



Solihull Road: Consultation Outcomes Report

Thursday 11th January 2024

Version Control

Report Version	Change Description	Date	Checked By	Reviewed By	Approved By
1	First Issue	11/01/2024	DM	PS	DW

Purpose

This document has been prepared for The Head of Highway Infrastructure for decision on the proposed installation of traffic calming measures (Raised table) and establishment of a zebra pedestrian crossing on Solihull Road.

This report shall consider representations received to an advertised Section 23 and Section 90A notice as seen in Appendix B.

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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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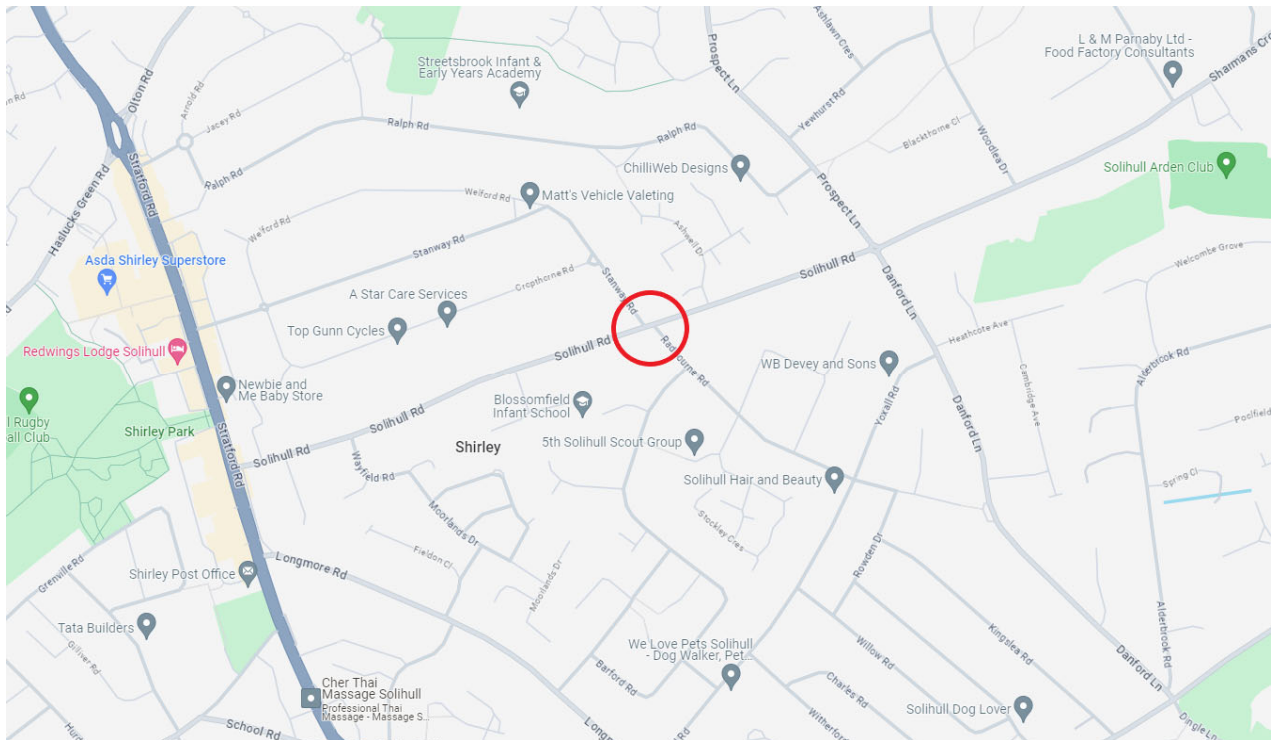
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1. Background

- 1.1. Solihull Road is a popular local connector route situated between the A34 Stratford Road and Sharman’s Cross in the Shirley East Ward. The route serves the local community by connecting local residential areas, primary and secondary schools and local amenities in both Shirley East and adjacent wards. The route is popular with all parts of the community and particularly parents and children who are walking during the morning and afternoon peaks on their journey to school.
- 1.2. The Local Network Improvement Plan (LNIP) 2023/24, aims to provide highway improvement scheme, focused on the safe navigation of the highway network by pedestrians and cyclists. A key objective of the proposals on Solihull Road is to improve pedestrian safety on the route through the provision of both a new controlled crossing facility and traffic calming measures.
- 1.3. These improvements support the local community when walking along the route and help to reduce traffic speeds in the vicinity of the crossing respectively. A plan showing the area in which the proposals are located can be seen below in Figure 1.1.

Figure 1.1: Location Plan of Proposals on Solihull Road



- 1.4. The proposals to reduce vehicle speeds and provide a safe crossing point include:
 - The installation of a zebra crossing on Solihull Road situated on a newly constructed raised table
- 1.5. The introduction of the raised zebra crossing will benefit the local community by creating a safer environment for parents and children travelling to and from the school, whilst also providing a controlled crossing facility for pedestrians wanting to cross at this location outside of those times.
- 1.6. The proposals will aim to encourage active travel in the long term by providing permanent improvements to existing walking desire lines. The raised table will aim to reduce vehicle speeds on the approaches to the crossing due to the risk imposed on pedestrians, particularly school children during peak times.
- 1.7. The proposals as advertised are detailed in the consultation plan in Appendix A and the Legal notice in Appendix B.

2. Representations for Consideration

- 2.1. The proposals were formally advertised on Thursday 21st September 2023 and the closing date for receipt of representations was Thursday 12th October 2023.
- 2.2. Officers received 18 representations during the consultation period. 9 raised concerns and a further 9 were in support.
- 2.3. The 9 representations that raised concerns were generally in support of the principle of the crossing facility. The representations have been fully considered and have been summarised by individual issues raised in Table 2.1 below.
- 2.4. The location of the crossing facility is the single most raised representation. Whilst residents are generally in support of a facility in the vicinity of Solihull Road, the location is disputed.

Table 2.1: Representations to Proposed Traffic Calming Measures and Establishment of a Zebra Pedestrian Crossing with Officers Responses

Representation/Issue	Supporting Commentary
<p>1 - Proposed location of the Zebra Crossing</p>	<p>As per paragraph 2.4. the location of the zebra crossing is the single most raised representation with 9 respondents raising concerns with the current location.</p> <p>Several issues were highlighted by the respondents as a reason for their concerns over the current proposed location of the crossing, the issues have been summarised below:</p> <ul style="list-style-type: none"> ▪ The current most popular pedestrian desire line is perceived to be north-east of Stanway Road or that a number of pedestrians would not be served by the crossing in its current location. ▪ Some pedestrians would be required to cross 2 arms of the junction as opposed to 1. ▪ Pedestrians would need to be aware of traffic coming from multiple directions when using the crossing. ▪ Reckless behaviour of motorists navigating the staggered junction may pose a risk to pedestrians using the crossing in its current location. ▪ Number of accidents at the junction suggests a potential future risk to pedestrians and motorists using the crossing if implemented in the current location. ▪ Additional demand being placed onto the junction as a result of the right-hand turn closure onto A34 Stratford Road from Stanway Road resulting in a potential increased risk to pedestrians using the crossing. <p>4 respondents suggested or stated that the crossing should be placed to the north-east of Stanway Road instead of its current location.</p>
Officers Comments/Response	
<p>As part of the optioneering exercise undertaken during the feasibility stage of this project, Solihull MBC (SMBC) as the Local Highways Authority commissioned independent pedestrian counts. This identified the volume of pedestrians crossing, the existing desire lines and crossing points pedestrians were using to cross Solihull Road.</p> <p>The results show that within the peak times (0800 - 0930 and 1500 - 1630) there were a total of 178 pedestrians crossing Solihull Road in the area immediately around the junction of Stanway Road and Radbourne Road.</p> <p>This is compared to 101 that were crossing further north-east along Solihull Road near to the existing bus stop located outside of property Nos. 158/160.</p>	

Based on this information and discussions with local Councillors it was decided to proceed with the design of the crossing at the junction with Stanway Road.

Due to the nature of the junction layout and physical constraints such as driveways and utility apparatus, the location for the crossing could only be positioned west of Stanway Road, with amendments required to the kerb line and an existing driveway.

It was not possible to locate the crossing immediately east of Radbourne Road as there was not the adequate space required with the constraints in the area. As the crossing is to be sited west of Stanway Road it is acknowledged that some pedestrians would need to cross two arms of the junction to use the crossing if they were previously crossing Solihull Road east of Radbourne Road.

Therefore, as part of the implementation of the new Zebra Crossing additional improvements will be made to the existing crossing points on Radbourne and Stanway Road to include tactile paving to support vulnerable road users when navigating the junction.

Any of these changes to the existing road layout can be expected to have a period of time where motorists and pedestrians have to become accustomed to using them in accordance with the Highway Code.

Existing accident data in the last 10 years at this location shows 2 accidents occurring at the staggered junction (both in 2023). These were attributed to poor manoeuvres on the driver's behalf, failure to judge path and / or speed, failure to look properly and junction overshoot.

A further 3 accidents have occurred in this time period between Stanway Road and Ashwell Drive. Two of which have been as a result of reckless driving including speeding and aggressive driving and 1 due to poor weather conditions and the failure to judge the path and / or speed of the other vehicle.

The proposed Zebra Crossing will be accompanied by the appropriate flashing LED beacons, reflective strips on the beacon poles, additional overhead lighting and advance warning signs on all approaches to the crossing. The crossing will also be constructed on a new raised road hump to further encourage vehicles to slow down.

An independent Stage 1 and 2 Road Safety Audit was independently commissioned for the proposed location west of Stanway Road (as contained in Appendix A). This did not raise any safety concerns regards to its proposed position and location (west of Stanway Road).

Following implementation of the scheme, the site would be subject to a monitoring period which will include a commission of a further Stage 3 road safety audit to review the site and highlight any safety concerns. As such if any safety concerns are picked up in the audit these will then be considered and actioned as necessary.

It is noted by a resident that the demand placed on the Solihull Road/Stanway Road junction as a result of the right-hand turn ban onto A34 Stratford Road from Stanway Road has increased, any impact or concerns raised with the extra demand placed on the junction can be investigated during the monitoring period if required.

Representation/Issue	Supporting Commentary
<p>2 - Difficulty navigating the junction as a driver or pedestrian</p>	<p>Several respondents highlighted that due to the nature of the junction (staggered crossroads) navigating it as a driver and / or pedestrian is difficult due to the awareness required from different directions of travel. Further issues and / or suggestions were raised by several respondents with regards to factors which are exacerbating the difficulty in navigating the junction and how to potentially mitigate them respectively.</p> <p>The issues and suggestions have been summarised below:</p> <ul style="list-style-type: none"> ▪ The current layout of Stanway Road and Radbourne Road makes it difficult for pedestrians to cross at the junction mouths due to their width and the existing narrow refuges – respondent suggested that the junctions should be narrowed, and refuges provided. ▪ Reckless behaviour and general impatience of motorists when navigating out of Stanway Road and Radbourne Road onto Solihull Road. ▪ Difficulty navigating the junctions as a pedestrian due to congestion caused by traffic volumes and parking within Stanway Road and Radbourne Road particularly at peak times due to parents dropping and picking up their children on their school journeys. ▪ Several respondents pointed out that both children of school age and vulnerable road users will be navigating the junction as a whole and therefore due to the issues raised above, the risk imposed on them will remain if the highlighted risks aren't mitigated.
Officers Comments/Response	
<p>We can confirm that as part of the proposals, works to narrow the width of Stanway Road will be undertaken so that the proposed raised zebra crossing can be positioned appropriately in relation to the junction.</p> <p>Further works to upgrade the crossing facilities on both Stanway Road and Radbourne Road will be carried out in conjunction with the works to install the raised zebra crossing.</p> <p>Two uncontrolled dropped crossing points are to be provided on both Stanway Road and Radbourne Road which will be installed with tactile paving to aid vulnerable road users in crossing at these locations. The positions of these crossings will be such that pedestrians using them will have a smaller crossing distance on Stanway Road and a larger refuge area on Radbourne Road thus improving pedestrian safety when crossing at these locations.</p> <p>By increasing the size of the pedestrian refuge on Radbourne Road and therefore reducing the overall width of the carriageway through the junction, a reduction in speed should be expected in which vehicles can undertake manoeuvres in and out of the junctions further enhancing road safety at the location.</p> <p>Our travel training team will provide guidance to local schools, parents and children following the implementation of this crossing. The training available is intended to provide knowledge to schoolchildren on the hazards posed on the Highway Network and how to safely navigate it on their journey to and from school and how to use the zebra crossing whilst navigating the route.</p>	

Representation/Issue	Supporting Commentary
<p>3 - Location of the existing bus stop in relation to the proposed zebra crossing</p>	<p>3 respondents raised an issue with regards to the location of the existing bus stop south-west of the proposed crossing location.</p> <p>2 of those 3 respondents highlighted concerns regarding busses blocking or obscuring the intervisibility between motorists and pedestrians waiting to use the crossing.</p> <p>Motorists attempting to overtake a stationary bus would obscure the crossing until they had completed the overtaking manoeuvre. Therefore, imposing a risk on pedestrians using the crossing.</p> <p>1 respondent suggested that the proposals should be supplemented with additional and prominent signing on the approach to the crossing.</p> <p>1 respondent stated that the location in relation to the bus stop was 'potentially going to cause accidents'</p>
Officers Comments/Response	
<p>SMBC can confirm that the independent Road Safety Audit report highlighted no issues with regards to the bus stop located to the east of the current proposed location of Stanway Road.</p> <p>Normally, bus stops and any other parking requirements are accepted as long as they are outside the extents of the Zig-Zag markings of the crossing and visibility to the crossing is not compromised. Following the implementation of the scheme, a further independent Stage 3 Road Safety Audit will be commissioned to identify any latent or residual risks which will need to be responded to or mitigated against. Any further action required as a result of issues identified by the road safety audit will be reviewed by SMBC to arrive at a suitable resolution and actioned as required.</p> <p>To inform motorists of the provision of a new pedestrian crossing, appropriate signage will be installed in conjunction with the works to give motorists ample warning of the new facility.</p>	

Representation/Issue	Supporting Commentary
<p>4 - Impact of the proposals on vehicular traffic</p>	<p>The impact of the proposals on vehicular traffic was highlighted by a single respondent who stated that <i>'My reservation on the chosen location is that I believe that the junction will get jammed and maybe even more dangerous at peak times, by creating an additional bottleneck for cars coming out of Stanway Road and not only. We found the junction to have become busier and harder to navigate after the closure of the Stratford Road gap. All the residents that need to travel on the A34 northbound have to exit the area using Stanway Road and to turn right on Solihull Road - and across the proposed zebra crossing'</i>.</p>
Officers Comments/Response	
<p>It is acknowledged that vehicles will be required to slow down to navigate the raised table and to give way to pedestrians when they are waiting to use the crossing, however it does bring significant benefits in pedestrian safety in the vicinity of the crossing.</p> <p>The proposals will provide a permanent raised controlled crossing facility which will be operational 24/7 and therefore presents an important facility for pedestrians. As a result, road safety will be improved at this location as a result of pedestrians having priority over vehicular traffic when using the facility.</p>	

Representation/Issue	Supporting Commentary
5 - Existing parking situation in the vicinity of the Junction	<p>Several respondents highlighted that the existing junction layout is risky for pedestrians particularly at peak times with parents and children navigating across Solihull Road, Stanway Road and Radbourne Road.</p> <p>2 respondents highlighted that the junction was congested at peaks times with 1 of those 2 respondents attributing this partly due to the parking situation within Stanway Road and Radbourne Road.</p>
Officers Comments/Response	
<p>A recent Traffic Regulation Order in relation to the introduction of parking restrictions in the form of double yellow lines on Solihull, Stanway and Radbourne Roads has been advertised by the SMBC. The proposals are to introduce a total prohibition of waiting which would see double yellow lines installed along Radbourne Road, Stanway Road and Solihull Road in the vicinity of the junction between those roads.</p> <p>The proposed restrictions will aid pedestrian safety and protect the junctions of Stanway Road and Radbourne Road and ensure the operation of the junctions is not compromised by parked vehicles. It will also discourage parking near to new uncontrolled pedestrian crossings on Radbourne Road and Stanway Road. The proposals are intended to improve the amenity of the area, to aid road safety and facilitate the passage of traffic (including pedestrians).</p> <p>The Traffic Regulation Order for the Total Prohibition of Waiting was advertised on Thursday 12th October 2023 and closed on Thursday 2nd November 2023. Further details on the proposals can be found via the following link: https://www.solihull.gov.uk/Roads-pavements-and-streetcare/Traffic-regulation-orders</p>	

3. Other Matters for Consideration

Ward Members' Views

- 3.1. The Ward Members for Shirley East were informed of the proposals prior to the advertising of the Notice and did not submit any objections. All three Ward Members confirmed via email that they were happy for the consultation to go ahead as per the consultation plan and legal notice shown in Appendix A and B respectively.

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 reputation 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. The representations received in respect of the proposed installation of traffic calming measures (single raised table) and establishment of a zebra crossing has been fully considered and responded to accordingly in section 2 of this report.
- 4.2. Raised crossings reduce vehicle speeds and improve road safety. It can also improve people's perception of safety, thus removing major barriers to walking or cycling.
- 4.3. It is therefore recommended to implement the proposal and install the zebra crossing on a raised table.

For Decision

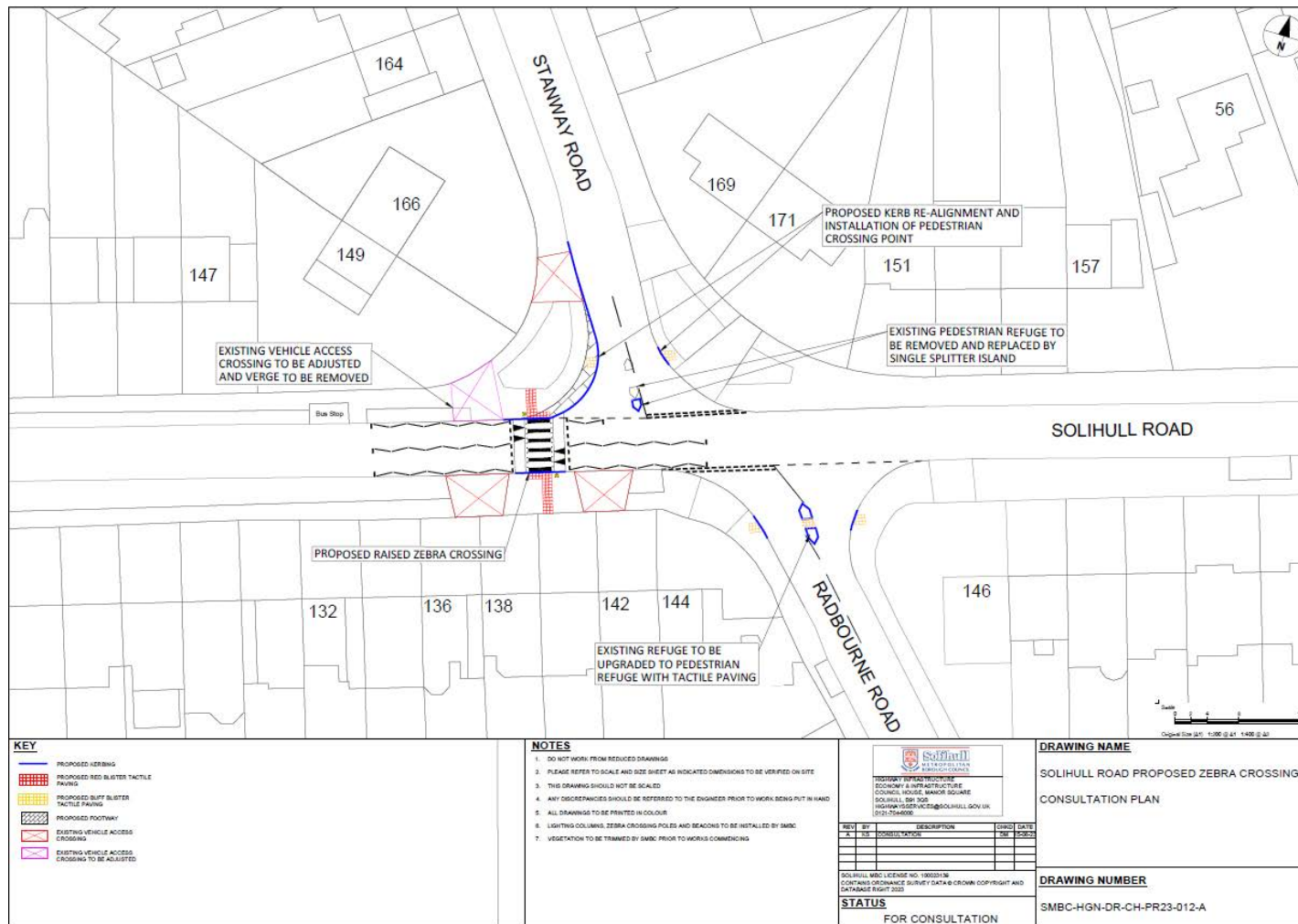
- 4.4. The Head of Highway Infrastructure is asked to approve that:
- 4.5. Proposed Installation of Traffic Calming Measures (Raised table) and Establishment of a zebra Pedestrian Crossing is implemented.

The recommendation as set out above is hereby approved:


Signature: Date: 10/01/2024

Dean Ward
Head of Highway Infrastructure

Appendix A: Consultation Plan



Appendix B: Legal Notice

SOLIHULL METROPOLITAN BOROUGH COUNCIL

Solihull Road, Shirley Proposed Traffic Calming Measures (Raised Table) and Establishment of New Pedestrian Zebra Crossing

NOTICE IS HEREBY GIVEN THAT the Council, in accordance with Section 90A of the Highways Act 1980 and in accordance with Section 23 of the Road Traffic Regulation Act 1984 (as amended), and after consultation with the Chief Officer of Police, intends to construct the following raised table traffic calming measure and commission a new pedestrian zebra crossing facility at the location specified below:

SITE LOCATION (new Raised Table and Zebra Crossing)	RAISED TABLE DIMENTIONS		
Solihull Road, Shirley – approximately 10m west of its junction with Stanway Road, in between house numbers 138 and 140.	Width: 6.3m	Height: 75mm	Length: 6.8m

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 or to Mr L Stevenson, Legal & Democratic Services at the address given below, stating the grounds on which the objection is being made by 12 October 2023.

DEAN WARD

Head of Highway Infrastructure
Solihull Metropolitan Borough Council
Manor Square, Solihull, B91 3QB
tro@solihull.gov.uk

21 September 2023

Appendix C: Transcript of Representations Received

Representation/Issue	Supporting Commentary	Issue Reference (Section 2)
Raised Concerns	<p>I write in response to the proposed traffic calming measures (raised table) and establishment of a new pedestrian zebra crossing on Solihull Road in Shirley at its junction with Stanway Road.</p> <p>I take my grandchildren to school via this road and though a pedestrian crossing in this vicinity is desperately and urgently needed, and I support the proposals for a zebra crossing. Perhaps you could re-think the location.</p>	1
Raised Concerns	<p>I write in response to the proposed traffic calming measures (raised table) and establishment of a new pedestrian zebra crossing on Solihull Road in Shirley at its junction with Stanway Road.</p> <p>A pedestrian crossing in this vicinity is desperately and urgently needed, and I support the proposal for a zebra crossing, however given the number of car accidents at this junction I would encourage a review of the location of the proposed crossing.</p>	1
Direct Support	<p>I wish to express my full support of this initiative as this is something I have wanted to happen for a long time.</p> <p>Solihull Road is quite a busy road, and there are quite a few schools around. I have always felt that a zebra was badly needed in this location as, frankly, zebras are generally too far apart everywhere in Solihull.</p> <p>Too often young people, the elderly, and people with prams are risking their lives trying to cross. It all feels too much like a Russian roulette, and why should it be so?!</p> <p>I would also wish something was done to remind drivers that once a pedestrian has stepped onto the road on a dropped curb crossing, it is the driver's lawful duty to stop. Many seem to ignore it, thinking that they're doing the pedestrian a favour by letting them through. As a driver and a pedestrian, I find it very disturbing and mainly, dangerous.</p>	N/A
Raised Concerns	<p>I hope you accept this feedback a day later than your deadline. I have only just been made aware of your plans for a Zebra crossing in Solihull Road, which are welcome in principle.</p> <p>However, your choice of location is problematic so close to the staggered junction between Solihull Rd, Stanway Road and Radbourne Road. This is a difficult junction to navigate as a driver, and I have seen multiple instances of dangerous and impatient drivers recklessly pulling out of these roads. Adding a pedestrian crossing into the mix would be risky for those using it, which would include my family as we walk to Sharmans Cross school from Stanway Road. In addition, pedestrians would need to be aware of traffic coming from 4 directions to safely cross.</p>	1 and 2

	I would have thought a crossing further down Solihull Road (towards Sharmans Cross) would serve the same purpose but be much safer for pedestrians. From experience, this is where most parents and children cross as their sight of oncoming traffic is best in all directions.	
Direct Support	I'm writing to support the proposed plans for a crossing to be put in on Solihull Road near Stanway road. I have 2 children that cross that road every morning and evening for school, and we have witnessed many near misses with children not waiting to cross the road.	N/A
Raised Concerns	<p>I write in response to the proposed traffic calming measures (raised table) and establishment of a new pedestrian zebra crossing on Solihull Road in Shirley at its junction with Stanway Road.</p> <p>A pedestrian crossing in this vicinity is desperately and urgently needed, and I support the proposals.</p> <p>I offer a number of comments for the designer's consideration:</p> <p>1. Crossing the mouths of Stanway Road and Radbourne Road.</p> <p>Consideration should be given, either as part of this scheme or subsequently, to making the mouth of Radbourne Road easier to cross. The chosen position of the zebra crossing will significantly increase the number of pedestrians - particularly young families with prams and small children - that cross at the opening of Radbourne Road (at present, these pedestrians tend to cross Stanway Road instead). The mouth of Radbourne Road is already difficult to cross, because it is unusually wide, the central refuge is too small, and traffic approaches from 4 directions. A significant narrowing of the opening and a bigger central refuge will be required.</p> <p>There is a similar impact on pedestrians who will now need to cross the mouth of Stanway Road. However, I note that the scheme does involve narrowing the opening of Stanway Road.</p> <p>I am concerned that the plan of the proposed scheme does not show the central refuges on Stanway Road and Radbourne Road, which will be crucial to the success of this scheme.</p> <p>2. Position of zebra crossing means there is a cohort of pedestrians that will not be helped by it.</p> <p>There is a large cohort of pedestrians that will continue to need to cross Solihull Road north-east of the junction with Stanway Road. This group are not helped by the new zebra crossing (unless they elect to cross both Stanway Road and Radbourne Road - i.e. crossing 3 sides of the square junction - which would negate the safety improvement). This group consists of: people in the catchment area for Sharmans Cross Junior School, who live on Ashwell Drive, Solihull Road itself and parts of Stanway Road and Welford Road. If the proposals go ahead, creation of a second</p>	1, 2 and 3.

	<p>pedestrian crossing should urgently be considered to serve this cohort.</p> <p>3. Bus stop obscures visibility.</p> <p>There is a risk that buses stopped at the bus stop to the south-west of the proposed zebra crossing will obscure visibility of pedestrians crossing or about to cross. If a vehicle overtakes the bus, the driver may not be able to see a pedestrian. Consideration should therefore be given to additional or more prominent signing and warnings on the approach to the crossing.</p>	
Direct Support	<p>I write in response to the proposed traffic calming measures and establishment of a new pedestrian zebra crossing on Solihull Road in Shirley at its junction with Stanway Road.</p> <p>A pedestrian crossing in this vicinity is desperately and urgently needed, and I support the proposals.</p> <p>I have young grandchildren that walk this way to school and due to the 3-way junction nearby it can be a safety hazard so a zebra crossing would be ideal.</p>	N/A
Direct Support	<p>I write in response to the proposed traffic calming measures (raised table) and establishment of a new pedestrian zebra crossing on Solihull Road in Shirley at its junction with Stanway Road.</p> <p>A pedestrian crossing in this vicinity is desperately and urgently needed, and I support the proposals.</p>	N/A
Raised Concerns	<p>To my satisfaction, this morning I was made aware of your plans related to the referenced TRO.</p> <p>These measures could have not been proposed soon enough and in my opinion are long overdue, therefore I strongly support them in principle. However, I am not sure that the proposed location of the crossing is ideal. Having said that, anything would be better than the (non)existing set-up, which puts us all in danger when we attempt to cross Solihull Road - especially our school aged children, who have started/will start to walk to school on their own.</p> <p>My reservation on the chosen location is that I believe that the junction will get jammed and maybe even more dangerous at peak times, by creating an additional bottleneck for cars coming out of Stanway Road and not only. We found the junction to have become busier and harder to navigate after the closure of the Stratford Road gap. All the residents that need to travel on the A34 northbound have to exit the area using Stanway Road and to turn right on Solihull Road - and across the proposed zebra crossing.</p> <p>I believe having two sets of calming measures and zebra crossings, located either side of the junction and further away from it, would be more appropriate and would allow safer and smoother</p>	1, 2 and 4

	<p>pedestrian and vehicle traffic flow, through and around the (a bit awkward) junction.</p> <p>If only one zebra crossing can be provided I would suggest sliding it a bit away from the junction - say halfway between Stanway Road and Ashwell Drive (or even further).</p>	
Direct Support	<p>I am writing to you to voice my strong support for the proposed traffic calming measure and raised table for the pedestrian zebra crossing on Solihull Road in Shirley at the junction with Stanway road.</p> <p>The proposals will make a significant difference to the safety of my family, and I hope that the work will be carried out as soon as possible.</p>	N/A
Direct Support	<p>Fully support the proposal for the above. Very dangerous road to cross with two 7-year-old grandchildren to take them to Sharman's Cross school.</p>	N/A
Raised Concerns	<p>I write in response to the proposed traffic calming measures (raised table) and establishment of a new pedestrian zebra crossing on Solihull Road in Shirley at its junction with Stanway Road.</p> <p>Whilst I think this is not the best place to have the zebra crossing due to it already being a risky junction a pedestrian crossing in this vicinity is desperately and urgently needed, and I support the proposals.</p>	1
Direct Support	<p>I'm writing to show my support for the proposal for a zebra crossing on Solihull Road near Stanway road.</p> <p>At busier times the road can be difficult to cross, I've struggled myself and often see school children having difficulty trying to cross, it's very dangerous and a pedestrian crossing is very much needed.</p>	1 and 2
Direct Support	<p>I'm getting in touch in relation to the proposed zebra crossing on Solihull Road.</p> <p>A crossing on this road is desperately needed and I fully support the proposal. With 2 school aged children I have experienced trying to cross this road daily and it can be dangerous. Now my son is in senior school and walks on his own a crossing would make his walk much safer.</p> <p>Hopefully it would slow the traffic down on this road too!</p>	N/A
Direct Support	<p>I write in response to the proposal for a zebra crossing on Solihull Road near Stanway Road.</p> <p>A pedestrian crossing in this vicinity is desperately and urgently needed, and I support the proposals.</p>	N/A
Raised Concerns	<p>Whilst in agreement a crossing has been needed in years on Solihull Road, putting it directly in front of a bus stop is potentially going to cause accidents. There have already been several accidents at this junction over the last few months and adding a</p>	1 and 3

	pedestrian crossing at this point doesn't feel to have been thought through.	
Raised Concerns	<p>I am contacting in relation to the proposed Zebra Crossing for the above roads. As a local resident of the area could it please be considered for the Zebra Crossing to be placed on the opposite side of Stanway Rd.</p> <p>It's current proposed position will be a blind spot with the Bus stop which is hazardous when driving as cars pull around buses when these are at the stop and also the visibility of seeing children waiting to cross with the bus stop in the way. Secondly, the proposed side of Stanway road will not benefit the vast amount of school children from Stanway / Crophorne / Welford and Solihull Road who although may have a zebra crossing to help assist them across Solihull road the majority will then also need to cross the junction of Radborne road (making their way to Sharmans Cross school and Tudor Grange/Alderbrook). Radbourne Road junction is a much busier junction than Stanway Road. At school pick up and drop the Radborne junction is congested with parked cars and volume of cars using the junction to turn left and right, this is a more risky junction for children/pedestrians to negotiate than Stanway.</p> <p>I hope that you could reconsider the position of the crossing with the above points in mind.</p>	1, 2, 3 and 5
Raised Concerns	<p>I have only just seen this proposal – I do not object to it, but as a parent of children who cross Solihull Road, surely it makes more sense for the crossing to be on the other side of Stanway Road – on Solihull Road anywhere between house numbers 151 – 157, or further down where there is a fence and no houses? Sharman's Cross Juniors – the main feeder school for children in the area who walk to school alone is on that side of the junction and it makes more sense in safety, if it remains on the proposed side – children will still have to cross over Radbourne Road, which will be very congested, busy and dangerous - whereas if it is on the other side of Stanway, the only other road that needs to be crossed is Danford Lane which is operated by a lollipop person</p>	1 and 2