



## Version Control

Report Version	Change Description	Date	Originated By	Checked by	Approved By
1	First Issue	23/01/2025	ER	PS	DW

## Purpose

This document has been prepared for The Head of Highway Infrastructure for a decision on the proposed installation of traffic calming measures on Hampton Lane and Lugtrout Lane.

This report shall consider representations received to an advertised Section 90A notice(s).

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The conclusions and recommendations contained herein are limited by the availability of background information and the planned use for the Site.

Third party information has been used in the preparation of this report, which Solihull MBC, by necessity assumes is correct at the time of writing. Whilst all reasonable checks have been made on data sources and the accuracy of the data, Solihull MBC accepts no liability for same.

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## CDM

The revised Construction (Design and Management) Regulations 2015 (CDM Regulations) came into force in April 2015 to update certain duties on all parties involved in a construction project, including those promoting the development. One of the designer's responsibilities under clause 9 (1) is to ensure that the client organisation, in this instance by provision of this document the Highway Infrastructure department, is made aware of their duties under the CDM Regulations.

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## 1. Background

- 1.1 Catherine de Barnes has been identified as a location where traffic calming measures can be implemented to help mitigate impacts from new Highways Infrastructure in the area, in particular vehicle speeds, volume and type of vehicles that have been using the nearby roads.
- 1.2 The introduction of traffic calming features on Hampton Lane and Lugtrout Lane have been requested by residents for some time with the support of the Parish Council. The scheme will help to mitigate vehicle speeds and improve pedestrian safety, particularly at existing crossing facilities located on Hampton Lane in proximity to its junction with Lugtrout Lane.
- 1.3 The traffic calming will consist of gateway features at Hampton Lane and an informal raised crossing on the approach into Catherine-De-Barnes from Solihull. The existing zebra crossing by the village hall will be upgraded to incorporate a raised table. The traffic calming on Lugtrout Lane will consist of a gateway feature at the edge of the village and numerous pairs of speed cushions along Lugtrout Lane. The location plan is shown in Figure 1.1 below.

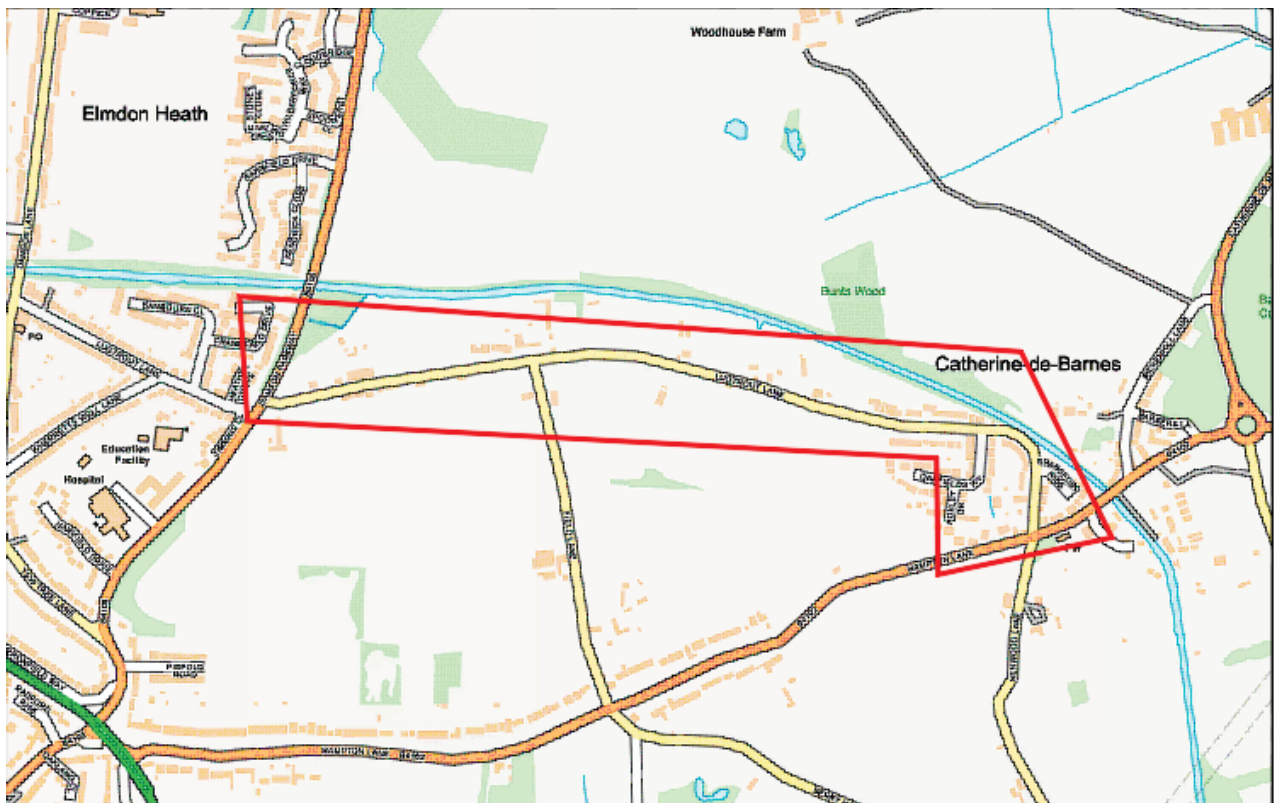


Figure 1.1: Location Plan of Proposals in Catherine De Barnes

- 1.4 The proposals as advertised are detailed in the consultation plan in Appendix A
- 1.5 The proposals as advertised in the legal notice are contained in Appendix B.

## 2. Representations for Consideration

- 2.1. The proposals were formally advertised on 3 January 2025 and the closing date for the receipt of representations was 24 January 2025.

- 2.2. 4 representations were received during the advertisement of the notices. It is important to note there were no objections received for the scheme however representations were raised which are discussed below.

Representation/Issue	Supporting Commentary
<b>1 – Location of Speed Cushions</b>	1 representation was received concerning the positioning of the speed cushions outside houses on 134 Lugtrout Lane and for adequate signage to inform drivers.
<b>Officers Comments/Response</b>	
<p>The positioning of the speed cushions is shown on the Statutory Notices and consultation material produced. The locations have been guided by the need to have the speed cushions illuminated (under / near to Street lamps). They have also been located to avoid access and egresses so as not to impact on manoeuvres into and out of driveways.</p> <p>Whilst there may be very small changes to the exact location based on the characteristics of the road at the time of implementation, these will be very small and within the vicinity of the locations shown on the plans. A member of the team will be on site supervising the installation of the speed cushions to further mitigate the risk of impact to residential driveways.</p> <p>Signage is planned along Lugtrout Lane which will alert drivers to the new speed cushions and changes in road layout.</p>	
Representation/Issue	Supporting Commentary
<b>2 – Location of the Hampton Lane Buildout</b>	1 representation was received regarding the location of the Hampton Lane build-out, the respondent highlighted their concerns of the traffic during peak times causing noise/ fumes from waiting traffic.
<b>Officers Comments/Response</b>	
<p>Whilst the Authority acknowledges that during peak times there may be queueing traffic at the build out, the likelihood of impacts is minimal given the traffic flow along this road and the natural gaps to allow traffic to keep moving. There is also adequate natural screening between this section of road and the flats on Foxley Drive.</p> <p>Additionally, moving the buildout further away from the Catherine De Barnes village would require further works to adapt the Traffic Regulation Order changing the speed from 40mph to 30mph. This process would delay works of the scheme and is subject to another statutory consultation process which, would fall outside of the current funding period under the National Highways Designated Funds Programme.</p> <p>The relocation would also require removal of the 'dragon teeth' markings on the carriageway, which would likely damage the surface and require it to be resurfaced.</p> <p>The build out would require lighting to illuminate its presence. Relocation would add significant costs to provide new street lighting columns in the new position and delay to programme.</p>	
Representation/Issue	Supporting Commentary
<b>3 – Provide a second Gateway</b>	1 representation to request second Gateway to be implemented to provide sufficient gaps for cars to turn from Lugtrout Lane.
<b>Officers Comments/Response</b>	



The second gateway is being considered as part of the Planning Application process for Oak Farm development. Whilst this is not guaranteed, the current funding does not allow for a second gateway to be implemented at this time. This will be considered as part of a future phase 2 should the development be able to provide it as part of their Developer Contributions.

Representation/Issue	Supporting Commentary
<b>4- Speed Limit change on Lugtrout Lane</b>	There was 1 representation requesting the change of speed limit on Lugtrout Lane from 30mph to 20mph. The respondent highlighted the ATC Survey 2019 where the speeds shown an 85 <sup>th</sup> percentile greater than the current speed limit.
Officers Comments/Response	
Evidence shows that speeds along Lugtrout Lane are currently above the signed speed limit. The introduction of the gateway, speed cushions along the route and associated signage throughout the length of Lugtrout Lane will reduce the speed of vehicles through this corridor below 30mph.	
There are no plans to extend a 20mph zone along Lugtrout Lane at this time.	

### 3. Other Matters for Consideration

#### Ward Members' Views

- 3.1. The Ward Members for Bickenhill were informed of the proposals prior to the advertising of the Notice and did not submit any objections.

#### Democratic Services

- 3.2. Democratic Services have confirmed that the notice was subject to the statutory advertisement on the dates reported and that representations were received as noted above.

#### Risk Implications

- 3.3. 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 reputational risks.
- 3.4. 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.

### 4. Recommendations for Decision

#### Officer Recommendations

- 4.1. It is recommended that the scheme as advertised (Drawing no. 236053-SMBC-GEN-DR-0001-REVA) shown in Appendix A. is approved for construction

#### For Decision

- 4.2. The Head of Highway Infrastructure is asked to approve:

Proposed Installation of Traffic Calming Measures on Hampton Lane and Lugtrout Lane is implemented.

The recommendation as set out above is hereby approved:



Signature:

Date: 24-01-25

Dean Ward  
Head of Highway Infrastructure

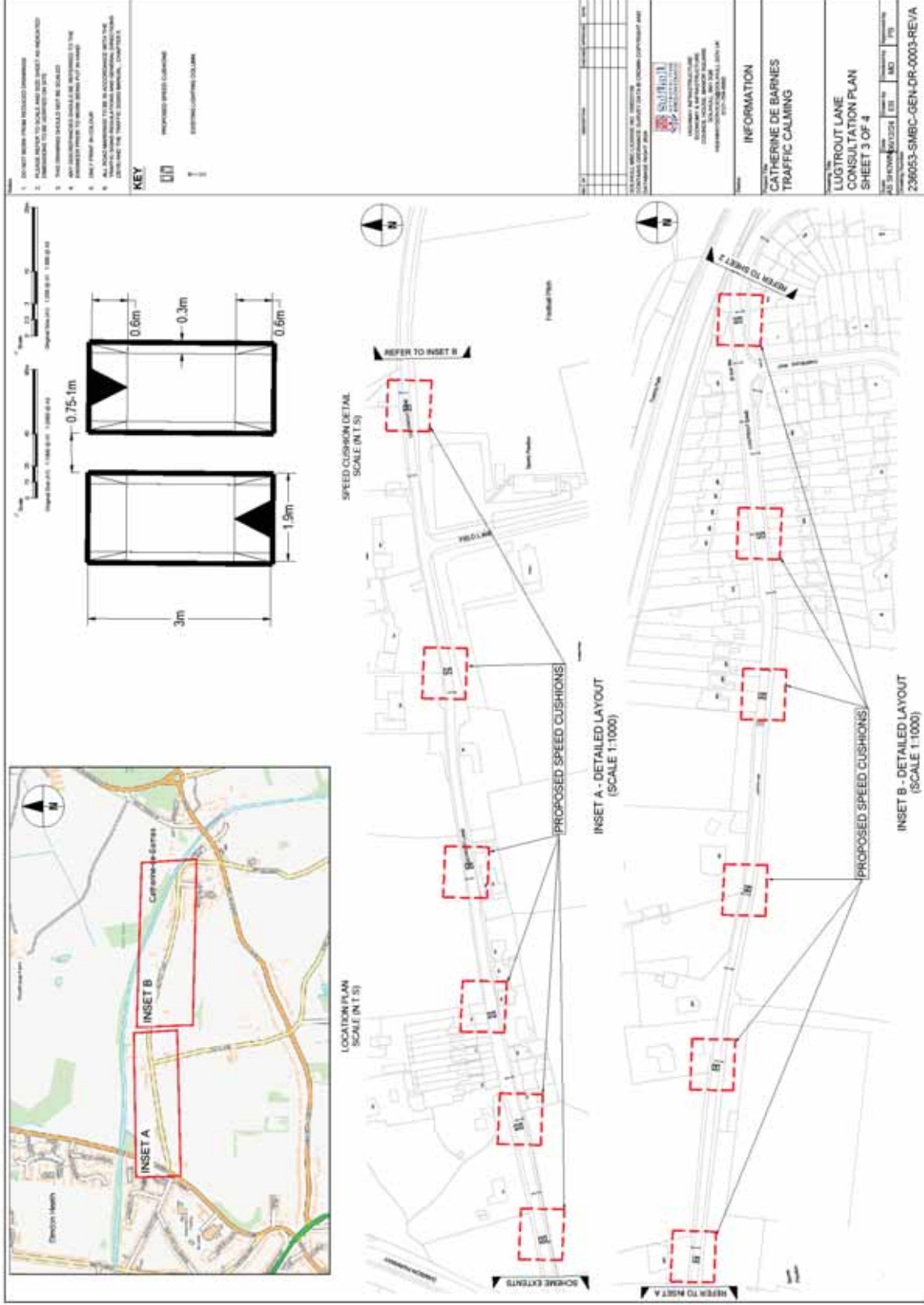
## Appendix A: Consultation Plan



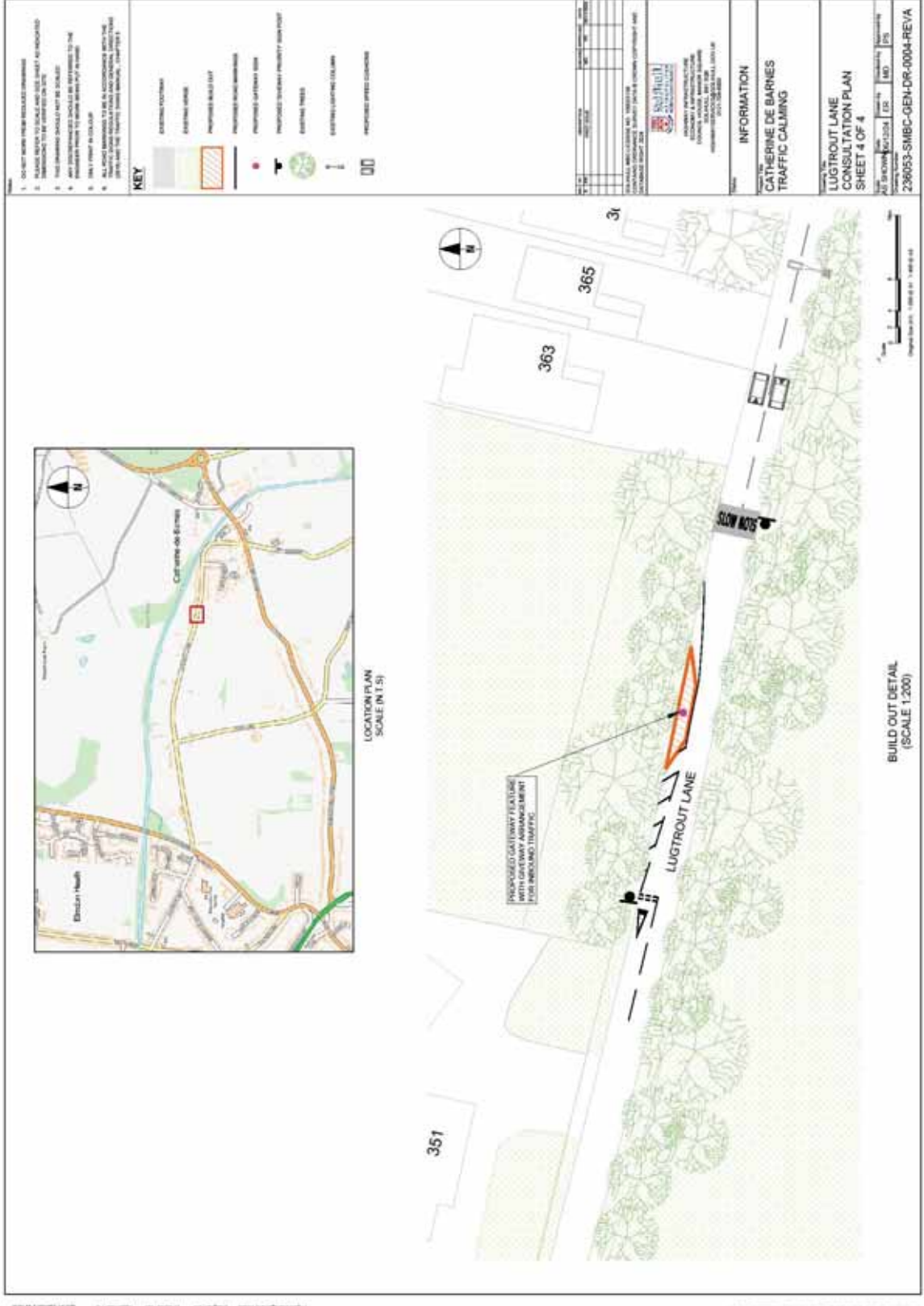












## Appendix B: Legal Notice

### SOLIHULL METROPOLITAN BOROUGH COUNCIL

#### Hampton Lane and Lugtrout Lane, Catherine de Barnes - Proposed Traffic Calming Measures (Raised Table and Speed Cushions)

NOTICE IS HEREBY GIVEN THAT the Council, in accordance with Section 90A of the Highways Act 1980 and after consultation with the Chief Officer of Police, intends to construct the following traffic calming measures at the locations specified below:

SITE LOCATION (New Raised Table)	WIDTH	HEIGHT	LENGTH
Hampton Lane, Catherine de Barnes – located Approx' 41m east from the junction with Lugtrout Lane (at the site of the existing Zebra Crossing).	6.5m	75mm	6.0m
SITE LOCATIONS (New Speed Cushions)	WIDTH	HEIGHT	LENGTH
<b>Lugtrout Lane, Catherine de Barnes -</b> <ol style="list-style-type: none"> <li>1. Approx' 51m east of Damson Parkway junction (1 pair).</li> <li>2. Approx' 119m east of Damson Parkway junction (1 pair).</li> <li>3. Approx' 187m east of Damson Parkway junction (1 pair).</li> <li>4. Approx' 197m west of Field Lane junction (1 pair).</li> <li>5. Approx' 75m west of Field Lane junction (1 pair).</li> <li>6. Approx' 86m east of Field Lane junction (1 pair).</li> <li>7. Approx' 270m east of Field Lane junction (1 pair).</li> <li>8. Approx' 387m east of Field Lane junction (1 pair).</li> <li>9. Approx' 496m east of Field Lane junction (1 pair).</li> <li>10. Approx' 613m east of Field Lane junction (1 pair).</li> <li>11. Approx' 709m east of Field Lane junction (1 pair).</li> <li>12. Approx' 840m east of Field Lane junction (1 pair).</li> <li>13. Approx' 39m north of Hampton Lane junction (1 pair).</li> </ol>	1.9m	75mm	3.0m

A copy of the draft scheme, together with a map and details of the Council's reasons for proposing it, may be obtained via <https://www.solihull.gov.uk/Roads-pavements-and-streetcare/Traffic-regulation-orders> or by written request from the address below or inspected at Solihull Connect, The Core, Theatre Square, Touchwood, Solihull during normal opening hours. Anyone wishing to object to the scheme should apply in writing to [tro@solihull.gov.uk](mailto:tro@solihull.gov.uk) or to Mr L Stevenson, Legal & Democratic Services at the address given below, stating the grounds on which the objection is being made by 24 January 2025.

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3 January 2025