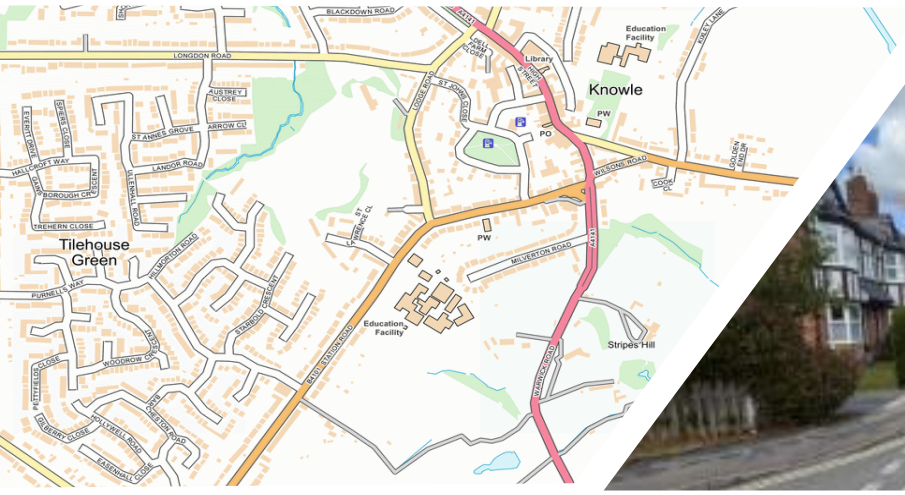





Station Road: Consultation Outcomes Report

Tuesday 24th November 2026

Version Control

Report Version	Change Description	Date	Originated By	Checked by	Approved By
1	First Issue	24/11/2026	JB	MD	DW

Purpose

This document has been prepared for The Head of Highways for a decision on the proposed installation of a raised Zebra Crossing on Station Road, Knowle at its junction with St Lawrence Close.

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 Station Road was identified and has now been prioritised as a site that would benefit from the provision of a new raised zebra crossing at its junction with St Lawrence Close. The facilities will assist pedestrians travelling to and from local educational facilities and other amenities along and in the vicinity of Station Road and Knowle village centre.

1.3 The location can be seen below in Figure 1.1.

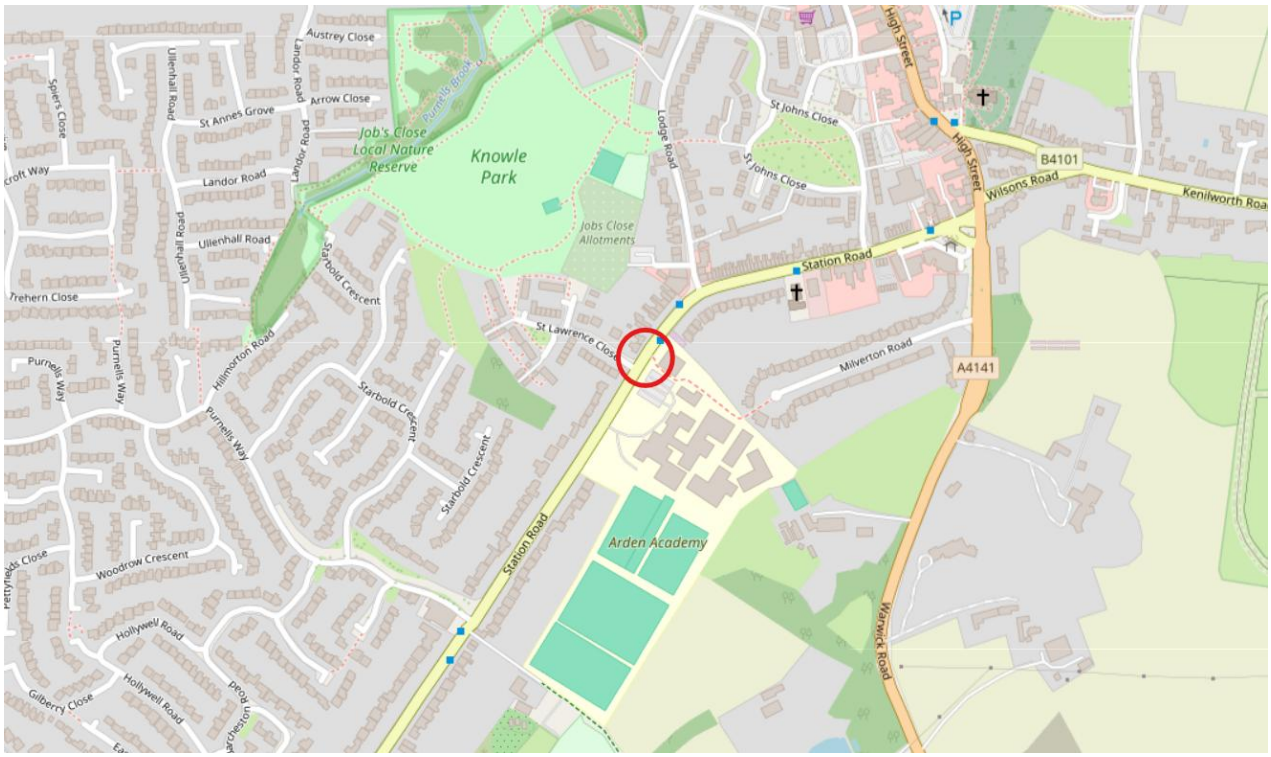

Figure 1.1: Location Plan of Proposal on Station Road

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 23 October 2026 and the closing date for the receipt of representations was 13 November 2026.

2.2. 19 representations were received during the advertisement period. One representation was identified as a duplicate submission and has therefore been counted once. Accordingly, 18 representations have been considered as part of this report, comprising 17 objections/comments and one representation in support of the proposal.

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 eighteen representations received, including objections, comments, suggestions and one representation in support of the proposal, have been considered and are summarised below:

Representation/Issue	Supporting Commentary
1. Location of proposed zebra crossing	The majority of respondents objected to the proposed location of the zebra crossing. Concerns were raised that it is too close to the existing signal-controlled crossing outside Arden School and would provide limited additional benefit at this location. Many respondents suggested that if an additional crossing is required, it should be located further along Station Road.
Officers Comments/Response	
The comments raised regarding the location of the proposed crossing are acknowledged. The proposed site was identified following site assessments, pedestrian observations and consideration of existing crossing movements in the area. The location was selected to provide a formal crossing facility on an identified pedestrian desire line and improve accessibility for pedestrians travelling to and from nearby residential areas, Knowle Park, local amenities and Arden Academy. Several respondents have suggested alternative locations along Station Road. Whilst these locations may offer benefits for other movements, the representations received demonstrate that there is a significant level of concern regarding the proposed crossing location. The alternative locations suggested during the consultation process will therefore be considered as part of future annual reviews and prioritisation exercises.	
Representation/Issue	**Supporting Commentary**
2. Traffic congestion	A significant number of respondents considered that a second crossing in close proximity to the existing crossing would increase congestion, particularly during school arrival and departure times. Concerns were raised regarding traffic queuing, stop-start traffic conditions and increased delays along Station Road and surrounding roads.
Officers Comments/Response	
It is acknowledged that vehicles may occasionally need to stop to give way to pedestrians using the crossing. However, this is an inherent characteristic of zebra crossings and is only expected to occur when the facility is actively being used. Concerns regarding increased congestion and vehicle delays have been noted. Whilst the original assessment indicated that any delays would primarily occur during periods when pedestrians are actively using the crossing, a number of respondents expressed concerns regarding the potential effect on traffic flow, particularly during school arrival and departure periods. These concerns have been noted and will be reflected in any future consideration of crossing provision along this section of Station Road.	
Representation/Issue	**Supporting Commentary**
3. Alternative crossing locations	Several respondents supported the principle of an additional crossing but considered it would be more beneficial if located between Purnells Way and Barcheston Road, near the cricket club island, or closer to Downing Close where they felt there was a greater need for a formal crossing facility.
Officers Comments/Response	
The alternative locations suggested by respondents are acknowledged. During the development of the scheme a number of potential crossing positions were considered and the proposed location was selected following site assessments, pedestrian observations and consideration of crossing demand. However, representations received through the consultation process indicate support for alternative locations elsewhere on Station Road. These suggestions will be considered as part of future annual reviews and scheme prioritisation exercises.	

Representation/Issue	Supporting Commentary
4. Bus stop relocation	Several representations raised concerns regarding the proposed relocation of the bus stop. Concerns included increased congestion, restrictions on traffic flow, reduced visibility, and potential conflicts between buses, vehicles and pedestrians.

Officers Comments/Response

The concerns raised regarding the proposed relocation of the bus stop are acknowledged. The relocation of the bus stop was proposed to accommodate the crossing whilst maintaining the visibility and operational requirements associated with the scheme. Alternative locations were considered during the design process, however relocation further east was not considered suitable due to the horizontal alignment of the carriageway.

The proposals were reviewed through an independent Road Safety Audit process. The concerns raised through consultation regarding the location of the bus stop have been noted and will be considered should alternative crossing proposals be developed in the future.

Representation/Issue	Supporting Commentary
5. Existing pedestrian crossing behaviour	Respondents noted that many pupils currently cross closer to the Lodge Road junction and central refuge island. Concerns were raised that the proposed crossing location may not align with existing pedestrian desire lines and therefore may not be used as intended.

Officers Comments/Response

The comments regarding existing pedestrian crossing behaviour and pedestrian desire lines are acknowledged. Pedestrian movements were considered during the development of the proposal and the crossing was positioned to accommodate existing and anticipated pedestrian demand within the area. The proposed location also sought to improve crossing opportunities for pedestrians travelling to and from Knowle Park, nearby residential areas, local amenities and Arden Academy.

The comments regarding pedestrian desire lines provide useful local insight and have been considered when reviewing the suitability of the proposed crossing location.

Representation/Issue	Supporting Commentary
6. Parking and access	Concerns were raised regarding the potential loss of on-street parking, existing school-related parking pressures and the impact on access to nearby residential properties and St Lawrence Close.

Officers Comments/Response

The concerns regarding parking provision and access are acknowledged. The majority of the crossing infrastructure was proposed within areas already subject to parking restrictions, including existing double yellow lines, school keep clear markings and the existing bus stop lay-by. Consequently, the impact on available on-street parking was anticipated to be limited, with the loss of no more than approximately two parking spaces.

Representations received also highlighted concerns regarding the extent of the proposed zig-zag markings. Should a crossing proposal at this or an alternative location be progressed in the future, opportunities to minimise impacts on parking provision would be considered as part of the detailed design process.

Representation/Issue	Supporting Commentary
7. Road safety concerns	Some respondents considered that the proximity of the crossing to St Lawrence Close, the existing signal-controlled crossing and the relocated bus stop could create additional highway safety concerns and driver confusion.

Officers Comments/Response
The concerns regarding the proximity of the proposed crossing to the existing signal-controlled crossing, the relocated bus stop and St Lawrence Close are acknowledged. The proposed zebra crossing was located approximately 75 metres from the existing signal-controlled crossing and situated within a 20mph speed limit. The scheme was developed in accordance with current design guidance and was subject to an independent Road Safety Audit. The comments received through consultation demonstrate that concerns remain regarding the interaction of these features, and these have been acknowledged as part of the review process.

Representation/Issue	Supporting Commentary
8. Raised table feature	One representation objected specifically to the proposed raised table, stating that sufficient traffic calming measures already exist on this section of road.

Officers Comments/Response
The objection to the proposed raised table feature is acknowledged. The raised table formed part of the crossing design to assist in reducing vehicle speeds at the crossing location and provide a level crossing surface for pedestrians, including wheelchair users, mobility scooter users and those with pushchairs. The comments received regarding the raised table have been noted and considered alongside the wider consultation responses.

Representation/Issue	Supporting Commentary
9. Support for the proposal	One representation supported the proposal on the grounds that it would improve pedestrian safety, provide an additional crossing opportunity and help reduce vehicle speeds in the vicinity of the school.

Officers Comments/Response
The support received for the proposal is noted and welcomed. The representation highlighted the potential benefits of the scheme in terms of improved pedestrian safety, enhanced accessibility and reduced vehicle speeds in the vicinity of the school. These comments have been considered alongside the objections, concerns and suggestions received during the consultation process.

3. Other Matters for Consideration

Ward Members' Views

3.1. The Ward Members for Knowle were consulted on the proposals. Following notification of the consultation, one Ward Member acknowledged the potential safety benefits of reducing demand at the existing crossing during school arrival and departure times and reducing informal crossing by eastbound pupils. The Member queried the proposed crossing's proximity to St Lawrence Close, and the pedestrian entrance serving the school and Milverton Road footpath and asked whether a location near the existing bus stop had been considered. They also asked whether

potential pedestrian congestion at the footpath entrance at school departure time had been modelled. Drawing a comparison with peak-time crossing activity near Solihull Sixth Form, the Member questioned whether concentrated pupil movements immediately outside Arden could result in sustained pedestrian use of the proposed zebra crossing and prolonged delays to vehicles, and whether projected pedestrian numbers had been assessed to establish whether this would occur. These comments have been considered alongside the representations received during the consultation process.

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 proposed installation of a new raised zebra crossing on Station Road at its junction with St Lawrence Close, as shown on Drawing No. 236238-SMBC-CON-DR-C-0001 contained within Appendix A, is not implemented at this time. Having considered the representations received during the consultation process, officers recommend that alternative crossing opportunities on Station Road are reviewed and reprioritised as part of future annual programme and / or road safety reviews.

For Decision

4.2 The Head of Highways is asked to approve the recommendation found above in Section 4.1:

Proposed Installation of a raised Zebra Crossing on Station Road at its junction with St Lawrence Close is not implemented at this time.

The recommendation as set out above is hereby approved:

Signature: 

Date: 25/11/2026

Dean Ward
Head of Highways

Appendix A: Consultation Plan



Appendix B: Section 23 and 90A Legal Notice

SOLIHULL METROPOLITAN BOROUGH COUNCIL

Station Road, Knowle - 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**
Station Road, Knowle – single, full width, raised road hump on Station Road located approximately 15m northeast of its junction with St Lawrence Close.	7.0m	75mm	6.5m
LOCATION OF PROPOSED NEW ZEBRA CROSSING			
Station Road, Knowle - located approximately 15m northeast of its junction with St Lawrence Close, 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 13 November 2026.

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

23 October 2026