

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

**The Metropolitan Borough of Solihull (Cherrington Way and Glaston Drive, Solihull)
(Restricted Parking Zone and Restriction of Waiting) Order 2022**

19/04/2022

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 and amended parking restrictions on Cherrington Way and Glaston Drive.

2 Background

- 2.1 Solihull Council's 'School Streets' is an innovative project which seeks to aid and promote active travel to school whilst addressing a number of traffic related issues which are a common sight at the school gate at the beginning and end of each day. Through phase 3 of the scheme, measures will be introduced to discourage obstructive parking practices whilst creating a more pleasant environment for everyone around schools. The scheme will promote active travel to school by walking and cycling, which in turn, will help to reduce congestion and improve air quality in the area.

At Cherrington Way and Glaston Drive, this will be achieved through the introduction of amended parking restrictions.

It has been proposed that Cherrington Way will become a Restricted Zone, with the restriction of 'No Waiting, Monday – Friday, 9-11am & 2 -3pm'. The intention is to discourage obstructive, all-day parking on this cul-de -sac.

It has been reported that the entrance to the Glaston Drive estate attracts obstructive all-day parking and for this reason it has been proposed to extend the existing restriction of 'No Waiting, Monday-Friday, 9 – 11am and 2 – 3pm' along the northside of the carriageway for 90metres and for a shorter distance on the south side of the carriageway. This will discourage obstructive parking and allow clearer entry and exit at this junction.

3 Matters for Consideration

- 3.1 The proposals were formally advertised on 17th March 2022 and the closing date for receipt of representations was 7th April 2022.
- 3.2 There are fourteen properties on Cherrington Way. Responses to the consultation were received from twelve of these properties with eleven of those in support of the proposals. One property has raised objections, which has been fully considered and two of the supportive properties has asked for additional information. Four representations were received in response to the proposals for Glaston Drive. One was fully supportive whilst the other three requested further restrictions. The representations for Cherrington Way and Glaston Drive are summarised below in relation to the proposed Order: -

Representation for Cherrington Way – comments/questions	Officers Comments/ Response (refer to paragraph)
Who will be 'policing' the parking?	3.3
Do residents get a permit if they need to park there/have visitors etc? Of course, we have ample driving but there may be the odd one off where we may have to park on the road.	3.4
I would like to understand how the new Restricted Zone could best be enforced?	3.3

Representation for Cherrington Way – Support	Officers Comments/ Response (refer to paragraph)
<p>We are in support and welcome the parking restrictions.</p> <p>My wife and I would like to support the new proposal wholeheartedly to make Cherrington Way a safer & more environmentally friendly place to live.</p> <p>As homeowners living on Cherrington Way we are strongly supportive of this move having endured years of having all neighbouring streets in the area having such restrictions except our own.</p> <p>I am glad to hear of the proposed restrictions in Cherrington Way.</p> <p>I wish to support the proposed changes to Parking Restrictions of Cherrington Way.</p> <p>I am writing to support the captioned Traffic Regulation Orders.</p> <p>We wish to support.</p> <p>I wish to express my support.</p> <p>We are writing in support of the planned parking restrictions in Cherrington Way. I am contacting you to express support for the proposed parking restrictions on Cherrington Way.</p> <p>I would like to formally support the proposals for proposed changes to parking restrictions on Cherrington Way.</p>	n/a

Representations for Cherrington Way - Objection	Officers Comments/ Response (refer to paragraph)
<p>I would like to make an objection to the proposal. I am very happy with the current road layout and parking arrangement. I am not able to see that the restriction can make any major improvement to our quality of life.</p> <p>Personally, I never experienced any issue with noise, space, or air pollution. On some occasion, a very few inconsiderate road users park on the road. However, majority of them are very sensible drivers. They park close to the kerb without causing any trouble. It has very limited or no impact for any other road user or resident.</p> <p>Majority are young drivers from the school who park during term time so maximum six months. Summer holidays, examination session and weekend will not see any cars.</p> <p>What is young lungs, anti-idling campaign. With a stationary car parked vehicle can cause air quality issue.</p> <p>Request: Parking permit holder only, Resident permit</p> <p>Request: Park and pay</p> <p>I would like to see someone carry out a survey about parking on our road.</p> <p>Complaint from a few duplicate residents (no more than 5) cannot represent the true scenario. Proposals are a complete waste of time 14 residencies and not all support the new restriction.</p>	<p>3.6</p> <p>3.7</p> <p>3.8</p> <p>3.5</p> <p>3.9</p> <p>3.10</p> <p>3.11</p>

Representations for Glaston Drive – comments and questions	Officers Comments/ Response (refer to paragraph)
<p>Are there plans to issue parking discs to residents so that they can park where the restrictions are.</p> <p>We fully agree that changes are necessary. We would like the proposed single yellow line on the opposite side from our house, in front of houses 2 - 12. However, we do not agree with all of your plan.</p> <p>The position of the driveways, gardens and high hedges affect the possible parking spaces and the ease of manoeuvrability getting on and off each driveway and the visibility to see the corner of Chelveston Crescent. We would like the restriction to be extended to either finish just before the driveway of number 1 or to the boundary line between numbers 1 and 3 as reversing off our driveway would still be difficult. Anything less than this would make our personal situation worse.</p> <p>We understand that most of the people parking in our road are pupils at St Peters, and if they need to park somewhere in the area, why not allow the section of Chelveston Crescent next to the lake for parking – this road is much wider than ours, and on this part of it they wouldn't be inconveniencing any of the residents.</p>	<p>3.5</p> <p>n/a</p> <p>3.12</p> <p>3.12 & 3.13</p>
<p>The parking outside no's 1, 2, 4, 6 is a genuine problem to any pedestrian or car driver it is a disaster waiting to happen and requires immediate attention to remedy the problem. If Cherrington is successful it will move the issue to Glaston Drive and it will become St Peters car park.</p> <p>Issues with delivery vehicles, waste, skips etc. getting through.</p>	<p>3.14</p> <p>3.15</p>
<p>This is welcomed due to the number of students from local colleges that park in the area, however I feel they don't go far enough. The issue will be further exacerbated when your proposed restrictions come in, as the inconsiderate students will park further up Glaston Drive making the blind spot issue even worse.</p> <p>Can I suggest that the restricted zone is extended up Glaston Drive on both sides to the junction with Redbrooks Close. There is a blind spot on the bend from just before Clarewell Avenue on the approach to Redbrooks Close, and we have a problem with some residents treating that stretch of Glaston Drive as a bit of a racetrack.</p> <p>When cars are parked on left side between Clarewell Avenue and Redbrooks Close cars coming in from Chelveston Crescent are on the wrong side of the road passing parked cars on the left. When exiting Redbrooks Close and turning left to leave, we are often faced with a speeding car on the wrong side of the road passing a parked car and I have experienced a few near misses where cars have been on the wrong side of the road. If cars are parked on the north side of Glaston Drive between Redbrooks Close and Glaston Drive, we will be forced to exit Redbrooks Close on the wrong side of the road to pass the cars, and we risk being faced by speeding oncoming traffic.</p>	<p>3.12</p>

Representations for Glaston Drive – Support	Officers Comments/ Response (refer to paragraph)
<p>We are in full support of the proposed parking restrictions.</p>	<p>n/a</p>

- 3.3 Enforcement is carried by Civil Enforcement Officers (CEO's) in line with our commitments across the whole borough. If the proposals are successful there will be a proactive push to drive compliance with the new restrictions.
- 3.4 Residents will not be issued a permit if they need to park there or have visitors as the parking restrictions apply to all motorists and cover the extent of public highway including the carriageway and adjacent footway or grass verge. Permits are available for tradespeople at the discretion of our Parking Services team.

- 3.5 Residents can apply to be considered for a 'Residents only' parking area. Further information can be found at [Resident parking permit | solihull.gov.uk](https://www.solihull.gov.uk/Resident-parking-permit)
- 3.6 The proposals will address all-day, inconsiderate parking. Whilst it is appreciated that not all vehicles are parked inconsiderately it is recognised that the ones who are cause an obstruction on the carriageway and the footway which impact on road safety.
- 3.7 The restrictions aim to discourage all-day inconsiderate parking throughout the year, not only from young drivers at term time but also from some residents and their visitors.
- 3.8 Young Lungs is SMBC's anti-idling campaign. The proposed restrictions will not only discourage all-day parking, they will also discourage parents waiting at school drop off and pick up times.
- 3.9 The restrictions have been proposed to discourage all-day inconsiderate and obstructive parking. 'Pay and park' would encourage vehicle to park all-day.
- 3.10 An engineer from SMBC will visit a site as part of every scheme. A survey is undertaken to ascertain the 'issues'. The design is then drawn up taking into consideration all stakeholders affected.
- 3.11 There are fourteen properties on Cherrington Way. Responses to the consultation were received from twelve of these properties with eleven of those in support of the proposals.
- 3.12 The current proposal does not extend to the areas highlighted in the representations and modifying the Order accordingly in line with the requests would be a substantial change to the originally advertised proposal, however these areas can be considered by future prioritisation and programming if the concerns raised are subsequently borne out.
- 3.13 The restrictions on Chelveston Crescent were installed in 2008 as part of a larger scheme to prevent all-day commuter parking. As the road layout or demographic of this area has not changed it is reasonable to assume that the restrictions are still required.
- 3.14 The proposals seek to discourage parking in Glaston Drive but not to prevent all parking, and this situation will be monitored post implementation. The comment made relating to speed of traffic will be referred to the local Police to consider enforcement action but has no material impact on these proposals.
- 3.15 Colleagues in the emergency services have been consulted as part of this process. No objections have been received in relation to the proposals as advertised.

4 Ward Members' Views

- 4.1 The Ward Members for St Alphege 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 plans 9026A and 9026B in appendix A.

6 Democratic Services

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 advertised and shown on plan 9026A and 9026B in appendix A are implemented.

The recommendation as set out above is hereby approved:

P.S.Tovey

22nd April 2022

Signature:**Date:**

Paul Tovey
Head of Highway Management