

REPRESENTATIONS TO AN ADVERTISED TRAFFIC REGULATION ORDER

**The Metropolitan Borough of Solihull (Cheswick Green Village – Various Roads)
(Total Prohibition of Waiting, Restriction of Waiting and Limited Waiting) Order 2024**

LEAD OFFICER: JANE WILLIAMS

1 Purpose of the Report

To consider representations received to a permanent Traffic Regulation Order (TRO) to introduce new parking restrictions on Cheswick Way, Solihull and interconnecting roads.

2 Background

As part of the development of Cheswick Green Primary School, a planning condition was imposed at the time so as to improve road safety in the area with the provision of a new zebra crossing and to regulate parking by providing additional parking restrictions in close proximity to the school. These measures were implemented in August 2022.

It was agreed that the situation would be monitored following implementation to review the impact and whether any additional measures may be required. Since implementation, the Parish Council have also requested additional Traffic Regulation orders so as to allow safe passage of vehicles and reduce congestion especially at school times.

The additional waiting restrictions which have been proposed as part of the new request aim to further regulate the kerbside space at this location to aid visibility and help to facilitate the free passage of traffic.

The proposals as advertised are detailed on plan 9419 in Appendix A.

3 Matters for Consideration

- 3.1 The proposals were formally advertised on 26 June 2024 with the closing date for receipt of all representations by 12 July 2024.
- 3.2 48 representations to the TRO were received during the consultation period: 7 were fully supportive, 1 supportive with an additional request, 32 objections and 11 with questions. The objections, comments and suggestions received have been fully considered. The tables overleaf summarise these representations.

Summary of Representations	Officers Comments/ Response (refer to paragraph)
Request for restrictions on Coppice Walk to the junction of Nobel Way.	3.3
Issues with speeding enforcement.	3.4
A number of representations referred the creation of a car park at the rear of the school, or a drop off/pick up point.	3.5
The parking will be pushed into other areas which just moves the issue.	3.6
Will significantly disrupt ability to bring children to school safely. Particularly those with tight schedules. No alternatives for parking for parents. Where do the council expect the parents to park.	3.6
Blanket approach for double yellow lines, this is unfair to residents who will not be able to park outside their own property or have visitors. Single yellow lines (limited waiting) during school times in the morning and afternoon is adequate for those 13 neighbouring roads that are currently proposed to have double yellow lines (no waiting at all times).	3.7 & 3.8
How do residents park outside their houses if they don't have room on their driveway?	3.8
Beechwood Close, lack of road space to park all of the residents' vehicles.	3.8
Some of us have already installed charging points in readiness for when we own electric cars, How can you guarantee that we will be able to charge our cars.	3.8
Objection to double yellow lines on Creynolds Lane as they will stop visitors parking.	3.8 & 3.9
Request for resident parking permits.	3.10
Enforcement.	3.11
Request that dropped kerb applications which have been refused be re-assessed.	3.12
Restrictions will affect deliveries, medical staff, minibus pickups, tradesmen, milkman, taxis, etc.	3.13

- 3.3 Under the current proposals we do not have the flexibility to introduce further restrictions without undertaking another full public consultation as in accordance with legislation. However, the comments have been noted and Coppice Walk will be considered for inclusion under the TRO programme starting in 2025/26 using the priority framework process.
- 3.4 West Midlands Police currently have the responsibility of enforcing all speed limits and any concerns raised would need to be passed onto them.
- 3.5 Additional construction works to create additional parking places both on and off the public highway are outside of the scope of this project and would require planning permission, however there are no plans to make the land at the rear of the school into a car park.
- 3.6 The introduction of the scheme may result in school related parking being displaced across a wider area and some changes in behaviour will be required by parents and children, however, the priority is the safety of pedestrians near the school entrance and to reduce the number of vehicles around the school at school times.

- 3.7 The proposals are in line with Government guidelines to protect junctions from obstructive parking, both visually and physically and support Rule **243 of The Highway Code**:
DO NOT stop or park:
- *opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space*

It is noted that in some cases the restrictions proposed exceed these guidelines. This has been necessary to take into account specific road characteristics i.e. when there is a bend in the road, the width of the road is narrow, where there is a footway crossing/vehicular access.

- 3.8 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.
- 3.9 'No Waiting at any Time' restrictions (double yellow lines) are proposed in locations where if a vehicle were to park it would be causing an obstruction and hinder the free flow of traffic.
- 3.10 Residents parking schemes are typically introduced following an application from residents indicating their agreement to meet both the initial cost of joining the scheme and the ongoing annual permit renewal cost. This process sits outside the annual TRO priority process and would not be considered under this Order.

However, if a subsequent application were made it would be considered accordingly. Further information can be found at <https://www.solihull.gov.uk/parking/residentparkingpermit>

- 3.11 Enforcement is conducted in line with our commitments across the whole borough. If the proposals are subsequently implemented support will be provided by the councils Civil parking Enforcement officers.
- 3.12 Applications for dropped kerbs are outside of the scope of this project. However, the comments have been forwarded to the team responsible for this service.
- 3.13 Loading and unloading is permitted on double yellow lines, must be continuous and must not be causing an obstruction. This includes taxis, delivery drivers and minibus pickups. Tradesmen who are working on properties can apply for a dispensation to park.

4 Ward Members' Views

4.1 The Ward Members for Blythe were informed of the proposals prior to the advertising of the Order and did not submit any objections.

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. It is a constant challenge to deliver schemes that do 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.

5.2 It is therefore recommended that the proposal is implemented 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: Cheswick Green Village – Various Roads, Total Prohibition of Waiting, Restriction of Waiting and Limited Waiting, Order 2024 be implemented as advertised on plan 9419 in appendix A.

The recommendation as set out above is hereby approved:

P S Tovey

22.10.24

Signature:Date:

**Paul Tovey
Head of Highway Management**