



Longmore Road & Union Road, Shirley: Consultation Outcomes Report

Monday 17th August 2026

Version Control

Report Version	Change Description	Date	Checked By	Reviewed By	Approved By
1	First Issue	12/08/2026	MD	PS	DW

Purpose

This document has been prepared for The Head of Highways for decision on the proposed installation of traffic calming measures (two raised tables) and establishment of two zebra pedestrian crossings, one on each of Longmore Road & Union Road, Shirley.

This report shall consider representations received to 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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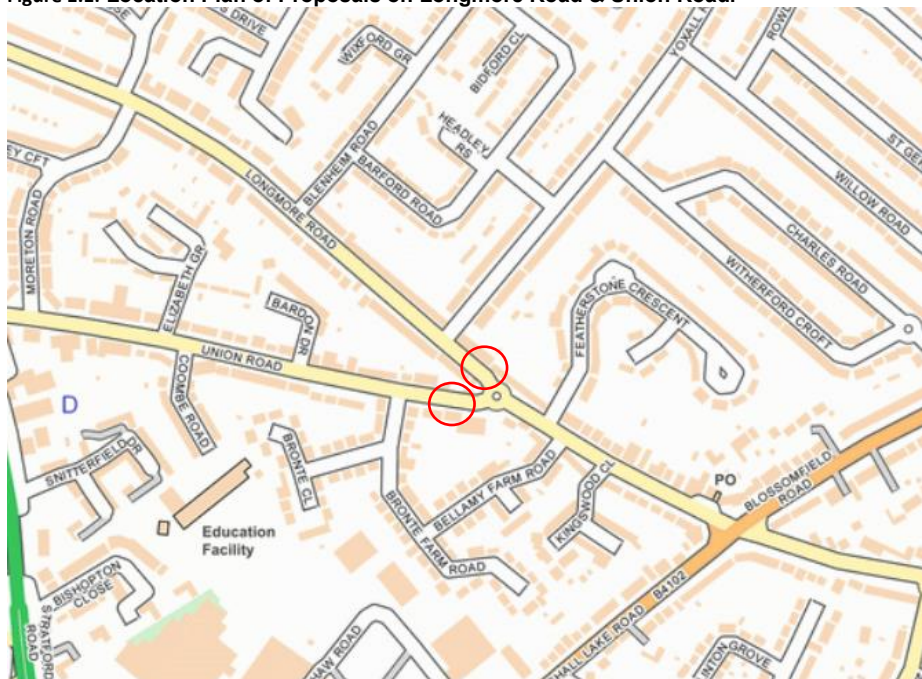
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1. Background

- 1.1. As part of the 2026/27 Local Network Improvement Plan (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, Longmore Road and Union Road were identified as two sites that would benefit from the installation of a raised zebra crossing facility to aid pedestrians crossing the road on route to and from local amenities, educational facilities and transport links.
- 1.2. The location of the proposed facilities on Longmore Road and Union Road serve established pedestrian desire lines, particularly during peak times and for parents and children on their journeys to and from local schools. The location of the proposals can be seen below in Figure 1.1.

Figure 1.1: Location Plan of Proposals on Longmore Road & Union Road.



- 1.3. The proposals as advertised are detailed in the consultation plans in Appendix A.
- 1.4. The proposals as advertised in the legal notice in Appendix B.

2. Representations for Consideration

2.1. The proposals were formally advertised on 10 July 2026 and the closing date for the receipt of representations was 31 July 2026.

2.2. One representation was received during the consultation period which has been considered and responded to below.

Representation/Issue	Supporting Commentary
1 – Proximity of the proposed crossing to private driveways	The respondent raised concerns regarding the potential negative impact the proposed crossing facility would have on the ability to safely access and egress their driveway and the potential conflict with pedestrians using and / or waiting at the proposed crossing facility, specifically in relation to the proposal on Longmore Road.
Officers Comments/Response	
The concern raised regarding the proximity of the proposed zebra crossing to private driveways and the potential for conflict between vehicles and pedestrians has been carefully considered. The crossing location was selected following an assessment of pedestrian desire lines, existing constraints, available highway space and compliance with current design standards. The proposed crossing location on Longmore Road has been sited to ensure it does not sit directly in front of residents VAC's or prohibit access therein to a private driveway. Whilst the zig zag restrictions are proposed in front of the property access, this should ensure that access to the property remains unhindered by inconsiderate on street parking. An independent Road Safety Audit was commissioned to review the proposed design and did not identify any concerns regarding the suitability of the crossing location, its proximity to private driveways and intervisibility between pedestrians and motorists. Consequently, there is no evidence to suggest that the proposed location would give rise to unacceptable road safety risks for any road users. Whilst pedestrians may be present in the vicinity of the crossing, this is an inherent and expected feature of a controlled crossing facility. It is expected that all road users should exercise due care and attention when travelling along the network and that road users respond to the conditions that present themselves when navigating the highway network and particularly when manoeuvring in and out of private driveways, roundabouts and junctions ensuring that it is safe to proceed at all times. The proposed crossing does not prevent or restrict access to adjacent properties. In addition, the removal of the existing signpost adjacent to the respondent's driveway is expected to improve the manoeuvring space and visibility for vehicles accessing and egressing the property. The authority is therefore satisfied that the proposal will not have a detrimental impact on residents being able to safely access or egress their private driveways. The proposals are intended to provide a safer and more accessible crossing facility for pedestrians and particularly vulnerable users at a known desire line, and the authority considers that the benefits of the scheme outweigh the concerns raised.	
Representation/Issue	Supporting Commentary
2 – Loss of on street parking by the implementation of zig-zag markings	The respondent raised concerns regarding the removal of on-street parking due to the proposed zig-zag markings forming part of the proposals.

Officers Comments/Response	
Whilst the introduction of the crossing and associated zig-zag markings will result in the removal of a limited amount of on-street parking, the authority's assessment has identified that there remains sufficient off-street parking provision within the immediate vicinity of the zig-zag markings. It should be recognised that on-street parking on the public highway is not reserved for any individual property or resident and cannot be guaranteed for the exclusive use of a particular household. Additionally, it has been observed that off-street parking is available at the respondent's property and access to this will not be removed as a result of the scheme.	
Representation/Issue	Supporting Commentary
3 – Alternative crossing location	The respondent suggested that the crossing should be relocated to a different location due to the issues raised and requested what options had been considered during the design phase.
Officers Comments/Response	
Alternative locations, including the existing uncontrolled crossing point on Longmore Road were assessed during scheme development. However, these were not considered suitable due to insufficient available space within the public highway and surrounding physical constraints to safely accommodate a raised zebra crossing and its associated infrastructure in accordance with current design requirements. The authority considers that the current proposed location represents the most appropriate and deliverable location for the crossing which balances observed pedestrian demand, road safety considerations and engineering constraints. Having considered the available alternatives during the design process, no other location was identified that would provide the same level of accessibility and road safety benefits whilst being able to be delivered in compliance with current design standards.	

3. Other Matters for Consideration

Ward Members' Views

- 3.1. The Ward Members for Shirley South 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 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. It is recommended that the two Raised Zebra Crossings and associated features are to be installed as per Drawing No. **236235-SMBC-GEN-DR-C-0001** (Appendix A)

For Decision

- 4.2. The Head of Highways is asked to approve that:
- 4.3. Proposed Installation of Two Traffic Calming Measures (full width raised road humps) and Establishment of Two Zebra Pedestrian Crossings is implemented.

The recommendation as set out above is hereby approved:

Signature: .



Date: 13/08/2026.

Dean Ward
Head of Highways

Appendix A: Consultation Plan





Appendix B: Legal Notice

SOLIHULL METROPOLITAN BOROUGH COUNCIL

Longmore Road and Union Road, Shirley - Proposed Traffic Calming Measures (Raised Table) and Establishment of New Zebra Crossings

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 Tables)	WIDTH	HEIGHT	LENGTH
Union Road, Shirley – single, full width, raised road hump on Union Road - approximately 20m west of its junction with Longmore Road.	7.2m	75mm	6.0m
Longmore Road, Shirley – single, full width, raised road hump on Longmore Road - approximately 65m southeast of its junction with Yoxall Road.	7.5m	75mm	5.6m
LOCATION OF PROPOSED NEW ZEBRA CROSSINGS			
Union Road, Shirley – approximately 20m west of its junction with Longmore Road, sited upon the new Raised Table above.			
Longmore Road, Shirley – approximately 65m southeast of its junction with Yoxall Road, 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 31 July 2026.

DEAN WARD
 Head of Highway Infrastructure
 Solihull Metropolitan Borough Council
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tro@solihull.gov.uk

10 July 2026



