

Monkspath Hall Road/ Widney Lane – Proposed Toucan Crossing – Summary of Proposals

The aim of the scheme is to provide improved crossing facilities for pedestrians and cyclists crossing Monkspath Hall Road and in particular school children who have raised concerns over safety and the difficulty in crossing Monkspath Hall Road near the junction with Widney Lane.

It is proposed to provide a new Toucan crossing on Monkspath Hall Road south of the roundabout junction with Widney Lane. In addition, consideration is being given to removing the left – turn lane and narrowing down the approach to the roundabout junction on Widney Lane.

The proposals will help to encourage walking and cycling as sustainable modes of transport.

Toucan Crossings

The proposals are summarised below.

The reference numbers **1 to 7** relate to those shown on the attached **Consultation Plan**.

(There are explanations of the technical terms used below on the back of this sheet)

- 1** The new Toucan crossing on Monkspath Hall Road will be south of the roundabout junction with Widney Lane. The crossing will be traffic signal controlled (push button) for use by both pedestrians and cyclists. It will be located a short distance from the existing pedestrian/ cycle crossing points to ensure drivers do not mis-interpret the lights at the crossing to be controlling the roundabout junction and to retain the existing mature oak trees. The crossing will include an audible signal, between the hours of 7am and 10pm to assist pedestrians with visual impairment.
- 2** To provide access to the new crossing on the east side of Monkspath Hall Road, it will be necessary to bring forward the existing kerb line and slightly narrow the road
- 3** To ensure users of the crossing are not obscured by buses waiting, for safety reasons, it will be necessary to relocate the existing bus stop and shelter, south of the new crossing. A section of new footway will be provided to the new bus stop.
- 4** The existing segregated footway/ cycleway crossing points adjacent to and on the existing refuge on Monkspath Hall will be replaced with pedestrian only crossing points. This will help to encourage pedestrians and cyclists to use the new crossing, but recognising that some pedestrians walking along Widney Lane will continue to cross at this location.
- 5** The existing segregated footway/ cycleway from Widney Lane, on the east side of Monkspath Hall Road between Widney Lane and the new crossing will be converted to a shared use footway/ cycleway.
- 6** The existing segregated footway/ cycleway on the west side of Monkspath Hall between the existing crossing point and the new crossing will be converted to a pedestrian only footway.
- 7** Removal of the dedicated left-turn lane on the approach to the roundabout on Widney Lane. There will still be two lanes, one for straight ahead and left turn traffic and one for right turn traffic. This will help to;
 - Improve sight lines for pedestrians and cyclists using the existing crossing point on Widney Lane.
 - Reduce the crossing width for pedestrians and cyclists
 - Reduce vehicle speeds of left turning vehicles into Monkspath Hall Road from Widney Lane



Local example of a Toucan Crossing at Monkspath Hall Road/ Shelly Crescent



Information Sheet - Brief Description of proposed measures and their possible advantages and disadvantages

Type	Brief description	Advantages	Disadvantages
Toucan Crossing 	<ul style="list-style-type: none"> A Toucan crossing is a signal controlled road crossing wide enough to allow both cyclists and pedestrians to cross at the same time. The crossing is activated by a push button in the same way as a Pelican Crossing. A local example of a Toucan crossing can be found on Monkspath Hall Road, junction of Shelly Crescent 	<ul style="list-style-type: none"> They allow cyclists and pedestrians to cross busy roads safely. Cyclists and pedestrians can cross the road when the red light stops traffic removing the need to wait for a gap in traffic. Signals respond to demand from cyclist / pedestrians waiting to cross. More convenient for cyclists as they are permitted to ride across the road, and do not need to dismount as at a Zebra or Pelican crossings. Can help to improve safety for cyclists and pedestrians. 	<ul style="list-style-type: none"> Traffic signals, additional signs, road markings and coloured surfacing can detract visually from the area. Zig Zag markings at the crossing prevent parking on the road in the vicinity of the crossing. Can cause delay to traffic Audible signal (7am – 10pm) can cause some disturbance to neighbouring properties.
Cycleways 	<ul style="list-style-type: none"> Pavement or paths provided for use by cyclists only. The sign shown is used to indicate a cycle way and is provided at the start of the path and at road crossings and may be repeated at regular intervals for longer sections. 	<ul style="list-style-type: none"> Safer to cycle than on busy roads Give access to and from crossing points 	<ul style="list-style-type: none"> Additional signs can detract visually from the area.
Shared use cycle path 	<ul style="list-style-type: none"> Pavement or paths which cyclists share with pedestrians. On these paths, cyclists should give way to pedestrians The sign shown is used to indicate a shared use path and is provided at the start of the path and at road crossings and may be repeated at regular intervals for longer sections. 	<ul style="list-style-type: none"> Safer to cycle than on busy roads Requires less width than a segregated footway / cycleway Better for less confident cyclists and likely to promote more cycling 	<ul style="list-style-type: none"> Potential for conflict between cyclists and pedestrians, particularly young children and the elderly. <p>(However the risks are considered to be low. There are many shared use facilities in Solihull and throughout the country).</p>
Directional signs	<ul style="list-style-type: none"> These are provided at the start and at intervals along the route - mainly at junctions. They advise cyclists of local destinations. 	<ul style="list-style-type: none"> Assist cyclists, in particular those who are not familiar with the local area or have not used the route previously. 	<ul style="list-style-type: none"> Additional signs can detract visually from the area.