



Over Green Drive: Consultation Outcomes Report

Thursday 12th February 2026

Version Control

Report Version	Change Description	Date	Originated By	Checked by	Approved By
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Purpose

This document has been prepared for The Head of Highway Infrastructure for a decision on the proposed installation of a raised Zebra Crossing and relocation of raised traffic calming measures on Over Green Drive south of its junction with Meriden Drive.

This report shall consider all representations received during the period of consultation undertaken for both the proposed raised Zebra Crossing and raised traffic calming measures.

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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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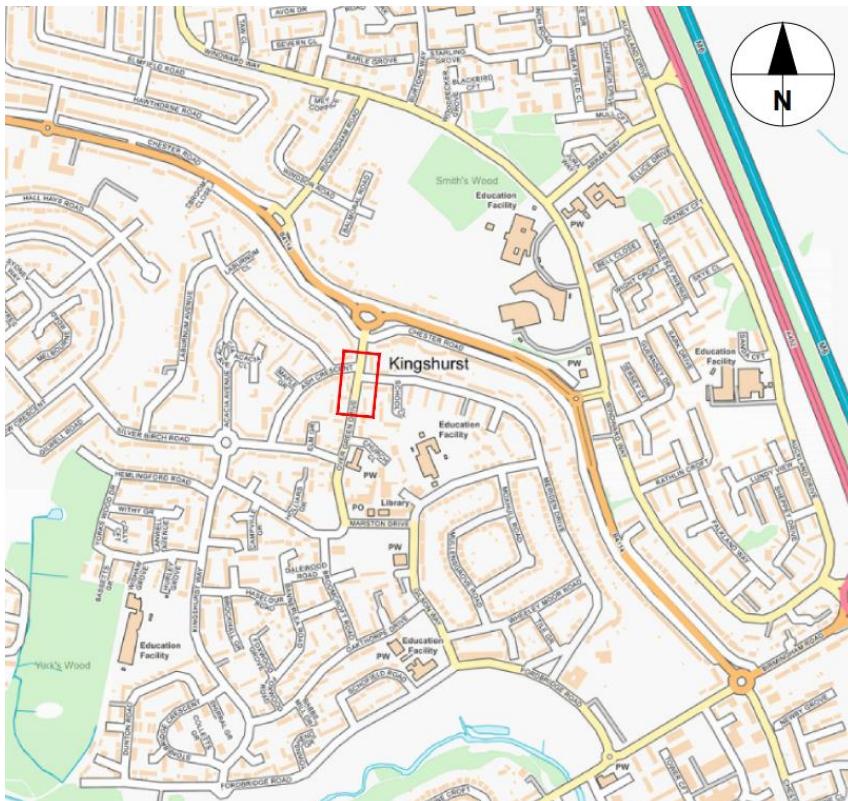
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1. Background

- 1.1. As part of the Authorities ongoing annual Local Network Improvement Programme (LNIP), the Authority has undertaken a review to identify areas that would benefit from having permanent crossing facilities installed to enhance pedestrian accessibility in those areas. As part of this process, Over Green Drive was identified as a site that would benefit from the installation of a raised zebra crossing facility to aid pedestrians crossing the road on route to and from local schools and amenities. (It is noted that the raised table was subject to further site investigation at the time of advertisement and affected frontages were informed of this through a letter drop).
- 1.2. The location of the proposed facility on Over Green Drive, south of its junction with Meriden Drive is a known pedestrian desire line, particularly during peak times and for parents and children on their journeys to and from local schools and amenities. The site has historically been served by a School Crossing Patrol. An opportunity was identified to provide a formalised facility in the form of a raised zebra crossing to improve road safety and pedestrian accessibility at all times.
- 1.3. 85th percentile average vehicles speeds at the location of the proposed raised zebra crossing have been recorded at 26.77mph in both directions.
- 1.3. It is also proposed to relocate two existing raised traffic calming measures in the form of speed cushions to a position approximately 30m south of the proposed zebra crossing. These proposals have been advertised with the raised zebra crossing under a combined S23/90A notice and therefore have been considered as part of this outcomes report.

Figure 1.1: Location Plan of Proposal on Over Green Drive



- 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 Friday 16 January 2026 and the closing date for the receipt of representations was Friday 6 February 2026.
- 2.2. Two representations were received during the advertisement of the notices of which both provided written objections to the proposals.
- 2.3. The representations comprising of objections, suggestions or concerns have been considered and responded to below:

Representation/Issue	Supporting Commentary
1 – Loss of on-street Parking	The respondent raised concerns regarding the impact of the raised zebra crossing and zig-zag road markings reducing the availability of on-street parking within this area, including outside of existing residential frontages.
Officers Comments/Response	
<p>It is acknowledged by the authority that any installation of a controlled crossing facility and subsequent zig-zag markings will reduce the availability of on-street parking. The zig-zag markings are required to prevent errant or obstructive parking and ensure intervisibility between pedestrian and motorists is maintained.</p> <p>The raised zebra crossing proposed will provide a 24/7 operational controlled crossing facility which serves a known desire line previously operated by a School Crossing Patrol and therefore the benefits to road safety that the crossing will provide is deemed to outweigh the loss of on-street parking at this location.</p> <p>To mitigate the issue the exit zig-zag markings will be reduced to assist in preserving some of the available on-street parking which directly fronts residential properties.</p>	
Representation/Issue	Supporting Commentary
2 – Parking Issues and Suggested Restrictions	The respondent raised concerns regarding pavement parking and its potential impact on intervisibility between pedestrians and motorists, particularly users of the zebra crossing. The respondent also stated that parking on and in the vicinity of the speed cushions will reduce their effectiveness and suggested that parking restrictions in the form of double yellow lines be introduced from Meriden Drive to the location of the proposed speed cushions.
Officers Comments/Response	
<p>The proposed raised zebra crossing will include zig-zag markings to denote the controlled area, within which vehicles are legally prohibited from parking or causing an obstruction. Any vehicles found to be in contravention would be subject to enforcement action. The controlled area has been designed to ensure that intervisibility between pedestrians and motorists is maintained in accordance with current design guidance and best practice standards.</p> <p>Visibility on both the northbound and southbound approaches to the proposed crossing facility (particularly of the amber flashing beacons) falls within the parameters set out in current guidance. Furthermore, an independent Road Safety Audit did not identify any issues relating to the impact of parking on visibility for users or approaching motorists.</p> <p>The proposed speed cushions will be installed in positions where on-street parking in their immediate vicinity will not adversely affect their effectiveness in reducing average vehicle speeds.</p>	

Representation/Issue	Supporting Commentary
3 – Impact of flashing beacons on health and wellbeing	The respondent raised concerns that the amber flashing belisha beacons on the raised zebra crossing will be visually intrusive and have a negative impact on their health and wellbeing.
Officers Comments/Response	
	<p>The authority can confirm that the amber flashing belisha beacons will be installed to UK current design standards and are a legal requirement at zebra crossings (TSRGD 2016). The beacons will operate at around 40 flashes per minute (approximately 0.67 Hz) in line with British Standards. Photosensitive epilepsy is typically triggered by flashing between 3–30 Hz, meaning the beacons' frequency is well below recognised risk thresholds.</p> <p>To mitigate concerns regarding the visual impact, beacon shrouds will be installed following construction of the raised zebra crossing to mitigate the visual impact on residential frontages.</p>
Representation/Issue	Supporting Commentary
4 – Impact on property value and future improvement works	The respondent raised concerns that the proposed raised zebra crossing would reduce the value of their property particularly as they or any future owners would not be able to develop the frontage such as a new driveway and vehicle access crossing.
Officers Comments/Response	
	<p>We can confirm that we do not have any available data to suggest that the implementation of controlled crossing facilities or vertical traffic calming measures positively or negatively impacts property values and therefore we are unable to provide further information on this point. It is noted however that the authority regularly installs such measures throughout the borough to positively enhance road pedestrian accessibility and road safety in those locations.</p> <p>The location of the raised zebra crossing as advertised was identified as a suitable location in which to serve the demand previously managed at peak times by the school crossing patrol without relocating away from the known desire line which is established south of the junction with Meriden Drive.</p> <p>We acknowledge that the new raised zebra crossing facility will restrict the ability to provide a vehicle access crossing at this location. At the time of consultation there was no application or approval in place for a new vehicle access crossing, and therefore this could not be taken into account as a material consideration.</p>
Representation/Issue	Supporting Commentary
5 – Concerns around equality / fairness and lack of prior warning	<p>Respondent suggested that placing the raised zebra crossing in front of residential properties, particularly ones without driveways was discriminatory and that they would have expected to be warned about the possibility of a raised zebra crossing being installed outside of the frontage at the time of purchase of the property.</p> <p>The respondent also highlighted issues around future ease of access to the property.</p>
Officers Comments/Response	

The Highway Authority has full discretion over the construction of both zebra crossings and vehicle access crossings on the public highway and under our statutory obligations are only required to notify of the establishment of a zebra crossing prior to its construction. As the proposed raised zebra crossing was identified and prioritised in the most recent annual LNIP and there were no open or previous applications for a Vehicular Access Crossing at the respondent's address, the authority has proceeded to consult on the current layout as proposed.

The authority regularly installs controlled crossing facilities on the public highway where there is an identified demand at the location, it is safe to do so and that there is sufficient space in which to construct the facilities. The potential impact on frontages is recognised and considered as part of the outcomes reporting procedure and where appropriate, any mitigating measures are communicated to residents.

Whilst the authority acknowledges that the installation of a raised zebra crossing at this location may remove the possibility of a vehicle access crossing being placed in its footprint in the future, the authority deems that based on current available information and street conditions that the crossing facility will improve road safety and pedestrian accessibility at this location that has an observed and present need for such a facility, particularly given its location in proximity to a local school.

Representation/Issue	Supporting Commentary
6 – Demand for a zebra crossing and alternative locations	The respondent questioned why a zebra crossing was proposed at this location when the location has been served by a school crossing patrol for several years prior. Additionally, the respondent offered several alternative locations where the crossing could be positioned so that their concerns were mitigated against.

Officers Comments/Response

The current scheme as presented at consultation has been prioritised through the authorities annual LNIP which is focused on small value schemes that aim to address community concerns around lack of accessibility, high vehicle speeds and road safety. The LNIP sites are brought forward through requests from the public, councillors and community groups after which they are prioritised annually.

While reference has been made to the former School Crossing Patrol, it should be noted that a patrol only operates for short periods during weekday school times and is not present outside these hours. Its effectiveness also relies on the visibility of an individual in the carriageway, which can vary. In contrast, a zebra crossing provides a permanent, highly visible, and legally recognised crossing facility that operates 24/7 thus providing a longer term and safer way to cross Over Green Drive at this location.

The current location is situated at the location in which the School Crossing Patrol previously operated and therefore is a direct replacement and improvement in provision on the known desire line and therefore alternative locations would be removed from the desire line and risk being underutilised if constructed at those locations.

3. Other Matters for Consideration

Ward Members' Views

- 3.1. The Ward Members for Smiths Wood were consulted on the proposals prior to the advertising of the notice and did not submit any objections.
- 3.2. The Ward Members for Smiths Wood were informed that the raised table (supporting the zebra crossing) as originally advertised was subject to further site investigations including a drainage survey.

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 raised zebra crossing is constructed as per the revised drawing provided in Appendix C and that the relocation of two existing speed cushions is carried out as shown in Appendix C and as originally advertised.

4.2 The results of the drainage survey determined that traditional gullies could not be installed at this location and therefore the raised table will be constructed and drainage bypass kerbs installed to manage surface water at this location.

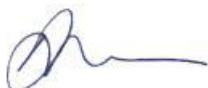
For Decision

4.3 The Head of Highway Infrastructure is asked to approve:

Proposed Installation of a raised zebra Crossing and relocation of raised traffic calming measures on Over Green Drive is implemented.

The recommendation as set out above is hereby approved:

Signature:



Date: 12/02/2026

**Dean Ward
Head of Highway Infrastructure**

Appendix A: Consultation Plan



Appendix B: Section 23/90A Legal Notice

SOLIHULL METROPOLITAN BOROUGH COUNCIL

Over Green Drive, Smith's Wood - Proposed Traffic Calming Measures (Raised Table and Speed Cushions) and Establishment of New 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 traffic calming measures and commission new Zebra Crossing facilities at the locations specified below:

SITE LOCATION (New Raised Table and Speed Cushions)	WIDTH	HEIGHT	LENGTH
Over Green Drive, Smith's Wood - full width raised table on Over Green Drive, located approximately 15m south of its junction with Meriden Drive.	7.0m	75mm	6.5m
Over Green Drive, Smith's Wood - two speed cushions on Over Green Drive relocated from approximately 40m south of its junction with Meriden Drive to a new position approximately 74m south of its junction with Meriden Drive.	1.85m	75mm	3.75m
LOCATION OF PROPOSED NEW ZEBRA CROSSING			
Over Green Drive, Smith's Wood - located approximately 15m south of its junction with Meriden Drive, sited upon the new Raised Table above.			

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 6 February 2026.

DEAN WARD

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



16 January 2026

Appendix C: Revised Consultation Plan (As Recommended for delivery)

