

REPORT TO THE HEAD OF HIGHWAYS MANAGEMENT
REPRESENTATIONS TO AN ADVERTISED NOTICE TO REMOVE A PEDESTRIAN
CROSSING POINT

1 JULY 2025

LEAD OFFICER: DAVINDER SINGH CHOHAN

PURPOSE OF REPORT

**TO CONSIDER REPRESENTATIONS RECEIVED TO THE PROPOSED REMOVAL OF A
PEDESTRIAN CROSSING POINT ON THE A41 SOLIHULL BY-PASS BY BEECHNUT
LANE.**

1 Background

- 1.1 Beechnut Lane is a residential road in the Silhill ward. It is bisected by the A41 Solihull By-pass.
- 1.2 An existing uncontrolled crossing point exists on the Solihull By-pass beside Beechnut Lane.
- 1.3 The A41 corridor in Solihull was identified by the Department for Transport (DfT) as a route that qualified for road safety grant funding. A computer software package identified risks along the route and suggested improvements to provide mitigation.
- 1.4 A route treatment scheme has been prepared for the A41 that includes the removal of an existing uncontrolled crossing point on Beechnut Lane across the Solihull By-pass. The Solihull By-pass is a high speed road. The removal of the crossing point would deter pedestrians from attempting to cross the A41 at this point and improve road safety.
- 1.5 The removal of an existing uncontrolled crossing point across the Solihull Bypass, connecting Beechnut Lane. will encourage pedestrians and cyclists to use the existing crossing facility at the A41 / Hampton Lane / Yewtree Lane traffic signalised controlled junction.
- 1.6 The existing crossing presents a road safety risk due to the available visibility splay and high vehicle speeds. Vehicle speed analysis recorded an 85th percentile speed of 49.1mph which is 9.1 mph over the posted 40mph speed limit. The 85th percentile speed is the speed above which 85% of motorists travel along a route. It is used as a determination for an engineering intervention.
- 1.7 A consultation was undertaken on the A41 corridor scheme in 2024/25. Respondents viewed this crossing as a safety risk due to the lack of traffic control, visibility issues and speed through this section. It causes significant safety risks. There were alternative safer routes available in the vicinity. As such, removing this needs to be considered under the backdrop of risk and safety.
- 1.8 The A41 has been provided with a star rating following the initial risk assessment. It is envisaged that it will achieve a 4 or 5 star rating following the instigation of the proposed improvements along its length which is desirable for roads of this type. It will then comply with DfT advice.

- 1.9 It was proposed that the existing uncontrolled crossing point on Beechnut Lane, across the Solihull By-Pass, be removed as shown on drawing no. 236096-SMBC-GEN-DR-P-0005 Rev P01, in Appendix A.

2 Matters for Consideration

- 2.1 The proposal was advertised on 6 June 2025. The closing date for receipt of representations was 27 June 2025.
- 2.2 33 representations were received. 27 objections were received. Whilst 2 were in favour of the proposals. 4 neutral responses, which made comments on the scheme, were also received.
- 2.3 The objections included the comment that the crossing had served the community for many years. There had been no reported collisions at the site. It was a quick and convenient route. It was a suitable way to access essential services, such as the Yew Tree Medical Centre, & the shops opposite (see 3.1).
- 2.4 It was also suggested that alternative measures to mitigate drivers on the Solihull Bypass should be considered. Whilst restricted visibility at the crossing point could be improved by cutting back shrubbery at this point. The possibility of upgrading the existing uncontrolled crossing point, to a formal signalised puffin crossing, was also raised. (see 3.2).
- 2.5 Closing the crossing point on the A41 would require pedestrians to cross at the Solihull By-pass/Yew Tree Lane traffic signalised junction. It was highlighted that this would create a detour for pedestrians from the natural desire line. Residents stated that adequate gaps in the traffic were available on the A41 to allow pedestrians to negotiate the carriageway comfortably at the existing uncontrolled crossing point. The intervals in the traffic are facilitated by the phasing of the nearby traffic signal installation at the Solihull By-pass/Yew Tree Lane junction. (see 3.1).
- 2.6 The presence of a local byelaw that stated that a link needed to be preserved between the two sides of Beechnut Lane, upon construction of the Solihull By-pass, was highlighted. (see 3.3).
- 2.7 The A41 Solihull By-pass/Yew Tree Lane junction would be the appropriate alternative route for vulnerable road users such as pedestrians and cyclists to utilise. However, this intersection does not have user friendly interfaces for cyclists to cross the carriageway (see 3.4).

3 Consideration of Objections

- 3.1 The alternative route for pedestrians is the nearby Hampton Lane/Yew Tree Lane junction. It does not form a significant detour and would also form a safer crossing environment as the intersection is signalised.
- 3.2 It is proposed to introduce an Average Speed Enforcement (ASE) camera on this part of the A41 as part of the road safety fund proposals. This should help to mitigate drivers speeds on the approach to the Hampton Lane/Yew Tree Lane junction. However, motorists will be significantly slower at the junction.
- 3.3 A large amount of foliage will need to be cut back at the original uncontrolled crossing point to achieve good sight lines. This will have an environmental impact. Periodic maintenance will have to be undertaken to maintain the visibility splay which will incur future costs.
- 3.4 Funding is not available to provide a signalised formal crossing at the existing uncontrolled crossing point, however, such an option would require a significant amount of vegetation to be removed to comply with forward visibility design standards, which is not desirable.
- 3.5 The highway authority has not found a local bye law stating that the link across the Solihull By-Pass at Beechnut Lane must be maintained. The introduce of a legal Traffic Regulation Order would supersede such a covenant.
- 3.6 No formal provision for cyclists is presently available at the uncontrolled crossing point on the Solihull By-pass. A much safer route for cyclists would be the Hampton Lane/Yew Tree Lane junction as they could wait for traffic to stop at the signals before attempting to cross. The phasing of the signals would aid vulnerable road users such as pedestrians and cyclists.

4 Ward Members Views

- 4.1 The ward members for Silhill were aware of the proposal to remove the uncontrolled crossing point on the A41. The crossing point is popular and convenient for local residents. A councillor expressed a view that it was likely that there would be significant objections to removing.
- 4.2 After consultation closed, Ward Members were informed of the representations and that officers were recommending closure of the walking route.

5 Officer's Recommendation

- 5.1 The representations received in respect of the proposed traffic regulation order have been fully considered in section 3 of the report.
- 5.2 The benefits for road safety in removing the existing uncontrolled crossing point on the Solihull By-pass, by Beechnut Lane, are considerable.
- 5.3 It is recommended that the proposed removal of the uncontrolled crossing point on the A41 Solihull By-Pass, by Beechnut Lane, should proceed.

6 Democratic Services

- 6.1 Democratic Services have confirmed that the proposed order was subject to statutory advertisement on the dates reported and that the representations received as noted in Section 2 of this report.

7 Risk Implications

- 7.1 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.
- 7.2 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.

FOR DECISION

The Head of Highway Management is asked to approve that the proposed removal of the uncontrolled crossing point on the Solihull By-pass, by Beechnut Lane, as shown on drawing no. 236096-SMBC-GEN-DR-P-0005 Rev P01 in Appendix A, should proceed.

The recommendation as set out above is hereby approved:

P.S.Tovey

13th October 2025

Signature:

Date.....

Paul Tovey - Head of Highway Management

