

## REPORT TO THE HEAD OF HIGHWAY MANAGEMENT

### REPRESENTATIONS TO AN ADVERTISED TRAFFIC REGULATION ORDER

#### The Metropolitan Borough of Solihull (Chadley Close) (Total Prohibition of Waiting) Order 2021

18 NOVEMBER 2021

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 Chadley Close.

#### 2 Background

- 2.1 The Council's traffic regulation order framework process identified Clevedon Avenue as a priority location in the 2021/22 works programme for the consideration of parking restrictions.
- 2.2 The proposal sees the existing parking restrictions on Chadley Close are modified in response to local concerns. This aims to facilitate demand for on-street parking locally and discourage obstructive parking.

The existing 'timed' no waiting restriction (single yellow line) on Chadley Close will be removed and a 'No Waiting at Any Time' restriction (Double Yellow Line) will be provided on the south western and north western sides of this street, including access to the garage area. There will be no parking restrictions on the north eastern side of the street which will create parking space for up to 7 vehicles.

The proposed traffic order is shown on drawing no. 8881G in Appendix A.

#### 3 Matters for Consideration

- 3.1 The proposals were formally advertised on 30 September 2021 and the closing date for receipt of representations was 21<sup>st</sup> October 2021.
- 3.2 One comment has been received and this has been fully considered. The table below summarises the comment in relation to the proposed order: -

Correspondence	Officers Comments/ Response (Refer to paragraph)
I fully support the revocation of the no waiting restrictions, and the addition of the double yellow lines as per the diagram provided to residents.	n/a
I would like to raise a possible issue which may arise once restrictions are lifted. The revocation of restrictions benefits the residents of Chadley Close as we have a finite amount of parking, and the changes will allow all residents and guests to park safely. However, the close is a popular pickup/drop off point during the day with multiple cars parked along the restricted side, people leave their cars to use the bus stop on Warwick Road, as well as residents of Buryfield Road using Chadley Close as overspill parking. Based on this, I wonder if resident parking will become problematic once restrictions are lifted. Is there a way to explore how to ensure that parking on Chadley Close can be limited to residents only? We did submit an application to convert the restrictions to a combination of timed and residents only, I'm unsure how the decision to remove all restrictions was reached but am aware that there have been significant and positive discussions on the matter.	3.3

- 3.3 The possibility of a residents' parking scheme has been fully considered and does not appear to offer good value to residents.  
Previous discussion with other affected residents concludes that removing the single yellow line on the north eastern side of the close to provide an area of kerbside space that could be used throughout the day would be a more appropriate intervention at the current time. Should there be any concerns under these arrangements the possibility of providing a residents' parking scheme can be reviewed.

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

- 4.1 The Ward Members for Silhill were informed of the proposals. No objections were received.

#### **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 as detailed on Plan 8881G in Appendix A.

#### **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 no. 8881G in Appendix A, is implemented.

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

Signature: ..P.S.Tovey.....Date...19<sup>th</sup> November 2021

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