

**REPORT TO THE HEAD OF HIGHWAYS MANAGEMENT**  
**REPRESENTATIONS TO AN ADVERTISED TRAFFIC REGULATION ORDER**  
**THE METROPOLITAN BOROUGH OF SOLIHULL (SHARMANS CROSS ROAD)**  
**(PROHIBITION OF WAITING ORDER 2024)**

**1 OCTOBER 2024**

**LEAD OFFICER: DAVINDER SINGH CHOHAN**

**PURPOSE OF REPORT**

**TO CONSIDER REPRESENTATIONS RECEIVED TO A TRAFFIC REGULATION ORDER  
(TRO) FOR THE PROPOSED INTRODUCTION OF PARKING RESTRICTIONS ON  
SHARMANS CROSS ROAD.**

**1 Background**

Sharmans Cross Junior School is located on Sharmans Cross Road. During the busy morning and afternoon school periods, vehicles parking on both sides of the carriageway creates an in-passe and obstruction. This results in congestion, frustrated motorists which in turn could lead to road safety issues.

It was proposed to install additional parking restrictions on Sharmans Cross Road during these times on weekdays to create additional passing places. This should help aid the free flow of traffic on this road.

The proposals are shown on drawing no. 9524 in Appendix A.

**2 Matters for Consideration**

2.1 The proposals were advertised on 6 September 2024. The closing date for receipt of representations was 27 September 2024.

2.2 19 representations were received. 14 were in favour of the proposals. Whilst 5 were against. The 5 objections against are outlined, and a response is provided, in the following paragraphs:-

2.3 **Objection 1** - We already suffer from some encroachment by cars parking partially across the end of our drive during these peak times. Our concern is that as a result of the placement of these restrictions our drive will become blocked as parents try to squeeze into spaces next to cars that are already parked. Two ways this could be mitigated would be to have so-called H-bars across drives in this restricted zone and to have painted parking bays on the road where parking is permitted. (see paragraph 2.8).

We'd also like to clarify the placement of signage on the pavement please. Will there be signs every 25 m along this zone? That could potentially reduce visibility for us entering and leaving our drive. (see paragraph 2.8).

The proposed restriction will only be as good as effective enforcement. The 20 mph restrictions are an example of a good idea that isn't effectively enforced. The local speed watch always catches speeding drivers but in reality, no-one is going to change their driving behaviour until there are monetary or legal consequences. The current speed restrictions could be made more effective by having some form of speed bump at the start, by installing signage that states that this is a speed restricted zone 24/7 and by making the zebra crossing more effective via repainting and a speed bump (see paragraphs 2.9 & 2.10).

- 2.4 **Objection 2** - I am concerned that your latest proposal to impose additional restrictions will also fail for the following reasons.-- Parents already drop and pick up whilst waiting on the pedestrian crossing and further restrictions will encourage this more, the school has to place no-parking notices on double yellow road corners to try to discourage poor parking, which will be exacerbated, Parents already wait in their illegally parked cars with the engine running, in case of enforcement, increasing emissions, blocking driveways and creating further nuisance, Outside of normal school hours Sharmans Cross Road is a straight and unobstructed road for shortcut traffic who frequently exceed 20mph - increasing the risk of accidents. I understand that this is a challenge, and so I would ask have you considered; - proper traffic calming; with cameras, speed humps and/or chicanes, to reduce speeds? - proper parking enforcement, both in person and by camera, on a regular basis, to enforce safe parking? (see paragraphs 2.9 & 2.10).

Working with the school to encourage parents with walking / cycling alternatives or use of public transport? Negotiating the use of the Sharmans Cross Pub car park for pick up/drop off and placing double yellow lines from Woodlea Road down to the junction with Prospect Lane? (see paragraphs 2.11, 2.12 & 2.13).

- 2.5 **Objection 3** - The intermittent parking will result in parents seeking the much reduced space well before the 3pm time. (see paragraph 2.10).

The spaces available are also reduced by pavement access crossovers (which are not shown on the drawing), and which in my experience does not concern parkers, who will fit into any space available.(see paragraph 2.8).

The effect on parking in both Woodside Way, and Woodlea Drive (opposite the school), have not been considered and will make them both parent parking hell. (see paragraph 2.13).

The only proper answer is a total ban on both sides for all areas from 8.30am to 9.30am, and 3pm to 4pm. (see paragraph 2.3).

Parking at the Shamans Cross Pub has been ignored. (see paragraph 2.12).

- 2.6 **Objection 4** - While I am generally in favour of the efforts to reduce traffic and improve safety in the area, I believe the current proposal does not adequately account for the increased congestion and safety hazards on Woodlea Drive, where I reside. The top part of Woodlea Drive is already heavily affected by traffic during the same morning and afternoon school periods, given its proximity to Sharmans Cross School. The street is used as a cut-through between Sharman's Cross Road and Streetsbrook Road and is a common parking area for school parents. During these periods, Woodlea Drive often becomes congested, with a line of parked cars on the west side of the road reducing traffic to a single lane, creating an in-passe, obstruction and frustration amongst drivers. We have witnessed cars mount the curb and altercations between drivers. Furthermore illegal/inconsiderate parking, dangerous driving, and anti-social behaviour. These factors also create significant issues for residents trying to manoeuvre in and out of their driveways safely and taking their own children to and from school. We live on the west side, with a single narrow driveway, we already have problems getting safely on and off our driveway, particularly when other drivers park over our dropped curb. We have experienced frequent incidents of vehicles blocking our driveway, leaving us unable to get our cars on or off the driveway. Despite involving the police, this remains an ongoing issue that is likely to worsen if further restrictions are introduced without amendment. This is made even more stressful as we have young children, and my son, who is currently being assessed for autism, often becomes distressed when we are unable to access our home quickly. We've had instances previously when we've come home to find the driveway obstructed and my son has needed the toilet. In light of these concerns, I strongly urge that the parking restrictions be extended to include the top of Woodlea Drive to prevent further congestion and safety risks. I would suggest similar measures are applied i.e. restriction of waiting – no waiting Monday to Friday – 8.30am to 9.30am and 3.00pm to 4.00pm on the west side (Where no restrictions currently apply) specifically in front of the houses no. 1 – 7. (see paragraphs 2.8 & 2.13).

- 2.7 **Objection 5** - Whether there is a total or a partial ban on parking on the school side of Streetsbrook Road a high proportion of the school parkers will be forced to park on Woodlea Drive (already full to Yewhurst Road), Woodside Way, or more likely, on Streetsbrook Road on the school side from Woodside Way to the Streetsbrook Road junction. The other side of the road to the school already has major traffic queues from Streetsbrook Road right back beyond Woodside Way from just after 8am until 9am. This will become far worse with any parking ban on the school side between the Sharmans Cross roundabout and Woodside Way. With parking on the school side of Streetsbrook Road until 9am between Streetsbrook Road and Woodside Way and (stationary) traffic on the other side of the road. Traffic from Streetsbrook Road will not be able to proceed into Streetsbrook Road and the traffic jam will spread back onto Streetsbrook Road. This will be far more serious than the current situation. The regular flow of buses simply will not be able to get through. This proposal fails to address the totality of the parking problem in the wider area of Streetsbrook School. It will simply transfer the problem elsewhere, where the problems could be even greater. In simple terms no account appears to have been taken of the unintended consequences of the proposal (see paragraphs 2.13 & 2.14).
- 2.8 The installation of “H-bars” to protect residents’ driveways, in Woodlea Drive & Woodside Way, could be considered an option should this risk materialise in accordance with the Council’s H marking policy. This should deter motorists from parking inappropriately. Parking bays can only be usually installed on street if a limited time parking restriction is in place. Parking restriction plates will be installed on poles installed at the front edge of the footway and should not create visibility issues for residents whilst exiting their properties.
- 2.9 Physical traffic calming measures are usually only installed on roads with a history of recorded personal injury collisions that are associated with speeding vehicles. Experience has shown that residents that have requested such interventions have then requested their removal due to problems with noise & vibration. Consequently, it is not proposed to introduce vertical or horizontal features at the present time. The enforcement of the speed limit on the public highway is the responsibility of the police. Residents should contact their local police sector office and report their concerns.
- 2.10 The Council’s parking services team will be advised when the traffic regulation order becomes operational. Civil enforcement officers will then undertake patrols of this road, whenever their resources allow, to deter driver’s contravening the new traffic order.
- 2.11 The Council’s sustainable travel team will continue to engage with Streetsbrook Primary School to encourage parents & children to walk & cycle on their journeys and refrain from utilising cars. This should help dissipate some of the parking.
- 2.12 The pub car park is private land. It is at the discretion of the licensee as to whether he will allow parents to utilise the car park. At the present time there is no formalised agreement.
- 2.13 Woodlea Drive and Woodside Way are primarily residential and not through fares. Vehicles parking on these roads should not create significant congestion as is presently affected on Sharmans Cross Road during the peak traffic periods. The roads will be monitored upon completion of the scheme to determine if parking has been displaced. If necessary, consideration can then be given to adding the roads to the Council’s traffic regulation order programme for future ranking and programming.
- 2.14 Streetsbrook Road is a classified (B4025) strategic route between Solihull town centre & Birmingham. The section of the road, near Sharmans Cross Road, already has double yellow lines. Therefore, motorists are unable to consider utilising this road as an alternative.
- 2.15 For these reasons, it is proposed to proceed and install the traffic order as originally advertised.

### 3 Ward Members' Views

- 3.1 The ward members for St. Alphege are aware of the proposal to introduce a traffic regulation order on Sharmans Cross Road. They have been advised of the proposed recommendation following the receipt of the 19 representations during the consultation period.
- 3.2 Following receipt of the 19 representations (15 in favour, 4 against) it is proposed to proceed and implement the traffic order as originally advertised.

### 4 Officer's Recommendation: -

- 4.1 The representations received in respect of the proposed traffic regulation order have been fully considered in sections 2.2 - 2.15 (inclusive) of the report.
- 4.2 It is recommended that the proposed traffic regulation order on Sharmans Cross Road should be installed as originally advertised and shown on drawing no. 9524 in Appendix A.

#### Democratic Services

- 4.3 Democratic Services have confirmed that the proposed order was subject to statutory advertisement on the dates reported and that the representations received as noted in paragraphs 2.2-2.15 (inclusive).

### 5 Risk Implications

- 5.1 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.
- 5.2 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 proposed traffic regulation order for Sharmans Cross Road, as detailed on drawing no. 9524 in Appendix A, be introduced.

**The recommendations as set out above are hereby approved:**

**P.S.Tovey**

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

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

**Paul Tovey - Head of Highway Management**