

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

**The Metropolitan Borough of Solihull**  
**(St Bernards Road, Stoneleigh Road and Adjoining Roads, Olton) (Total**  
**Prohibition of Waiting, Restriction of Waiting and Loading) Order 2024**

**25/10/24**

**LEAD OFFICER LUKE TERRY**

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

## **2 Background**

- 2.1 Through the Council's established Traffic Regulation Order Framework process, St Bernards Road and Stoneleigh Road were identified as priority locations in the 2023/24 works programme to be considered for the introduction of new or amended parking restrictions.

It had been noted that some motorists were causing obstruction on St Bernards by parking on both sides of the carriageway during the pickup and drop off times for the local school. Local councillors and residents raised concerns about this practice. In addition, we received complaints from residents of the Stoneleigh Road of obstructive parking along the narrow carriageway on both sides of the road as well as obstruction of dropped kerbs, due to the other roads' proximity to these two prioritised locations and to prevent further displacement to because of new restrictions, these locations have also been included as part of this order.

Recognising that obstructive parking was taking place on the above-named roads, it was proposed to install double yellow lines to protect the junctions of these roads.

Additionally, to limit the obstructive parking during school pick up and drop off times, Single yellow lines were proposed on the roads which prohibit waiting between the times of 08:30 – 09:30 and 15:00 – 16:00. St Bernards Road being the main carriageway where the school is located is also proposed to be subject to a no loading restriction.

The proposals as advertised are detailed on plan 9341 in Appendix A.

## **3 Matters for Consideration**

- 3.1 The proposals were formally advertised on 8 March 2024 and the closing date for receipt of representations was 29 March 2024. 30 Representations were received and can be broadly broken down as 9 supportive, 8 Objections and 13 'others' that were partially supportive or had additional requests, within this a petition was also received with 24 signatories. The objections, comments and suggestions received have been fully considered. The tables overleaf summarise these representations.

Table 3.1.1 Objections to Proposed Parking Restrictions.

Representation	Supporting Commentary	Officers Comments/ Response
<p>Objection 8 No.</p>	<p>I am writing in connection with the letter I received dated 4<sup>th</sup> March re the above. Looking at your plans I can see my house, 41 Stoneleigh Road, will be the first house after the new proposed yellow lines.</p> <p>At present we already have cars parking outside / across the road from our drive, which have caused issues in the past. In my view all your proposal will do is force cars to park further down Stoneleigh Road (and other surrounding roads) recreating the same problem</p> <p>In addition I believe imposing these parking restrictions affects the value of a house all because of a small number of people have no consideration for local residents.</p> <p>My question is have you addressed the real issue which is reducing the number of parked cars in and around the school at start and end times. Painting a few yellow lines and introducing No Waiting areas does not solve the problem – it simply moves it. My questions are –</p> <ul style="list-style-type: none"> <li>· Has the council considered Park and Stride a simple idea for families who live far away to still enjoy the benefits of walking to school. If families drive, ask them to park a ten-minute walk from school and complete their journey on foot ?</li> <li>Has the council considered providing bus services from areas where a high number of pupils live ?</li> <li>· Are there any lessons to learnt from the parking changes introduced for Oak Cottage school on Greswolde Road ?</li> </ul> <p>I am a resident of Wroxall Rd B91 1DS and formally object to the proposal of yellow lines on Stoneleigh Rd and St Bernards Rd. My reasons are :This does not deal with the issue of parents driving their children to school . Many are not local and live outside catchment area . Local schools should be for local children that most could easily walk or use bikes to get to school . The scheme will not be adhered to . Parents will simply ignore , will simply push them to park in other unsuitable narrow roads in the area like mine . Would there be Traffic enforcement officers to enforce this ? I think not . This is an issue for approximately 1 hour a day for approximately 35 weeks of the year . I do not see why we need more restrictions that will be in force 24 hours a day , 365 days of the year that in my opinion will make matters worse .</p> <p>We live at 43 Stoneleigh Road as you will note from council data. We have done so since February 2019. Directly outside of our home would be affected by double yellow lines which we strongly oppose.</p> <p>The reason given in the Statement of Reasons for the double yellow lines proposal here and at 2 other 'T' junctions on the map and prose provided as part of the proposal paperwork is 'to protect the junction from the possible displacement of parking' . Please provide evidence of what impact assessment report has been made to reach this conclusion.</p> <p>Nothing is so far provided. It appears from Lib Dem flyers that this relates solely to</p>	<p>Refer to paragraphs 3.2 &amp; 3.3</p> <p>Refer to paragraphs 3.2, 3.3 and 3.4</p> <p>Refer to paragraphs 3.2 and 3.5</p>



	<p>introduce something that really is not required. You say the measures are being introduced "to address obstructive parking, regulate on-street parking and aid free passage of traffic". I use the roads in question regularly during the day and at school times and have to this date only found on a couple of occasions in a couple of years someone who had parked in an obstructive or inconsiderate manner.</p> <p>If the restrictions are introduced where are the cars expected to park? All that will happen is that you move the problem further down the streets and guess what, you will then get others complaining and have to look at extending restrictions and pretty soon we will just have restrictions on all roads - that's not realistic is it.</p> <p>Where do tradespeople and visitors to resident's properties park during these times in the restricted zones? I think if you are going to introduce the restrictions you need to consider this point and offer all residents a parking permit for on-street parking outside their property.</p> <p>Some time ago parking restrictions of the like proposed now were introduced in Monastery Drive and I have to say they are a complete waste of time. No-one takes any notice of them and still parks on the road where the restrictions are at school times. So, either you have to have a traffic enforcement officer present at all times when the schools are coming and going to catch offenders or not bother at all. Also even when the traffic enforcement officer is there they cannot issue many fines as most people have come and gone within a few minutes and have not offended for long enough legally for him to issue them with a fine. So don't waste valuable Council resources on yellow paint, metal poles and signs as they will be about as much use as a snowball in hell in reality as no-one will take any notice of it. And in our current time of challenges to public resources surely the money could be spent on something more beneficial to the residents of Solihull.</p> <p>As a resident who daily has cars parked outside my house in the restricted zone parking areas on Monastery Drive I don't get het up about it as I appreciate that it is happening and within c.30 mins all cars dissipate from the area.</p> <p>So please let's apply a bit of common sense and logic and not introduce parking restrictions that will just create more difficulties.</p> <p>One of your proposals does makes sense and I agree with, namely the introduction of double yellow lines in the areas outlined on the proposal plan.</p> <p>Written Objection to restrictions outside Stoneleigh Road on the basis that the restrictions are not required - suggested that single yellow be incorporated instead</p> <p>We VEHEMENTLY oppose the introduction of any further parking restrictions in Stoneleigh Road, Solihull. If you expect our support in local elections then you should drop your intended proposal for double yellow lines / parking restrictions.</p> <p>As a resident of Wroxall Rd I formally object to the proposals set out. My reasons are that the proposal does nothing to deal with the underlying issue that parents transport their children to school and will continue to do so. This scheme will simply be ignored or push parents to park on other roads in the area that are even less suitable.</p> <p>There is an issue for an hour a day for 35 weeks of a year. I don't see a need for more restrictions that will be on force 24/7 365 days per year.</p>	<p>Refer to paragraphs 3.2, and 3.5</p> <p>Noted</p> <p>Refer to paragraphs 3.3 and note that the</p>
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		restrictions are not in place 24/7
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Table 3.1.2 Support of proposed parking restrictions & Partial Support

Representation	Supporting Commentary	Officers Comments/ Response
Support 9 No.	<p>I refer to the initiative in our street, Stoneleigh Road, and summarised for our end (numbers 70 to end) by Mr Farhaan over significant parking concerns. I agree to the proposed parking restrictions as detailed for Job 9341. I have added my signature on the document submitted to yourself by Mr Farhaan.</p> <p>"I am writing on behalf of myself, my mother and my brother (Andy Roberts, who has been in contact with you previously) regarding the proposed scheme to implement parking restrictions in Stoneleigh Road at school time. School run time is a nightmare – the road is blocked apart from a single file of traffic down the middle. As a result, there are times when delivery vans and bin lorries cannot access the cul-de-sac because of the restricted width of the road. The cars park on the pavement and the central island, and the owners even park across driveways and walk on gardens. If challenged, they can be rude and obstructive – feeling that they are entitled to park in the cul-de-sac. In addition, it is frequently the case that these same parents sit with their engines running while in the close. This is damaging to all residents, not to say the environment.</p> <p>As a resident living at #82, I am greatly relieved that finally something is being done. My elderly mother, Maureen Roberts, also lives at #82 and is now 91 years old. She suffers from Parkinson's Disease. As a result, it is essential that my mother exercises as often as possible to prevent stiffening up but unfortunately cannot control when she is able to. Her aim is to go out walking at least twice a day. At present, she is unable to even leave the house while the school run is on, as the cars park right up to either side of the driveway and park across the pavement. This means that my mother's walker cannot get past the row of cars (unless she walks down the middle of the road with her walker). She is unable to walk without her walker and a carer at her side. Why should a disabled person be so denied the right of leaving her house by the numerous cars which have no connection to the road beyond using it to access the school across the main road? Although delighted by the current proposals, I am disappointed that these inconsiderate parents will still be able to block the pavement between #72 and #78 Stoneleigh Road twice a day. This will still prevent my mother from leaving the cul-de-sac without crossing the road. Even if she does cross the road, the quality of the pavement opposite is dreadful, with tree roots having broken the pavement. Surely these parents should be walking their children</p>	<p>Noted</p> <p>Refer to Paragraph 3.2 and 5.1</p>

	<p>to school rather than clogging up the cul-de-sac? I also feel that if a parent fails to get one of these spaces they will choose to ignore the parking restrictions and will park on the yellow lines. So, in conclusion, thank you for the current proposals, which I and my mother welcome along with all the other residents but please also don't stop there – put the same restrictions between #72-#78 please so that my mother can finally be able to walk out of the cul-de-sac during the school run time."</p> <p>I am writing in response to the recent letter regarding parking restrictions on Stoneleigh Road cul-de-sac. Myself and my husband are fully in support of the proposed parking restrictions. -We would like to ensure that the island in the cul-de-sac is also incorporated in the parking restrictions. Our house, on 67 Stoneleigh Road, has a large boundary - we would be grateful if you could use the existing lampposts for any signage and place any further signposts at or beyond the boundary with our neighbour at 69 Stoneleigh Road. This is to allow us to use our front garden freely for future dropped kerbs/extension plans. I am sure you would take this things into consideration anyway before putting up further posts. However, we are disappointed that there will be no parking restrictions between numbers 72-78 on Stoneleigh Road cul-de-sac. This area starts directly opposite our driveway and due to the road already being narrow, if there is a car parked there, we have great difficulty in getting the car off the drive. I also feel that no parking restrictions in this area will lead to parents rushing to get there twice daily and if no spaces left, they will add to the congestion of the cul-de-sac and likely park in the areas where there are single yellow lines/new parking restrictions. We would like to highlight to the Highways department that this is a very narrow cul-de-sac, not a busy main road. Two cars are only able to pass if there is no parking at all. If one car is parked, it inevitably mounts the kerb, to keep the road clear for other cars to pass. The cul-de-sac is not suitable for daily parking and congestion. The parking makes it highly unsafe - I have seen children running out between cars where parking reduces visibility. I have also seen elderly residents walking on the road with frames as parked cars mount the kerb, obstructing the footpath. Parked cars keep their engines running contributing to air pollution. There is daily littering that we have to clear up and noise pollution from banging doors and speeding cars which is unfair for myself and other residents who work night shifts. At school times, we worry about emergency vehicles and bin collection lorries getting on to the cul-de-sac. For the reasons above, we would be grateful if the area between numbers 72-78 Stoneleigh Road cul-de-sac could also be included as part of the parking restrictions. Many thanks.</p> <p>"As a resident of Stoneleigh Road (No.16) I would be in favour of the proposed markings to address inconsiderate parking (and driving). It's not unusual to see cars parked wholly on the pavement at the junction of Halford / Stoneleigh Road and very few cars park entirely on the road. I support parents that want to park and stride to Tudor Grange Langley but this can be done responsibly and more parents could make use of the school's arrangement with Olton Friary and park there for the school run. I should add that it's not only at school times that some of these issues occur so it's not solely parents responsible for them."</p>	<p>Refer to paragraph 3.2 and 5.1</p> <p>Noted</p>
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<p>Partial Support/Other 13 no.</p>	<p>We wish to confirm our support of the proposals, based on the following:  Currently, during school drop off and pick up times, the road becomes overcrowded with vehicles parking part on the pavement, and on occasions wholly on the pavement. This causes the pavement to become too narrow to navigate, thus causing pedestrians to walk in the road or on residents front gardens.  With the road becoming crowded, access is restricted and on occasions the refuse collection vehicle cannot undertake the collection as planned. More importantly, we are concerned that emergency vehicles will not be able to attend due to the congestion.  Finally, drivers on occasion leave their engines running whilst waiting for pick up time, thus causing air and noise pollution.  We would be grateful if these comments be considered in the decision making process.  As a local resident (85 Beechwood Park Road), I wish to offer my support to the proposals of the new parking restrictions. It's not only the parking that is causing problems it is the constant speeding that the parents drive on these roads on the school run. As a mother myself having to do the school run with my two young daughters it is unbelievable the dangerous, careless and irresponsible driving. Between 8.30am -9am we can not reverse or drive off our drive as cars are bumper to bumper and the road is too narrow for double parking  We have began to park my car on the road at 8 o'clock each morning as would not be able to get off our drive otherwise to go to work. One morning a vehicle crashed into my car causing over £3K worth of damage as cars wouldn't give way to one another there is constant road rage in the mornings. Parents park over driveways and are so inconsiderate. Its the constant verbal abuse from parents when you politely ask could they move their car and parents themselves shout abuse in front of my daughters.  Parents should consider choosing a school within walking distance from their home. We walk to school most day's, my daughters attend Our Lady of Compassion School on Kineton Green Road, if there is bad weather we park at Olton Friary and there is always plenty of car parking spaces. If possible could you let me know which house number the line will end, personally I think it should be to Miall Park junction</p> <p>We currently live in Wroxall Rd and fully support the proposed TRO.  Hopefully it we be completed soon.</p> <p>I hope this email finds you all well and in good spirit. We as a family and the neighbours are delighted with the new changes. However how does this change be effective and managed?  My family home is further down St Bernards Rd close to the entrance to the golf course. Me and my family have experienced rasict abusive from parents from the school, threats of my house and cars being bombed and generally foul language from the parents using our side of the road as a parking area, not to mention our driveway entrance.  We have complained and raised our concerns to the school on a number of occasions and it has fallen on deaf ears. It feels like the school are not willing to act upon this as their duty care and show no action.  Please can you assist or provide us reassurance that this will not create more of an overhaul of parents thinking it perfectly fine to carry on as the school lack in any form of responsibility and continue parking. I would be grateful if you could look into the matter and provide me and my family the reassurance and responsible action.</p> <p>I live at 70 Stoneleigh road B911DJ . I have received the letter of the proposed parking restrictions in our road . I feel that there should be no parking left at the designated times . I noticed there will be no restrictions outside no 72-78 and feel if this goes ahead it will cause people to illegally park within the road . I feel it will still bring people to the grove looking for a space to park and when they realise nothing is left they then still park on the yellow lines. This is already learnt from my experience. We currently are the only house in the grove to have yellow lines but this still hasnt stopped people parking outside everyday . I have only saw one person receive a ticket for this as the parking officer rarely</p>	<p>Noted</p> <p>Refer to paragraph 3.3</p> <p>Noted</p> <p>Refer to paragraph 3.3 and 3.4</p> <p>Refer to paragraph 3.2 , 3.4 and 5.1</p>
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	<p>turns up . This makes it very hard to pull of our drive with cars parked everywhere and also very dangerous for our children who walk to school in our road and walk along the footpath .</p> <p>I am a resident at 7 Halford Road, Solihull, B91 1DL. With regards to the proposed parking restrictions. While I agree with the proposed 'No Parking Monday to Friday 08.30-09.30 &amp; 15.00-16.00' I have concerns for the double yellow lines immediately outside numbers 3, 5, and 7.</p> <p>Double yellow lines would cause issues for visitors at weekends, particularly for numbers 3, and 5, as they would not be able to park outside the property they are visiting. I believe it would be better to have timed restrictions, as above, immediately outside numbers 3, 5, and 7. The existing no parking restrictions; Monday to Friday on Monastery Drive during school hours, work well, without the need for double yellow lines on the road nearest to individual properties. A similar approach should be extended to Halford Road. Double yellow lines should be reserved for the inner part of the junction, onto Wroxall Road, where parking onto a corner would cause dangers for other drivers, and pedestrians.</p> <p>Although I had already sent in the response below from my husband and I on the 15th March in relation to the Proposed New Parking Restrictions that involve St Bernards Road and the surrounding roads. I would just like to thank you for the updated letter and map dated 26th March which has confirmed even more to myself and other residents that leaving the spaces between 72 and 78 Stoneleigh Road is a mistake and will still have a detrimental impact on the amount of traffic entering the Cul -de-Sac once parents realise there are still spaces available. I also feel it will encourage those who are running late to continue to park around these spaces on the new yellow lines therefore causing the safety issues already raised.</p> <p>Thankfully it appears that the roundabout/verge in the Cul-de-Sac is also included in the new restrictions so presume this too will have the lines put around it. This has been a real issue over the last 12 months with parents parking on it and around it so wanted to make sure this has been raised.</p> <p>Again thank you for the work carried out on trying to sort this out for us and do hope the restrictions are implemented as soon as possible.</p> <p>I would just like to also ask if there is going to be any extra enforcement of the restrictions once in place.</p> <p>Kind Regards</p> <p>My husband and I live at 96 Stoneleigh Road which is located at the top of the Cul -de-Sac and we have the roundabout/grass verge in front of our house. I want to firstly thank you for listening to the concerns of residents and for the proposed Road Traffic Amendments that have been suggested to alleviate the issues in the Cul-de- Sac at school times. It is personally such a relief to ourselves after moving in 3 years ago to discover the first morning that we had moved into what appeared to be a car park for parents of Langley School. It was obviously not mentioned to us by the previous owner as you can imagine. We therefore totally support the proposed amendments to the Cul-de- Sac in relation to the restricted parking times and yellow lines but would like to raise our concerns about the proposal to leave properties 72-78 without parking restrictions.</p> <p>Firstly for the owners of these properties to not only have to continue to suffer the actions in relation to the parents letting children run over their lawns, litter being dropped and general difficulties getting out of their drives, we also feel by leaving some spaces free of restrictions this could encourage those who live outside of the Cul-de--Sac to also park in the spaces when visitors are staying overnight at their properties if they too have restricted parking. We also feel that parents will compete for these spaces which will not alleviate the numbers of vehicles entering the Cul-de-Sac each morning and</p>	<p>Refer to paragraph 3.5</p> <p>Refer to paragraph 3.2 and 5.1</p>
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	<p>afternoon and actually possibly make the congestion worse at the junction of Stoneleigh Road while queueing to turn left and right. This in turn will continue to cause issues for residents trying to get on and off their own drives, problems for those on foot trying to cross, will still cause pollution issues and obviously continue to cause difficulties for emergency services to gain access to the Cul-de-Sac. I hope you are able to take our concerns on board and thank</p> <p>We are writing to express our support for the Council's proposal to introduce parking restrictions in the cul-de-sac part of Stoneleigh Road (along with other roads). As residents we have had to endure many years of inconsiderate and aggressive parking by parents who use this narrow road for car parking for Langley Primary School. Problems include: Double parking throughout the cul-de-sac including on the corners - the road is made so narrow residents are very concerned that an emergency vehicle such as an ambulance would be unable to pass through. Bin lorries often have not been able to get through due to the double parking. Multiple photographs of this have been provided Parking on pavements means that it is not possible to walk on the pavement and so pedestrians have to walk on the road which is dangerous. We also have residents that use walking frames and need carers to walk beside them which means they cannot get through on the pavements. Cars being driven at speed in the road which is highly dangerous as young children are around and as stated above people have to walk on the road Aggressive and hostile behaviour when parents are challenged - even when vehicles are parked across residents' drives Parking on the small grass island in the middle of the road which, as well as being self-evidently dangerous, prevents residents reversing off their drives and also mounting the kerb of the island to park directly on it which damages the grass and makes it muddy In conclusion this is a completely unacceptable situation and it is getting worse as the number of parents using the cul-de-sac to park has increased over the years. The two comments we would make on the proposal would be : We would request double yellow lines to be put around the island - we believe that no parking should be permissible at any time on the island The plan leaves a small area of the cul-de-sac without restrictions which we think will undermine the scheme and parents will use this and so the problem of confrontation will continue. It will also mean that parents will arrive earlier and earlier to fight for those prime spaces to get closer to the school.</p> <p>There are some aspects of the proposed restrictions which I would support, namely the proposed restrictions on St Bernards Road itself. This is a busy and not very wide main road and parking during the school run (drop off and collection times) can cause obstructions and probably increase the danger to pedestrians (including school children) and cyclists. However on the quieter side roads and adjacent areas, I would object to further restrictions. Although there are no proposals for the road immediately in front of our property, I think it is good for parents to be able to park for around 20 minutes to walk their children safely to school. We've lived here for over 25 years and the morning and mid afternoon parking has never been a serious problem; in fact it gives the road some welcome twice daily animation during term time. I suspect that each time further restrictions are added the "problem" is simply moved, along with causing parent drivers additional stress while restricting their choice. Very inconsiderate parking is surely in contravention of existing regulations and could be the subject of fines if properly enforced. So, St Bernards Road <b>yes</b>, other roads <b>no</b>. The money saved by <b>not</b> painting roadside lines and erecting the necessary roadside restriction notices (along with the long term costs of associated maintenance) would be better spent on developing non-car alternatives for getting to school. Supervised 'walking buses' would be one such example. I trust that these views will help to inform the Council's decision making on this matter.</p>	<p>Refer to paragraph 3.2 and 5.1</p> <p>Refer to paragraph 3.2 and 3.3</p>
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	<p>I have received notification of the above proposal.          Whilst I am not keen on further restrictions, I do concede that obstructive parking is becoming an increasing nuisance with local residents and broadly support the proposed Order.          I make a heartfelt plea to consider the addition of single yellow lines on Monday to Friday – 8:30 to 9:30am and 3:00 to 4:00pm on Beechwood Park Road on both sides of the road. Specifically,          1) On the north-eastern side, starting 24m from the junction with Stoneleigh Road south-eastward continuing in the direction towards Miall Park Road.          2) On the south-western side, starting 33m from the junction with Stoneleigh Road south-eastward continuing in the direction towards Miall Park Road.          This above request is most needed at the Stoneleigh Road end of Beechwood Park Road; how far the restrictions continue on Beechwood Park Road towards Miall Park Road will of course be decided by Solihull Council.          As an aside, the proposed restrictions from 8:30 to 9:30 would be more effective if changed to either 8:00 - 9:00am or even 8:15 - 9:15am. Certainly parking is well underway from 8:00am.          I have on many occasions been unable to exit /enter my driveway because of parked cars. I have spoken to the local school frequently but no change of parking habits results. I have also spoken to the vehicle owners of the inconsiderately parked cars who have on occasions been rude and abusive (in front of their own children!).          Many drivers are not abusive but do not see why their actions are inconvenient to me (“I was only parked in front of your drive for 15 minutes!”)          There is a small area of grass between the driveways of 98 and 100 Beechwood Park Road. This is patently not big enough to park a vehicle against.          Cars indeed do park there and overhang over the driveways of these two properties. With vehicles parked on the opposite side of the road it truly is impossible to enter or exit the driveway. (see attached photograph)          There is a tight 90° bend at the junction of Beechwood Park Road and Stoneleigh Road. With cars parked closely together it becomes risky trying to exit the driveway without clear sight of the Beechwood Park Road and Stoneleigh Road junction.</p> <p>We would like to comment about the four spaces being left for unlimited parking between 72 &amp; 78 Stoneleigh Road.          There is very likely to be congestion at the junction of Stoneleigh Road and Beechwood Park Road if there are spaces for parents to compete for. We believe there will be far less illegal parking in the road if there is clarity that no spaces are ever available.          We ask that you take this into consideration when making your final decision.</p> <p>I am writing with regard to the proposed new parking restrictions for St Bernards Road, Stoneleigh Road, Wroxall Road, Halford Road and Beechwood Park Road.          I note that the Council is leaving the main bend in Stoneleigh Road (as it swings around to the top of Beechwood Park Road) as ‘No Waiting, Monday-Friday, 8.30-9.30am &amp; 3-4pm’.          This is a dangerous stretch of road. When vehicles are parked on it this creates blind spots for traffic and for residents exiting their driveways. There are numerous near misses between opposing vehicles. My recommendation is that, in the interests of drivers and pedestrians, this section should be double yellow lined to stop parking at any time of day not just during designated periods.          I would also like to make you aware that the whole of the above area and beyond is plagued with vehicles partially parked up on the pavements. I believe most drivers do it as they think it is the safest option. However, this is dangerous, particularly during the school rush when children are scootering or cycling to school or running ahead of their parents. It also creates numerous blind spots for residents exiting and entering driveways. A small child may not be seen by somebody exiting their driveway when vehicles are parked haphazardly on pavements. I ask that due regard is given to how pavement parking can be controlled and minimized and a section on this included in the final report.          My last point is a general one in that I welcome the Council’s initiative in this project but can’t</p>	<p>Refer to paragraph 3.2 and 5.1</p> <p>Refer to paragraph 3.2 and 5.1</p> <p>Refer to paragraph 3.2, 3.5 and 3.6</p>
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<p>Petition With 24 Signatures</p>	<p>help but think that when implemented the problem will simply be pushed into some other peripheral residential area. When the plans are published I think it should be made clear why their implementation will not simply make it another areas problem.</p> <p>Re the current proposals under consideration for parking management in Stoneleigh Road, living at the head of the cul-de-sac our principle concerns are access by emergency vehicles and restricted footpaths during times of parking on both sides of the road. We hope those concerns are taken into account.</p> <p>I hope you are well. During school hours Stoneleigh Road cul-de-sac is a hiredous. I often can't get on and off my drive and have been met with aggressive parents, which I don't want to deal with as this causes me anxiety. I have also emailed Langley Primary School to express my concerns. I support the proposed new parking restrictions but I strongly object to allowing parking at school times between houses 72-78 Stoneleigh Road cul-de-sac as this will continue to create an issue for us as residents. I have observed the behaviour of the school parents who will compete for parking spaces which will then lead to other parents parking illegally. I believe it's better to have overall clarity for everyone that there is no parking available on Stoneleigh Road cul-de-sac during school times. Please take this into consideration before a decision is made</p> <p>"Hello, as a resident of Stoneleigh road, for the last 24 years, we have noticed a huge decline and complete disregard and disrespect in the way that parents park their cars in our road but in Halford Road too. This is getting so bad with parents parking on both sides of the road and making it near impossible to get through. There is no way a fire engine or Ambulance would get through! They are also parking on the corner of monastery drive where children walking to or from Langley school need to cross. These people have no respect for our roads and leave their cars parked awkwardly and double parking on the pavement. I don't know what the answer is but this is an accident waiting to happen. "</p> <p>See Appendix B for Petition received</p>	<p>Refer to paragraph 3.5 and 3.6</p> <p>Refer to paragraph 3.2 and 5.1</p> <p>Refer to paragraph 3.2 and 5.1</p> <p>Refer to paragraph 3.2 and 5.1</p>
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- 3.2 Prior to proposing these waiting restrictions there is always the possibility and indeed likelihood of parking being displaced further afield, this has been addressed in the proposals and neighbouring residential streets are subject to prohibition of waiting restrictions as part of this order. We cannot blanket cover these areas in waiting restrictions quite rightly as parking must be retained for residents and their visitors, as the parking in this situation is generated by a school, we expect the displacement to be less pronounced further from the school.
- 3.3 Prohibition of parking and related restrictions are often a final resort when implementing effective mitigation against obstructive parking. In this instance due to the problem being so pronounced and widespread among the roads on the order it was deemed a requirement through our framework process. This however should be viewed in conjunction with work by the council's sustainable travel team and the local school in encouraging the use of public transport or non-motorised transport wherever possible. That said it should be acknowledged that there will always be a requirement for some children to travel to school by car and these requirements need to be balanced against those of the residents.
- 3.4 Traffic enforcement officers are deployed throughout the borough every day and specifically a large amount of this resource is directed towards schools at pick up and drop off times. Unfortunately, they cannot be everywhere at once, but the council does issue enforcement action where motorists are found to be parked in contravention of the restrictions. St Bernards Road is proposed to be subject to a no loading order which prohibits pulling up at any time, which allows for more efficient enforcement by our traffic enforcement officers.
- 3.5 It is contrary to the highway code to park within 10 metres of a junction, enforcement of this without a traffic regulation order can be undertaken by the police at any time, when we prioritise a location for parking restrictions, we take the opportunity to formalise this restriction which also protects the junction from displacement of parking due to the limited waiting restrictions which have been proposed.
- 3.6 Parking restrictions are enforceable from the main carriageway to the back of the footway, as such implementation of restrictions will address the obstruction of the pavement by vehicles.

## **4 Ward Members' Views**

- 4.1 The Ward Members for Olton were informed of the proposals prior to the advertising of the Order and did not submit any objections. Following the advertisement and my recommendations in this report we again received no objections to the proposals though a coordinated approach to receiving ongoing feedback on the scheme and the possibility of revisiting with further restrictions was agreed should the need arise.

## **5 Officer Recommendation**

- 5.1 The representations received in respect of the proposed Traffic Regulation Order have been considered and responded to accordingly in section 3 and 5 of the report. 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; however, delivering a fair and balanced scheme is important for the council.

The proposed double yellow lines on junctions attracted some objection, however as per paragraph 3.5 it is recommended to proceed as it is a formalisation of a restriction already covered via the highway code.

There is general support for the introduction of limited waiting during school times, as per the reasoning for the prioritisation of these locations. Objections that requested double yellow lines instead have been responded to in paragraph 3.2 and 3.3. It is important that the council addresses the obstructive parking whilst also not banning parking outright at the detriment of residents alongside well-meaning parents who need to drop their children to school.

It was requested in several representations that additional areas be subject to limited waiting restrictions, most frequently the area of 72-78 Stoneleigh Road was identified. This has been addressed in paragraph 3.2 however given the support for this additional area it was discussed further with Ward members. As per paragraph 4.1 an agreement was made to monitor this area after implementation of current proposals, this allows the current obstructive parking in other areas to be addressed without further delay and leaves an area of parking for residents and parents as per my comments in paragraph 3.2 and 3.3. Should it be identified following implementation that this area would benefit from additional restrictions then this can be fed back into the framework prioritisation process to address in a further Traffic Regulation Order.

Based on the above and discussion with the Head of Service for Highway management and local councillors for Olton, it is my recommendation that the proposed restrictions are implemented in full as advertised.

## **6 Democratic Services**

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

## **7 Risk Implications**

- 7.1 The Corporate Risk Management Approach has been complied with to identify and assess the significant risks associated with this decision / project. This includes (but is not limited to) political, legislation and reputation risks.
- 7.2 The Approach is not intended to eliminate all risks and not all the risks identified can be managed all of the time. Also, risks will still exist that have not been identified.

**8 For Decision**

8.1 The Head of Highway Management is asked to approve that:

**THE METROPOLITAN BOROUGH OF SOLIHULL**

**(ST BERNARDS ROAD, STONELEIGH ROAD AND ADJOINING ROADS, OLTON) (TOTAL PROHIBITION OF WAITING, RESTRICTION OF WAITING AND LOADING) ORDER 2024**

is implemented in full as described in 5.1 and shown on Plan 9341 Rev in Appendix A.

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

**P.S.Tovey**

**25<sup>th</sup> October 2024**

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

**Paul Tovey  
Head of Highway Management**