

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

**The Metropolitan Borough of Solihull (Hampton Lane and Lugtrout Lane, Catherine-de-Barnes)  
(Total Prohibition of Waiting) Order 2026**

**13<sup>th</sup> February 2026**

**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 restrictions on Hampton Lane and Lugtrout Lane, Catherine-de-Barnes.

**2. Background**

2.1. The installation of a 'Prohibition of Waiting at any time' restriction' (double yellow lines), will discourage obstructive parking by visitors to the shops and the pub and protect sight lines to the existing zebra crossing and the proposed zebra crossing on Hampton Lane near to Bickenhill Lane.

The proposals as advertised are detailed on plan 9749 in Appendix A.

**3. Matters for Consideration**

3.1. The proposals were formally advertised on 16 January 2026 and the closing date for receipt of representations was 6 February 2026.

3.2. Eleven representations to the Order were received during the consultation period, six supportive but asking for additional restrictions and five objecting. The comments and suggestions received have been fully considered. The table below summarise these representations and address the relevant points with regards to this consultation. In accordance with data protection requirements, all comments have been summarised and anonymised.

<b>Representations</b>	<b>Officers Comments/ Response (refer to paragraph)</b>
Support for the introduction of double yellow lines to address obstructive parking and improve pedestrian safety.	3.3
Concern regarding the impact of restrictions on parking for local shops and their customers.	3.4
Suggestion that parking on shop forecourts should be encouraged rather than introducing further restrictions on the highway.	3.4
Objection to the extent of the proposed restrictions, citing visual impact and the rural character of the village.	3.5
Concern regarding parking associated with nearby community and music school activity, particularly on Lugtrout Lane.	3.6
Requests for the restrictions to be extended further to prevent displacement parking in adjacent areas.	3.7
Queries relating to enforcement and whether the restrictions will be actively enforced.	3.8
Concerns regarding the impact of restrictions on parking for residents who currently park near to the junction of Hampton Lane and Bickenhill Lane.	3.9

### **Officer Comments/Responses**

- 3.3 Support for the proposals is noted. The introduction of targeted 'Prohibition of Waiting at Any Time' restrictions is intended to address identified obstruction and improve safety for pedestrians and all highway users.
- 3.4 The council recognises the importance of supporting local shops and businesses; therefore, restrictions are not being proposed directly adjacent to the shops. Formalising parking on private forecourts is a matter for landowners.
- 3.5 Concerns regarding visual impact and village character are noted. The proposed restrictions are limited to locations where parking has been identified as causing obstruction or safety issues and are not intended to urbanise the wider area.
- 3.6 Parking associated with community and educational uses has been identified as contributing to obstruction at certain times. The proposals aim to address the resulting highway impacts rather than the activities themselves.
- 3.7 Requests for further extensions to the restrictions are noted. The proposals have been developed to address specific identified issues. Following implementation, the situation will be monitored, and any further concerns can be considered through the council's established Traffic Regulation Order framework.
- 3.8 Enforcement is undertaken by the council's Civil Enforcement Officers in line with borough-wide priorities. Should the proposals be implemented, there will be a pro-active approach to enforcement during the initial period to encourage compliance.
- 3.9 The restriction which has been proposed for the junction of Hampton Lane and Bickenhill Lane supports rule 243 of the Highways Code which states 'DO NOT stop or park: opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'. This distance is dependent on the demographic of the junction and as vehicle have increased in size it has been necessary to extend this distance to 15 metres.
- 3.10 Loading and unloading is permitted on double yellow lines, must be continuous and must not be causing an obstruction. This includes taxis, delivery and collection drivers and couriers.

### **Ward Members' Views**

The Ward Members for Bickenhill ward were informed of the proposals.

### **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 advertised.

**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 plan 9749 in appendix A is implemented.

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

**Signature:** ...*P.S.Tovey*..... **Date:** ...16<sup>th</sup> February 2026.....

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