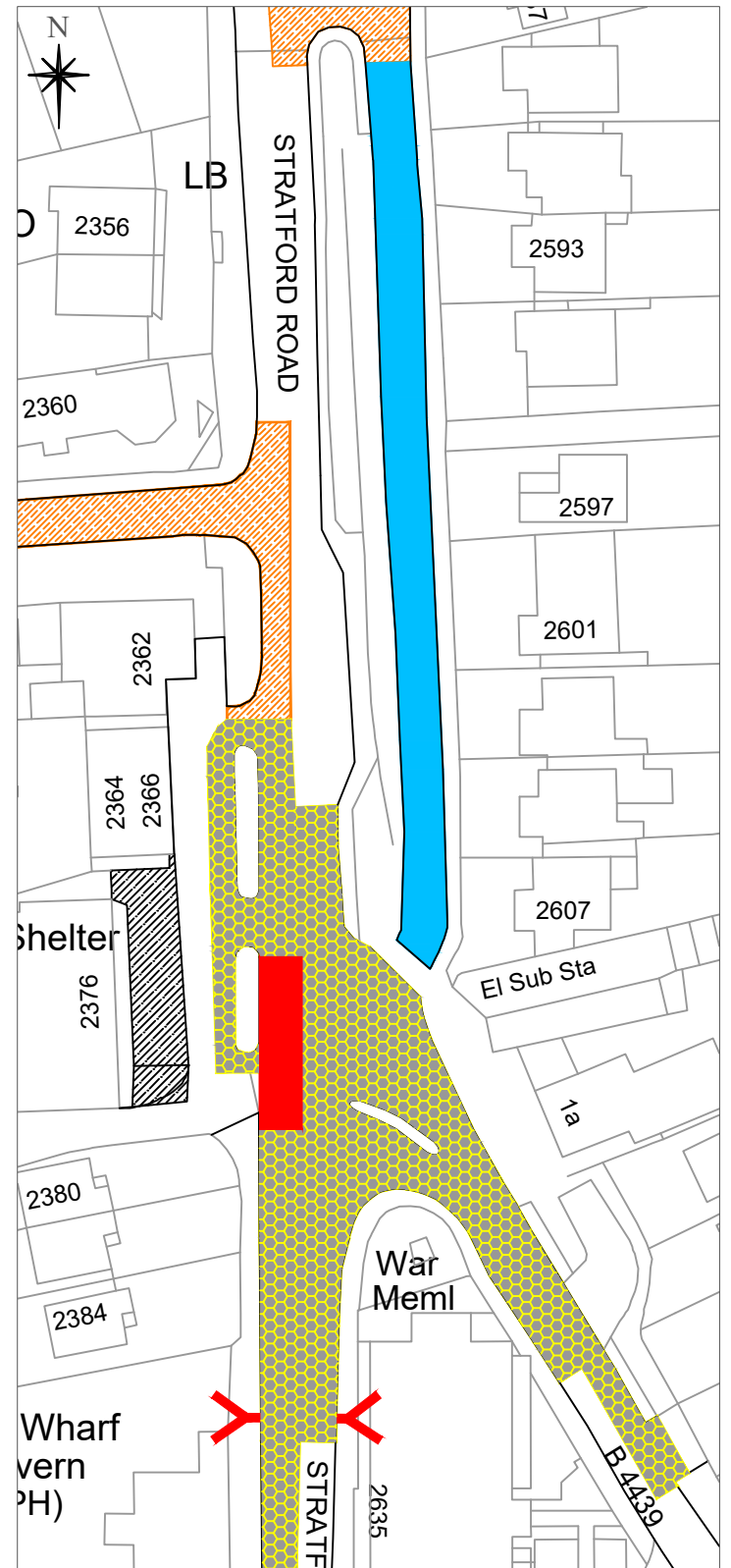
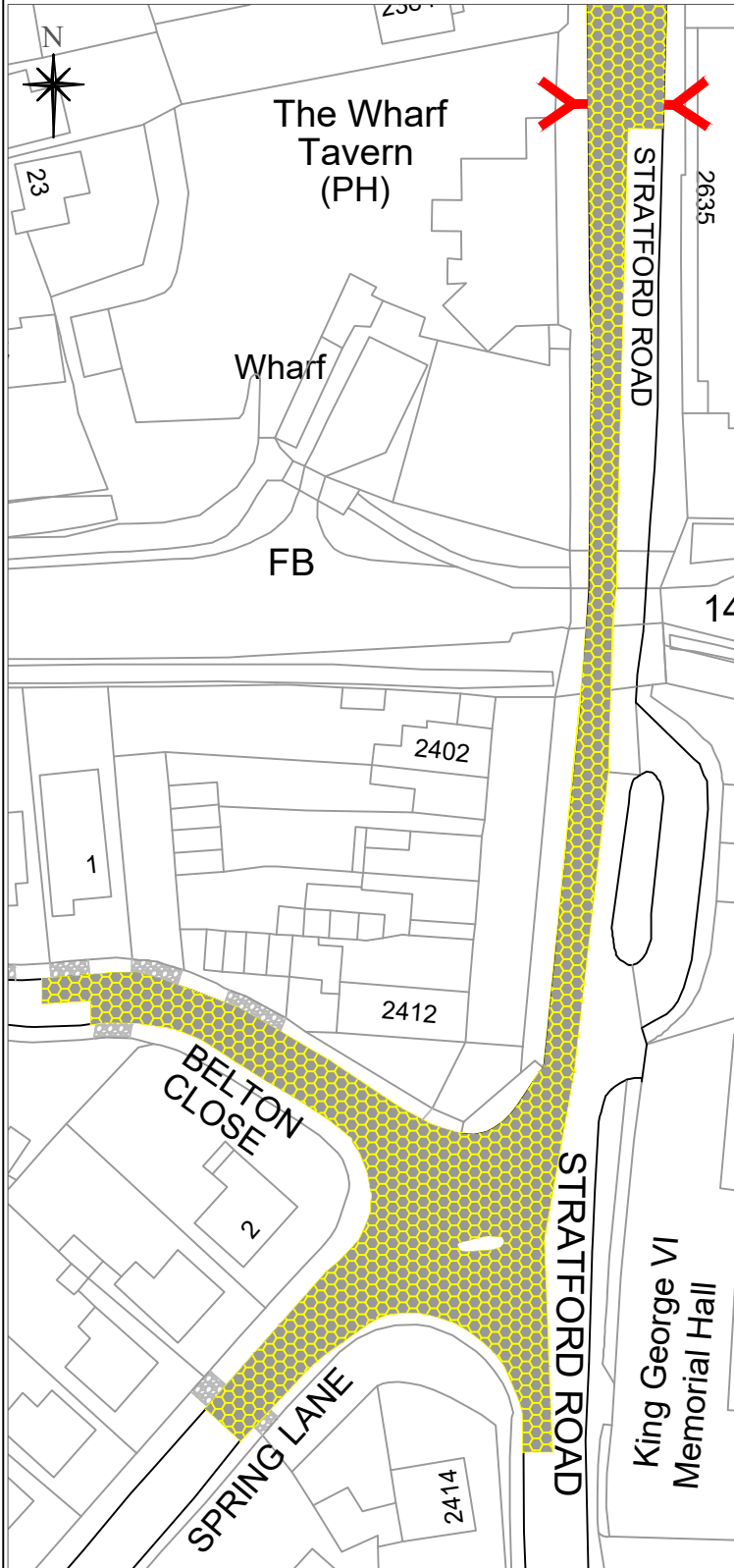
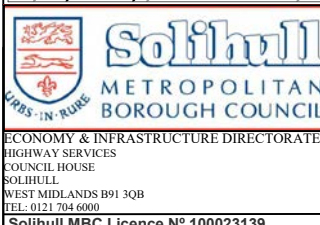
 Existing parking area (private, no change)

 Proposed 'No Waiting at any Time' restriction (double yellow lines)

 Proposed 'No Waiting, 8am - 6pm, Monday - Saturday' restriction (single yellow line)

 Proposed 'Bus Stop Clearway'

Note: Any areas of highway shown on this plan that are not shaded are outside the scope of this particular proposal.
Any existing restrictions not shown or referred to on this plan will continue to remain in force.

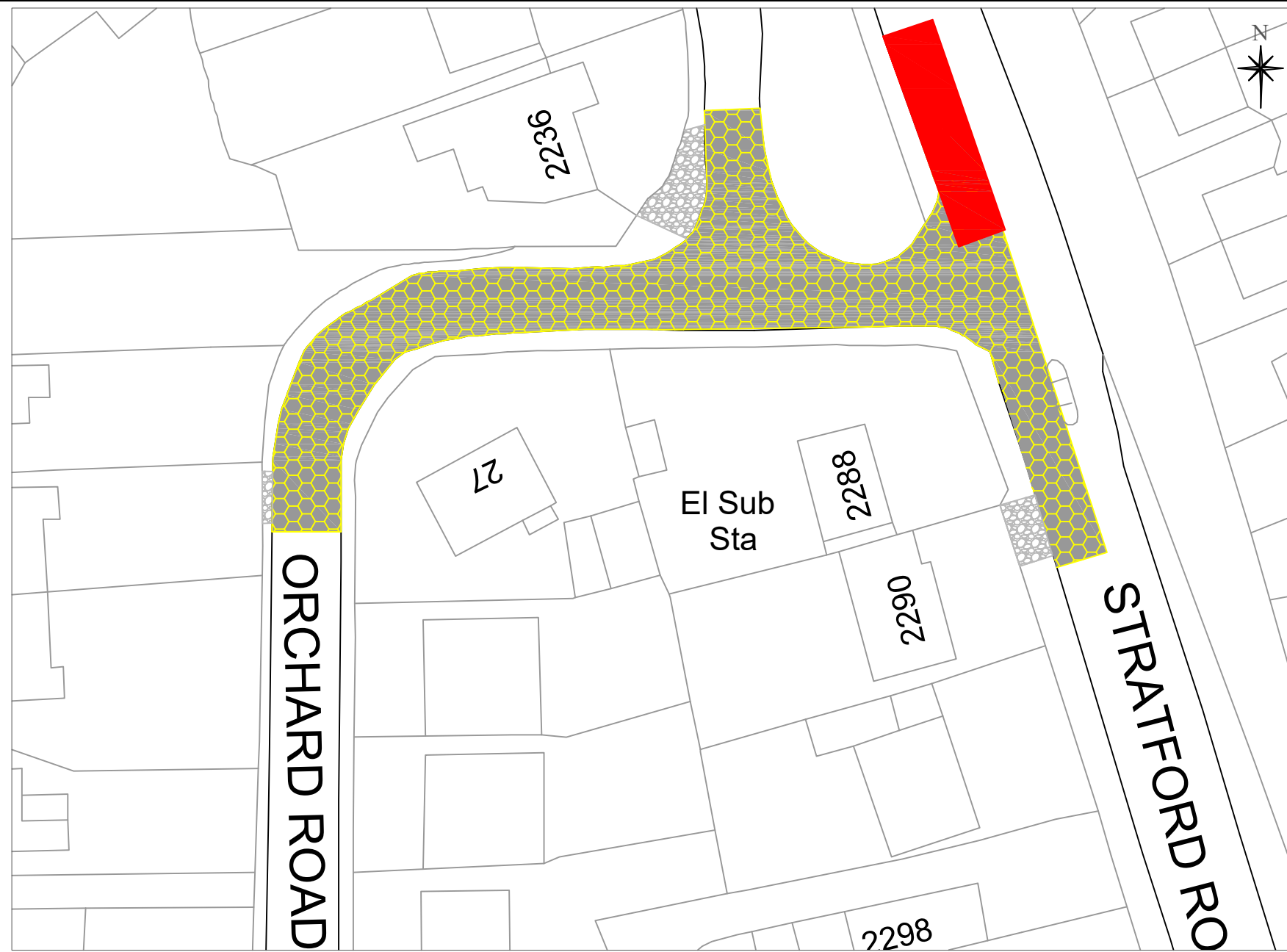
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Notes.
Stratford Rd, Old Warwick Rd, Belton Close
& Spring Lane
Hockley Heath
Proposed Waiting restrictions and
Bus Stop Clearway

Job Name.		
Job No.	9009	Drawn By: JW
Plan No.	9009a	Scale NTS
Checked By:	DK	DO NOT SCALE A4 Frame
Date	04.10.22	OS Ref: .



Key

-  Proposed 'No Waiting at any Time' restriction (double yellow lines)
-  Proposed 'Bus Stop Clearway'
-  Existing 'footway crossing' (driveway)

Note: Any areas of highway shown on this plan that are not shaded are outside the scope of this particular proposal.

Any existing restrictions not shown or referred to on this plan will continue to remain in force.

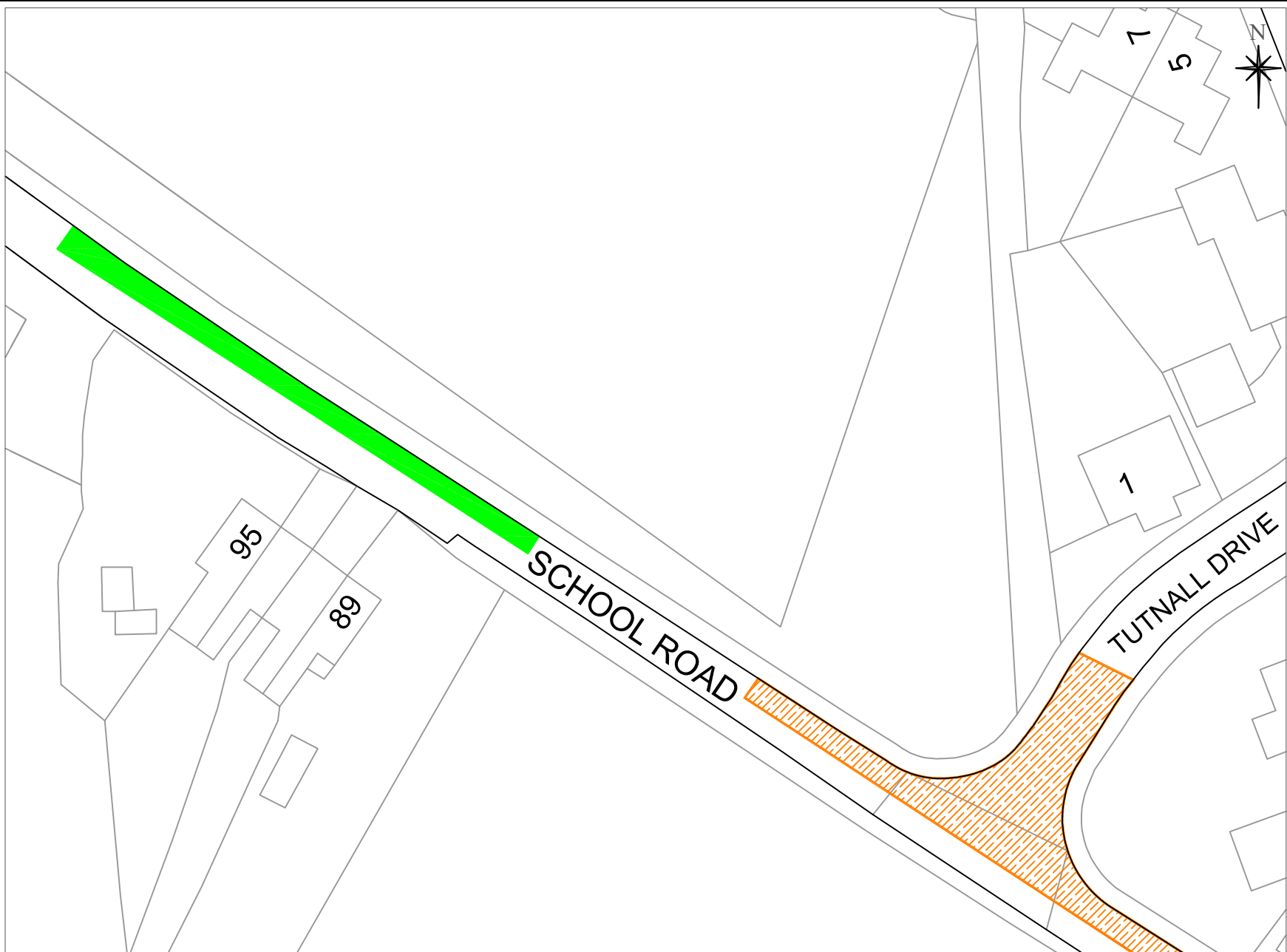
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Notes: Orchard Road and Stratford Road Hockley Heath Proposed double yellow lines and Bus Stop Clearway			
Plan No. 9009b	Drawn By: JW	Checked By: DK	DO NOT SCALE
Scale NTS	Date: 04.10.22	OS Ref :	



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- Key**
-  Existing 'No Waiting at any Time' restriction (double yellow lines)
 -  Proposed 'No Waiting, Mon - Fri, 8.30 - 9.30am & 2.30 - 4pm' (single yellow line)

Note: Any areas of highway shown on this plan that are not shaded are outside the scope of this particular proposal.

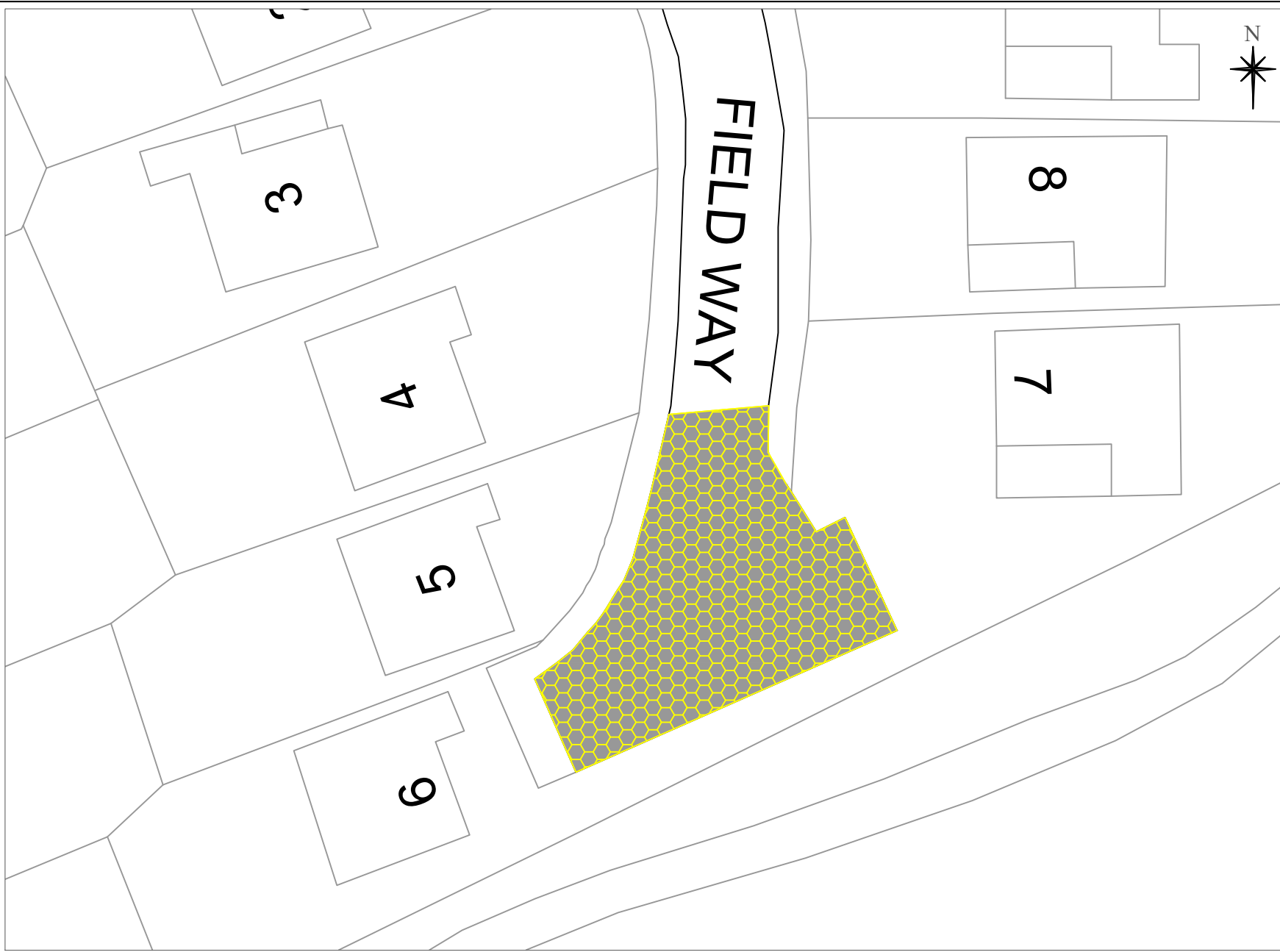
Any existing restrictions not shown or referred to on this plan will continue to remain in force.

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Notes. School Road Hockley Heath Proposed 'No Waiting' restriction (single yellow line)			
	Drawn By: JW	Checked By: DK	DO NOT SCALE
Plan No. 9009c	Scale NTS	Date: 04.10.22	OS Ref:



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Key

 Proposed 'No Waiting at any Time' restriction (double yellow lines)

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Notes. **Field Way**
Hockley Heath
 Proposed 'No Waiting at any Time' restriction (double yellow lines)


Plan No. 9009d	Scale NTS	Drawn By: JW	Checked By: DK	DO NOT SCALE
			Date: 04.10.22	OS Ref :





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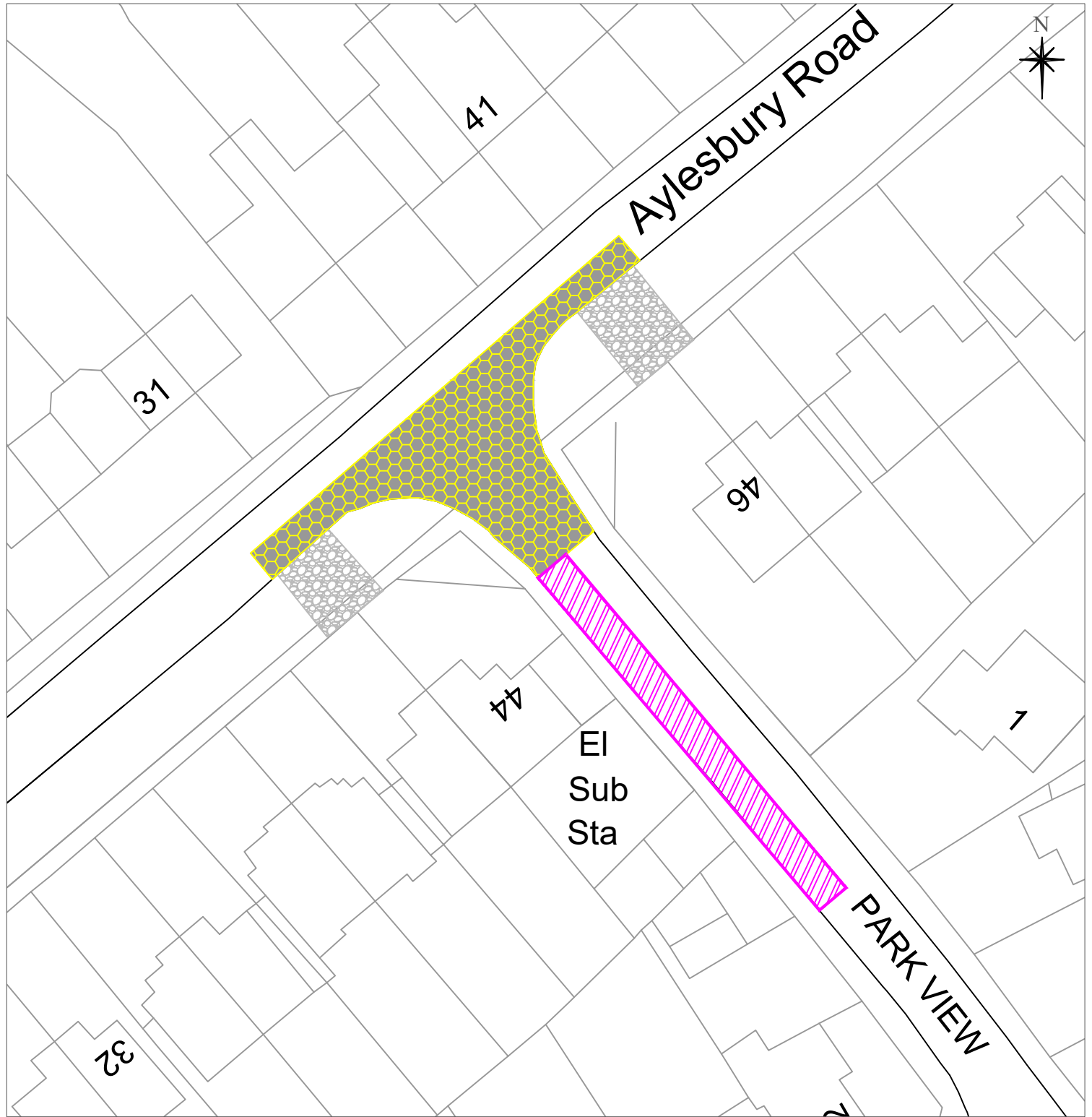
 Existing 'footway crossing' (driveway)

 Proposed 'No Waiting at any Time' restriction (double yellow lines)

 Proposed 'No Waiting, Mon - Fri 9.30 - 10.30am' (single yellow line)

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Any existing restrictions not shown or referred to on this plan will continue to remain in force.




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
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
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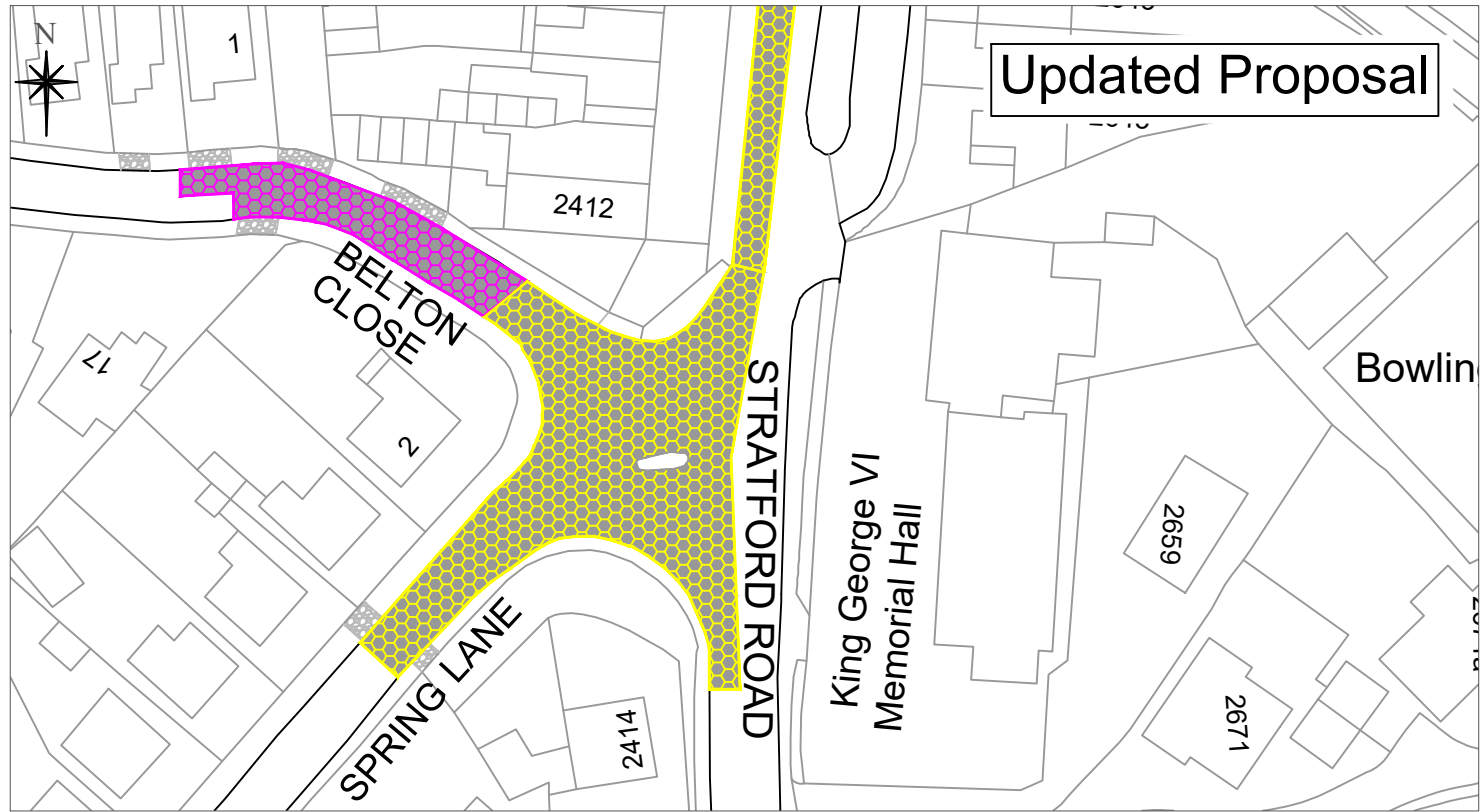
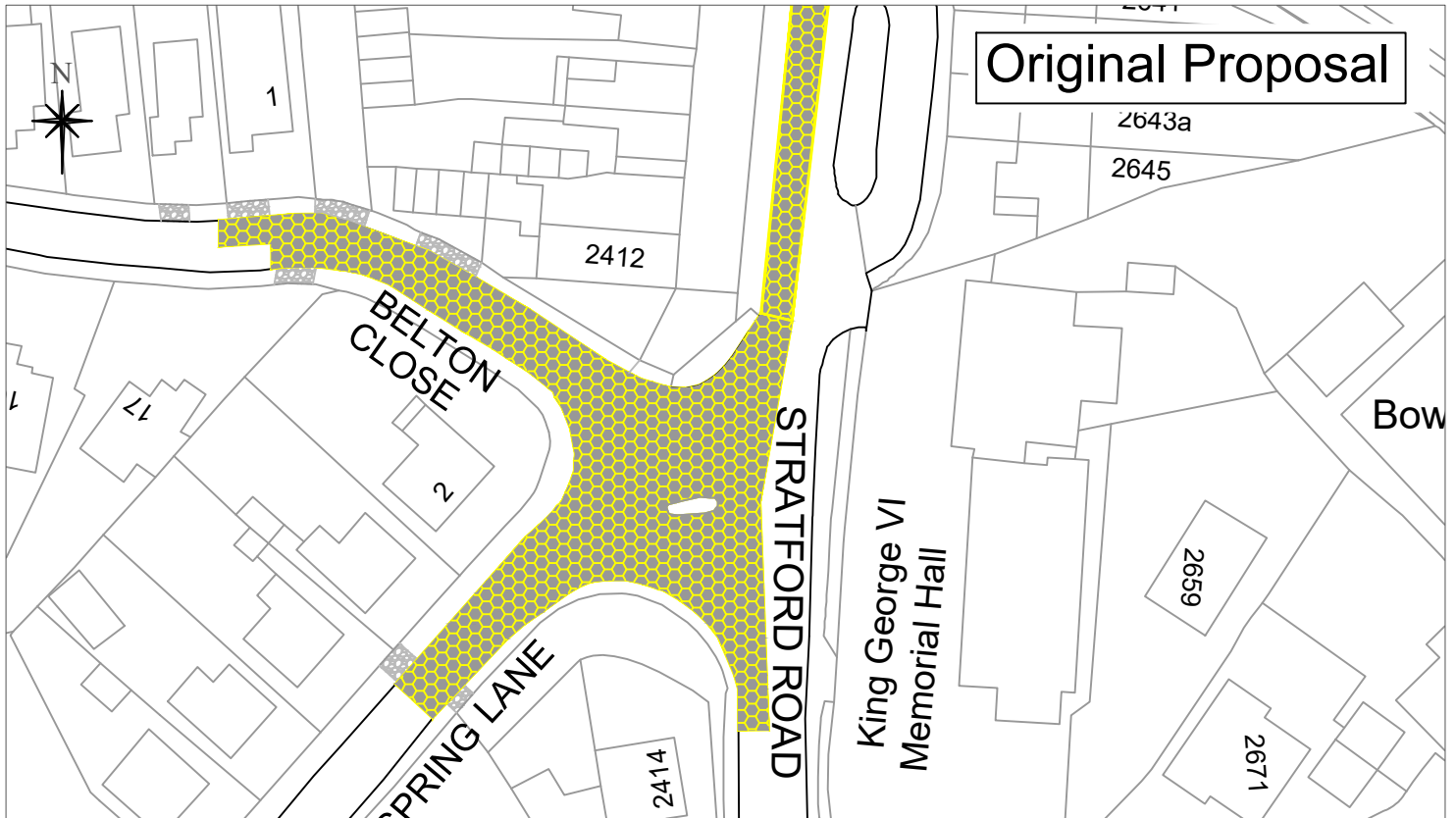
Notes.
Junction of Aylesbury Road and Park View
Hockley Heath
Proposed new waiting restrictions

Job Name.		
Job No.	9009	Drawn By: JW
Plan No.	9009e	Scale NTS
Checked By:	DK	DO NOT SCALE A4 Frame
Date	04.10.22	OS Ref: •

Key

 Proposed 'No Waiting at any Time' restriction (double yellow lines)

 Extents of proposed double yellow lines removed from original proposal



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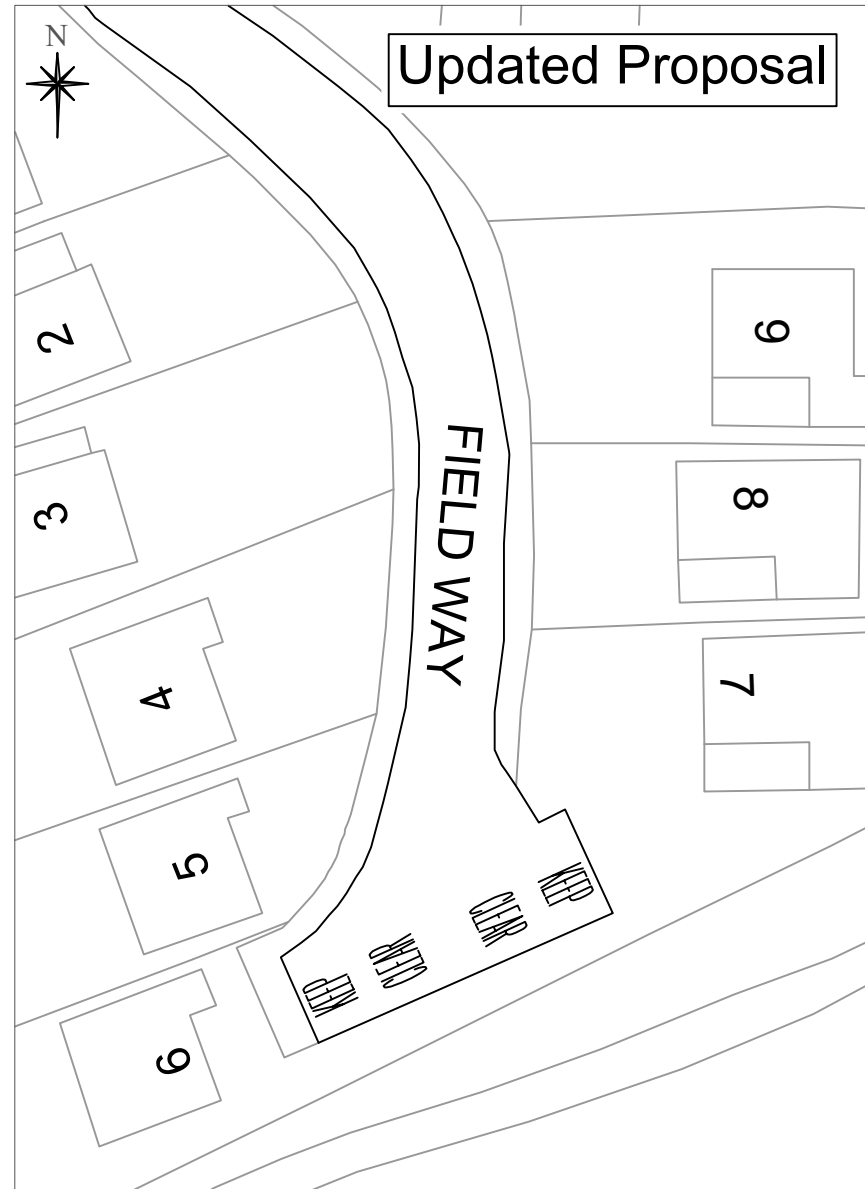
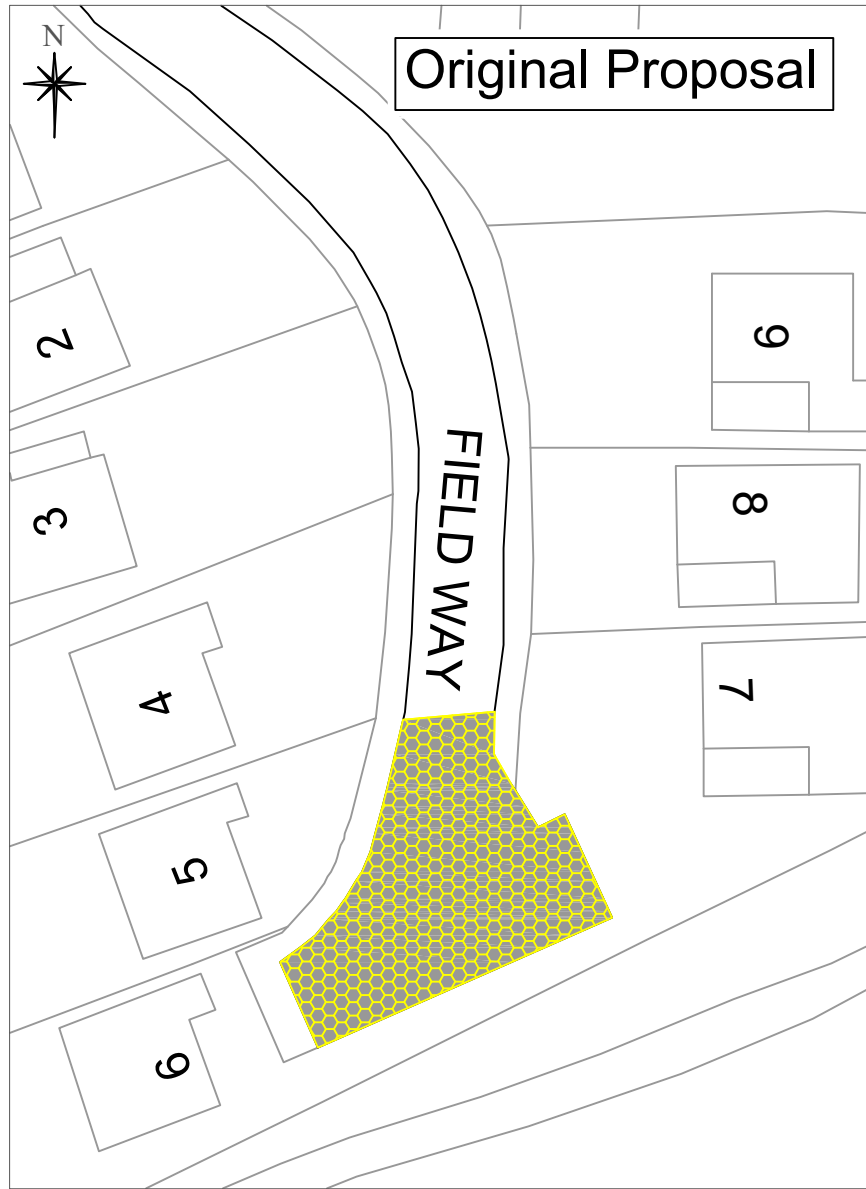
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Notes.
Appendix B
Stratford Rd, Belton Close & Spring Lane
Hockley Heath
Plan showing detail changes on Belton Close

Job Name.
Job No. **9009**
Plan No. **9009a rev1**
Checked By: **DK**
Date **19.01.23**

Drawn By: **JW**
Scale **NTS**
DO NOT SCALE
A4 Frame
OS Ref: •

APPENDIX B



Note: Any areas of highway shown on this plan that are not shaded are outside the scope of this particular proposal.

Any existing restrictions not shown or referred to on this plan will continue to remain in force.

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Notes. Field Way, Hockley Heath
 Plan showing detailed change on Field Way
 (Proposed 'KEEP CLEAR' markings to replace proposed double yellow lines)

Plan No. 9009d rev 1	Drawn By: JW	Checked By: DK	DO NOT SCALE
Scale NTS	Date: 19.01.23	OS Ref :	

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