

REPORT TO THE HEAD OF HIGHWAYS MANAGEMENT
REPRESENTATIONS TO AN ADVERTISED TRAFFIC ORDER
MARSH LANE, HAMPTON-IN-ARDEN

21 OCTOBER 2025

LEAD OFFICER: DAVINDER SINGH CHOHAN

PURPOSE OF REPORT

**TO CONSIDER REPRESENTATIONS RECEIVED TO A PROPOSED TRAFFIC ORDER,
MARSH LANE, HAMPTON-IN-ARDEN**

- 1.1 Through the council's established traffic regulation order framework process Marsh Lane, and surrounding roads, were identified as a priority location in the 2024/25 works programme for the introduction of new or amended parking restrictions. The locations are within the Bickenhill ward.
- 1.2 The proposals were in response to local concerns and aimed to regulate on-street parking. They would address obstructive parking along Marsh Lane which was reported as becoming more prevalent following the opening of a restaurant in the local area. They would aid the free passage of traffic and preserve or improve the amenities of the area through which the roads ran.
- 1.3 The proposed 'no waiting at any time' (double yellow lines), would discourage obstructive parking along Marsh Lane near to the restaurant where several customers were observed to park. The 'no waiting at any time' (double yellow lines), in the nearby cul-de-sacs, were proposed to protect visibility at these junctions in the event of any displaced parking.
- 1.4 The proposed 'limited waiting for up to 30 minutes from Monday-Saturday' and the proposed 'no waiting from Monday – Saturday between 8am-6pm' (single yellow lines) on the High Street would also aid the free passage of traffic in an area that is historically tight to manoeuvre in due to the narrow road width. The original advertised proposals are shown in Appendices A, B & C.

2 Matters for Consideration

- 2.1 The proposals were advertised on 21 March 2025. The closing date for receipt of representations was 11 April 2025.
- 2.2 76 representations were received. This included 58 objections. Whilst 9 were in favour of the proposals. 9 neutral responses, which made comments on the scheme, were also received. A summary of the representation comments are provided in Appendix D.

3 Consideration of Objections

- 3.1 The objections included the observation that introducing the proposed parking restrictions may result in the parking merely being transferred to other parts of the village. This would create difficulties for residents.
- 3.2 It was suggested that the Soho Tavern restaurant should have been required to provide adequate parking provision as part of its planning condition - or now expand its car park to meet demand. The Soho Tavern would have had to satisfy its required quota of parking spaces, in accordance with the latest requirements, to enable it to open for its present usage. As such, the local authority is unable to direct the restaurant to create additional car parking within the curtilage of its site.
- 3.3 Some residents expressed a view that a “residents only parking scheme” should be created to alleviate the parking difficulties. Such schemes involve an annual cost which may not be supported by all residents. In addition, other businesses such as the local shops on the High Street, may be impacted by such a proposal.
- 3.4 The possibility of installing high (tief) kerbs along certain roads was also offered as a solution by a resident. Such a scheme would be costly and may also result in the parking merely being transferred to other parts of the village where such an intervention had not been made.
- 3.5 Following the review of the representations which have been received, which included a substantial number of objections, it is proposed that parking restrictions are only installed at junctions in the nearby vicinity of the Soho Tavern restaurant.
- 3.6 The revised proposals should ensure that on street parking is not merely transferred to other parts of the village - which may have been the case with the original more extensive scheme. However, it will ensure that the busy junctions are protected and be beneficial to road safety.
- 3.7 The new revised proposals are shown in Appendices E, F, & G.

4. Ward Members & Parish Council Views

- 4.1 The ward members for Bickenhill were aware of the original proposals.
- 4.2 After the consultation closed, ward members were informed of the representations that had been received. They have been updated of the revised proposals.
- 4.3 Hampton-in-Arden Parish Council were made aware of objections received and have stated that they support the revised scheme.

5. Officer’s Recommendation

- 5.1 The representations received in respect of the proposed traffic regulation order have been fully considered in section 3 of the report.
- 5.2 The introduction of limited parking restrictions, which see them only introduced at junctions only, would be beneficial to improving road safety but should not result in parking being transferred to other parts of the village of Hampton-in-Arden.
- 5.3 It is recommended that the amended traffic regulation order as shown in Appendices E, F, & G proceed.

6. Democratic Services

6.1 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 Section 2 of this report.

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 amended traffic order as shown in Appendices E, F, & G should proceed.

The recommendation as set out above is hereby approved:

P.S.Tovey

24th October 2025

Signature:

Date:.....

Paul Tovey - Head of Highway Management