



A41 Warwick Road / Wadleys Road: Consultation Outcomes Report

7 April 2025

Version Control

Report Version	Change Description	Date	Originated By	Checked by	Approved By
1	First Issue	07/04/2025	JB	PS	DW

Purpose

This document has been prepared for The Head of Highway Infrastructure for a decision on the proposed installation of a raised Zebra Crossing on A41 Warwick Road at its junction with Wadley's Road.

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

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 The A41 corridor runs from Olton Hollow to Solihull Bypass via A41 Warwick Road and Seven Star Road. The corridor has been identified as a high-risk route which would benefit from road safety measures such as reducing vehicle speeds, improving driver behaviour and increasing accessibility for pedestrians. Analysis of the corridor identified existing issues as well as proposed types of improvements which aim to contribute to a safer and more accessible environment for all road users.
- 1.2 The location of the proposed facility on A41 Warwick Road near to Wadleys Road junction is a known pedestrian desire line, particularly during peak times for parents and children on their journeys to and from local schools. The site is currently served by an uncontrolled pedestrian refuge; therefore, an opportunity was identified to upgrade the existing uncontrolled pedestrian refuge to a raised Zebra Crossing to improve road safety and pedestrian accessibility.



Figure 1.1: Location Plan of Proposal on A41 Warwick Road / Wadleys Road Junction

- 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 14 March 2025 and the closing date for the receipt of representations was 4 April 2025.
- 2.2. 1 representation was received during the advertisement of the notices. The single respondent, objected to the plans as advertised. The single respondent raised several points of concern around the proposals which have been considered below.
- 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.

Representation/Issue	Supporting Commentary
1 – Type of controlled crossing and safety of the proposal	The respondent stated that the original consultation mentioned a traffic light-controlled crossing and not a raised zebra crossing. They also stated that this type of crossing (raised zebra crossing) will not make it safer on the junction and that they use walking sticks to cross at this location more than once a day.
Officers Comments/Response	
The consultation material indicated a controlled crossing but did not specify the exact type of control. Following consultation and further detailed design, it was determined that a raised zebra crossing with a central refuge is a suitable provision for this location. The proposed facility would replace an existing uncontrolled pedestrian crossing and therefore would provide a 24/7 operational controlled crossing facility, which motorists would be required to give way to pedestrians. It, therefore, facilitates a safer environment for pedestrians crossing A41 Warwick Road in this location. Additionally, an independent external Road Safety Audit has been completed and did not identify any issues relating to the type of crossing proposed at this location	
Representation/Issue	Supporting Commentary
2 – Turning difficulties from the driveway	The respondent highlighted that the proposed raised zebra crossing, and central refuge will make it difficult to turn into and out of the driveway, especially when vehicles are partly on the ramp. They state that they have discussed the issue with local delivery drivers who regularly access the property, and they also highlighted the difficulty of turning right out of the driveway. They also state that tyres could be damaged because of turning on the ramp.
Officers Comments/Response	
The design team has undertaken detailed swept path analysis utilising appropriate vehicles to ensure that turning access and egress (right out and left into the driveway) remains feasible and unimpeded. Officers have re-designed the crossing and shortened it to 2.4m wide from the currently proposed 2.8m. The length of the raised table will also be shortened by a further 0.5m, reducing the proposed road hump by 0.9m in total. This is still within the required design standards.	
This will enable the vehicles accessing and egressing the dental practice to be clear of the ramp before the turning manoeuvre is carried out.	
Representation/Issue	Supporting Commentary
3 – Obstruction to motorist's view	The respondent stated that due to the crossing being very close to the driveway, it will obstruct drivers' views, potentially leading to accidents.
Officers Comments/Response	
The location of the facility has been carefully considered, and the current design ensures that there is no obstruction to sightlines for drivers. There is an existing refuge at the junction which will be removed/relocated and therefore the layout is not dissimilar from the existing layout. An external independent Road Safety Audit has been carried out, which raised no safety issues regarding visibility for motorists or pedestrians.	
Motorists would need to drive with due care and attention and ensure the crossing is clear before manoeuvring out of the driveway and across the crossing, which is typical for urban residential environments.	
Representation/Issue	Supporting Commentary
4- Impact on refuse collection	The respondent states that the bin collection service currently parks at the entrance of the driveway to empty and return bins. The proposal suggests that (due to the refuge)

	the bin lorry may have to park outside house No 380, requiring the resident to drop off and collect the bins from there.
Officers Comments/Response	
Officers have consulted internally with colleagues in Waste Management Services on the proposed layout and any impacts on the collection of refuse. The Councils Waste and Recycling Manager has considered the layout and has stated that there are no concerns regarding the impact on refuse collections.	
Representation/Issue	Supporting Commentary
5 – Turning right into Wadley’s Road (from Heaton Road)	The respondent stated that it will be difficult to turn right into Wadley’s Road (from Heaton Road) due to the lines of the crossing in the centre of the road. The respondent stated that the roads are “bumper to bumper” during peak times (7:00 am to 9:00 am and 2:30 pm to 7:00 pm), which will cause bigger traffic jams.
Officers Comments/Response	
We do not anticipate that the proposed facility will have any major impact on turning manoeuvres and / or queue lengths. Existing dedicated right hand turn lanes into Wadleys Road will be retained. The existing traffic flows and pedestrian desire lines are known. At present pedestrians use gaps in the traffic to cross the road. We acknowledge that giving way to pedestrians using the proposed facility may create a minor delay, we do not expect this to be significant and therefore will have no impact on network flows.	
As the proposed facility will help to improve road safety through mitigating vehicle speeds and improving pedestrian accessibility, it is deemed that the benefits to road safety in this instance outweigh any potential minor impacts on vehicular traffic flow.	
Representation/Issue	Supporting Commentary
6 – Noise pollution	The respondent stated that the raised crossing will cause more noise pollution, as vehicles must stop and then drive slowly over the raised ramp. Once they are off the ramp, drivers will accelerate, causing loud engine noises. The proximity of the bedrooms to the crossing will exacerbate the problem.
Officers Comments/Response	
The proposed facility has been designed to help lower vehicles speeds in the vicinity and approaches to the crossing. This mitigates the risk posed to pedestrians by motor vehicles.	
Additionally, the route will be subject to average speed enforcement and along with the proposed facility, will help to both reduce and regulate vehicle speeds along the corridor which should deter motorists from accelerating between the Average Speed Enforcement cameras and existing / proposed crossing locations, particularly outside of peak times. Officers have designed the crossing to ensure that the gradient of the ramps are within current design guidance and are in keeping with other raised crossing facilities installed across the Borough.	
Representation/Issue	Supporting Commentary
7 – Exhaust fumes	The crossing is expected to increase exhaust fumes as vehicles slow down and then speed up after crossing the ramp.
Officers Comments/Response	
Guidance in Local Transport Note 1/07 states that designers should make a judgement whether the effects can be reasonably estimated, as it is not practical or necessary to carry out an in-depth assessment for each of the factors. Where it is expected that there will be significant impact on air quality, a more in-depth analysis should be undertaken weighing the predicted negative impacts weighted against the predicted benefits.	

In the case of the proposals as advertised, Officers took a balanced view between safety, risk of injury accidents and speed reduction compared to increases in vehicle emissions. Further as the site does not fall within an Air Quality Management Area, it is deemed by Officers that the interventions as installed to improve road safety through the reductions in average vehicle speeds as well as the improvements to pedestrian accessibility, outweigh any potential negative impacts in air quality resulting directly from the raised crossing facility.

It is worth noting that within Local Transport Note 1/07, there is no definitive data to suggest that schemes featuring vertical traffic calming measures (road humps) result in a significant decrease in air quality, and it depends on several factors such as changes to traffic volumes, regulation of vehicle speeds and the types of vehicles using the route.

3. Other Matters for Consideration

Ward Members' Views

- 3.1. The Ward Members for Olton & Silhill 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 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 with a central refuge as advertised (Drawing no. 236096-SMBC-GEN-DR-P-0003-P01) shown in Appendix A is constructed, but with mitigating measures consisting of both a reduced crossing width from 2.8m to 2.4m and a further reduction of 0.5m in length of the proposed raised table resulting in a total length of 5.6m as opposed to the 6.5m as advertised in Appendix B.

For Decision

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

Proposed Installation of a raised Zebra Crossing on the A41 Warwick Road at its junction with Wadleys Road is implemented.

The recommendation as set out above is hereby approved:

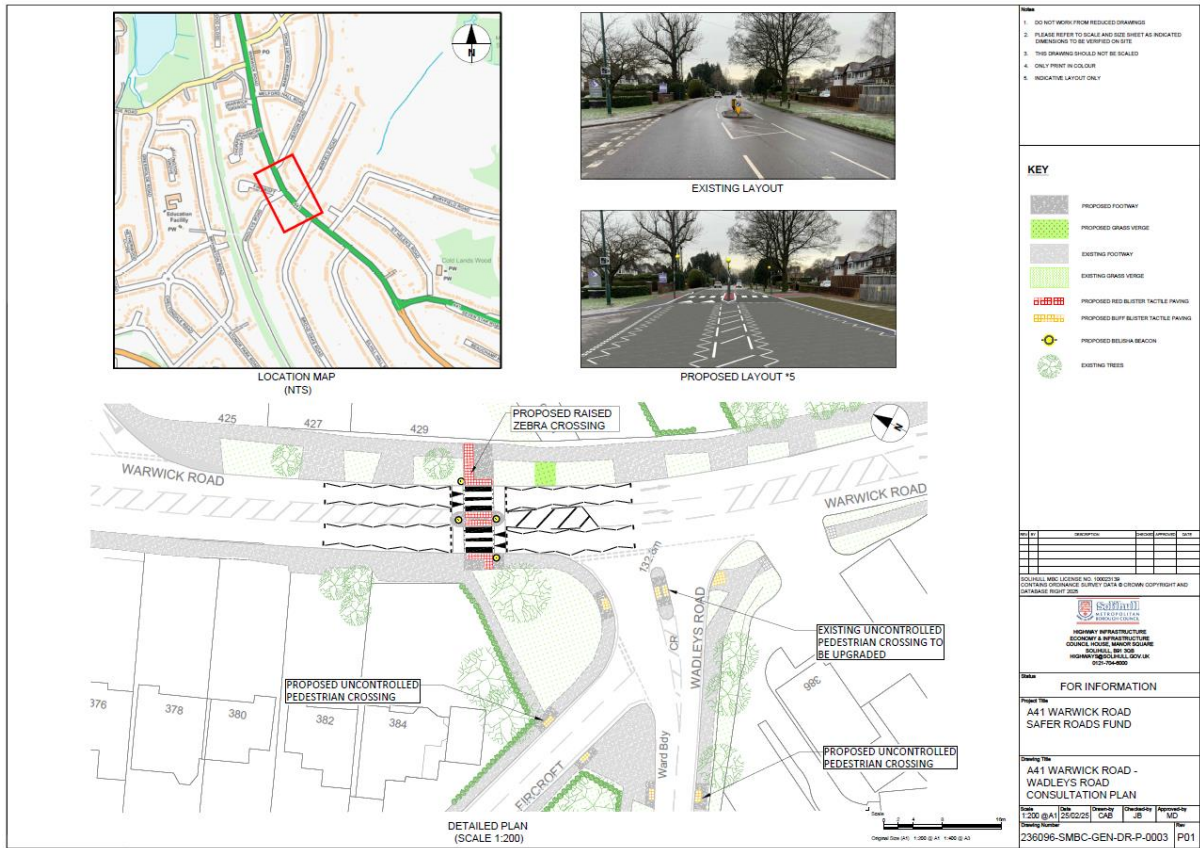
Signature: 

Date: 07/04/2025

Dean Ward

Head of Highway Infrastructure

Appendix A: Consultation Plan



Appendix B: Legal Notice

SOLIHULL METROPOLITAN BOROUGH COUNCIL

A41 Warwick Road, 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
A41 Warwick Road, Solihull - approximately 9m north of its junction with Wadleys Road.	9.3	75mm	6.5m
LOCATION OF PROPOSED NEW ZEBRA CROSSING			
A41 Warwick Road, Solihull - approximately 9m north of its junction with Wadleys 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 4 April 2025.

DEAN WARD

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14 March 2025