



St Bernards Road: Consultation Outcomes Report

Monday 14th September 2026

Version Control

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Purpose

This document has been prepared for The Head of Highways for a decision on the proposed installation of a Zebra Crossing on St Bernards Road at its junction with Monastery Drive.

This report shall consider all representations received during the period of consultation undertaken for the proposed Zebra Crossing.

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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.

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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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Contents

1. Background.....	4
2. Representations for Consideration	4
3. Other Matters for Consideration.....	11
Ward Members' Views.....	11
Democratic Services	11
Risk Implications	12
4. Recommendations for Decision.....	12
Officer Recommendations.....	12
Appendix A: Consultation Plan	13
Appendix B: Section 23 Legal Notice	14

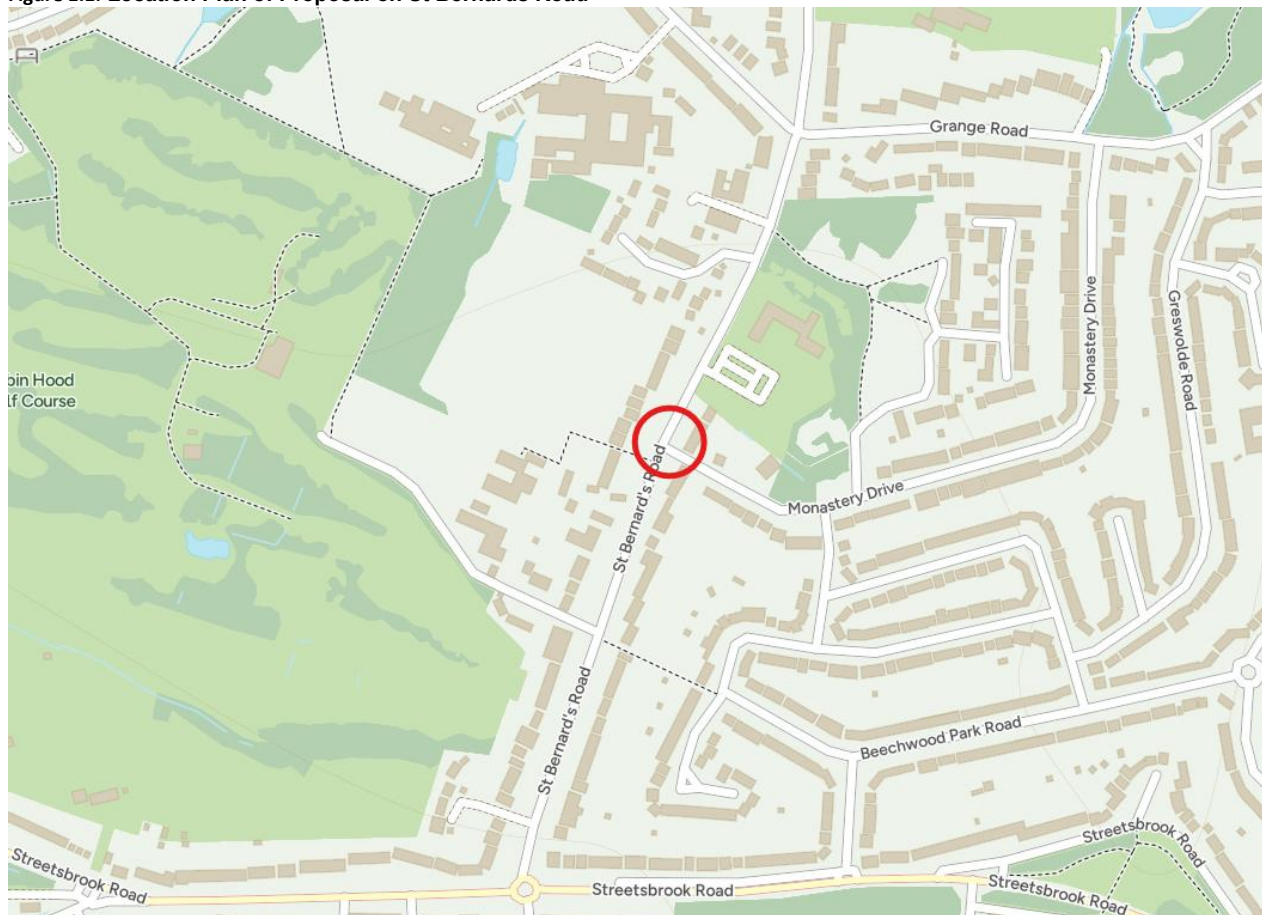
Tables and Figures

Figure 1.1: Location Plan of Proposal on St Bernards Road...	4
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1. Background

- 1.1 The Authority has undertaken a review to identify areas that would benefit from having highway improvement schemes installed that promote and enhance active travel options as part of the 2026/2027 Integrated Settlement Funding. As part of this process St Bernards Road near its junction with Monastery Drive was identified and has now been prioritised as a site that would benefit from the installation of a new zebra crossing facility.
- 1.2 The location of the proposed facility on St Bernards Road serves an established pedestrian desire line, particularly supporting parents and children on their journeys to and from local educational facilities. The location of the proposals can be seen below in Figure 1.1.

Figure 1.1: Location Plan of Proposal on St Bernards Road



- 1.3 The proposals as advertised are detailed in the consultation plan in Appendix A
- 1.4 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 7 August 2026 and the closing date for the receipt of representations was 28 August 2026.
- 2.2. Nine representations were received during the advertisement of the notices. It is noted that five direct objections were received, a further two respondents raised general concerns, and the remaining two respondents were supportive of the proposals but raised suggestions and / or concerns.
- 2.3. Additionally, The Warwickshire, Coventry and Solihull Local Access Forum and Transport for West Midlands were consulted and raised no objections to the proposals.

2.4. The representations received raising suggestions or concerns have been considered in full and responded to below:

Representation/Issue	Supporting Commentary
1 – Need for the proposed zebra crossing and its proximity to the existing zebra crossing on St Bernards Road.	Three respondents questioned the need for an additional zebra crossing on St Bernards Road given the presence of an existing zebra crossing approximately 200m south from the proposed location. Concerns were raised that the scheme duplicates existing crossing facilities without sufficient justification and may not represent an appropriate use of public funds. Two respondents requested evidence demonstrating why the existing crossing is considered inadequate and whether a pedestrian demand exists at the proposed location and whether improvements to existing facilities could achieve the same outcomes with less impact on residents.
Officers Comments/Response	
The proposed zebra crossing has been brought forward following its prioritisation through the Council's Local Network Improvement Plan (LNIP) and subsequent approval at the Cabinet Portfolio Decision Session for Environment and Infrastructure on 10 February 2026. The scheme has been identified through an evidence-led assessment process as a priority intervention to improve pedestrian accessibility, safety and connectivity within the local area. The proposed crossing location corresponds with a well-established pedestrian desire line associated with a separate access and egress point serving Tudor Grange Primary Academy Langley, as well as surrounding residential areas. It also formalises and enhances an existing School Crossing Patrol location, demonstrating that pedestrian demand at this point has already been recognised and managed through operational measures for several years. Pedestrian surveys undertaken by officers recorded 273 pedestrian crossing movements during the peak PM period, including 120 children. These are substantial pedestrian flows for a single location and provide clear evidence of sustained demand to cross the carriageway at this specific point rather than at alternative facilities elsewhere on the route. Whilst an existing zebra crossing is located approximately 200 metres away, it serves a different set of pedestrian movements and an alternative desire line. Experience shows that pedestrians, particularly school children and parents undertaking school journeys, will naturally seek the most direct and convenient route between origins and destinations. Requiring users to divert for a return trip in order to use the existing crossing would not reflect established walking patterns and would be unlikely to attract significant compliance. The purpose of pedestrian crossing provision is not solely to achieve spacing intervals along a road corridor, but to provide safe crossing opportunities where there is a demonstrable demand to cross. The survey evidence confirms that a significant number of pedestrians already cross at this location despite the presence of an alternative facility elsewhere. The proposed crossing therefore responds to an existing and proven need rather than creating new demand The Authority considers that the proposed crossing would complement, rather than duplicate, the existing zebra crossing. Together, the two facilities would serve distinct pedestrian desire lines, improve access to educational facilities, support active travel objectives, reduce conflict between pedestrians and vehicles, and provide a safer crossing environment for all road users. The Authority is therefore satisfied that the proposal represents a proportionate and evidence-based intervention which addresses a separate, established and heavily used pedestrian desire line. The presence of another crossing approximately 200 metres away does not negate the need for a facility at this location, given the distinct travel patterns, demonstrated pedestrian demand and existing School Crossing Patrol operation.	

Representation/Issue	Supporting Commentary
2 – Location of the crossing and road safety concerns at the Monastery Drive junction.	A single respondent expressed concern regarding the proximity of the proposed crossing to the junction with Monastery Drive. Concerns were raised that motorists would be required to observe traffic, pedestrians and other turning vehicles simultaneously, potentially increasing the risk of collisions. The respondent suggested that the crossing should be relocated further from the junction to reduce potential conflicts between pedestrians and turning vehicles.
Officers Comments/Response	
The proposed crossing has been subject to an independent Combined Stage 1 and 2 Road Safety Audit, undertaken by appropriately qualified auditors. The audit did not identify any concerns relating to the proximity of the crossing to the junction, visibility between pedestrians and motorists, or the overall safety of the proposed arrangement. The Authority therefore has no evidence to suggest that the location is unsuitable from a road safety perspective. Collision data for the most recent ten-year period indicates that only a single injury collision has occurred at this junction. This does not demonstrate any discernible pattern of collisions or any existing road safety issue attributable to the junction layout. On the contrary, the available evidence indicates that the location operates safely. In addition, the proposed crossing is situated within a 20mph speed limit and adjacent to an existing raised table junction feature. These highway design measures are specifically intended to reduce vehicle speeds and increase driver awareness of pedestrian activity. Consequently, motorists are already expected to approach and negotiate the area at relatively low speeds, significantly reducing conflict risk and providing an appropriate environment for a pedestrian crossing facility. The Authority is therefore satisfied that the proposed crossing will not adversely affect road safety. Rather, it will provide a formal and controlled crossing point at a location where there is already a well-established demand to cross the carriageway. The proposal will enhance pedestrian safety, improve accessibility and provide a clear priority arrangement for vulnerable road users, including school children and families travelling to and from Tudor Grange Primary Academy Langley. Furthermore, the existence of an established School Crossing Patrol operation at this location demonstrates that pedestrian crossing demand has long been recognised and managed by the Authority. The proposed zebra crossing represents a logical enhancement of that provision by delivering a permanent engineering solution which operates throughout the day rather than only during patrol hours. Following implementation, the scheme will be subject to an independent Stage 3 Road Safety Audit. This forms part of the Authority's standard governance process and will ensure that any unforeseen or residual issues identified under live traffic conditions are reviewed and addressed where necessary. The Authority is therefore satisfied that the proposal is both proportionate and supported by the available road safety evidence.	
Representation/Issue	Supporting Commentary
3 – School crossing patrol and the suitability of a zebra crossing	Three respondents expressed concern that an unsupervised zebra crossing may not provide the same level of safety as the existing School Crossing Patrol arrangement. Concerns were raised that children may cross without adequate supervision and that a continuous flow of pedestrians could result in driver frustration and increased road safety risks. Two respondents suggested that a signal-controlled crossing would be a more appropriate solution.

Officers Comments/Response

The proposed zebra crossing is intended to provide a permanent, formal crossing facility that is available at all times, providing a consistent and reliable means for pedestrians to cross at a location where significant and established pedestrian demand has been demonstrated. Survey data recorded 273 pedestrian crossing movements during the peak PM period alone, including 120 children, confirming that this is a heavily used pedestrian desire line rather than an occasional crossing point.

The existing School Crossing Patrol (SCP) provides valuable support during specific school arrival and departure periods; however, its operation is necessarily limited to defined times of day and term-time periods. The proposed zebra crossing will ensure that pedestrians benefit from a controlled crossing facility throughout the day, evenings, weekends and school holidays. It is anticipated that the School Crossing Patrol will continue to operate following implementation of the scheme, particularly during peak school periods, thereby providing an additional level of supervision and support for pupils and parents. The proposal should therefore be viewed as an enhancement to, rather than a replacement of, the existing crossing provision.

The Authority considers that the existing School Crossing Patrol itself provides compelling evidence of the long-established need for a crossing facility at this location. For many years, the Patrol has assisted pedestrians crossing at this exact point because it corresponds with a well-used desire line associated with Tudor Grange Primary Academy Langley and adjacent residential areas. The proposed zebra crossing simply formalises this established movement and provides a permanent engineering solution to support crossing activity when patrol staff are not present.

Zebra crossings are a proven and widely accepted form of pedestrian crossing provision which are specifically intended for locations where there are regular pedestrian movements and where vehicle speeds and road characteristics are suitable for drivers to readily yield to pedestrians. The proposal is located within a 20mph environment and on the approach to an existing raised table junction feature, both of which contribute to naturally reduced vehicle speeds and increased driver awareness. The crossing type is therefore entirely consistent with the character and function of the surrounding highway network.

The route already contains an existing zebra crossing approximately 200 metres to the south which has operated safely and effectively for a number of years. This demonstrates that motorists using the route are already familiar with zebra crossing operation and pedestrian priority arrangements. The presence of an existing crossing does not diminish the need for a second facility where there is evidence of a separate and distinct pedestrian desire line. Rather, it demonstrates that zebra crossings are an established and successful means of accommodating pedestrian movements along this corridor.

Consideration has been given to alternative crossing types, including a signal-controlled facility. However, the Authority does not consider a signalised crossing to be justified or proportionate in this location. Signal-controlled crossings introduce additional infrastructure, increased maintenance liabilities and unnecessary delays to both pedestrians and drivers where traffic and operating conditions are otherwise suitable for a zebra crossing. Given the road environment, vehicle speeds, observed crossing behaviour, presence of the raised table, established School Crossing Patrol operation and successful operation of a nearby zebra crossing, there is no technical or operational evidence to support the need for a more intensive form of control.

Taking account of the significant observed pedestrian demand, the established crossing desire line, the presence of a long-standing School Crossing Patrol, the low-speed highway environment and the positive findings of the Road Safety Audit process, the Highway Authority is satisfied that a zebra crossing is not only an appropriate form of provision but represents the most suitable and proportionate solution for this location. The proposal will provide a tangible improvement to pedestrian accessibility, support active travel and enhance safety by formalising crossing movements that already occur in substantial numbers on a daily basis. The Authority is therefore fully satisfied that the scheme is both justified and necessary.

Representation/Issue

Supporting Commentary

4 – Congestion, vehicle delays and driver behaviour.	Five respondents expressed concern that the crossing would increase vehicle delays and congestion, particularly at peak times coinciding with school arrival and departure times. Concerns were raised that a continuous stream of pedestrians could block traffic for extended periods and encourage vehicles to divert via neighbouring roads.
Officers Comments/Response	
The proposed zebra crossing formalises a significant level of pedestrian activity that already occurs at this location on a daily basis and which is currently managed through the operation of a School Crossing Patrol. The crossing does not create a new pedestrian movement; rather, it provides a permanent, recognised and controlled facility at a location where there is already a well-established and demonstrable demand to cross the carriageway. Whilst motorists may be required to briefly yield to pedestrians, this is an inherent and intended function of a zebra crossing. The purpose of such facilities is to provide pedestrians with priority at locations where crossing demand justifies intervention. Any vehicle delay associated with the proposal is expected to be limited, intermittent and largely concentrated around peak school travel periods, when motorists already routinely experience delays associated with the operation of the existing School Crossing Patrol. The Authority does not consider that the introduction of the zebra crossing will result in any material change to highway operation when compared with the current situation. During school arrival and departure periods, traffic already slows and occasionally stops to accommodate pedestrian movements under the supervision of the School Crossing Patrol. The proposed crossing simply provides this priority arrangement on a permanent basis and extends the availability of a safe crossing facility beyond the hours in which the Patrol operates. Furthermore, the Authority has seen no evidence to suggest that the proposal would give rise to significant congestion, driver diversion or route reassignment. St Bernards Road already operates within a low-speed, pedestrian-focused environment, being subject to a 20mph speed limit and serving educational facilities. Motorists using the route are already accustomed to accommodating pedestrian activity. In addition, a zebra crossing has operated successfully approximately 200 metres to the south for a number of years, meaning drivers are already familiar with pedestrian priority arrangements along this corridor. While the Authority cannot control the decisions made by individual drivers, it is entirely reasonable to expect that motorists using St Bernards Road will continue to travel the route in broadly the same manner as they do today. There is no technical or evidential basis to conclude that the provision of a second zebra crossing serving a separate desire line will materially influence driver behaviour or route choice. The Authority therefore considers that the substantial benefits arising from improved pedestrian accessibility, enhanced safety, support for active travel and the provision of a permanent crossing facility at a location of proven demand significantly outweigh any minor and localised impacts on vehicle journey times. The proposal represents a proportionate, evidence-based intervention that appropriately balances the needs of all highway users.	
Representation/Issue	Supporting Commentary
5 – Impact on residential amenity and environmental concerns.	Three respondents raised concerns regarding the potential negative impacts on residential amenity including increased pedestrian activity, vehicle braking and acceleration, traffic noise, reduced privacy and increased disturbance. A single respondent also raised concerns regarding the potential visual impact from the amber flashing belisha beacons on adjacent properties.
Officers Comments/Response	
The authority acknowledges the concerns raised regarding the potential impact on nearby residential properties.	

Zebra crossings are commonly installed across the borough within residential environments and are intended to facilitate and / or formalise crossing demands whilst maintaining the efficient function of the highway network. The proposed crossing formalises pedestrian movements that already occur at this location and are currently managed through the operation of the School Crossing Patrol. The footprint of the proposed crossing is largely contained at the site of an existing uncontrolled crossing point which is situated on an existing raised tabletop junction. The authority therefore expects that the behaviour of motorists, including braking and accelerating in advance of the crossing will not noticeably change once the zebra crossing is installed. The composition of vehicular traffic is also unlikely to be materially impacted by the provision of the zebra crossing and therefore it is not expected that any additional traffic related noise disturbances will occur as a result.

The independent combined Stage 1 and 2 Road Safety Audit carried out identified the need to review existing vegetation to ensure adequate visibilities are maintained, particularly for intervisibilities between the amber flashing belisha beacons and motorists approaching the crossing. It will be required therefore to undertake some cutting back of existing overhanging vegetation to facilitate the works and ensure ongoing safe operation of the crossing.

To minimise the visual impact of the zebra crossing infrastructure on adjacent properties, the Belisha beacons will be fitted with directional shrouds designed to reduce unnecessary lateral light spill whilst maintaining the visibility requirements necessary for motorists approaching the crossing. The Authority is satisfied that appropriate mitigation has been incorporated into the design and does not consider that the beacons will give rise to an unacceptable impact on neighbouring residential amenity.

It is recognised that the provision of a formal crossing facility may encourage additional pedestrian use of this route over time. The Authority considers this to be a positive and intended outcome of the scheme. The purpose of the crossing is to provide a safe, convenient and accessible facility at a location where a well-established pedestrian desire line already exists and where significant pedestrian activity has been recorded.

Any increase in pedestrian footfall would reflect a greater proportion of people choosing to cross at a designated facility rather than at uncontrolled locations. This represents an improvement in highway safety and accessibility, not an adverse consequence of the proposal. In particular, the crossing will support safer journeys to and from Tudor Grange Primary Academy Langley, encourage walking and other active modes of travel, and provide an enhanced level of protection for children, parents and other vulnerable road users.

The Authority does not regard increased pedestrian activity as a reason to withhold the scheme. On the contrary, encouraging safe pedestrian movement is a key objective of the proposal and is entirely consistent with the function of the surrounding area as a school environment. The crossing has been specifically promoted to accommodate existing and future pedestrian demand in a safer and more accessible manner, and the Authority considers this to be a substantial public benefit arising from the scheme.

Representation/Issue	Supporting Commentary
6 – Consideration of alternative options and scheme assessment.	Five respondents suggested that alternative options had not been adequately explored and suggested improvements to existing crossing facilities, enhanced signing and lining, alternative crossing locations or signal-controlled crossing facilities.
Officers Comments/Response	
The proposals presented at consultation are the product of a detailed design and assessment process which has considered pedestrian desire lines, observed crossing demand, accessibility requirements, road safety considerations, physical site constraints and applicable highway design standards. The proposed location has not been selected arbitrarily; rather, it has been identified as the most appropriate position to accommodate an established and heavily used pedestrian crossing movement and to formalise an existing School Crossing Patrol site through the provision of a permanent controlled crossing facility.	

In determining the crossing location, the Authority has carefully considered alternative options and is satisfied that the proposed arrangement achieves the best balance between pedestrian accessibility, road safety, highway operation and deliverability. The proposal aligns with an established pedestrian desire line and serves a location where substantial numbers of pedestrians, including school children, already cross the carriageway on a daily basis. Relocating the crossing away from this desire line would reduce its effectiveness and risk encouraging continued uncontrolled crossing movements.

Zebra crossings are a proven, well-established form of crossing provision and are widely used across the highway network to safely accommodate significant pedestrian demand whilst maintaining the efficient movement of traffic. The suitability of this crossing type is further demonstrated by the successful operation of the existing zebra crossing located approximately 200 metres to the south, which serves a separate pedestrian desire line and has operated safely and effectively for many years.

Whilst pedestrian activity at this location is substantial, the Authority does not consider a signal-controlled crossing to be justified, necessary or proportionate. The site is located within a low-speed 20mph environment, benefits from an existing raised table feature and already experiences driver awareness of pedestrian activity due to the presence of the School Crossing Patrol. In these circumstances, a zebra crossing provides an appropriate level of control that is consistent with the character and operation of the route. There is no evidence that a more heavily engineered solution would deliver any additional material benefit to pedestrian safety or accessibility.

The Authority is therefore firmly of the view that the proposed zebra crossing represents the most appropriate, proportionate and effective response to the demonstrated demand at this location. The scheme is supported by observed pedestrian movements, aligns with established crossing patterns, formalises an existing crossing point and delivers a clear improvement in pedestrian accessibility and safety. Having considered the available evidence and all relevant design factors, the Authority is satisfied that there is a compelling justification for the proposal and that the scheme should proceed as advertised.

Representation/Issue	Supporting Commentary
7 – Consultation process and request for supporting evidence.	Three respondents raised concerns regarding the consultation process and requested supporting evidence relating to pedestrian crossing numbers, road safety audits, alternative options and the justification for the scheme. One respondent also noted that the consultation period occurred during the summer school holidays.
Officers Comments/Response	
The proposed zebra crossing has been brought forward following its prioritisation through the Council's Local Network Improvement Plan (LNIP) and subsequent approval at the Cabinet Portfolio Decision Session for Environment and Infrastructure on 10 February 2026. The consultation process has been undertaken in line with the authorities' standard procedures for similar scales or types of highway improvement schemes. The consultation included letter drops to frontages as well as site notices being displayed throughout the statutory consultation period between 7 August 2026 and 28 August 2026. The proposed crossing location serves a separate pedestrian desire line associated with an alternative access and egress point to Tudor Grange Primary Academy Langley and addresses pedestrian demand at an existing School Crossing Patrol location. Pedestrian surveys undertaken by officers recorded 273 pedestrian crossings during the peak PM period, including 120 children. This demonstrates a significant level of pedestrian activity at the proposed crossing location. The proposals as presented at consultation have been informed by pedestrian surveys, on site engineering assessments and investigations and an independent Combined Stage 1 and Stage 2 Road Safety Audit, the recommendations of which have been incorporated into the scheme design.	

As previously highlighted, Zebra crossings are a well-established and widely used controlled crossing type that provide pedestrians with priority over vehicles whilst maintaining the efficient operation of the highway network and therefore the authority is satisfied that the proposed scheme represents the most appropriate and proportionate response to the observed pedestrian demand at this location when viewed against alternative options and locations considered during the design phase.

Representation/Issue	Supporting Commentary
8 – Existing parking and traffic conditions in proximity to the proposed location.	One respondent supported the proposal but requested measures to address school-related parking near the crossing location. Another respondent raised concerns that traffic may divert via Monastery Drive to avoid delays on St Bernards Road and highlighted existing vehicle speed concerns on Monastery Drive.

Officers Comments/Response

The comments regarding parking activity and vehicle speeds on Monastery Drive have been noted.

Following delivery of the scheme, the authority will monitor the site to identify if any issues arise or persist with regards to obstructive or illegal parking, particularly in the vicinity of the crossing and on existing parking restrictions on St Bernards Road and Monastery Drive. Any enforcement action would be carried out by the relevant authorities depending on the nature and location of the parking issues observed and recorded.

The authority will review if any additional measures are required to prevent obstructive or illegal parking which prevents the safe operation and use of the crossing facility after implementation and following the period of monitoring.

The primary purpose of the proposed scheme is to upgrade pedestrian crossing facilities on St Bernards Road. Matters relating to parking restrictions, enforcement and traffic calming measures on Monastery Drive are outside the scope of the current proposal. The concerns raised will be recorded and may be considered separately as part of the authorities' wider highway network management and annual road safety reviews. Any future scheme that is brought forward to mitigate specific road safety issues on Monastery Drive will be subject to prioritisation, funding, relevant internal governance procedures, detailed design and consultation.

3. Other Matters for Consideration

Ward Members' Views

- 3.1 The Ward Members for Olton were consulted on the proposals prior to the advertising of the notice. A single Ward Member requested that the existing School Crossing Patrol be re-deployed to a location on St Bernards Road at its roundabout junction with Kineton Green Road and Grange Road to support a separate observed pedestrian desire line.
- 3.2 The request to relocate the existing School Crossing Patrol service has been shared with the authorities Network Management team. It is anticipated the School Crossing Patrol currently operating at this location will continue to operate for the foreseeable future and any decision on relocating the service to an alternative location will be taken following successful implementation of the proposals.

Democratic Services

- 3.3 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

- 3.4 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.
- 3.5 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 zebra crossing is constructed as advertised (Drawing no. 236226-SMBC-CON-DR-C-0001) in Appendix A.

For Decision

- 4.2 The Head of Highways is asked to approve:

Proposed Installation of a Zebra Crossing on St Bernards Road at its junction with Monastery Drive is implemented.

The recommendation as set out above is hereby approved:



Signature:

Date: **15/09/2026**

Dean Ward
Head of Highways

Appendix A: Consultation Plan



Appendix B: Section 23 Legal Notice

SOLIHULL METROPOLITAN BOROUGH COUNCIL

St Bernards Road, Olton - Proposed Establishment of New Zebra Crossing

NOTICE IS HEREBY GIVEN THAT the Council, 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 new Zebra Crossing facilities at the location specified below:

LOCATION OF PROPOSED NEW ZEBRA CROSSING
St Bernards Road, Olton - located just north of its junction with Monastery Drive.

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 28 August 2026.

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7 August 2026