

**REPORT TO THE HEAD OF HIGHWAYS MANAGEMENT**  
**REPRESENTATIONS TO AN ADVERTISED TRAFFIC REGULATION ORDER**  
**THE METROPOLITAN BOROUGH OF SOLIHULL (ARLESTON WAY & CRANMORE AVENUE) (PROHIBITION OF WAITING ORDER 2024)**

**24 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 ARLESTON WAY & CRANMORE AVENUE.**

**1 Background**

- 1.1 Heavy goods vehicles are parking overnight on Cranmore Avenue & Arleston Way. The lorry parking is interfering with the sight lines of motorists attempting to exit Cranmore Park business park which is located on Cranmore Avenue.
- 1.2 Drivers of the heavy goods vehicles are engaging in anti-social behaviour. Solihull Academy, which is also sited on Cranmore Avenue, have highlighted that this is creating a safeguarding issue for their students.
- 1.3 It was proposed to introduce “no waiting at any time” & “prohibition of waiting between 8pm-8am” on parts of Arleston Way & Cranmore Avenue to deter the overnight parking by large lorries.
- 1.4 The proposals are shown on drawing no. 9549 in Appendix A.

**2 Matters for Consideration**

- 2.1 The proposals were advertised on 27 September 2024. The closing date for receipt of representations was 18 October 2024.
- 2.2 9 representations were received.

4 were in favour of the proposals. 2 of the representations in favour were from Solihull Academy and the Cranmore Park business park. These two bodies have sent in their views, on behalf of their occupants/employees, rather than instigating several responses.

5 were against. The 5 objections against are outlined, and a response is provided, in the following paragraphs:-

- 2.3 **Objection 1** - .... we are concerned that the proposals may lead to further issues in other areas. We do have a car park in front of our building, but it is very limited to the number of employees we have in the office and subsequently many of our employees have to park on the road in the unrestricted areas. With the proposed restrictions applying to all vehicles those who rely on this parking, our staff will be forced to park in other areas further away from the office, potentially spilling into more residential areas/roads, which are already busy especially at school drop off/pick up times due to our close proximity to Cranmore Infant School and Solihull Academy. This will not only cause huge problems with our staff in terms of finding parking spaces, but it also introduces an increased risk for parents/children of those schools as an increased number of cars will be forced to find alternative parking and potentially cause

a back log of traffic which is already a concern. With poor public transports links to the business park, our staff generally have no option but to drive into the office. Whilst we encourage the deterrence of overnight parking by large lorries, we ultimately don't want to cause further problems to our staff and the local community by restricting all vehicles from parking on the roads. We have researched alternative options that would allow a compromise. Looking into the highway code we noticed rule 246 which states that vehicles with a maximum weight of over 7.5 tonnes must not be parked on a verge, pavement or any land situated between carriageways with the only exception is for loading and unloading which is not allowed where there are yellow markings on the kerb and upright signs which advise restrictions are in place. Would you be able to clarify please whether something like this would be possible for Arleston Way and Cranmore Avenue? I have included below an example of the kind of sign which would need to be tailored to the proposed restrictions but gives the general idea. Restricting the specific vehicles by weight will discourage the drivers of heavy goods vehicles from parking there whilst still allowing the safe non-restricted areas to be utilised by not only our employees, but employees of other surrounding businesses and members of the local community who all rely on those parking spaces currently. (see *paragraphs 2.8, 2.9 & 2.10*).

- 2.4 **Objection 2** - As a frequent user of Solihull Islamic Education Academy (SIEA) Unit 6 Highlands Court B90 4LE, I would like to object of your proposal. Most of the education events that happen at SIEA happen will be after 8pm, so this will cause inconvenience to us attending our courses. We have a community belonging at SIEA where daily and weekly gathering are essential for us. By proposing this restriction will certainly terminate attendance and dissolve the community spirit that we have. SIEA have a number of people with different backgrounds attend these educational events, I myself have benefited tremendously. Not only for my own knowledge but also creating new friends and network.

On your letter you have stated there is safeguarding issue with students in Solihull Academy. I just find this difficult to understand as the school closes around 5pm, and your suggestions are to restrict parking from 8pm. The students at Solihull Academy will be not around the vicinity at 8pm if school finishes at 5pm. If you were to restrict parking for lorries, please do so for heavy goods vehicles and not for normal vehicles. So we can continue to attend as a community to SIEA. (see *paragraphs 2.8, 2.9, 2.11 & 2.12*).

- 2.5 **Objection 3** - I am writing to express my concerns as a mother who regularly attends Quran Club's evening classes and events. The proposed changes to parking regulations in our area will have a significant impact on parents like me, making it extremely difficult to participate in these important sessions. Quran Club offers evening classes and community events that are vital for families. Many of these functions end after 10:00 PM, and the proposed parking restrictions would severely limit our ability to attend. For someone like me who relies on accessible parking during these hours, the changes simply aren't practical or workable for those of us with evening commitments. As a long-time attendee, I can also attest that we've never had any issues with parking or safety under the current rules. The community has managed well, and the suggested restrictions seem unnecessary. I worry that, should this proposal go through, it will discourage participation in these events, as many of us won't be able to park conveniently, risking the very services that our community benefits from. A more suitable alternative would be to implement the restrictions from 1:00 AM to 7:00 AM, which would allow us to continue attending evening activities without disruption while addressing any concerns about overnight parking. (see *paragraphs 2.8, 2.9, 2.11 & 2.12*).

- 2.6 **Objection 4** - I am writing on behalf of Quran Club to express our concerns regarding the proposed changes to parking regulations in our area, which we believe will have a significant negative impact on our organisation and the community we serve. Quran Club runs evening classes and functions that cater to local families and students. Many of these functions finish after 10:00 PM, and the new parking restrictions would greatly hinder access for our users during these crucial hours, making it difficult for them to attend and participate in our sessions. The timing of the restrictions is neither workable nor practical for an organisation like ours that operates in the evenings. Furthermore, we have not encountered any parking-related issues or safety concerns in the past. Our users have always managed to access the area without difficulty, and no risks have been posed by the current parking arrangements. By enacting this proposal, it will risk the very existence of our organisation and its services, as parents will no longer be able to park on the street. We believe that a more effective approach would be to implement the restrictions from 1:00 AM to 7:00 AM. This would allow evening classes and local activities to continue without disruption while still addressing any overnight parking concerns that may have prompted the proposal. We kindly urge you to reconsider the timing of these changes and take into account the needs of local organisations like ours.

Please note that the Solihull Islamic Academy Ltd later submitted a representation stating that "I discussed with our teachers the hours that parents could spend waiting to collect their children and all agree that nearly all would collect their children no later than 9:15pm. Therefore, prohibition of waiting but between 10 PM - 8 AM" on parts of Arleston Way and Cranmore Avenue would not affect our Solihull Islamic Education Academy (SIEA Ltd), and we hope the prohibition will deter heavy goods lorries from using Arleston Way and Cranmore Avenue to stay overnight and probably during the day as well". (see paragraphs 2.8, 2.9, 2.11 & 2.12).

- 2.8 **Objection 5** - .... I am one of the directors of SIEA, which is a registered charity. I object to your proposed parking restrictions. Unless you can provide further information, all of your reasons given appear inaccurate. SIEA holds education classes every morning & evening (users being all ages from toddlers to senior citizens). We have been in this premises for nearly 20 years & not encountered any issues with regards safeguarding. The Lorry's usually appear after working hours & usually leave before 8am. Their presence has little or no impact on Solihull Academy. I live on Widney Lane, and I'd rather have these trucks parked on Arleston Way, than on side streets around my home. The trucks that park up on Highlands Rd are the ones causing obstruction. Truckers parking up overnight & sleeping in their cabs cannot be defined as being antisocial. The council implementing these restrictions will impact on SIEA, as our users will be forced to park further away & walk to our premises. This will create safeguarding issues for ourselves, as pointed out above that our users can be from infants to the elderly. I hope you reconsider this unneeded change. (see paragraphs 2.8, 2.9, 2.11 & 2.12).

### 3 Officer's response

- 3.1 The parking of heavy goods vehicles is already restricting the amount of on street parking. Removing those sections which are predominantly occupied by large lorries is not likely to severely impact upon the amount of on street parking.
- 3.2 On street parking is available on:-
- Arleston Way (south side).
  - Arleston Way (north of Highlands Road).
  - Parts of Highland Road.

The sections of road are likely to especially free in the evenings when occupiers of the industrial estates have finished work. Sufficient on street parking to facilitate evening events at nearby establishments should be available.

- 3.3 Zonal lorry entrance signs have been suggested as an alternative. However, the prohibition of lorry parking has been requested in certain sections of Arleston Way & Cranmore Avenue (adjacent to the Conference centre and Solihull Academy). The appropriate solution is a traffic order, utilising lining and signage, to prevent these types of vehicles parking on these specific sections of carriageway.
- 3.4 The parking restrictions were proposed to prohibit waiting at any time and between 8pm-8am on part of Cranmore Avenue. Introducing a later start time for this particular section of Cranmore Avenue, which was originally designated for an overnight parking restriction, would still be acceptable to prevent the problems being described. The anti-social behaviour is primarily occurring overnight.
- 3.5 Part of the original proposal was to introduce "No waiting 8pm-8am" on part of Cranmore Avenue. Following the suggestion from Solihull Islamic Education Academy (SIEA), it is now intended to change the times of this restriction to 10pm-6am. This will allow an additional 3-4 spaces to be utilised by the SIEA, until 10pm, for their evening functions. They have made us aware that parents will be collect their children by 9.15pm at the latest on Cranmore Avenue
- 3.6 For these reasons, it is proposed to install a modified traffic order as indicated in Appendix B.

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

- 4.1 The ward members for Shirley South are aware of the proposal to introduce a traffic regulation order on Arleston Way & Cranmore Avenue. They have been advised of the proposed recommendation following the receipt of the 9 representations during the consultation period.
- 4.2 Following receipt of the 9 representations (4 in favour, 5 against) it is proposed to proceed and implement an amended traffic order.

#### **5 Officer's Recommendation:-**

- 5.1 The representations received in respect of the proposed traffic regulation order have been fully considered in sections 2.1 - 2.13 (inclusive) of the report.
- 5.2 It is recommended that the proposed traffic regulation order, on Arleston Way & Cranmore Avenue, should be amended and installed shown on drawing no. 9549 in Appendix B.

#### **Democratic Services**

- 5.3 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 2.1-2.13 (inclusive).

#### **6 Risk Implications**

- 6.1 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.
- 6.2 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.

**5 FOR DECISION**

The Head of Highway Management is asked to approve that the amended traffic regulation order for Arleston Way & Cranmore Avenue, as detailed on drawing no. 9549 in Appendix B, be introduced.

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

P.S.Tovey

25<sup>th</sup> October 2025

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

**Paul Tovey - Head of Highway Management**