

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

The Metropolitan Borough of Solihull (Priory Road, Nethercote Gardens and Windmill Road and Adjoining Roads, Solihull Lodge) (Total Prohibition of Waiting) Order 2024

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 and amended parking restrictions on Aquaduct Road, Colebrook Road, Coton Grove, High Street Nethercote Gardens, Priory Road, Windmill Road and Wishaw Close, Solihull Lodge.

2. Background

2.1. Through the council's established Traffic Regulation Order Framework process the above locations were identified as priority locations in the 2023/24 works programme to be considered for the introduction of new or amended parking restrictions.

Issues

The restrictions are proposed in response to concerns from residents and aim to regulate on-street parking and help to facilitate the free passage of traffic.

The proposals as advertised are detailed on plan 9257 in Appendix A.

3. Matters for Consideration

3.1. The proposals were formally advertised on 6th February 2024 and the closing date for receipt of representations was 8th March 2024.

3.2. Twenty-four representations to the Order were received during the consultation period, 9 supportive and 15 were in opposition to some of the proposals. The comments and suggestions received have been fully considered. The tables overleaf summarise these representations.

| Representations | Officers Comments/ Response (refer to paragraph) |
|---|---|
| <p>Concerns to the reduction of on-street parking space:</p> <ul style="list-style-type: none"> • Objection to this idea of reducing the available parking spaces to the already limited parking situation. • I cannot see a reason to remove valuable parking spaces for residents on both sides. • I find it pointless in adding double yellows to Nethercote and top of Nethercote gardens as it's hard to find spaces as it is. • This will make more parking issues rather than fix them We have no space as it is, we are working together as neighbours in regards of correct parking. • Competition for parking space is fierce but we all need to park overnight close to our homes and most try to do so responsibly. • This area already has a poor ratio of parking spaces per dwelling, and many have more than one car per household. • If you wish to restrict parking along Nethercote Gardens we feel that you must provide other legitimate alternative parking arrangements for residents. • The parking on here is awful as it is, and I feel the introduction of double yellow lines will take away the very little car parking spaces there is currently available. • The only issues we have is the speed that people drive on and off and parking which is just about manageable at the moment, by introducing double yellow lines particularly on the section near to 22 Nethercote will result in us losing between 10 - 12 parking spaces and in doing so will potentially start a parking war and antisocial behaviour. | 3.3 |

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| <ul style="list-style-type: none"> • When no parking bays are available visitors have nowhere to park other than on the road and you are trying to remove this option. • Where are people meant to park there was parking lines put in the bay area and nowhere near enough spaces. • The parking situation in Nethercote is already extremely bad and putting yellow lines in Nethercote will only make things worse without adding additional parking spaces. • I object to the lines being added as it doesn't create an obstruction and also there are minimal parking spaces already. Adding these double yellow lines is going to causes more issues than there already are. There are at least 6/7 vehicles that park on this Bend. Due to no other parking available. • There is no logical reason that I can see to ban parking at the top of Nethercote Gardens, where it junctions with Priory road, as if anything, this is the least crowded area for parking in the whole road and the safest and widest place for cars to park, as they do not need to mount the kerb to park safely and therefore do not intrude on the footpath. • It is also the place where people move their cars when the road at the bottom floods, as it has several times recently. • Putting double yellow lines from numbers 41-49 will mean those cars will need to park somewhere on the road and Introducing yellow lines adjacent to 56-95 will again cause the same problem meaning residents won't be able to park outside their own homes. • By placing yellow lines opposite numbers 41 – 49 and both sides of the bend it will cause a lot of disruption to the Nethercote residents' daily lives by adding stress and potential ill-will where it is not needed on their own doorsteps. • Where are the cars that park to the side of number 18 expected to park? They can't risk parking round the back of Nethercote Gardens due to the high crime rate of damaged cars that occur there. Also when the river Cole is overflowing which may I add happens a lot now where are the cars that actually do park by the river supposed to move to so they do not get flooded? They normally move their cars to higher ground i.e. by number 18. • I feel that blocking parking to the side of number 18 would be totally unnecessary especially as it's only for the sake of a household that actually has their own driveway and won't affect/inconvenience them anyway. Residents are constantly fighting for a parking space now; the yellow lines will make things ten times worse. • I appreciate that some of your proposals are more than necessary the junction at Priory Road for example but the yellow lining of the entire bend at the bottom of the hill will cause untold problems for the residents we already have huge parking problems here as most of the maisonettes now have two cars each so for the footprint of one house we are seeing 4 cars that bend accommodates between 5 and 7 cars depending on size and considerate parking to lose that would be catastrophic. | |
| <p>Footway and illegal parking concerns:</p> <ul style="list-style-type: none"> • As the houses are maisonettes there are no drives therefore parking is a hard to come by, reducing the spaces will make people park on the pavements and make life of buggy's and wheelchair users more difficult. • I write particularly in respect of Nethercote Gardens, which is already horrendously overcrowded with cars, with them often resorting to parking unsafely and blocking footpaths for pedestrians. • I feel that if you go ahead with all of the proposed 'no waiting' zones outlined in your notice, you will create an environment where people have no choice but to park illegally and more unsafely than they already are doing. • Your proposal is irresponsible and would create issues as it will force residents to all park in the 'remaining' unrestricted spaces that cannot deal with the volume of cars in the neighbourhood. • We strongly believe It will encourage residents to start parking on green spaces & verges, pavements and generally inappropriately and unsafely. We also fear that it may lead to unrest between neighbours / anti-social behaviour. • We are fully aware that parking on grass verges currently causes a whole host of social issues in our Borough thus attracting public funding (£50k recently) to support resolutions. We feel that your proposal is very much at odds with the Council's strategy and direction in this area. If you wish to restrict parking along Nethercote Gardens we feel that you must provide other legitimate alternative parking arrangements for residents. | 3.3 & 3.4 |
| <p>Visitors/trade and carer parking:</p> <ul style="list-style-type: none"> • The carers who carry equipment, shopping etc. If they are unable nearby to do this, they will have to find a parking space much further away from the property. • Impact they will have on the ability of visitors to park. • When tradesmen are unable to park either in a bay or on the road, they drive onto the beautiful, landscaped grass we have in the area and gouge huge tire tracks and ruts into the grass, Your proposals will increase this behaviour causing damage to landscaped areas and the utility services running underneath pavements. | 3.3 & 3.4 |

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| <ul style="list-style-type: none"> • My parents have carers 4 times a day that provide vital care for them both. Where are they now supposed to park to provide a duty of care to my Parents? If they can't park there, this risks my parents not receiving the vital care that they require. • Curtailing parking further will also impact the value of our properties. | |
| <p>Flooding concerns:</p> <ul style="list-style-type: none"> • When the KNOWN FLOODS OF NETHERCOTE occur what are the residents going to do for parking then? • Putting money toward drainage and helping us with flooding , the top of Nethercote is a help when the floods hit us which you should be aware of , we park there so we don't lose our cars. • The solution of covering more green areas with concrete is unacceptable in a flood prone area, and where do we put our vehicle in the event of a flood, if not on the hill leading to Priory Road. • A better use of your budget would be more beneficial to focus on the DRAINS being cleaned out as a priority because flooding is damaging cars and properties, and this is simply not being managed effectively. Also, the river Cole perhaps being dredged as already discussed with the council in 2018 when we had the major flood. • Perhaps the money saved from painting the unnecessary yellow lines could be better spent of reducing the car crime in Nethercote or clearing out the River Cole to prevent further flooding or focusing on the blocked drains, that surely are more important issues. | 3.3 & 3.5 |
| <p>Requests for additional parking provision:</p> <ul style="list-style-type: none"> • I strongly object to the introduction of the double yellow lines but do feel parking does need to be addressed for all residents. The introduction of more parking would be a much better idea in my opinion and after speaking with other residents I know they also think it would be a much better idea to add more spaces rather than take them away ie: more parking bays. • The simple truth is that we need more parking not less and I for one have in the past petitioned the council to have some of the grassed areas around that bend and the next bend dug up and make additional parking bays similar to the existing ones dotted around the road but have always had the response that there is no budget for doing so. • Nethercote Gardens does not have enough parking bays to cope with the increased number of cars owned by the resident's relative to when the estate was first built. I am wondering therefore if it is possible, as one solution to the problem, that the Council might consider adding in some extra parking bays. This might help to alleviate the stress on street parking. • There is so much grass around the street that isn't used can you make that into parking bays as it's just wasted space When parking is so desperately needed. • I support the other proposals for double yellow lines in principle only until full consideration is given to the parking of vehicles which will be displaced by the new restrictions. | 3.6 |
| <p>Crime concerns:</p> <ul style="list-style-type: none"> • Car crime is a massive problem in this area. I, myself, have been a victim to car theft and vandalism on 3 separate occasions over the past 18 months, and it is a huge problem and a massive source of stress and anxiety for local residents. Having to park your car miles away from where you live increases this. • Car crime is terrible on Nethercote from cars being stolen to cars being stripped and I myself have been targeted and had 1 car stripped and then another one vandalised. • Perhaps the money saved from painting the unnecessary yellow lines could be better spent of reducing the car crime in Nethercote or clearing out the River Cole to prevent further flooding or focusing on the blocked drains, that surely are more important issues. • The rate of car crime in the area is atrocious. You have only left parking for people behind a fence and bushes which is a perfect opportunity for thieves. • That area is a well know place for anti-social behaviour specifically prolific drug dealing by two beggars who operate in Shirley which the local community are working with the police on to address. It's a dark and isolated area and as a woman who's had her car stolen, her property burgled and suffered a physical assault by a stranger in her past I would urge you to take a balanced approach to road safety and the physical/mental health, security and wellbeing of the residents on Priory Road and only allow the lines for 10m not 15m. | 3.7 & 3.8 |
| <p>Disable Bays:</p> <ul style="list-style-type: none"> • There must be more households in Nethercote like mine, where there are mobility issues. If the yellow lines go ahead just how far from my front door will I have to drive to find a parking space. | 3.3 & 3.9 |
| <p>Speed:</p> <ul style="list-style-type: none"> • We are very concerned with speeding cars on Colebrooke Road by the crossing close to Nethercote Gardens causing several accidents. How many more accidents need to happen before this is taken seriously? | 3.10 |
| <p>Specifically Priory Road junction:</p> | |

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|---|-----|
| <ul style="list-style-type: none"> Where are people who live on Priory Road supposed to park if they don't have a drive? | 3.6 |
| <ul style="list-style-type: none"> I object to the proposed parking restrictions at Nethercote Gardens. Specifically the 15m at its junction with Priory Road. Your reason you state is to enforce the Highway Code in people not parking 10 metres from a junction. 15m is unnecessary and excessive. | 3.8 |

| Representations Additional requests | Officers Comments/ Response (refer to paragraph) |
|---|---|
| <ul style="list-style-type: none"> The lower part of Priory Road near to the junction with Colebrook Road. | 3.11 |

| Representations A selection of comments supporting the proposals | Officers Comments/ Response (refer to paragraph) |
|--|---|
| <ul style="list-style-type: none"> I whole heartedly agree with all the parking restrictions which Highway Services are proposing. I would like to write to you in support of the proposal. I agree with the application in full and fully support it. The parking restrictions at the entrance to Nethercote Gardens and junction with Priory Road and Windmill Lane are absolutely necessary. I was involved in a request made by our residents' group in 2019/20 for these to be made no parking zones. This junction is busy with traffic along Windmill Lane and Priory Road and many motorists (myself included) have been involved in accidents here. I fully support the proposed restrictions at the junction of Wishaw Close and Priory Road. | n/a |

Officer Comments/Responses

- 3.3. In view of objections received regarding the proposals for double yellow lines on the south side of Nethercote Gardens to the side of number 18 and the outer bend adjacent to 53 – 79 on the north side this aspect of the scheme is to be withdrawn and the carriageway will remain unrestricted. However, the proposals for double yellow lines at the junctions will remain.
- 3.4. Due to the concerns raised regarding possible footway parking, this location has been added to the list for consideration and investigation for the introduction of 'prohibition of footway and pavement parking ban'. Most feedback received from local communities supports the view that footways are for pedestrians and carriageways for motor vehicles.
- 3.5. The concerns regarding flooding have been noted and passed to the relevant team.
- 3.6. It is not the Council's responsibility to provide owners of private motor vehicles with a parking space on the public highway. If a resident wishes to own a vehicle, then they are responsible for parking it safely, and in accordance with the Highway Code's advice.
- 3.7. Any instances of criminal activity or concerns about potential crime should be report directly to the police authority.
- 3.8. The concerns which were raised were about obstructive parking at these locations, both physical and visual. Whilst rule 243 of the Highways Code states DO NOT stop or park: opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space, this distance is dependent on the demographic of the junction and as vehicle have increased in size it has been necessary to extend this distance.
- 3.9. In the case of the Nethercote Gardens and Priory Road junction it is necessary to propose 15m to discourage parking both on the carriageway and footway and also to give pedestrians better visibility both ways when crossing.
- 3.10. The resident may be able to apply for a disabled parking bay. Whilst the disabled parking bay would be advisory it should deter general motorists from parking outside their property and could resolve the concerns.

- 3.11. Addressing the speed of vehicles on Colebrook Road is outside the scope of this proposal and any concerns should be reported to the police who have the powers of enforcement to deal with such matters.
- 3.12. The request for restrictions on the junction of Priory Road and Colebrook Road has been added to the list for consideration for the next financial year.

Ward Members' Views

The Ward Members for Shirley West were informed of the proposals. One representation was received and supported the withdrawal of the proposal at the side of 18 Nethercote Gardens.

Officer Recommendation

The representations received in respect of the proposed Traffic Regulation Order have been fully considered and responded to accordingly in section 3 of the report.

It is recommended that the proposed Traffic Regulation Order be implemented as advertised with the withdrawal of the proposal at the side of 18 Nethercote Gardens and on the bend adjacent to 53 – 79 Nethercote Gardens.

Democratic Services

Democratic Services have confirmed that the proposed order was subject to statutory advertisement on the dates reported and that representations were received as noted above.

Risk Implications

The Corporate Risk Management Approach has been complied with to identify and assess the significant risks associated with this decision / project. This includes (but is not limited to) political, legislation and reputation risks.

The Approach is not intended to eliminate all risks and not all the risks identified can be managed all of the time. Also, risks will still exist that have not been identified.

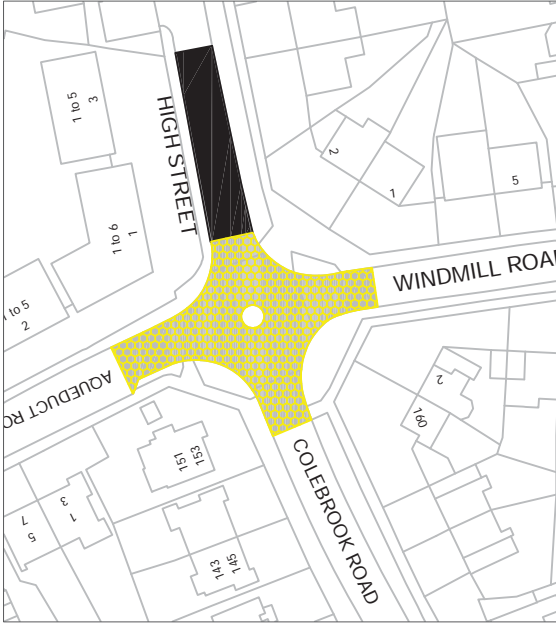
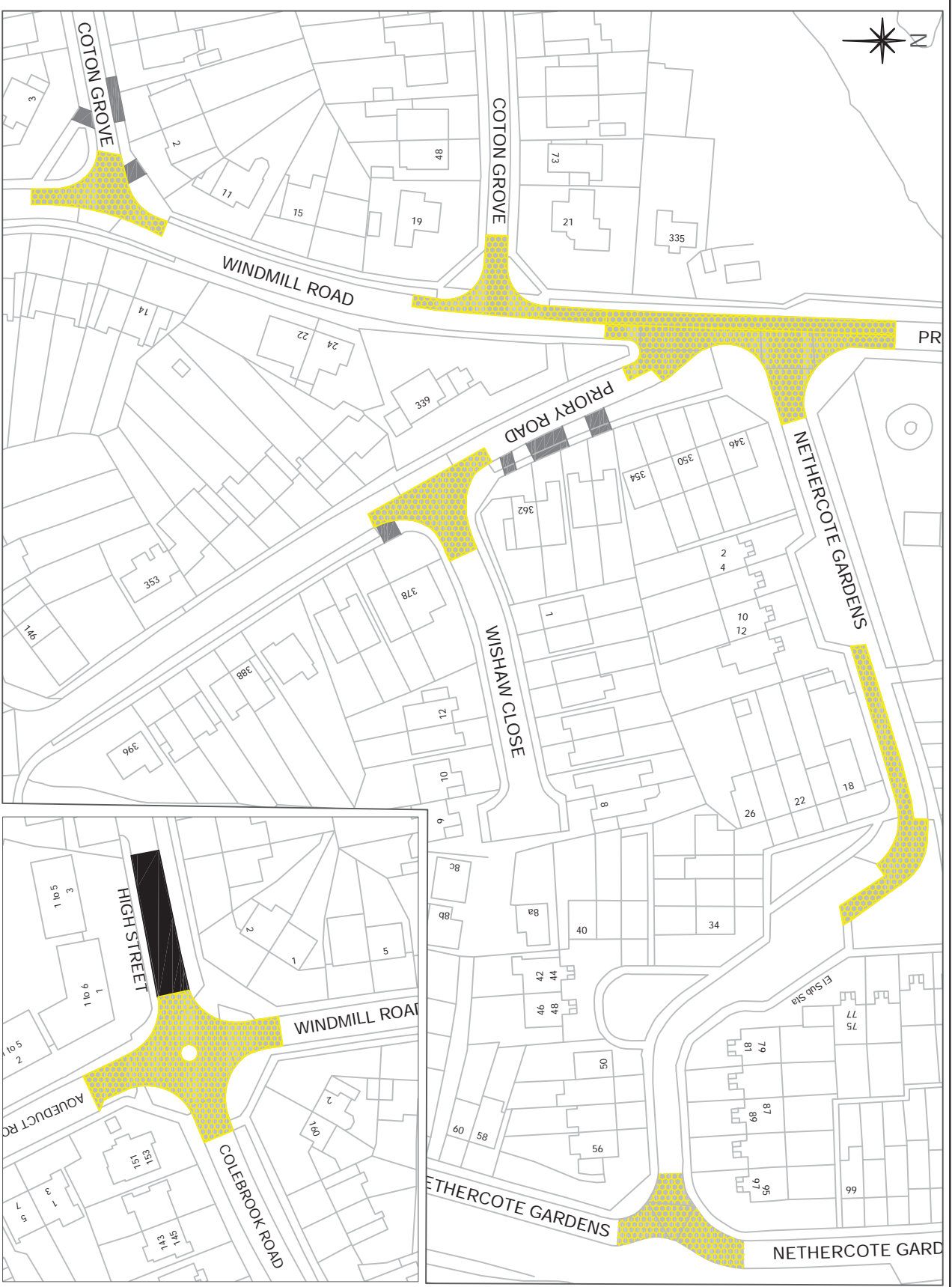
For Decision

The Head of Highway Management is asked to approve that the Traffic Regulation Order as detailed on the modified plan 9257a in appendix B is implemented.


The recommendation as set out above is hereby approved:

Signature:**P.S.Tovey**.....Date: ...11th July 2024.....

Paul Tovey
Head of Highway Management



Key


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

 Existing Zebra Crossing

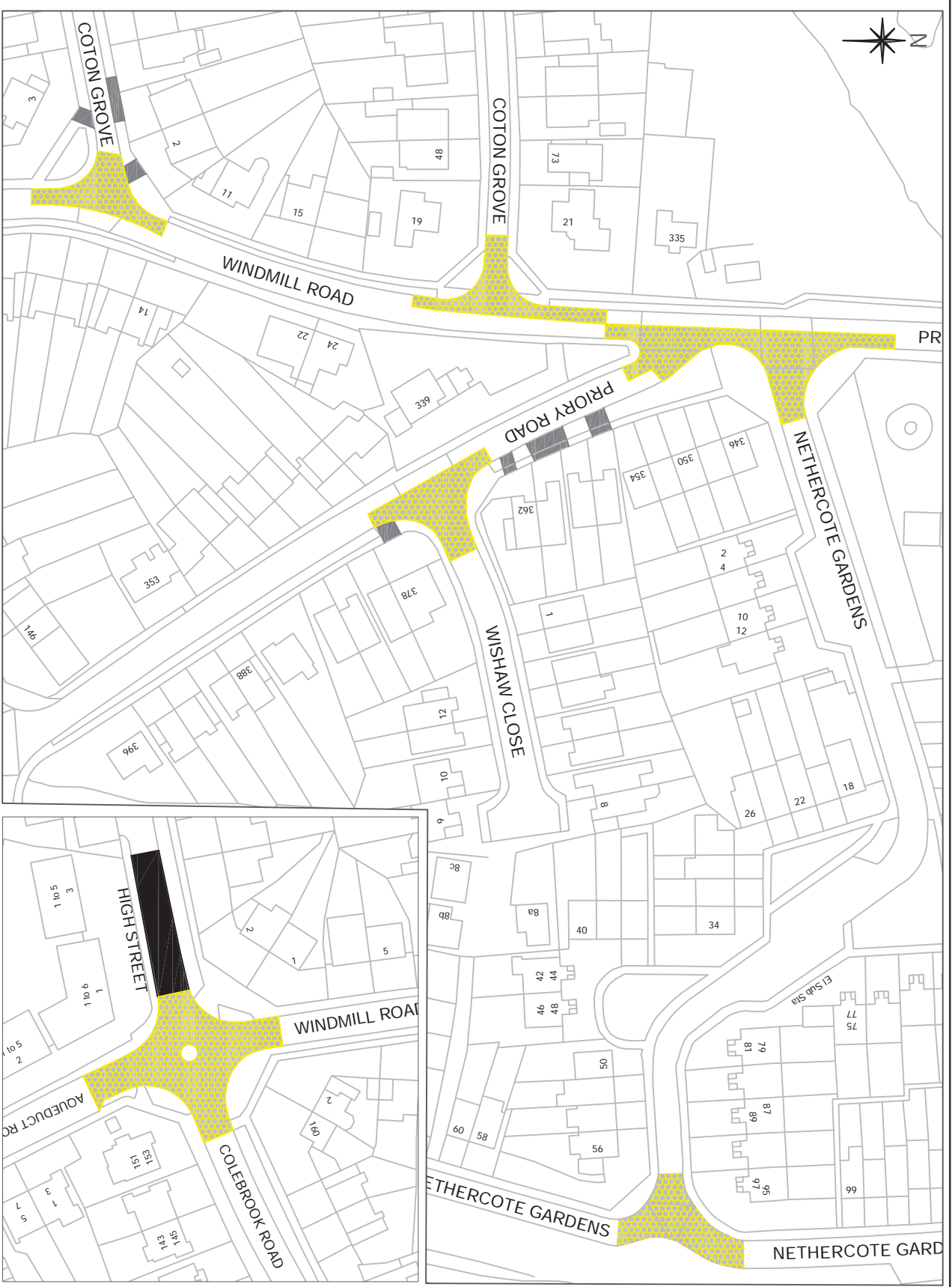
NOTES:
 Windmill Road, Priory Road and adjoining roads and the junction of Colebrook Road and Windmill Road
 Appendix A

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|---------------|----------------|----------------|--------------|
| Plan No. 9257 | Drawn By: JW | Checked By: PT | DO NOT SCALE |
| Scale NTS | Date: 19.01.24 | OS Ref : | |



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Key

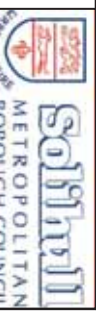
 Recommended locations for 'No Waiting at any Time' restriction (double yellow lines)

 Existing zebra crossing

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NOTES:
 Windmill Road, Priority Road and adjoining roads and the junction of Colebrook Road and Windmill Road
Appendix B

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|----------------|----------------|----------------|--------------|
| Plan No. 9257a | Drawn By: JW | Checked By: PT | DO NOT SCALE |
| Scale NTS | Date: 11.07.24 | OS Ref : | |



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