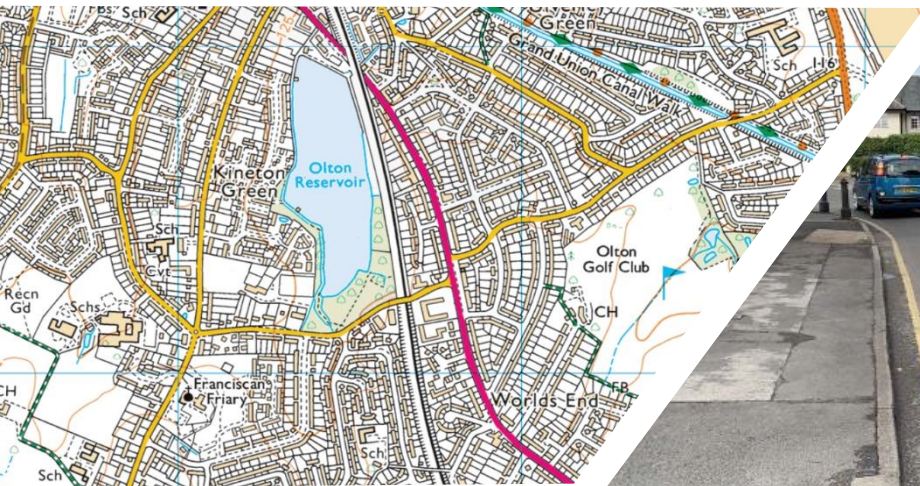




A41 Warwick Road / Dovehouse Lane: Consultation Outcomes Report

Friday 10th October 2025

Version Control

Report Version	Change Description	Date	Originated By	Checked by	Approved By
1	First Issue	10/10/2025	JB	PS	DW

Purpose

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

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

Copyright

© Solihull Metropolitan Borough Council 2025

Contents

1. Background	4
2. Representations for Consideration	4
3. Other Matters for Consideration	8
Ward Members' Views	8
Democratic Services	8
Risk Implications	8
4. Recommendations for Decision	8
Officer Recommendations	8
Appendix A: Consultation Plan	10
Appendix B: Section 23 Legal Notice	11

Tables and Figures

Figure 1.1: Location Plan of Proposal on A41 Warwick Road / Dovehouse Lane	4
--	---

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 has 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 Dovehouse Lane near to A41 Warwick Road junction is a known pedestrian desire line, particularly during peak times and for parents and children on their journeys to and from local schools and amenities. The site is currently served by an uncontrolled pedestrian refuge. An opportunity was identified to upgrade the existing uncontrolled pedestrian refuge to a Zebra Crossing to improve road safety and pedestrian accessibility.



Figure 1.1: Location Plan of Proposal on A41 Warwick Road / Dovehouse Lane 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 12 September 2025 and the closing date for the receipt of representations was 3 October 2025.
- 2.2. 13 representations were received during the advertisement of the notices of which five provided written support for the proposals and four directly objected to the proposals.
- 2.3. The remaining four representations either raised concerns, provided suggestions or both.

- 2.4. The Warwickshire, Coventry and Solihull Local Access Forum were consulted and raised no objections and had no comments to make on the proposals.
- 2.5. The representations comprising of objections, suggestions or concerns have been considered and responded to below:

Representation/Issue	Supporting Commentary
1 – Necessity of the Crossing	Several respondents stated that the existing uncontrolled crossing point works well and is sufficient. Respondents question the need for a controlled facility to be implemented at this location.
Officers Comments/Response	
The location has been identified as a key pedestrian desire line linking residential areas with local schools, amenities and public transport links. Whilst we acknowledge that some users report no issues crossing Dovehouse Lane using the existing uncontrolled crossing point; the proposals will provide a 24/7 controlled crossing facility providing pedestrians priority over motorists when crossing at this location. The proposals serve a known pedestrian desire line and will improve pedestrian accessibility and overall road safety for all users, particularly the elderly, parents and children on their journeys to and from local schools.	
Representation/Issue	Supporting Commentary
2 – Use of Public Funds	Several respondents felt that the proposals were an unnecessary use of resources, particularly in a time of financial pressure for local services.
Officers Comments/Response	
The proposals are being developed and brought forward as part of a package of measures within the wider A41 Corridor Improvement scheme which is externally funded through the Department for Transport (DfT) Safer Roads Fund. This funding falls outside of existing and ongoing Council revenue and capital funding allocations.	
The funding was awarded by the DfT specifically for the delivery of interventions which will contribute to a positive impact on road safety along the A41 Corridor of which the current proposals aim to provide by upgrading existing infrastructure to improve pedestrian accessibility at this location.	
Representation/Issue	Supporting Commentary
3 – Impact on traffic and / or queue lengths	Several respondents raised concerns that the proposed zebra crossing will increase delays and / or negatively impact traffic queuing near the A41 Warwick Road junction and Dovehouse Parade, especially during peak times.
Officers Comments/Response	
Existing queue length data shows that there is significant existing queuing in the southbound direction on A41 Warwick Road in the morning peak (08:00-09:00) and smaller queues on Dovehouse Lane in the westbound direction towards A41 Warwick Road also in the morning peak.	
Based on the above data, the authority does not anticipate that the introduction of a zebra crossing will significantly impact traffic flows or increase queue lengths, particularly during the morning peak.	
While minor delays may occur due to vehicles giving way to pedestrians when the crossing is in use, this is typical of zebra crossings in urban locations. It is deemed therefore that the benefits to pedestrian accessibility and road safety are considered to outweigh any potential impacts on traffic flow or queue lengths.	

Representation/Issue	Supporting Commentary
4 – Speeding and Driver Behaviour	Several respondents have highlighted that there are persistent speeding issues throughout the day, particularly during Jaguar Land Rover shift changes.
Officers Comments/Response	
The A41 Corridor is subject to further speed reduction measures including the introduction of Average Speed Enforcement as well as several raised crossing facilities which, when introduced as a package of works should result in lower average vehicle speeds. As part of the package of measures, a behaviour change campaign is ongoing including targeted advertisement campaigns and local community-based drop-in sessions, which will further help to support positive behaviours along this corridor and adjacent routes.	
Representation/Issue	Supporting Commentary
5 – Anti-social Vehicle Use	Reports of scramblers, quad bikes, and loud vehicles using the road as a rat-run, especially at night.
Officers Comments/Response	
The issues raised are subject to enforcement by West Midlands Police if they are deemed to be causing a public nuisance or are driving dangerously. Although the issues raised are likely due to poor driver behaviour, the provision of physical interventions along the A41 Corridor, including the proposed zebra crossing on Dovehouse Lane may help to deter this type of behaviour. Additionally, the driver behaviour change campaign being delivered as part of the wider scheme may help to improve driver behaviours along the route and deter instances of dangerous driving and / or public nuisance.	
Representation/Issue	Supporting Commentary
6 – Proximity to Junction / Turning Conflicts – Suggestion to Relocate the Crossing	Several respondents were concerned that the crossing is too close to the A41 Warwick Road junction and may result in conflicts with turning vehicles and that the crossing should be relocated further down Dovehouse Lane to improve visibility and safety.
Officers Comments/Response	
The design of the proposed facility and its position in relation to A41 Warwick Road is compliant with current design guidance. Swept path analysis of vehicle movements has been carried out to ensure that vehicle movements remain unimpeded by the proposals whilst ensuring that alterations to the northern kerblines radii of A41 Warwick Road / Dovehouse Lane provide benefits to the reductions of speeds when turning left into Dovehouse Lane from A41 Warwick Road. The position of the proposed crossing is as per the current layout of the uncontrolled dropped crossing and the dimensional details will not be amended as to utilise the existing refuge island. Therefore, the proposed crossing facility will provide an upgrade on the existing facility by giving priority to pedestrians over vehicular traffic when using the facility.	

An external road safety audit was commissioned to review the initial designs and to provide recommendations to the authority regarding any issues identified by the audit team. The current design that has been presented at consultation includes recommendations and measures taken in response to the initial safety audit conducted on initial designs. Following construction of the works, an additional external road safety audit will be commissioned to ascertain if there are any residual, latent or new issues relating to road safety, including intervisibility between pedestrians and motorists and the proximity of the crossing to A41 Warwick Road. The authority will then be required to provide responses to those recommendations which may include additional physical measures or amendments on site in response to mitigate any issues raised.

The current location of the proposed zebra crossing is located on a known, well used desire line, and therefore any relocation of the facility may result in people not using the facility to cross Dovehouse Lane, particularly if they are travelling north or southbound on A41 Warwick Road.

Representation/Issue	Supporting Commentary
7 – Cumulative Impact with Grange Road Crossing	Concern that multiple crossings in the area (e.g. Grange Road) will create congestion, especially at school times.

Officers Comments/Response

Each crossing facility serves a separate pedestrian catchment and desire line and therefore have been assessed independently. The cumulative impact on vehicular traffic flows or queuing is expected to be minimal, particularly as the proposed crossing is not subject to any signal control and as such, any minor inconveniences will only be experienced when vehicles have stopped to give way to pedestrians using the crossing.

Existing queue length data shows that there is significant existing queuing in the southbound direction on A41 Warwick Road in the morning peak (08:00-09:00) and smaller queues on Dovehouse Lane in the westbound direction towards A41 Warwick Road also in the morning peak.

Based on the above data, the authority does not anticipate that the introduction of a zebra crossing will significantly impact traffic flows or increase queue lengths, particularly during the morning peak. It is deemed therefore that the benefits to pedestrian accessibility and road safety are considered to outweigh any potential impacts on traffic flow or queue lengths.

Representation/Issue	Supporting Commentary
8 – Request for Second Crossing (Ulverley Green Road)	A single suggestion was made to install a second controlled crossing at the opposite end of Dovehouse Lane near Ulverley Green Road.

Officers Comments/Response

It is noted that no further physical interventions are currently proposed along Dovehouse Lane as this falls outside of the scope of the available funding received from DfT. Dovehouse Lane will continue to be monitored following completion of the main works programme along the A41 Corridor with the view for further physical interventions such as traffic calming measures to be explored as part of future funding opportunities or through the authorities annual Local Network Improvement Programme if they are deemed to be required and / or appropriate to deal with any issues arising or identified along Dovehouse Lane.

Representation/Issue	Supporting Commentary
9 – Spillover from Other Speed Schemes	Concerns that speed control measures on Lode Lane and A41 Warwick Road have diverted more fast traffic to Dovehouse Lane.

Officers Comments/Response

Dovehouse Lane will continue to be monitored following completion of the main works programme along the A41 Corridor with the view for further physical interventions such as traffic calming measures to be explored as part of future funding opportunities or through the authorities annual Local Network Improvement Programme if they are deemed to be required and / or appropriate to deal with any issues arising or identified along Dovehouse Lane.

Representation/Issue	Supporting Commentary
10 – Low Pedestrian Demand at This Location	Some respondents claimed that pedestrian demand at the proposed location appears to be low.

Officers Comments/Response

Data gathered from independently commissioned surveys identified a demand at the location of the existing uncontrolled crossing point. The data highlighted a high usage at peak times (08:00-09:00 and 15:00-16:00) and particularly by parents and children on their journeys to and from local schools.

Observed usage over the course of a 5-day period and during a peak 12-hour period (07:00-19:00) supports the need for a formalised controlled crossing facility.

3. Other Matters for Consideration

Ward Members' Views

- 3.1. The Ward Members for Olton and Silhill 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 zebra crossing with a central refuge is constructed as advertised (Drawing no. 236096-SMBC-GEN-DR-P-0004-P01) in Appendix A.

For Decision

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

Proposed Installation of a Zebra Crossing on Dovehouse Lane at its junction with A41 Warwick Road is implemented.

The recommendation as set out above is hereby approved:

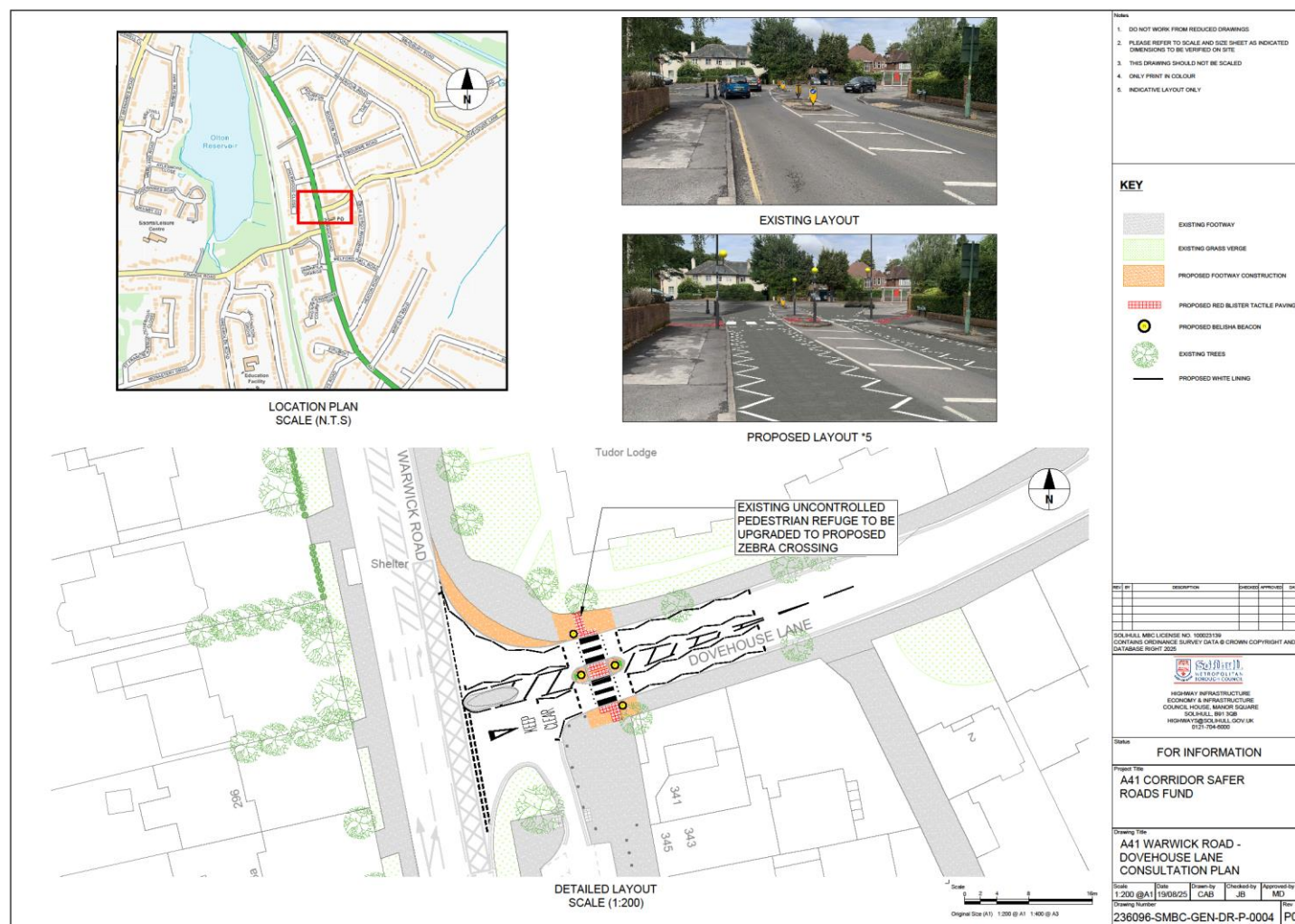


Signature:

Date: 13/10/2025

Dean Ward
Head of Highway Infrastructure

Appendix A: Consultation Plan



Appendix B: Section 23 Legal Notice

SOLIHULL METROPOLITAN BOROUGH COUNCIL

Dovehouse Lane, 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 and commission new Zebra Crossing facilities at the location specified below:

Dovehouse Lane, Olton – 15m east of its junction with A41 Warwick 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 3 October 2025.

DEAN WARD

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



12 September 2025