

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

**The Metropolitan Borough of Solihull (Knightsbridge Road, Castle Lane and Adj Roads, Solihull)  
(Total Prohibition of Waiting) Order 2024**

**16<sup>th</sup> December 2024**

**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 Knightsbridge Road, Castle Lane and Adj. roads.

**2. Background**

2.1. Through the council's established Traffic Regulation Order Framework process the above locations were identified as priority locations in the 2024/25 works programme to be considered for the introduction of new or amended parking restrictions.

The restrictions are proposed in response to concerns from local residents and aim to regulate on-street parking and help to facilitate the free passage of traffic.

The proposals as advertised are detailed on plan 9440 in Appendix A.

**3. Matters for Consideration**

3.1. The proposals were formally advertised on 17<sup>th</sup> May 2024 and the closing date for receipt of representations was 10<sup>th</sup> June 2024.

3.2. Five representations to the Order were received during the consultation period, 2 generally supportive, 2 objecting and 1 from the local councillor which has been resolved following a site visit with the Head of Service for Highways Management. The comments and suggestions received have been fully considered. The tables overleaf summarise these representations.

<b>Representations</b>	<b>Officers Comments/ Response (refer to paragraph)</b>
Introducing double yellow lines would take away parking spaces.	3.3
Will make the shopping parade less attractive to customers, and the premises unviable leading to the demise of the area.	3.3
Will create an 'open plan route' for often high-speed traffic.	3.3 & 3.4
Can the TRO, include the creation of some formal parking spaces in locations not affecting the junction visibility for residents of the flats.	3.5
The area in front of the nursery (no's 44 and 46) is showing as no stopping at any time. The footprint here is used by parents to drop off and pick up their children. I think this is a very sensible system and is safer than forcing the parents to park further away and potentially have to navigate the nearby road junction with one or more small children in tow. I don't believe this is causing a visibility problem and should be allowed to continue. Or where does the pavement and the parking restrictions end, just the footpath width or to the nursery wall?	3.3 & 3.6

**Officer Comments/Responses**

- 3.3. The proposed restrictions support the highways code The concerns raised are noted. However a carriageway is part of the public highway, its primary purpose is to enable access and to accommodate the flow of traffic. Whilst parking on a public highway, when not causing an obstruction or being in contravention of restrictions, is generally accepted, it cannot be relied on as a source of parking for properties which do not have suitable space.
- 3.4. All incidents of speeding should be reported directly to West Midlands Police who have the powers to enforce.
- 3.5. Residents can apply for a residents parking scheme on their road but in this case that would not be suitable as this is a commercial as well as residential location.
- 3.6. The restriction will only apply to the public highway.

**Ward Members' Views**

The Ward Members for Lyndon ward were informed of the proposals. An objection was received and has been resolved.

**Officer Recommendation**

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.

It is recommended that the proposed Traffic Regulation Order be implemented as modified.

**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.

**Risk Implications**

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.

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 detailed on the modified plan 9440-App B in appendix B is implemented.

**The recommendation as set out above is hereby approved:**

**Signature:** ..P.S.Tovey.....**Date:** ...16<sup>th</sup> December 2024.....

**Paul Tovey**  
**Head of Highway Management**