



Widney Lane: Consultation Outcomes Report

Friday 16th October 2026

Version Control

Report Version	Change Description	Date	Originated By	Checked by	Approved By
1	First Issue	16/10/2026	JB	PS	DW

Purpose

This document has been prepared for The Head of Highways for a decision on the proposed installation of a Zebra Crossing on Widney Lane at its junction with Whitefields Road and the installation of vertical traffic calming measures (at the existing zebra crossing at its junction with Clifton Crescent).

This report shall consider all representations received during the period of consultation undertaken for the proposals as advertised.

Solihull MBC accepts no responsibility or liability for any use that is made of this document other than by the Highway Infrastructure department for the purposes for which it was originally commissioned and prepared.

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.

Solihull MBC has no liability regarding the use of this report except to the Highway Infrastructure department.

CDM

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

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1. Background

- 1.1 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.
- 1.2 As part of this process Widney Lane was identified and has now been prioritised as a site that would benefit from both the provision of a new raised zebra crossing (at its junction with Whitefields Road) and enhancing the existing zebra crossing (near its junction with Clifton Crescent) by provision a new full width raised road hump. The facilities will assist pedestrians travelling to and from local schools and other amenities along and in the vicinity of Widney Lane.
- 1.3 The locations can be seen below in Figure 1.1 and Figure 1.2.

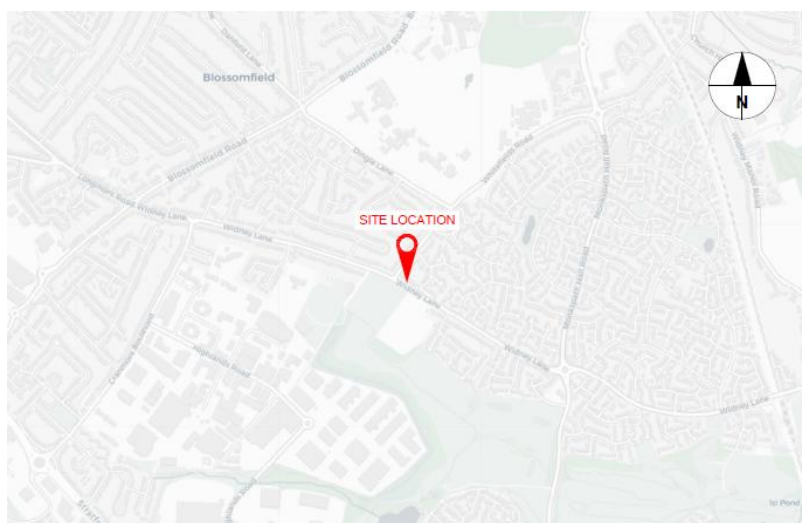


Figure 1.1: Location Plan of Proposal on Widney Lane at Whitefields Road

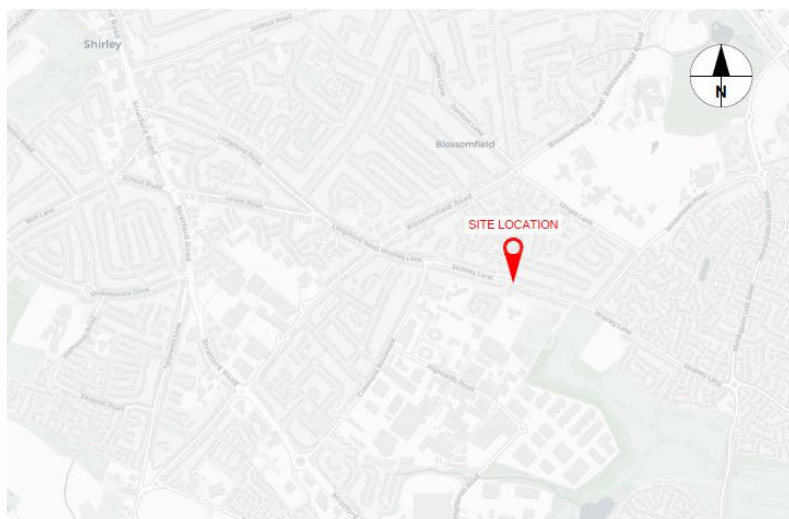


Figure 2.2: Location Plan of Proposal on Widney Lane at Clifton Crescent

- 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 11 September 2026 and the closing date for the receipt of representations was 2 October 2026.
- 2.2. One representation was received during the advertisement of the notices of which provided suggestions and concerns to the proposals.
- 2.3. The Warwickshire, Coventry and Solihull Local Access Forum were consulted and raised no objections and had no comments to make on the proposals.
- 2.4. The single representation comprising of suggestions or concerns has been considered and responded to below:

Representation/Issue	Supporting Commentary
1 – Location of Proposed Zebra Crossing / Pedestrian Desire Line	The respondent queried the need for the proposed raised zebra crossing at its advertised location and suggested that the crossing would be better located on the opposite side of the junction. It was stated that there is no footway on one side of Whitefields Road and that users, including school children, would be required to cross Whitefields Road immediately after using the crossing. Concerns were raised that this arrangement could create safety issues during peak school travel periods.
Officers Comments/Response	
The comments raised have been carefully considered. The location of the proposed zebra crossing has been selected following an assessment of pedestrian movements in the area and has been positioned to align with the established pedestrian desire line connecting surrounding residential areas with local schools, public transport facilities and community destinations. Whilst it is acknowledged that some pedestrians may cross Whitefields Road in addition to using the proposed zebra crossing on Widney Lane, site observations undertaken during the scheme development identified that this is already the predominant pedestrian movement in the area. The majority of pedestrians currently cross Whitefields Road at the junction where the footway begins before crossing Widney Lane at the location of the proposed zebra crossing. The proposed arrangement therefore formalises and improves an existing pedestrian route rather than introducing a new crossing movement. As part of the scheme, the existing pedestrian refuge on Whitefields Road will also be upgraded to further assist pedestrians undertaking this movement. The scheme has been subject to an independent Combined Stage 1 and Stage 2 Road Safety Audit, and any recommendations arising from that process have been incorporated into the design. The proposed zebra crossing will be located on a raised table feature which assists in reducing vehicle speeds on approach to the crossing and junction area. The Authority considers that the proposed location represents the most appropriate balance between pedestrian accessibility, convenience and road safety whilst accommodating existing pedestrian desire lines. The introduction of a formal zebra crossing will provide pedestrians with priority at a location where crossing demand is known to exist and will improve safety compared with the existing uncontrolled crossing arrangement. Following construction, a further Road Safety Audit will be undertaken to identify any residual issues that may require consideration.	

3. Other Matters for Consideration

Ward Members' Views

- 3.1. The Ward Members for St Alphege w/Monkspath & Hillfield and Shirley South were consulted on the proposals prior to the advertising of the notice and did not submit any objections.

Democratic Services

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

Risk Implications

- 3.3 The Corporate Risk Management Approach has been complied with to identify and assess the significant risks associated with this decision/project. This includes (but is not limited to) political, legislation and reputational risks.
- 3.4 The Approach is not intended to eliminate all risks and not all the risks identified can be managed all of the time. Also, risks will still exist that have not been identified.

4. Recommendations for Decision

Officer Recommendations

- 4.1 It is recommended that the new zebra crossing and two new full width raised road humps are constructed as advertised (Drawing no. 236230-SMBC-CON-DR-C-0001 & 236230-SMBC-CON-DR-C-0002) in Appendix A.

For Decision

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

Proposed Installation of a Zebra Crossing on Widney Lane at its junction with Whitefields Road and installation of two new full width raised road humps on Widney Lane is implemented.

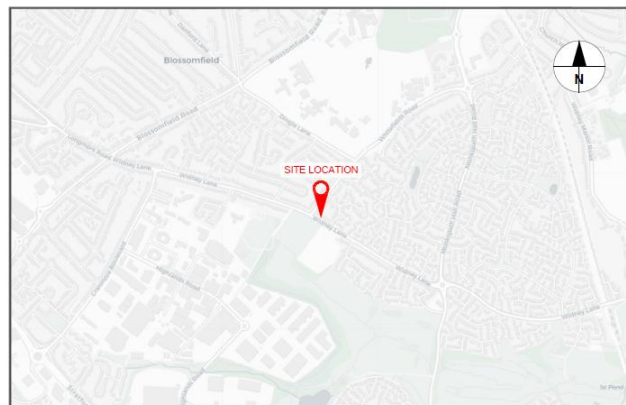
The recommendation as set out above is hereby approved:

Signature:



Date: 16/10/2026

Dean Ward
Head of Highways



LOCATION PLAN
(N.T.S)



EXISTING LAYOUT



PROPOSED LAYOUT *5



CONSULTATION LAYOUT
SCALE (1:200)

- Notes**
1. PLEASE REFER TO SCALE AND SIZE SHEET AS INDICATED DIMENSIONS TO BE VERIFIED ON SITE
 2. THIS DRAWING SHOULD NOT BE SCALED
 3. ANY DISCREPANCIES SHOULD BE REFERRED TO THE ENGINEER PRIOR TO WORK BEING PUT IN HAND
 4. ONLY PRINT IN COLOUR
 5. INDICATIVE LAYOUT ONLY

- KEY:**
- EXISTING KERB TO REMAIN
 - EXISTING FOOTWAY
 - EXISTING BOLLARD TO BE REMOVED
 - EXISTING SAFETY STEEL RAILINGS
 - EXISTING TREES / VEGETATION
 - EXISTING GRASS VERGE
 - EXISTING LIGHTING COLUMN
 - PROPOSED GRASS VERGE
 - PROPOSED FOOTWAY CONSTRUCTION
 - PROPOSED RED BULSTER TACTILE PAVING
 - PROPOSED BUFF BULSTER TACTILE PAVING
 - PROPOSED DELUGHA BEACON AND TOP LANTERN

REV	DESCRIPTION	DESIGNED BY	APPROVED BY	DATE
01	ISSUE	MD	TS	19/09/20

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FOR INFORMATION

Project Title
**WIDNEY LANE - PEDESTRIAN
ACCESSIBILITY IMPROVEMENTS**

Drawing Title
CONSULTATION PLAN

Scale	Date	Drawn by	Checked by	Approved by
AS SHOWN	19/08/20	CB	MD	TS
Drawing Number				Rev
236230-SMBC-CON-DR-C-0001				C0

Appendix B: Section 23 and 90A Legal Notice

SOLIHULL METROPOLITAN BOROUGH COUNCIL

Widney Lane, Solihull - Proposed Traffic Calming Measures (Raised Table) 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)	WIDTH	HEIGHT	LENGTH
Widney Lane, Solihull - single full width raised road hump on Widney Lane - approximately 26m east of its junction with Clifton Crescent (at the location of the existing pedestrian crossing).	6.8m	75mm	6.5m
Widney Lane, Solihull - single full width raised road hump on Widney Lane - approximately 18m southeast of its junction with Whitefields Road.	6.8m	75mm	6.5m
LOCATION OF PROPOSED NEW ZEBRA CROSSING			
Widney Lane, Solihull – located upon the new single full width raised road hump on Widney Lane - approximately 18m southeast of its junction with Whitefields Road.			

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 2 October 2026.

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



11 September 2026