

**REPORT TO THE HEAD OF HIGHWAY MANAGEMENT**  
**REPRESENTATIONS TO AN ADVERTISED TRAFFIC REGULATION ORDER**  
**The Metropolitan Borough of Solihull (Brookvale Road and Meadow Grove,  
Olton) (Total Prohibition of Waiting) Order 2024**

**12 APRIL 2024**

**LEAD OFFICER: ELEANOR ROWSON**

**1 Purpose of Report**

- 1.1 To consider representations received to a permanent traffic regulation order (TRO) to introduce new parking restrictions on Brookvale Road and Meadow Grove, Olton.

**2 Background**

- 2.1 The Council's traffic regulation order framework process identified Brookvale Road as a priority location in the 2023/24 works programme for the consideration of parking restrictions.

Brookvale Road is located north-west of the borough and is a residential road with a nearby primary school (Kineton Green Primary School) and The Olton Project community centre. This route is the main thoroughfare from Kineton Green Road to A41 Warwick Road and is not a bus route.

- 2.2 It is proposed to introduce double yellow lines 'No Waiting at any Time' along the northern side of Brookvale Road and introduce junction protection restrictions at both ends of Meadow Grove to discourage potential obstructive parking.  
The proposals at the junctions are in line with the guidance within the highway code which states you should not park within 10m of a junction, the restrictions cover any driveway where the termination of the restriction could cause a potential issue.

The proposed traffic order is shown on drawing no. 9448 in Appendix A.

**3 Matters for Consideration**

- 3.1 The proposals were formally advertised on 16<sup>th</sup> February 2024 and the closing date for receipt of representations was 15<sup>th</sup> March 2024.
- 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	Officers Comments / Response (Refer to paragraph)
<p>I agree that double yellow lines should be introduced at both the junctions of Brookvale Road and Meadow Grove to make sure it is always safe for all residents...</p> <p>...but NOT (i.e. I object to) those along the Northern side of Brookvale Road from its junction with Kineton Green Road. That stretch of road is used by parents dropping off children at Kineton Green Primary School, commuters using Olton train station and visitors to The Olton Project. The occasions when I have noticed it to be busy are few. Most of the time the road is clear. Inconsiderate parking will not be solved by the introduction of the proposed but will move it elsewhere and will only benefit the few whilst inconveniencing many more. This proposal feels like a cannon ball to kill a mosquito approach.</p>	<p>n/a</p> <p>3.3</p>
<p>It's not clearly visible from the plans but can you confirm yellow markings are being applied to both sides of the road please? If not, this needs to be reconsidered. Applying them to one side of the road will mean over parking on the other side and I'm worried that, as is the case now, my drive is being blocked or very little space is being left for me to park on my drive.</p>	<p>3.3</p>
<p>The printed map does not appear to show the double yellow lines in front of our house the measurements indicate that there will be double yellow lines across our drive and in front of our house.</p> <p>I currently park my car across the driveway as the driveway is already in use and these double yellow lines are only going to move the problem further down the road, and across the road opposite, where there are already plenty of cars that park that side, which means I could be parking my car not near our house.</p> <p>From what I have seen the obstructions are caused due to lack of respect and for not following road traffic guidelines, not because there are no double yellow lines.</p>	<p>3.4</p>
<p>Cars currently already park on double yellow lines that are in place at the top of the road, and I am not aware that tickets are issued, or this is policed by a traffic warden; is the top of Brookvale Road and Kineton Green Road currently monitored by a traffic warden?</p>	<p>3.5</p>
<p>As I do agree the parking on Brookvale Road is now unacceptable due to the meetings held at the Olton Project, for our family who live on Brookvale Road, the proposal of double yellow lines which would from your plans cross our driveway and I foresee us then having difficulty to park outside our house due to parking being pushed further down the road, I therefore reject the planning application.</p>	<p>3.4</p>
<p>We are writing at current residents of Brookvale Road and wish to formally object to the new proposal of double yellow lines right outside our home!</p> <p>This will prevent us being able to park outside our house. This is totally unfair, and we do not want this to happen.</p> <p>If this is going to go ahead and objections are not taken into consideration, then permits will need to issue to residents as we cannot be expected to not be able to park outside our own homes.</p> <p>Nearly all houses on this road are single driveways so this new plan is totally uncalled for.</p>	<p>3.4</p> <p>3.6</p> <p>3.7</p>

<p>I am writing to you to object to the TRO proposed for Brookvale Road and Meadow Grove. I live on Brookvale Road, and I am affected by the traffic flow in the area. In my view the traffic issues only occur at very limited times. These being at the start and end of the school day (08:30 – 09:30 and 15:00 – 16:00) or when there is a function on at the Olton Project. I believe that the total prohibition of parking is an inappropriate solution to these issues. In my view there are only 2 outcomes from this approach, either the problem will move further down Brookvale Road or into Meadow Grove or people will ignore the yellow lines and continue to park at their own convenience.</p> <p>Whilst the Olton Project does have off road parking, which they use, I accept that on occasion there are cars parked on the road. I believe that this Traffic Order will adversely affect an organisation which is looking to build a local community.</p>	3.3 & 3.8
<p>Regarding the double yellow lines, will this be with a time such as that on the Old Warwick Road? I presume the parking issues are due to school traffic so weekday times between 8-4 would suit people living in the area.</p> <p>Although I do not live on this road, I walk my dog on this road every day and I feel that implementing double yellows will just push the parking further down the road onto where the bend is which will make this more dangerous. I feel the issue of yellow lines will not stop people driving and therefore the issue will just be moved to another road/further down Brookvale.</p>	3.3 & 3.9
<p>I am resident of Brookvale Road, living on the south side.</p> <p>I strongly support the introduction of double yellow lines on the corners of Meadow Grove as I have witnessed dangerous and inconsiderate parking on these corners on countless occasions - sometimes for days on end.</p> <p>If it were possible for it to be made clear that parking with all four wheels on the pavement behind the double yellow lines was also prohibited, I believe that would be of benefit. Without the introduction of parking restrictions on the corners I feel it is only a matter of time before there is a collision due to an unsighted/distracted driver.</p> <p>I do have some empathy with the residents of the houses (105-119) on the north side of Brookvale Road (and their visitors) if double yellow lines are to be introduced there, but also understand the rationale as at busy times it can virtually lead to gridlock if cars are double-parked; not to mention it being dangerous for school families. Conversely, the current volume of parked cars may help to slow a subset of drivers down who pay little regard to the 30mph speed limit, who with a wider amount of road space, may increase their speeds.</p> <p>A compromise might be for parking to be prohibited at certain periods (single yellow line), maybe 8:30am-4:30pm, for all or some of the stretch outside house numbers 105-119 Brookvale Road, retaining the proposed double yellow lines on the four corners of Meadow Grove and Brookvale Road.</p> <p>The new restrictions would need to be enforced to have any effect. I would recommend attendance of enforcement officers between 1pm and 1:45pm any Friday for maximum effect, or alternatively on a wet school day morning/collection time.</p>	3.3  3.10  3.3 & 3.5
<p>We strongly object to this proposal. Putting yellow line on one side of the road will only move the parking problem to the other side which will achieve absolutely nothing. We request therefore that this proposal is scrapped.</p>	3.3
<p>I completely understand why parking restrictions are necessary, but the problem of inconsiderate parking will still occur. The inconsiderate parkers will migrate further down Brookvale Road so the problem will still exist.</p> <p>We live on the bend on Brookvale Road and every time we reverse off our drive it can be dicey with the speed traffic comes down this road, so with the added danger of inconsiderate parkers it will be even more difficult to get off our drives safely. Maybe the double yellow lines should extend the whole length of Brookvale Road otherwise the problem will continue.</p>	3.3  3.3 & 3.11

<p>I write to object to these proposed changes. The church, once attended, lay derelict for a few years attracting miscreants. It was bought by the Muslim community who spent a great deal of resources, and it has become a centre for the locals. They have a close relationship with Kineton Green School. Parents use the carpark for school runs.</p> <p>The only issue of concern is that for one hour every Friday there is a large congregation, made up of local people and a minority from surrounding areas, occasionally people park inconsiderately. The centre does all in its power to prevent problems caused by a tiny minority. There are four volunteers helping and advising drivers to park sensibly but occasionally someone is missed causing annoyance. Overall, the traffic flow is not interrupted to any significant extent and emergency vehicle access is not affected. Double yellow lines are not the answer. There will be even less spaces for people to park for that one hour a week. They will restrict residents parking and make it difficult for parents dropping their children at school and the centre.</p>	<p>3.3 &amp; 3.8</p>
<p>I am sending this email to provide my support for the introduction of the new parking restrictions for Brookvale Rd and Meadow Grove.</p> <p>Whilst on the subject of Double yellow lines I have also asked my Liberal Democrat Councillor Sarah Phipps to look at submitting a proposal for improved parking restriction double yellow lines between the zebra crossing zig zag o/s no 21 to no 31 Kineton Green Rd opposite Kineton Green Primary school in order to combat the daily inconsiderate parking over driveways by parents dropping off and collecting pupils.</p>	<p>3.3</p> <p>3.12</p>
<p>Please can you register my objection to this scheme. My reasons are as follows:</p> <ol style="list-style-type: none"> <li>1. Yellow lines will not reduce the increased volume of traffic experienced in the area, particularly on Fridays. The increased traffic will simply move further down the road, inconveniencing even more residents.</li> <li>2. Yellow lines will restrict parking at all times. This will impact residents, their families, health visitors, emergency workers and others who visit the road.</li> <li>3. It will likely create a two-tier model for the road, based on address, potentially impacting property desirability and values.</li> </ol> <p>A simpler solution would be a single yellow line, with times at which parking is restricted kept to an absolute minimum and being clearly visible (i.e. address the actual problem). The proposed scheme will impose universal and unnecessary restrictions on residents and their visitors.</p>	<p>3.3</p> <p>3.13</p>
<p>I'm writing to support the proposals in the TRO for Brookvale Road. As a resident in Brookvale, I am also a cyclist and a motorist and I am affected by the doubling parking which creates many blind spots, particularly on the bend in the road up towards Kineton, and towards the top end approaching Kineton, both in my vehicle and on my bike. In the mornings, as your approach Kineton, the sun is directly in your vision which makes the double parking more troublesome. I also walk my children daily to the local school and nursery and see cars/work vans parked on the pavement to accommodate for the double parking. This isn't fair or accessible for buggies or wheelchair/mobility scooter users.</p>	<p>3.3</p>
<p>I am writing to object the double yellow lines for Brookvale Road. It is a residential road and people who live on the side of double yellow lines will not be able to have visitors possibly elderly or disabled who will need to park outside the house they are visiting. I believe an alternative solution could be a single yellow line and restricted times of parking. Also when Olton project have events it should be their responsibility to prevent parking by putting temporary cones down the road where double yellow lines were going and remove the cones when the event has finished.</p>	<p>3.3 &amp; 3.8</p>

<p>Regarding the proposal for double yellow lines on Brookvale Road/ Meadow Grove. Whilst I am in full support of this plan, it alarms myself and my neighbours that these proposals will move present parking problem issues onto Kineton Green Road. We are already experiencing major issues with inconsiderate parking from parents whose children attended Kineton Green Primary School/ The Olton Project and daily have vehicles parked across our driveways. Can consideration be given to expanding the current proposal to include areas on Kineton Green Road by Kineton Green Primary School?</p>	3.3
<p>I should also like to add that there is flagrant disregard for the current markings outside this school and the pedestrian crossing nearby, on a number of occasions there have been cars parked on the zig zag markings at the crossing which I feel will eventually end in a fatality if not addressed.</p>	3.5
<p>I am a resident of Brookvale Road and am writing to state my strongest objection to Double Yellow lines and parking restrictions proposed. We are a multi car family and no consideration has been given to local residents who need to park in the street. It will effectively penalise families who have no choice but to park here. There is nothing within the proposal which meets our needs to park in our own street.</p>	3.3 & 3.7
<p>There are occasionally issues with inconsiderate parking. If Solihull council wanted to take enforcement action, you could still do so, and issue tickets to cars parked on pavements etc. You do not need double yellow lines to be able to do this. Any parking issues are limited to Mums who have no choice due to the school run, and worshippers on a Friday afternoon. This is a very minor inconvenience for a very limited timeframe on weekdays.</p>	3.8 & 3.15
<p>Parking is not the key issue in this street, it is speeding. Any desire to address traffic issues in Brookvale Road needs to focus on traffic calming measures. Brookvale Road is treated as a short cut during all hours of the day with some road users reaching serious excessive speeds.</p>	3.16
<p>Thank you for the letter regarding Proposed Parking restrictions in Brookvale road, I am in FAVOUR of the proposal.</p>	n/a
<p>Will there be sufficient officers to enforce these restrictions?</p>	3.5
<p>I live on Brookvale Road and by putting new parking restrictions will put me in a great problem because I have 2 vehicles to park. One is my work van which is bigger than my driveway and other is my own vehicle which had brand new tyres fitted which have new design grip which when reversing out of driveway causes all the small stones to fly off on to the road since my driveway is stone chipped. Because of this I have to park outside of driveway. I am against the decision of the council to place parking restrictions on my road.</p>	3.3 & 3.7
<p>Object to this on grounds that it will have a negative impact on the valuation of my property. Visitors who have mobility issue or disabilities will have to travel further to visit me therefore will impact visits from family/ friends ultimately having an impact on my family life. Can increase the cost of package deliveries such as from Amazon as they will be unable deliver at the door from vehicle. Commuters using rail services and visitors to local amenities take up most of the current available parking, the proposal will further put pressure on residents and visitors to find alternative parking this will impact our daily lives.</p>	3.3 & 3.7
<p>I am a resident of Brookvale Road. it's not the lack of double yellow lines but the lack of enforcement officers attending especially on a Friday lunch time when cars are just parked on pavements regardless of lineage and people who have pushchairs. Adding more yellow lines will not stop patrons of TOP flaunting the law.</p>	3.5 & 3:14

<p>Please can you note my objection to the new parking restrictions on Brookvale Road. I agree that there are busy times for parking in the road, namely on a Friday for 1 hour and on a Saturday morning again for 1 hour, however, I cannot see how this is an inconvenience to anyone living in the road, we also get volumes of school cars and traffic around 3.15 but with a school at the top of the road you would expect this and it soon clears by 3.30 the road is again clear and it is hardly a problem.</p> <p>The issue with double yellow lines is that it just moves the problem further down the road or onto the other side of the road, it won't solve the problem and people will just park on the double yellow lines like they do now as nothing happens anyway if they do. So, if having these double yellow lines is not going to sort anything out for the people who have complained about the parking, then quite frankly I would prefer not to look out at them from my house.</p>	<p>3.3, 3.5 &amp; 3.8</p>
<p>I would also be interested to learn what has prompted this proposal and who has brought this to light.</p>	<p>3.16</p>

- 3.3 In view of objections received regarding the proposals for double yellow lines on the north side of Brookvale Road 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 with Meadow Grove will remain.
- 3.4 The proposals for the double yellow lines at the junctions of Brookvale Road and Meadow Grove support Rule 243 of The Highway Code:
- a. **DO NOT** stop or park: opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space.
- The double yellow lines proposed at this location will protect the junction of Brookvale Road and Meadow Grove and will extend across any driveways which are within 10 metres of the junction or where the restriction would terminate part way through the driveway.
- 3.5 Enforcement is carried out in line with our commitments across the whole borough. This comment has been noted and will be passed to our Parking Enforcement Team.
- 3.6 Permits to exempt residents from any restrictions could not be provided under existing legislation relating to prohibition of waiting parking restrictions.
- 3.7 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.
- 3.8 During a site visit to the location we met a representative from The Olton Project who was quite surprised that a complaint has been received as they thought that a good relationship had been built with residents and that they were continuing to proactively address the parking challenges. Several responses to this consultation support this sentiment.
- 3.9 Double Yellow Lines mean 'No Waiting at any Time,' it is a Single Yellow Lines which has a time restriction.
- 3.10 It is not possible for it to be made clear on street by way of a sign that double yellow lines apply to the carriageway, footway and verge. It is however, written in the Highway code Rule 238, subsection 'road markings, along the carriageway'
- 3.11 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.



- 3.12 Each year we receive around 100 requests for our intervention to manage/manage the kerbside space with parking restrictions across the borough, and in general, we have resources to progress the necessary TROs at around 20 sites per year. To ensure that all requests received for new or amended parking restrictions are considered in a fair and comparable manner, the council has adopted a framework process. The framework review is undertaken annually and allocates a ranking to each location based on several environment, safety and functional criteria to help identify the priorities for the available resources (staff and financial). The request for parking restrictions adjacent to numbers 21 to 31 Kinton Green Road will be considered for inclusion under the TRO programme 2025/26.
- 3.13 Due to the nature of the parking demand, i.e. school traffic and also visitors to The Olton Project it is impossible to address all possible events which could happen at these two places. Therefore a single yellow line, time restriction would not address the stated challenges.
- 3.14 It is not currently against the law for a vehicle to be parked on a footway, it is however against the law for a vehicle to cause an obstruction on a footway or drive along a footway. The police currently have the responsibility to enforce this under various statutory provisions. Where a yellow line parking restriction has been proposed, it would apply to the full width of the highway including the adjacent verge and footway. The council's Civil Enforcement Officers can only take enforcement action in certain circumstances with regard to footway parking.
- 3.15 Addressing the speed of vehicles and providing traffic calming measures is outside of the scope of this proposal. Any instances of excessive speed should be reported to the police who have powers of enforcement to deal with these matters.
- 3.16 The proposal was the result of an initial request, consideration at officer level and consultation with ward councillors.

#### **4. Ward Members' Views**

- 4.1 The ward members for Olton were supportive of the proposal prior to consultation. They were informed of the representatives and 2 of the confirmed their support to proceed. No response was received from the third ward member on this occasion.

#### **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 In view of general representations it has been noted and It is recommended that the proposed Traffic Regulation Order be implemented as shown on the modified plan No.9448A 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 shown on the modified plan no. 9448A in Appendix B, is implemented.

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

P.S.Tovey

15<sup>th</sup> April 2024

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

**Paul Tovey**  
**Head of Highway Management**