

**REPORT TO THE HEAD OF HIGHWAYS
REPRESENTATIONS TO AN ADVERTISED TRAFFIC REGULATION ORDER**

**The Metropolitan Borough of Solihull
(St Bernards Road, Olton) (Total Prohibition of Waiting) Order 2026**

14 July 2026

LEAD OFFICER: Jane Williams

1. Purpose of Report

- 1.1 To consider representations received in response to a proposed permanent Traffic Regulation Order (TRO) to introduce 'No Waiting at any Time' restriction on this narrow access road to discourage obstructive parking. This will keep access to the school and properties at this location clear at all times.

2. Background

- 2.1. Through the council's established Traffic Regulation Order Framework process the access road has been identified as a priority location in the 2026/27 works programme to be considered for the introduction of new or amended parking restrictions.
- 2.2. The proposals as advertised are detailed on plan 9804 in Appendix A.

3. Matters for Consideration

- 3.1. The proposals were formally advertised on 19th June 2026 and the closing date for receipt of representations was 10th July 2026
- 3.2. Six representations to the Order were received during the consultation period, all of which supported the proposals. One representation from Robin Hood Golf Club highlighted that part of the proposed restriction would extend onto land within its ownership.
- 3.3. The comments and suggestions received have been fully considered. The tables below summarise these representations.

Representations	Officers Comments/ Response (refer to paragraph)
I would like to offer my support to the proposed restrictions on St Bernards Road. There are a small number of inconsiderate parents who block the passing place and park on the pavements outside the school at pick up and drop off times. This then causes those using the golf club to be unable to get access down to the club. Often then they mount the pavement when there are children and parents walking to the school. That no one has been hit so far is astonishing. We have had a near miss ourselves with a car mounting the kerb. We've also had parents speeding down the drive. There are also parents driving down to the bottom and using the bit by the gate for a 3-point turn (so they can drop their kids right at the school gate with no walking), therefore blocking entry to and from the club and causing traffic issues when there is a high volume of people. This is long overdue as the school have no power or jurisdiction on the road meaning time spent appealing to parents is taken away from school matters.	NA
Poor parking creates safety risks for pupils, parents, staff, and local residents. We are also aware that some parents may argue that they can park on the section of road, approximately two metres in length, where there are currently no road markings. However, this can still contribute to congestion, obstruct visibility, and undermine the overall purpose of the parking restrictions. I believe the proposed measures will help improve road safety and traffic flow around the school and would therefore fully support their implementation.	NA

I wish to write to you in support of the proposed restrictions on St Bernard's road. As a parent to children at the school, I find the parking displayed by some parents to cause children to be put at risk. I would ask that if implemented that the TRO is properly enforced - I see over a dozen cars parked on pavements and cross-hatchings daily. As well as most of the areas highlighted. It is only through consistent financial penalties do I believe that the behaviour will change.	NA 3.4
I fully support the proposed parking restrictions on St Bernards Road leading to TGA Langley Primary School. As the Site Manager at Langley Primary, I regularly witness and report vehicles that are parked inconsiderately or dangerously, particularly during drop-off and pick-up times. Poor parking creates safety risks for pupils, parents, staff, and local residents. We are also aware that some parents may argue that they can park on the section of road, approximately two metres in length, where there are currently no road markings. However, this can still contribute to congestion, obstruct visibility, and undermine the overall purpose of the parking restrictions. I believe the proposed measures will help improve road safety and traffic flow around the school and would therefore fully support their implementation.	NA
While the proposed improvements for St Bernard's Road are welcome, they should be supported by effective parking management and enforcement. Existing road markings and restrictions are frequently ignored, with vehicles routinely parking on kerbs and footways or remaining in place for hours, days and, in some cases, weeks. This obstructs visibility, reduces pedestrian accessibility and compromises highway safety, contrary to the principles set out in the Highway Code, which advises drivers not to park where they obstruct the road or pavement, force pedestrians into the carriageway, or create hazards. Solihull Council's highway and parking policies similarly seek to prevent obstruction and maintain safe access for all highway users. These issues are not confined to school drop-off and pick-up times; after-school clubs, weekend activities and community events generate parking pressures throughout the week. Any scheme for St Bernard's Road should therefore include measures that address all-day and year-round parking behaviour, rather than focusing solely on peak school hours.	3.4
Having reviewed the proposal and plan, we are supportive of the introduction of the proposed parking restrictions outside the school, as we believe they will help improve safety and parking in the area. However, having reviewed the plan, it appears that the proposed restrictions continue around the bend onto the private driveway of Robin Hood Golf Club. For the avoidance of doubt no parking will be permitted on our private road. We would also appreciate confirmation that no works will be undertaken on Golf Club property without our prior agreement.	NA 3.5

Officer Comments/Responses

- 3.4. Enforcement is carried out in line with our commitments across the whole borough. If the proposals are subsequently implemented there will be a proactive push to drive compliance with the new restrictions.
- 3.5. It is acknowledged that part of the proposed restriction extends onto carriageway that is privately owned by Robin Hood Golf Club. Following further engagement, the Golf Club confirmed that it does not support the implementation of parking restrictions on its land. Consequently, the proposals have been amended so that the restrictions terminate at the boundary between the public highway and private land.
- 3.6. Robin Hood Golf Club has been advised that, should displacement parking occur in the future, the Council will not revisit this location with a view to promoting parking restrictions on private land.

Ward Members' Views

3.7. The Ward Members for Olton were informed of the proposals. No representations were received.

Officer Recommendation

3.8. The representations received have been fully considered and responded to within Section 3 of this report.

3.9. It is recommended that the proposed Traffic Regulation Order be implemented as modified, with the restrictions terminating at the boundary between the public highway and private land.

3.10. Given that the original notice omitted the proposed loading restrictions, it is also recommended that a 'No Loading, 8am – 6pm, Monday – Friday' be advertised encompassing the same extents.

Democratic Services

3.11. 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.

Risk Implications

3.12. 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.

3.13. 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

3.14. The Head of Highways is asked to approve that the Traffic Regulation Order as detailed on the modified plan 9804A in appendix B is implemented and that the 'No Loading, 8am – 6pm, Monday – Friday' be approved for advertising.

The recommendation as set out above is hereby approved:



Signature: **Date:** 21/07/2026

Dean Ward
Head of Highways