



Solihull
METROPOLITAN
BOROUGH COUNCIL

COUNCILLOR KEN HAWKINS MA

3 Felgate Close

Monkspath

Solihull

B90 4XU

Tel. No. 0121 745 7819

Email: khawkins@solihull.gov.uk

Web: www.cllrkenhawkins.co.uk

Mark Andrews,
Head of Planning,
Solihull Metropolitan Borough Council,
Solihull.

Via email 5 July 2021.

Dear Mark,

Reference Planning Application PL/2021/01418/PPFL – expansion of Cheswick Green Primary School:

Please accept this letter as my representation in respect of the application to expand the local school in Cheswick Green. I have broken it down into sections and concentrate on highways impact. I feel the most important document to review is the Transport Assessment, provided by PJA. I am content that most of the measures I requested have been recommended for adoption. I do however make comment on a few aspects of their findings.

I support the expansion in principle because it is vital that pupils who live in the local parish have access to their local school. I note the schools governing body and leadership support the expansion and recognise the major issues that prevent local authorities from establishing new schools. I do however feel it important to add that I would not support the expansion if the below measures were not adopted or planned for in some way by the school and local authority. I hope to see these mentioned in the officer's report to committee in some way.

Staff Car Parking: I welcome the provision of an addition 22 spaces for staff, but the school will need to commit to car sharing to help ameliorate expected problems. They could achieve this by granting first access to spaces to staff who actually car share (this is a common practice by many companies).

Parent's parking: the school, as well as the local authority, can help promote car sharing by parents. This can be achieved through the school eco committee and possible rewards, such as stickers for pupils, thanks you's and posters displayed



locally may help motivate parents/pupils. These are tangible measures which do have impact with school communities.

Cycling: The promotion of cycling to school by both staff and pupils should be promoted extensively, with secure and sheltered cycle bays/docks. The transport assessment mentions the promotion of cycling grants by the local authority, and this should be explored.

School Bus: it is essential the service is as high a quality as possible because if the service is poor it will fail as parents will not use it. It needs to be totally reliable and meet the needs of the pupils and parents from Blythe Valley Park.

Cycling to school: This should be promoted and the more confident pupils from Blythe Valley Park will benefit in due course from a dedicated cycle route from Blythe Valley Park towards Monkspath. This is funded by Section 106 payments because of the planning application. An additional extension along Creynolds Lane may be possible for access to the school.

On Street Parking: This is shown from paragraph 5.4.11 of the Transport Assessment Report.

The school and Local Authority should actively promote parking further away from the school by parents who need to drive to deliver/pick up their children. The development of a **Walking Bus** is a great option, and the school and local authority can help lead on this. I referred to this as **Park and Stride** in my previous submission to the Cabinet Member. There are locations to top and bottom of Creynolds Lane that lend themselves to vehicle being parked for this purpose.

Staggered Start/End times? The transport report by PJA does recommend this, but I feel it may be difficult to implement and will not be liked by parent with children in different age groups. However, enhanced **Wrap Around Provision** will help mitigate impact of higher numbers and therefore help dissipate the numbers of vehicles at the start/end of the school day. It is here the extra numbers of the school community will help make the wrap around provision more viable.

Traffic Regulation Orders (TROS): I believe these should be explored now and not wait until a problem does occur. The council adopts an annual system whereby TRO's are reviewed every November. A commitment to undertake a review outside this system is essential and provision for this must be adopted through a condition to the planning permission. I mentioned identified problem areas in my original submission document (see above).

School Streets: The area should be incorporated within the boroughs school streets project to deter parking on certain parts of the highway. This can dovetail with TRO's, as mentioned above.

Communication: A communication plan with local residents, Cheswick Green Residents Association and Cheswick Green Parish Council must be adopted. I request planning committee to ensure, via additional conditions where appropriate, the above measures be adopted by the school and local authority. It is vital that

these measures, to help mitigate impact on the local highway, are planned for and not left to be explored when the problem arises.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Ken Hawkins', with a stylized, wavy flourish at the end.

Ken Hawkins,
Ward Councillor – Blythe Ward.