

# Agenda

## Decision Making Session for the Cabinet Member for Environment & Highways

**Wednesday, 1 November 2023 at 5.00 pm**  
**At Annexe 1 - Sandwell Council House, Oldbury**

- 1 **Apologies for Absence**
- 2 **Declarations of Interest**  

Members to declare any interests in matters to be discussed at the meeting.
- 3 **Minutes** 5 - 8  

To confirm the minutes of the meeting held on 27 July 2023.
- 4 **Objections Arising from The Advertising of the Traffic Calming Scheme - Yew Tree Estate 2023** 9 - 28  

To consider objections received via the statutory consultation process and to approve the implementation of the proposed traffic calming scheme as advertised.



5 **Objections Arising from the public consultation for the New Cycle Track between Lynton Avenue and Soho Street Junction along the A457 Soho Way**

29 - 48

To consider objections received via the public consultation process and approve the implementation of the new Cycle Track between Lynton Avenue and Soho Street Junction along the A457 Soho Way as advertised.

**Shokat Lal**  
**Chief Executive**  
Sandwell Council House  
Freeth Street  
Oldbury  
West Midlands

**Distribution**  
Councillor  
Councillors Millard

Contact: [democratic\\_services@sandwell.gov.uk](mailto:democratic_services@sandwell.gov.uk)

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## Decision of the Cabinet Member for Environment and Highways (Councillor Millard)

**27 July 2023 at 5pm  
at Sandwell Council House, Oldbury**

**Present:** Councillor Millard – Cabinet Member for Environment and Highways.

**Also present:** Robin Weare – Assistant Director, Highway Services and Trisha Newton – Deputy Democratic Services Manager.

1/23 **Apologies for Absence**

There were no apologies for absence received.

2/23 **Declarations of Interest**

No declarations of interest were made.

3/23 **Objections Arising from The Advertising of The Borough Council of Sandwell (Waiting and Loading Restrictions, Smethwick) (Traffic Regulation Order No.17) 2023**

On 26 June 2020, the Director – Regeneration and Growth gave approval to advertise additional waiting restrictions in parts of the Borough to control parking where problems had been brought to the Council's attention by members of the public.



In August 2022, proposals were advertised for changes to various parking restrictions within the Borough boundary. Objections had been received to seven locations, with a total of 24 objections received.

The following objections had been received and recommendations proposed:-

- proposed no waiting at any time restrictions at the end of Hanson Close (cul-de-sac) - it was recommended that this part of Hanson Close be abandoned, however, there had been no objections to the proposed no waiting at any time at the junction with Perry Street or Kimberly Road and it was recommended that this should proceed as advertised;
- proposed no waiting at any time restrictions near to the junction of Cape Hill on Rosebery Road - objectors believed the proposals would significantly impact on the available parking in the area. The restrictions were intended to prevent parking near to the Post Office located on Cape Hill junction and had been requested by both members and the Post Office following a number of robberies from security vehicles. The remainder of the restrictions were to cover existing dropped kerbs and existing buildouts, which should not be parked upon. The actual loss of parking places was two spaces and it was recommended that this proposal should proceed;
- proposed No Waiting at any Time restrictions at the end of Perry Street - the objector believed that this would discriminate against their visitors who already had limited parking. The proposal provided for junction protection and traffic safety as per the Highway Code and it was recommended that these should proceed as proposed;
- proposed no waiting at any time restrictions on the junctions of Merrivale Road, with a further objection relating only to the junction of Linden Road and Merrivale Road, both of these related to the loss of parking places, however the proposal provided for junction protection and traffic safety as per the Highway Code and it was recommended that these should proceed as proposed;



- proposed no waiting at any time on Milcote Road relating to the reduction in parking places in an already busy area for parking. The restrictions were requested due to a garage being in operation which was no longer present, therefore it was recommended that this part of the proposal be abandoned;
- proposed no waiting at any time on Slatch House Road, relating to the current parking of residents with driveways parking on street and also the de-valuing of property. The restrictions had been proposed due to the narrowness of the cul-de-sac on the approach to the turning area and vehicles parking within the turning area. It was proposed the restriction should proceed as proposed in the interests of traffic safety in the area;
- proposed removal of the loading bay on Three Shires Oak Road - the bay was still in use and required, therefore it was recommended that this proposal be abandoned.

The remaining roads received no objections and it was recommended that these proceed as proposed.

**Resolved:-**

- (1) that, in connection with the making of The Borough Council of Sandwell (Waiting and Loading Restrictions, Smethwick) (Traffic Regulation Order No.17) 2023:-
  - (a) the objections received in relation to the proposed no waiting at any time restrictions in Linden Road, Merrivale Road, Perry Street, Rosebery Road and Slatch House Road, Smethwick, are noted but the Order will proceed as advertised;
  - (b) that, in response to the objections received in relation to the proposed no waiting at any time restrictions in Hanson Close and Milcote Road and removal of the loading bay in Three Shires Oak Road, Smethwick, the proposals be abandoned;
- (2) that, subject to (1) above, the Director – Borough Economy be authorised to complete the necessary statutory procedures;



- (3) that the Director – Law and Governance and Monitoring Officer be authorised to seal the relevant Order to bring the proposals above into effect;
- (4) that the Director – Borough Economy informs the objectors of the decision of the Cabinet Member for Environment and Highways.

Meeting ended at 5.10pm

Contact: [democratic\\_services@sandwell.gov.uk](mailto:democratic_services@sandwell.gov.uk)





## Report to Decision Making Session for the Cabinet Member for Environment & Highways

**01 November 2023**

<b>Subject:</b>	Objections Arising from The Advertising of the Traffic Calming Scheme – Yew Tree Estate 2023
<b>Cabinet Member:</b>	Environment and Highways Councillor Danny Millard
<b>Director:</b>	Borough Economy Alice Davey
<b>Key Decision:</b>	No
<b>Contact Officer:</b>	Robin Weare, Assistant Director, Highways Services <a href="mailto:robin_weare@sandwell.gov.uk">robin_weare@sandwell.gov.uk</a>

### 1 Recommendations

- 1.1 That the objections received via the statutory consultation process are noted and that approval is given to authorise the Director – Borough Economy to implement the proposed traffic calming scheme as advertised, which includes raised traffic calming as shown on drawing No. 41042 S/1 (Appendix 1).
- 1.2 That subject to 1.1, the Director – Borough Economy be authorised to complete the necessary statutory procedures.
- 1.3 That the Director – Borough Economy informs objectors of the decision of the Cabinet Member for Environment and Highways.






### 2 Reasons for Recommendations

- 2.1 These proposals will improve highway safety for vehicles, cyclists, and pedestrians, especially school children attending Yew Tree Primary School.



2.2 Objections have been received via the statutory consultation process and therefore, they must be noted when considering the decision.

### 3 How does this deliver objectives of the Corporate Plan?

	<p><b>Best start in life for children and young people</b></p> <p>The installation of the traffic calming scheme will provide a much safer highway environment in which children and young people can walk and cycle.</p>
	<p><b>People Live Well and Age Well</b></p> <p>The installation of the traffic calming scheme will help reduce the potential for road harm and provide facilities to encourage greater use of sustainable travel modes such as walking and cycling, which will have the added benefit of improving health and wellbeing.</p>
	<p><b>Strong Resilient Communities</b></p> <p>An improved highway safety environment will make our communities feel safer, more protected, and confident in their homes and neighbourhoods.</p>
	<p><b>A Strong and Inclusive Economy</b></p> <p>Our local highways are the arteries of our communities. They connect our residents to employment, education, local services and indeed the wider world.</p>
	<p><b>A Connected and Accessible Sandwell</b></p> <p>The introduction of the traffic calming scheme will provide facilities to encourage greater use of modes such as walking and cycling, linking safely with local bus and rail routes.</p>

### 4 Context and Key Issues

4.1 Sandwell MBC has consulted with residents, stakeholders, emergency services and ward members on details of a traffic calming scheme on the Yew Tree Estate. A decision relating to the objections is required.



- 4.2 The Traffic Regulation Act 1984 powers to Highway Authorities regulate or restrict traffic on its highways, in the interest of safety and operation.
- 4.3 The Traffic Management Act 2004 imposes a network management duty on the Council to manage day-to-day operational use of its highways.
- 4.4 The Highways (Road Humps) Regulation 1999 provide the Highway Authority the mechanism and process to advertise and install road humps on the adopted highway.
- 4.5 A Delegated Decision Report was signed off by Alice Davey on the 26<sup>th</sup> June 2023 approving statutory consultation with residents and to implement a traffic calming scheme including raised traffic calming measures.
- 4.6 Statutory consultation was carried out to 391 residents on the Yew Tree Estate between the 10<sup>th</sup> and 31<sup>st</sup> August 2023.
- 4.7 Each resident received a plan showing the traffic calming proposals along with a letter outlining the principles for the scheme and confirming an end date for them to submit any objections.
- 4.8 The Local Ward Members and the Cabinet Member for Environment and Highways also received notification of the consultation period and associated proposals.
- 4.9 Six replies were received by email of which 4 were objections. The other two replies were general comments about the scheme. The following table highlights the responses received.

Resident A	A list of concerns claimed to have a potential impact on his elderly mother. Appropriate responses were issued but, the email address given was not able to receive the replies, there is no other way of contacting this resident.
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Resident B	<p>Objected to 2 No speed cushions outside the neighbour's property. because this space is used to park a van. No objection has been received from the resident where the speed cushions are proposed. The objector was informed that they could still park there as there are no parking restrictions associated with speed cushions and the resident agreed consider withdrawing his objection. Although several more attempts have been made to contact them, a response has not received, so their objection is still valid.</p>
Resident C	<p>Objected to 2 No speed cushions close to although not outside their property. After revisiting the design, the speed cushions have been removed from the proposals and the objection was withdrawn by the resident.</p>
Resident D	<p>Objected to 2 No speed cushions outside their property. After reassurance that their driveway will be unaffected, the objection was withdrawn</p>
Resident E	<p>No objection to the scheme, just a list of other considerations to be reviewed. Appropriate responses were made, and the resident withdrew their objection.</p>
Resident F	<p>Objecting to whole scheme asking for all traffic speed and accident data. Questioned numerous things about the legality of the consultation process. The relevant data was provided but an extension to the consultation period was requested</p>



	(originally 21 days) A further week's extension was subsequently requested, which again was granted. The resident finally replied on the 9 <sup>th</sup> October 23 with additional objections. A copy of these objections is within the appendices.
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## 5 Alternative Options

- 5.1 Amend the proposals and repeat the consultation or abandon the proposals. These options are not recommended

## 6 Implications

<b>Resources:</b>	The cost to implement the scheme is approximately £350,000 and will be funded by the LTP grant funding.
<b>Legal and Governance:</b>	Refer to 4.1
<b>Risk:</b>	None.
<b>Equality:</b>	An Equality Impact Assessment is not required as the proposals concern legal procedures which are non-discriminatory in nature.
<b>Health and Wellbeing:</b>	The principle benefits with the traffic calming scheme is that it will help reduce traffic speed and hopefully reduce accidents and casualties ensuring a positive effect on the area as being a good place for communities and visitors.
<b>Social Value:</b>	Improving the area for all residents making it a safer place to live and commute.
<b>Climate Change:</b>	None.
<b>Corporate Parenting:</b>	None.

## 7. Appendices

- Appendix 1 - Proposed traffic calming details on Drawing No 41042 S/1  
Appendix 2 - Copy of Emails received from resident F.



**8. Background Papers**

Signed Delegated Powers Report approving statutory consultation with residents.










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**IMPORTANT**  
 The Contractor will be responsible for setting out the work. All dimensions must be obtained from or checked on site. Figured dimensions to be used in preference to scale.

- NOTES**
1. This drawing to be read in conjunction with drawing numbers: 41043 to 41052 incl.

**KEY**

-  Speed Tables/Ramps
-  Existing Traffic Calming Zone
-  Consultation Area



**HIGHWAYS SERVICES MANAGER**  
 Robin Weare, B.Sc, C.Eng, M.I.C.E., M.B.A.  
 Sandwell Council House  
 Freeth Street Oldbury  
 West Midlands B69 3DE

**PROJECT**  
 YEW TREE ESTATE 20MPH ZONE

**LOCATION**  
 YEW TREE, WALSALL

**DRAWING TITLE**  
 PROPOSED TRAFFIC CALMING  
 LOCATION PLAN  
 (CONSULTATION)

SCALE	1:1000
ISSUED BY	S. CHADWICK
DATE	March 2023
DRAWN BY	DAF
DRAWING No	41042 S/1



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Good evening Ms Lang and Mr Wall,

I remain of the opinion that my Objection is valid.

I would add the following Objections:

1) The Government is questioning the effectiveness of 20mph areas across all applicable aspects and are looking at limiting -ie: preventing - local authorities from introducing such schemes.

2) My observations this week alone prove that where there are speed bumps and tables, their effectiveness in slowing motor vehicles and bikes down is very lacking. I have witnessed on numerous occasions motorists and motorcyclists racing towards bumps and tables which demonstrates their ineffectiveness.

3) Highways should look instead at implementing a public awareness campaign to educate pedestrians as to how to safely cross roads, not dissimilar to the Green Cross Code campaign. This could be introduced into the school and delivered by Highways as well as direct marketing the area and public awareness drop-in sessions at the community centre.

4) I am disappointed that the actual data from the two traffic surveys was not sent across for my consideration. Without access to such data, all references to such cannot be verified and cannot be supported. The dates of both are also omitted.

5) Consultation responses are very low and this reflects the apathy surrounding local and national politics with the cost of living crisis being forefront of peoples' minds and feeling they cannot do anything to influence decisions. A door-to-door consultation whereby neighbours could have provided responses on their doorsteps to Sandwell MBC personnel or commissioned canvassers would have provided a greater response rate, obviously undertaken at times when neighbours are at home.

1.5% return on 391 neighbours is a mere 6 responses which is far too small a response rate to base implementing a scheme that will affect Yew Tree with approximately 3500 properties plus Tamebridge with an unknown number of properties.

I stand by my original Objections and ask that these additional Objections are added to my original ones.

I appreciate this email is sent on Sunday evening but you will receive this first thing Monday morning which is when you would have been looking at my response anyway. This delay is due to the fact that there are a number of significant matters I am dealing with which have prevented my earlier response.

I trust this meets with your acceptance of this email and in the event you may have further questions, do not hesitate to contact me.

Yours sincerely,

[REDACTED]

On Friday, October 6, 2023, 2:59 pm, [REDACTED] wrote:

Good afternoon Ms Lang,

A courtesy email to let you know that I shall respond later this evening about this proposed plan.

Kind regards,

██████████

On Friday, September 29, 2023, 11:51 am, Sharon Lang <sharon\_lang@sandwell.gov.uk> wrote:

Good morning ██████████

Highways are compiling the objections report for Yew Tree and we can offer Friday 6<sup>th</sup> October as the latest date for your response.

However, there can be no further extension offered beyond this date.

If you can get the information to us earlier that will be really helpful.

Kind regards

**Sharon Lang**

Senior Engineer

Highways Services

Road Safety and Development Control



[sharon\\_lang@sandwell.gov.uk](mailto:sharon_lang@sandwell.gov.uk)

[www.sandwell.gov.uk](http://www.sandwell.gov.uk)

Sandwell Council House, Freeth Street, Oldbury, B69 3DE



**From:** [REDACTED]  
**Sent:** 29 September 2023 11:31  
**To:** Sharon Lang <sharon\_lang@sandwell.gov.uk>  
**Cc:** Steve Wall <steven\_wall@sandwell.gov.uk>  
**Subject:** Re: OBJECTION - Ref: SW/YEWTREE - Yew Tree Estate - Proposed Traffic Calming Scheme Consultation

**CAUTION:** This email originated from outside of the Council / Children's Trust. Do not click links or open attachments

29 September 2023

Dear Ms Lang,

Due to unforeseen circumstances, I am unable to respond today. Would you allow a further extension until next Friday please?

Kind regards,

[REDACTED]

On Friday, September 15, 2023, 12:29 pm, [REDACTED] wrote:

Good afternoon Mr Wall,

Thank you for this extension.

Kind regards,

[REDACTED]

On Friday, September 15, 2023, 12:16 pm, Sharon Lang <sharon\_lang@sandwell.gov.uk> wrote:

Good afternoon [REDACTED]

Thank you for your email.

This isn't a problem, the deadline can be extended until Friday 29<sup>th</sup> September 2023, to enable you to consider the further details that have been sent to you in respect of the Yew Tree traffic calming scheme proposals.

Kind regards

**Sharon Lang**

Senior Engineer  
Highways Services  
Road Safety and Development Control



[sharon\\_lang@sandwell.gov.uk](mailto:sharon_lang@sandwell.gov.uk)  
[www.sandwell.gov.uk](http://www.sandwell.gov.uk)

Sandwell Council House, Freeth Street, Oldbury, B69 3DE



**From:** [REDACTED]

**Sent:** 13 September 2023 22:04

**To:** Sharon Lang <sharon\_lang@sandwell.gov.uk>

**Cc:** Steve Wall <steven\_wall@sandwell.gov.uk>

**Subject:** Re: OBJECTION - Ref: SW/YEWTREE - Yew Tree Estate - Proposed Traffic Calming Scheme Consultation

**CAUTION: This email originated from outside of the Council / Children's Trust. Do not click links or open attachments**

13 September 2023

Good evening Ms Lang,

Due to circumstances beyond my control, I will not be able to meet your deadline of Friday 15 September 2023 in which to give your response the due consideration it warrants. I am, therefore, asking that this deadline is extended at least to the end of the month to enable me to respond, informed, and submit a considered reply to your response. If this extension request cannot be met then I cannot give due consideration and my objection will stand.

I hope that this extension can be applied due to the unforeseen circumstances and I am permitted to make a considered reply.

I look forward to hearing from you.

Kind regards,

██████████

On Thursday, September 7, 2023, 4:51 pm, Sharon Lang <sharon\_lang@sandwell.gov.uk> wrote:

Good afternoon ██████████

Thank you for your email dated the 31<sup>st</sup> August 2023, requesting further clarification on data which supports the recommendation for a road safety scheme on Yew Tree Estate.

The decision which led to the recommendation and proposal for traffic calming measures on the Yew Tree Estate was data led, with the information taken from Police records. The data shows a continuous trend of injury collisions on the Yew Tree Estate over a 7 year period, resulting in a total of 11 casualties.

A number of factors have been considered when recommending a traffic calming scheme at Yew Tree Estate, these include :-

### **Injury collision data and analysis**

A study since 2016 shows injury collisions which have resulted in casualties are continuously occurring year on year.

These collisions and injuries include our most vulnerable road users which are pedestrians (in particular children), cyclists and motorcyclists. These collisions include a fatality and 3 serious injuries.

Although the contributory factors for the collisions differ, these do include excessive speed, junction overshoot and poor turn manoeuvre.

The injury collisions can be identified from the blue markers set out on the plan below.

### **Transport for West Midlands Road Traffic Collision Report From 01/04/2016 to 31/03/2023**

Report generated on 05 September 2023 at 11:32

Total Collisions	No. of Fatal Collisions	No. of Serious Collisions	No. of Slight Collisions	Total Casualties	No. of Fatal Casualties	No. of Serious Casualties	No. of Slight Casualties	No. of Driver Classification	No. of Passenger Classification	No. of Pedestrian Classification
9	1	3	5	11	1	2	8	6	2	3



### **Traffic surveys**

Traffic surveys have been undertaken at 2 separate locations along Birchfield Way and these show that over 80% of motorists are travelling in excess of the speed limit where it is posted at 20mph. Published statistics show that higher vehicle speeds increase the risk of a collision and the severity of the injuries sustained also increase with higher speeds.

### **Safer travel to school**

As you will appreciate, in addition to the above, there is also a school located on the estate and Sandwell need to improve safety for all highway users. A safer environment for children can encourage more sustainable methods of travel such as walking to school. This helps to reduce the numbers of vehicles travelling into the area, which in itself reduces the risk of collisions. If vehicle speeds can be reduced through enhanced traffic calming schemes, this also reduces the risk of injuries where there is likely to be increased numbers of pedestrians during school peak times throughout the day.

As you quite rightly point out, there are other areas in Sandwell where injury collisions are occurring, and we look to tackle these using the same strategic data led methods. Where it is possible to save lives on the highway network and implement road safety schemes, this will always be considered as money well invested. This has been reflected in the consultation exercise recently undertaken on the Yew Tree Estate, where 391 residents were contacted and just a very small percentage of residents, 1.5%, have either raised an objection or asked for further information.

The information that was provided as part of the consultation process enabled residents to see what the scheme entailed. Anyone wishing to look at the scheme or discuss it in further detail were given the option to get in touch and the contact details were provided. It would have been very impractical and expensive to provide a full set of drawings to every resident, however, these were available on request as mentioned.

Your comments regarding alternative traffic calming measures such as those used around Bescot Retail Park, have been used in Sandwell. However, the vertical measures such as speed humps and speed tables have tended to work better in Sandwell, this is because some of the give and take traffic calming measures rely on motorists to give way, and if they don't, it causes conflict between motorists, this has resulted in some of these types of traffic calming schemes being changed in Sandwell.

I trust the information required will be useful and if you require anything further, please ask. If you could let us know by Friday 15<sup>th</sup> September if you would like to support the scheme following the additional information, or if your objection remains the same, arrangements can be made to report this to a future Decision Making Process where a decision will be as to whether the scheme can be implemented.

Kind regards

**Sharon Lang**  
Senior Engineer  
Highways Services  
Road Safety and Development Control



[sharon\\_lang@sandwell.gov.uk](mailto:sharon_lang@sandwell.gov.uk)

[www.sandwell.gov.uk](http://www.sandwell.gov.uk)

Sandwell Council House, Freeth Street, Oldbury, B69 3DE



**From:** [REDACTED]  
**Sent:** 31 August 2023 21:35  
**To:** Steve Wall <steven\_wall@sandwell.gov.uk>  
**Cc:** Simon Chadwick <simon\_chadwick@sandwell.gov.uk>; [REDACTED]  
**Subject:** OBJECTION - Ref: SW/YEWTREE - Yew Tree Estate - Proposed Traffic Calming Scheme Consultation

**CAUTION:** This email originated from outside of the Council / Children's Trust. Do not click links or open attachments

31 August 2023

Dear Mr Wall,

**OBJECTION - Ref: SW/YEWTREE - Yew Tree Estate - Proposed Traffic Calming Scheme Consultation**

I refer to your letter dated 10 August 2023 and attached drawing number: 41042 S/1.

**1) Incomplete Data Submission Renders Consultation Void**

I had cause to write to you on 14 August 2023 due to the fact the proposed traffic calming scheme consultation correspondence was missing vital information, that being the two drawings identified on drawing number: 41042 S/1 as drawings 41043 and 41052 to which the aforementioned drawing makes reference "...to be read in conjunction with drawing numbers 41043 and 41052". These omissions have presented incomplete data to recipients of your letter and drawing 41042 S/1 and therefore, the proposed traffic calming scheme consultation has been presented with incomplete information for residents to decide upon. On this basis alone, the consultation is incomplete and the scheme needs to cease immediately.

On 18 August 2023, Ms Sharon Lang responded to an email I sent to Mr Simon Chadwick on 15 August 2023, which stated:

*"Thank you for your email regarding the proposed traffic calming scheme for Yew Tree Estate.*

*Sandwell's Highways Department, have funding each year to implement road safety schemes where injury collisions are occurring which result in casualties. To identify those areas where funding would be best prioritised, an exercise is undertaken to analyse the injury collisions in Sandwell which have resulted in casualties.*

*The Yew Tree Estate has been identified as an area where a number of injury collisions have occurred during the past 5 years and this is the reason a proposal*

*has been made to prioritise funding in this area. The scheme is a proposal at this stage, hence the reason a consultation is being carried out with the residents.*

*It is known from statistics that many collisions which result in casualties, have speed attributed to them. We also know higher vehicle speeds increase the risk of more severe injuries occurring and in some cases, even fatalities. However, the council do not hold any powers to enforce the speed limit or deal with anti-social driving behaviour.*

*What we do have is small amounts of funding each year to reduce casualty numbers on the highway network, and we are always looking for effective, innovative ways to do this. It is known from studies and statistics that one of the most effective forms of traffic calming available are vertical measures such as speed cushions and speed tables, which can help to reduce vehicle speeds and which then helps to reduce casualties on the network. Many studies have been undertaken by government bodies, road safety organisations and insurance companies and these can be found online.*

*The copies of the drawings you have requested are attached, apologies if these were omitted from the original correspondence. Should you require any further information or would like to discuss it further, please do not hesitate to ask".*

Looking at the contents of Ms Lang's email, I shall respond and object to each.

## **2) Best Use of Funding?**

Whilst Sandwell MBC's Highways Department may have at its disposal funding to implement road safety schemes, my neighbours and I are only aware of one collision in recent years which resulted in a fatality. This tragic and avoidable death was caused by an inexperienced rider on an off-road scrambler bike he was test riding when he decided to perform a wheelie and lost control of the scrambler. This was very tragic and, you will appreciate, the road of Birchfield Way where it meets Fernbank Crescent played no role in this fatality occurring.

I suggest that this funding is best utilised at road traffic accidents "hot spots" such as the Wolverhampton Road/Queensway junction which local residents are campaigning for the council to address.

There is also the issue of pot holes and no maintenance on existing roads throughout the borough of Sandwell which will be an investment against claims for damages to vehicles made against the local authority.

On this basis alone, the consultation is incomplete and the scheme needs to cease immediately.

## **3) Where's The Consultation's Supporting Evidence?**

This proposed traffic calming scheme's consultation is lacking any data on the statistics, if any exist, on recorded speeds, injuries, fatalities, etc. and locations of where said data for residents to be able to determine any meaningful and informed



decisions to submit to this consultation. These data sets - ie: evidence - is crucial to enable all residents to make informed decisions based upon facts and not mere hearsay. This alone renders the Proposed Traffic Calming Scheme Consultation null and void.

On this basis alone, the consultation is incomplete and the scheme needs to cease immediately.

#### **4) Last Known Data Collection Proved No Requirement For Traffic Calming Measures**

The last known data collection, to my knowledge, was one I instigated with Highways which set out to identify possible speeding issues. The evidence demonstrated that there were no issues of vehicles and motorbikes driving in excess of the permitted speed limit. The lack of available data supplied by Sandwell MBC's Highways Department renders the proposed traffic calming scheme void. The council cannot expect residents to make decisions that will affect them every day without evidence to support such a scheme. Where is the evidence? None has been provided and nor is there a compelling case to argue that this proposed scheme is needed.

On this basis alone, the consultation is incomplete and the scheme needs to cease immediately.

#### **5) Proposed Scheme Will Fail**

The proposed traffic calming scheme is flawed. This is due to the fact that drivers and motorbike riders will still continue to drive across the proposed speed cushions and tables at the same speed as is evidenced along Walstead Road where these are sited. It will fail to slow drivers and riders down. In fact, the off-road scramblers will use these proposed speed cushions and tables as ramps to speed up to and fly off from, leaving residents and pedestrians in fear on the pavements and in their cars.

On this basis alone, the consultation is incomplete and the scheme needs to cease immediately.

A better traffic calming scheme is one utilised by Walsall Council around Bescot Retail Park which reduces traffic to single file traffic on alternative lanes of traffic.

#### **6) Full Details on Sandwell.gov.uk?**

Where are the full details?

If there are full details, firstly it is not clear where on the website these are and secondly, living in the fourth most financially deprived boroughs in the UK means

that many residents do not have access to the internet and therefore, are unable to access the "full details" even if they could be located. Thirdly, you are making the assumption that residents know how to use the internet and many on Yew Tree do not have this knowledge.

On this basis alone, the consultation is incomplete and the scheme needs to cease immediately.

One assumes the supporting data and evidence that Sandwell MBC's Highways Department is relying upon to push through this scheme and push through it certainly looks like as a search on Yew Tree Proposed Traffic Calming Scheme provides only start dates and road closures.

Is this not premature?

Where is the data and evidence being relied upon or is Sandwell MBC's Highways Department so intent on pushing through this scheme irrespective of the fact that it has failed to provide residents with the full facts, data and evidence to support its claim that Yew Tree needs this?

## **7) Damage to Vehicles**

Vehicles are damaged with these speed cushions and tables with unnecessary driving up and down them. If you push through this scheme, firstly Sandwell MBC will be accused of failing to provide residents with the complete data and evidence to support its high-speed drive to spend this pot of available funding money and secondly, will open itself up for claims galore from drivers and riders who have suffered damage and financial loss to their vehicles because of your forced through, at haste, **PROPOSED** traffic calming scheme.

On this basis alone, the consultation is incomplete and the scheme needs to cease immediately.

I shall be one such resident making claims as my car will be damaged with this **PROPOSED** traffic calming scheme **CONSULTATION** and I will hold Sandwell MBC responsible to damages to my car due to this unwarranted traffic scheme.

I emphasis the **PROPOSED** and **CONSULTATION** because this is a very poor attempt to look like a **PROPOSAL** under **CONSULTATION** with residents **BUT** there are many issues that Sandwell MBC's Highways Department are either choosing to retain from residents or haven't done its homework before rushing to spend what it public money without evidence that such a scheme is needed.

In closing, I suggest that due consideration is given to aborting this **PROPOSED** traffic calming scheme because you have provided **NO EVIDENCE** to support it and I would hate to see Sandwell MBC's reputation further tarnished with what could be perceived as Sandwell being far too eager to spend cash than address real issues where money is much needed.

**BIN THIS FALSEHOOD OF A PROPOSAL - NOW!**

Yours sincerely,

██████████  
██

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## Report to Decision Making Session for the Cabinet Member for Environment & Highways

**01 November 2023**

<b>Subject:</b>	Objections Arising from the public consultation for the New Cycle Track between Lynton Avenue and Soho Street Junction along the A457 Soho Way.
<b>Cabinet Member:</b>	Environment and Highways Councillor Danny Millard Regeneration and WMCA Councillor Peter Hughes
<b>Director:</b>	Alice Davey, Borough Economy Tony McGovern, Regeneration and Growth
<b>Key Decision:</b>	No
<b>Contact Officer:</b>	Andy Miller Strategic Planning & Transportation Manager, <a href="mailto:andy_miller@sandwell.gov.uk">andy_miller@sandwell.gov.uk</a> Robin Weare, Assistant Director, Highways Services, <a href="mailto:robin_weare@sandwell.gov.uk">robin_weare@sandwell.gov.uk</a>

### 1 Recommendations

- 1.1 That the objections received via the public consultation process are noted and that approval is given to authorise the Director – Borough Economy to implement the New Cycle Track between Lynton Avenue and Soho Street Junction along the A457 Soho Way, as advertised and shown on drawing No. 41118 S/1 (Appendix 1).
- 1.2 That subject to recommendation 1.1, the Director – Borough Economy be authorised to complete the necessary statutory procedures.
- 1.3 That the Director – Borough Economy informs objectors of the decision of the Cabinet Member for Environment and Highways.





## 2 Reasons for Recommendations

- 2.1 The proposals will encourage a greater proportion of trips to be undertaken by non-car modes and achieve an uplift in the number of people using active travel modes (cycling and walking) within Smethwick but also the wider borough and region to assist in reducing congestion, poor air quality, and other health inequalities.
- 2.2 This scheme is being funded through the Government's Towns Fund programme and is being delivered in accordance with approved business case by the Towns Fund Super Board on the 20th January 2022, and subsequently by the Department for Levelling Up, Housing & Communities on the 1st June 2022.
- 2.3 The longer-term aspirations are for an off-road segregated pedestrian and cycle route that will eventually connect Oldbury Town Centre to Smethwick along the A457, via the new Midland Metropolitan University Hospital (MMUH) and on into Birmingham's cycle route proposals at their boundary before continuing into Birmingham City Centre.




The previous phases of this Towns Fund project included:

- Phase 1 – Galton Bridge to Rolfe Street
- Phase 2 – Rolfe Street to Lynton Avenue
- Phase 3 – Walking route from Rolfe Street to Midland Metropolitan University Hospital (MMUH)
- Phase 5 provides a connection from the canal to the MMUH and is being delivered by the Canal & River Trust (CRT).

## 3 How does this deliver objectives of the Corporate Plan?

	<p>Best start in life for children and young people</p> <p>The proposals will provide a much safer highway environment in which children and young people can walk and cycle.</p>
	<p>People Live Well and Age Well</p>



	The installation will help reduce the potential for road harm and provide facilities to encourage greater use of sustainable travel modes such as walking and cycling, which will have the added benefit of improving health and wellbeing.
	<b>Strong Resilient Communities</b> An improved highway safety environment will make our communities feel safer, more protected, and confident in their homes and neighbourhoods.
	<b>A Strong and Inclusive Economy</b> Our local highways are the arteries of our communities. They connect our residents to employment, education, local services and indeed the wider world.
	<b>A Connected and Accessible Sandwell</b> The scheme will provide facilities to encourage greater use of modes such as walking and cycling, linking safely with local bus and rail routes.

## 4 Context and Key Issues

- 4.1 The A457 proposal is a Towns Fund project. The scheme was approved by Towns Fund Board under delegated powers from Council.
- 4.2 Sandwell MBC has consulted with residents, and ward members on details of New Cycle Track between Lynton Avenue and Soho Street Junction along the A457 Soho Way. A decision relating to the objections is required.
- 4.3 The first round of consultation was carried out between 17th July 2023 and 6th August 2023, and following comments from the first phase, a second round of consultation with revised plans was carried out between 21st August 2023 and 10th September 2023.
- 4.4 Each resident received a plan showing the proposals along with a letter outlining the principles for the scheme and confirming an end date for them to submit any objections.



4.5 Ward members and the Cabinet Member for Regeneration & WMCA also received notification of the consultation period and associated proposals.

4.6 Comments received from John Spellar (MP) (as originally written) are below:

<b>Comments from John Spellar (MP)</b>	<b>Response from Sandwell MBC Officer</b>
<p>I have strong reservations about the installation of dedicated cycle paths on main roads, which not only restrict road space but also tend to cause considerable congestion during their construction. It is also not clear what the projections were for use of such paths and what measurement has been undertaken as to the outcome. From observation there would appear to be very little use of the current paths. I am aware that some of the pressure for this comes from the Government Department of Transport who are also forcing money onto the Council to fund the work , which is extraordinary at a time when the same Government are refusing to fund core services . Accordingly the Council should not proceed with such schemes on main roads including this particular phase, although some provision on side roads and canal paths might be feasible</p>	<p>Dear John Spellar MP</p> <p>Thank you for your correspondence below dated 28th August 2023 regarding the Smethwick Towns Fund Tollhouse Cycle Way Phase 4 public consultation, currently being undertaken. We appreciate the feedback you have provided and would like to address your concerns below.</p> <p>The proposed section of cycle track is being delivered between Lynton Avenue and Soho Street Junction along the A457 Soho Way following the receipt of funding from the Department for Levelling Up, Housing and Communities, called the Towns Fund. Sandwell Council has worked in partnership with Sandwell and West Birmingham NHS Trust, Canal &amp; River Trust, Greets Green Community Enterprise Centre and Sandwell College (Sandwell’s Towns Fund Partnership) to help secure £67.5 million Towns Fund investment in total for Sandwell. This is the largest amount for any local authority area under the Towns Fund programme. The aim of the funding is to level up communities and helping to increase economic growth with a focus on regeneration, improved transport, better connectivity, skills and culture.</p>





The Government approved all 16 projects within the Sandwell Towns Fund Programme and project delivery is now under way for most. As it is a five-year programme, projects will come to life at different points during this period. One of these projects is Smethwick Connected: Active Travel Corridor Improvements which aims to deliver high-quality cycling and walking infrastructure connecting Smethwick Galton Bridge Railway Station, Smethwick High Street and Rolfe Street Railway Station and further towards the Midland Metropolitan University Hospital. However, the longer-term aspirations are that these will be the first phases of the route that will eventually, in the longer term connect Oldbury Town Centre to Smethwick along the A457, and then past the new Midland Metropolitan University Hospital (MMUH) and to the Birmingham City Council boundary on B4135 Heath Street and A457 Dudley Road, connecting to Birmingham's cycle route which is currently on-site which then continues on into Birmingham City Centre. So, in effect, in the longer-term there will be a continuous cycle and pedestrian provision from Oldbury, via Smethwick and past MMUH, and then into Birmingham City Centre. In addition to this, in Smethwick, there will also be links to the north which will connect to the Birmingham Canal network (where the towpath has already been resurfaced as part of a project called Managing Short Trips in partnership with the Canal & Rivers Trust) and links to the south, connecting the High St and the



Smethwick railway stations to the new Aquatics Centre.

The complete project, specifically as part of the Towns Fund is being delivered in 5 phases and includes previous phases from Galton Bridge to Rolfe Street and from Rolf Street to Lynton Avenue. The 5th phase is currently being delivered by The Canal and River Trust which includes improving the towpath and creating a link from the Birmingham Canal to the hospital site.

The aim of the overall project is to intercept car trips and provide alternative safe, sustainable, segregated from traffic, active travel options for the residents of Sandwell, whether they be for commuter journeys or for leisure trips. By doing this, we hope to contribute in addressing some of Sandwell's Public Health concerns in the longer term by tackling child obesity levels, especially in Smethwick where levels are high. In addition, the scheme will help in reducing congestion on the highway network hence improving on the current poor Air Quality levels in Sandwell and contributing to Sandwell's Climate Change Strategy and Transport Action Plan which was approved by Sandwell's Cabinet in August 2020 with full Council approval in October 2020.

The proposed scheme will not be restricting road space as the cycle lanes are being delivered on parts of existing grass verges or creating new paths with some minor kerb re-alignments. No traffic lanes are being taken out. Traffic running lanes will remain as they are.



Some minor congestion issues may be caused during construction; however, these will be kept to a minimum through night working and restricting works during peak hours of the day. The Contractor will be required to submit their Traffic Management plan to the Council's Highway Team. The Highway team will review the plans to ensure co-ordination with other works taking place along the corridor and in the local area. Every effort will be made to keep traffic disruption to a minimum, however it is essential to have traffic management in place to ensure safety of the workforce and protect them from live traffic.

The full benefits of the proposed scheme will be realised once all 4 phases have been completed and furthermore once the route links to the hospital and Birmingham's cycle route which offers a route into Birmingham City Centre. In accordance with the guidance provided by Department for Transport, the proposals will be monitored 6 months and 12 months post completion of Phase 4 which we aim to complete by October 2023. A site visit with the Towns Fund Board took place on the 11th August 2023 where local residents approached Councillors to state they welcomed the scheme. Police officers who were also in attendance stated that they used the cycle route and looked forward to seeing the full scheme completed. We hope, with the full scheme in place, providing connections to key transport hubs and site's such as the hospital when it opens, coupled with promotion of the scheme, the usage of the cycle route increases year on year, providing health benefits of



	<p>Active Travel to the residents of Sandwell and helping those that do not have access to a car.</p> <p>We hope the above details address the concerns raised in your correspondence.</p>
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**Further response received from John Spellar (MP)**

Thank you for your email dated 6<sup>th</sup> September regarding the cycle way.

At the end of last week I was on a number of visits in Smethwick and including on Smethwick High Street. There was nouse being made of the cycle way and I would be interested as to the projected use before the full scheme is completed and how that matches up to actual usage.

You mention that local residents approached councillors. Their recollection is that this was one family who approached them which does not seem to be a particularly scientific survey.

I reiterate my concern that while schemes such as these may or may not work in London, they do not seem to have relevance in our area and at a time when spending on all sorts of services being cut, leaves the Council open to criticism.

4.7 Comments were received from 9 residents (combined for both rounds of consultation). Four residents supported the proposals and four objections were received. One respondent did not express a preference. Details of comments (as originally written) are below:

Resident A	Definitely good to see more cycling infrastructure. It would be nice if one route connecting this to Victoria Park could be signposted as a cycle route, ideally with 20mph or lower speed limit and some restriction on through traffic to make it safe to cycle in the road. This would connect this extended cycle route to the shops in Cape Hill with minimal additional infrastructure cost. Also, will there be any changes to the crossings on Soho Way/Tollhouse Way for cyclists turning off to the north, rather than having to wait at pedestrian crossings?
Resident B	We are completely against the proposal. It will take away our only green space, trees and barrier separating our road from the extremely busy dual Carriage way. It was bad enough when you took down the bushes, which at least



	<p>blocked some of the road. This will impact the value of our properties, people are already put off by having a busy road in front. Our street is predominantly private residents, there are hardly any council properties left. You are also encouraging more people traffic through our road. We are already see an increase of people walking up and down our street or congregating at the new crossing at the foot of lynton avenue. We have also seen an increase of people parking their cars on our street to walk up to rolfe street to catch their train. This will only get worse.</p> <p>There are at least 2 young families living on lynton avenue, facing the proposed route. 5 small children between them, they play on the grass in front of the house and you are creating an unsafe environment for them.</p> <p>It will also impact traffic. We've already had to put up with traffic queuing for the last 3 years due to the cycle lanes created and then demolished and then created again. The work a few months ago, caused havoc. The contractor fitzsimmmons either were never on site, or started work at 7am in the morning on the weekend or gone past midnight whenever they felt like it. There was no courtesy shown to the residents on roslyn close or lynton avenue. Whenever network rail do work, they write to us weeks in advance to warn of noise disruption. The previous work took months and months, causing traffic tailbacks all day long.</p> <p>There are elderly residents living on the street - who do not need this at their time of life especially as there is hardly anyone using the stretch between Galton Bridge and our street. I still see people cycle through the centre reservation! There are people walking on the cycle path than cycling. You could just as easily paint cycle signs on our road, like you have regent street, cyclists could follow this and reconnect at the proposed crossing on crocketts lane. Our road is not a busy traffic road and people drive slowly due to it being a dead end.</p>
Resident C	<p>Our household and our neighbours are very unhappy with the proposed works at Lynton Avenue.</p> <p>Firstly I would like to say the consultation process has not be inclusive of local residents. This is Smethwick, the council should be aware we are a diverse population but the documentation posted through our doors was only in English and encouraged residents to go online to register</p>





their views. You have given no consideration to people who are digitally excluded either because they have no access to go online or because they do not speak/write English. There are at least five homes on our street where they do not speak English.

So how are they meant to register their view or get their thoughts across or understand your proposals??

The main concerns are us losing our only green space in front of our property which will mean we are completely exposed to the dual carriage way - which is very busy. The embankment offers some degree of separation and safety, especially when we have young children on the street. We already had an incident last year where a woman tried to run into the dual carriageway from Lynton Avenue to take her life. We had to call an ambulance/police. We've also seen an increase in drunk people, again, a few weeks ago we had to call the police as a drunk chap wouldn't get out of the middle of the road. He'd come along the path from the high street.

Since the recent works completed, we have seen an increase in people using our street as a walkway - they always walk in the middle of the road, rather than crossing over to use the foot path. If this cycle lane is created, you will just encourage more people to use it as a foot path, making it a hazard for cyclists. We have also seen an increase in parking, dangerous parking at that, where people leave their cars and walk to the High street or to Rolfe Street to catch their trains.

We have hardly seen any cyclists using the existing cycles, and any we have seen, never cross over to Lynton avenue at the crossing - they cycle directly on, down the dual carriage way. The same thing will happen if the lane is created on our side, cyclists will NOT cross over to join the lane on our side, only to go onto Crocketts lane, they will just continue to cycle down the left hand side of the dual carriage way. You could just as easily paint cycle signs onto our road that cyclists could follow onto Crocketts Lane where they can rejoin the cycle path. This would not be anywhere near as costly (both financial and in terms of time) or disruptive to all concerned, including drivers on the carriageway. Our street is a quiet one for traffic and so cyclists would be safe.



	<p>These works will also impact the value of our homes, a majority which are privately owned. For years we have asked the council to resurface the access ways behind our properties only to be repeatedly told it's not their problem but now it feels like this is being forced onto us without a choice. You say this is a consultation and nothing is set in stone, yet there were men from the council measuring out by the trees on the proposed site, earlier this week, with consultation still open!!</p> <p>We are quite a diverse street as mentioned and do have a number of elderly people living here. My own parents live here - both have mental health issues and I'm not sure how they will cope with the immense disruption to life, especially considering how bad the previous works were. It all seems quite unnecessary, especially considering the lack of cyclists it's meant to benefit. You say it's to encourage people to cycle yet traffic levels on the dual carriage way are back to pre covid levels, despite the cycle lanes already established. I still see people cycling along Smethwick High Street, rather than use the cycle paths to Galton Bridge.</p>
Resident D	<p>Looks good. Doesn't negatively impact traffic flow and safety of pedestrians. I worry about electric bikes and scooters on footpaths.</p>
Resident E	<p>We are not happy with proposal. There have been no changes made. The trees planted are not going to help the value of my home. The cycle path will make the road seem and feel a lot closer to our property. It already feels unsafe at times, especially with the speeding cars. Why do the council not do anything about speeding drivers on the dual carriageway.</p> <p>The last few months the existing changes have already caused great problems for our street. Lots of people using it as a through road to walk to the high street and for some reason, hang about at the crossing. There has been an increase in teenagers cycling down and hanging about and being abusive.</p> <p>The disruption the last time was bad enough and lasted forever - we had to deal with lots of noise from traffic backed up in queues. The contractors you used fitwilliams or fitsimmons? didn't care about the residents. They would</p>



	<p>sometimes start at 7am, at weekends then for days at a times, nothing and then working until the middle of night, banging things.</p> <p>Some of our neighbours work night shifts or other unsocialable hours, this greatly impacted them. People will not use the cycle path. it makes no sense.</p>
Resident F	<p>It's good to see you are planting trees but that is not the only issue but seems to be the only one addressed.</p> <p>There are young families on our street, whose children play in the front gardens and it is already becoming quite unsafe for them with the amount of footfall that has increased since the current cycle path was constructed. It's not cyclists using it - it's people walking down to the high street.</p> <p>Taking away the green area in front of our homes will impact our living environment as well as our house prices. You will have to take it away to construct this path, that no one will use. They will not cycle over to only have cycle back at crocketts lane. There are also hardly and cyclists using it currently. You maybe trying to future proof but it's at our expense, which is not on or ok.</p> <p>Where is the data that shows people in smethwick want a cycle path a long the dual carriageway. I also do not understand why you are planning to build an uncontrolled crossing at the bottom of lynton avenue. We've lived here for years without an accident on our road that there needs to be a crossing there now.</p> <p>All this yet you will not re tarmac the alleyways behind our houses that are full of pot holes and overgrown weeds, effectively cutting off our access through out back gate. My Dad has tripped up so many times trying to take the bins out. The holes are like craters!</p> <p>As far as I can see, you haven't listened to anything our residents have said except about the trees.</p> <p>Again you've sent this information in English when nearly half of the residents do not speak english. This is intentional on your part so that they can't object to the plans but you can tick a box to say you let residents have their say.</p>
Resident G	No Comments on form
Resident H	Good Decision
Resident I	We are happy with the proposal and plans to go ahead. I thank you for working with us + seeing the benefits





## 5 Alternative Options

5.1 Amend or abandon the proposals.

## 6 Implications

<b>Resources:</b>	The cost to implement the scheme is approximately £3.2M and will be funded by, funding from the Department for Transport, called the Towns Fund.
<b>Legal and Governance:</b>	N/A
<b>Risk:</b>	None.
<b>Equality:</b>	An Equality Impact Assessment is not required as the proposals concern legal procedures which are non-discriminatory in nature.
<b>Health and Wellbeing:</b>	The proposals will implement high-quality cycling and walking infrastructure to make local journeys safer for all.
<b>Social Value:</b>	Improving the area for all residents making it a safer place to live and commute.
<b>Climate Change:</b>	None.
<b>Corporate Parenting:</b>	None.

## 7. Appendices

Appendix 1 – Consultation Plan - Drawing No 41118 S/1.

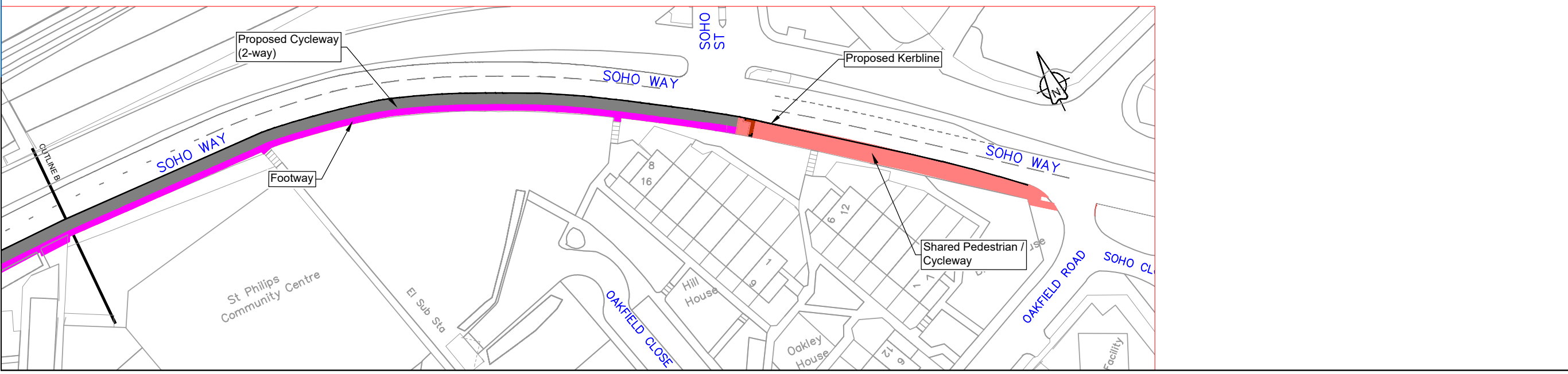
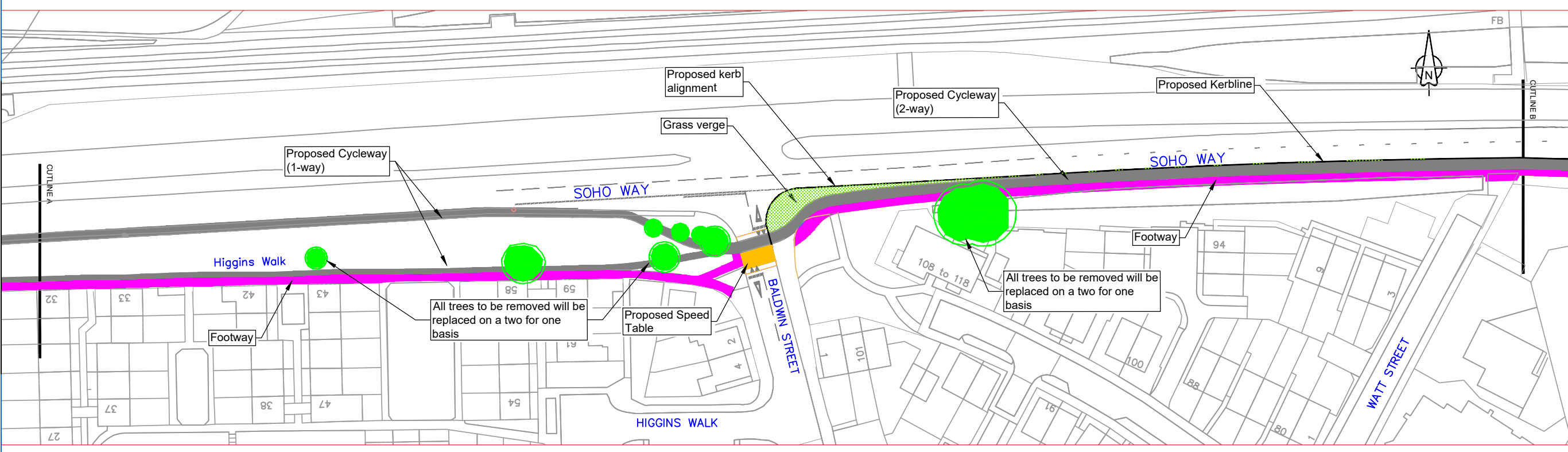
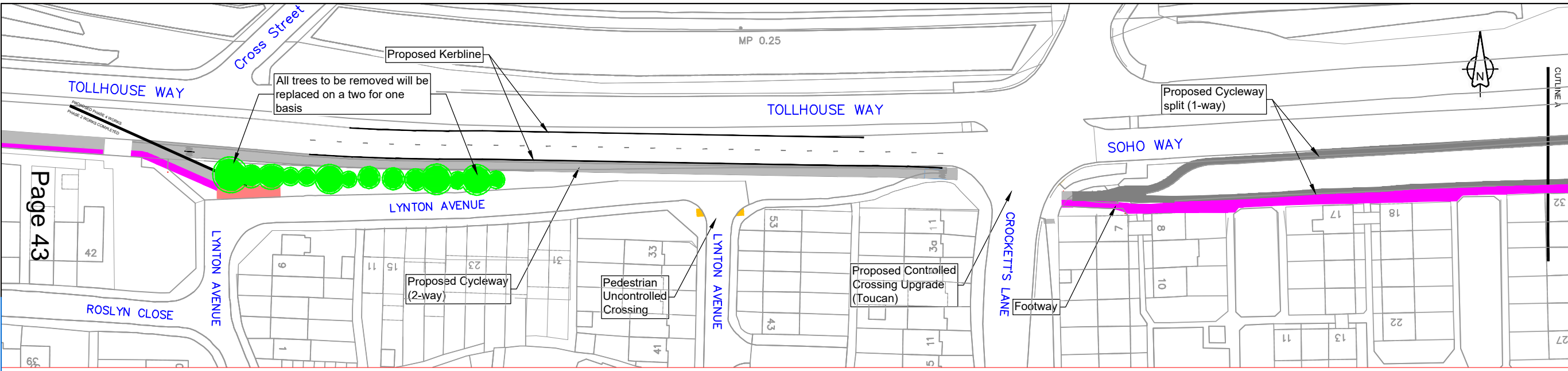
Appendix 2 – Copy of communications from ward members and members of the public.

## 8. Background Papers

Approved business case by the Towns Fund Super Board on the 20th January 2022 and the subsequently by DLUHC on the 1st June 2022.



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**IMPORTANT**  
 The Contractor will be responsible for setting out the work. All dimensions must be obtained from or checked on site. Figured dimensions to be used in preference to scale.



Funded by UK Government

**KEY**

- Proposed Cycleway Route - (Off-carriageway)
- Footway
- Shared Footway / Cycleway
- Trees



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 Sandwell Council House  
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 West Midlands B69 3DE  
 E-mail: Highways@sandwell.gov.uk

**PROJECT**  
 TOLLHOUSE WAY CYCLEWAY  
 PHASE 4

**LOCATION**  
 A457 SOHO WAY TO GROVE LANE,  
 SMETHWICK

**DRAWING TITLE**  
 CONSULTATION PLAN

SCALE    NTS

ISSUED BY    S.CHADWICK

DATE    JUNE 2023

DRAWN BY    JF

DRAWING No    41118 S/1

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Public Consultation - Smethwick Towns Fund Phase 4 Scheme

Consultation Round 1 (17th July 2023 - 4th August 2023)

Cabinet Member and Councillors

Date	to	from	Response received
04/07/2023	Councillor Danny Millard		No response received
10/07/2023	Councillor Danny Millard		Follow-up to previous email, no response received
10/07/2023	Councillor Palbinder Kaur, Councillor Ashley Lewis, Councillor Luke Davies		No response received

Responses - Citizen Space

Date	Name	Address	Comments	Sandwell MBC Response
22/07/2023			Definitely good to see more cycling infrastructure. It would be nice if one route connecting this to Victoria Park could be signposted as a cycle route, ideally with 20mph or lower speed limit and some restriction on through traffic to make it safe to cycle in the road. This would connect this extended cycle route to the shops in Cape Hill with minimal additional infrastructure cost. Also, will there be any changes to the crossings on Soho Way/Tollhouse Way for cyclists turning off to the north, rather than having to wait at pedestrian crossings?	
06/08/2023			<p>We are completely against the proposal. It will take away our only green space, trees and barrier separating our road from the extremely busy dual Carriage way. It was bad enough when you took down the bushes, which at least blocked some of the road. This will impact the value of our properties, people are already put off by having a busy road in front. Our street is predominantly private residents, there are hardly any council properties left. You are also encouraging more people traffic through our road. We already see an increase of people walking up and down our street or congregating at the new crossing at the foot of Lynton avenue. We have also seen an increase of people parking their cars on our street to walk up to Rolfe street to catch their train. This will only get worse.</p> <p>There are at least 2 young families living on Lynton avenue, facing the proposed route. 5 small children between them, they play on the grass in front of the house and you are creating an unsafe environment for them.</p> <p>It will also impact traffic. We've already had to put up with traffic queuing for the last 3 years due to the cycle lanes created and then demolished and then created again. The work a few months ago, caused havoc. The contractor Fitzsimmons either were never on site, or started work at 7am in the morning on the weekend or gone past midnight whenever they felt like it. There was no courtesy shown to the residents on Roslyn Close or Lynton avenue. Whenever network rail do work, they write to us weeks in advance to warn of noise disruption. The previous work took months and months, causing traffic tailbacks all day long.</p> <p>There are elderly residents living on the street - who do not need this at their time of life especially as there is hardly anyone using the stretch between Galton Bridge and our street. I still see people cycle through the centre reservation! There are people walking on the cycle path than cycling. You could just as easily paint cycle signs on our road, like you have Regent Street, cyclists could follow this and reconnect at the proposed crossing on Crocketts Lane. Our road is not a busy traffic road and people drive slowly due to it being a dead end.</p>	
06/08/2023			<p>Our household and our neighbours are very unhappy with the proposed works at Lynton Avenue.</p> <p>Firstly I would like to say the consultation process has not been inclusive of local residents. This is Smethwick, the council should be aware we are a diverse population but the documentation posted through our doors was only in English and encouraged residents to go online to register their views. You have given no consideration to people who are digitally excluded either because they have no access to go online or because they do not speak/write English. There are at least five homes on our street where they do not speak English.</p> <p>So how are they meant to register their view or get their thoughts across or understand your proposals??</p> <p>The main concerns are us losing our only green space in front of our property which will mean we are completely exposed to the dual carriage way - which is very busy. The embankment offers some degree of separation and safety, especially when we have young children on the street. We already had an incident last year where a woman tried to run into the dual carriageway from Lynton Avenue to take her life. We had to call an ambulance/police. We've also seen an increase in drunk people, again, a few weeks ago we had to call the police as a drunk chap wouldn't get out of the middle of the road. He'd come along the path from the high street.</p> <p>Since the recent works completed, we have seen an increase in people using our street as a walkway - they always walk in the middle of the road, rather than crossing over to use the foot path. If this cycle lane is created, you will just encourage more people to use it as a foot path, making it a hazard for cyclists. We have also seen an increase in parking, dangerous parking at that, where people leave their cars and walk to the High Street or to Rolfe Street to catch their trains.</p> <p>We have hardly seen any cyclists using the existing cycles, and any we have seen, never cross over to Lynton Avenue at the crossing - they cycle directly on, down the dual carriage way. The same thing will happen if the lane is created on our side, cyclists will NOT cross over to join the lane on our side, only to go onto Crocketts Lane, they will just continue to cycle down the left hand side of the dual carriage way. You could just as easily paint cycle signs onto our road that cyclists could follow onto Crocketts Lane where they can rejoin the cycle path. This would not be anywhere near as costly (both financial and in terms of time) or disruptive to all concerned, included drivers on the carriageway. Our street is a quiet one for traffic and so cyclists would be safe.</p> <p>These works will also impact the value of our homes, a majority which are privately owned. For years we have asked the council to resurface the access ways behind our properties only to be repeatedly told it's not their problem but now it feels like this is being forced onto us without a choice. You say this is a consultation and nothing is set in stone, yet there were men from the council measuring out by the trees on the proposed site, earlier this week, with consultation still open!!</p> <p>We are quite a diverse street as mentioned and do have a number of elderly people living here. My own parents live here - both have mental health issues and I'm not sure how they will cope with the immense disruption to life, especially considering how bad the previous works were. It all seems quite unnecessary, especially considering the lack of cyclists it's meant to benefit. You say it's to encourage people to cycle yet traffic levels on the dual carriage way are back to pre covid levels, despite the cycle lanes already established. I still see people cycling along Smethwick High Street, rather than use the cycle paths to Galton Bridge.</p>	

Responses Letter/Email

Date	Name	Address	Comments	Sandwell MBC Response
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06/08/2023			<p>Our household and our neighbours are very unhappy with the proposed works at Lynton Avenue.</p> <p>Firstly I would like to say the consultation process has not been inclusive of local residents. This is Smethwick, the council should be aware we are a diverse population but the documentation posted through our doors was only in English and encouraged residents to go online to register their views. You have given no consideration to people who are digitally excluded either because they have no access to go online or because they do not speak/write English. There are at least five homes on our street where they do not speak English.</p> <p>So how are they meant to register their view or get their thoughts across or understand your proposals??</p> <p>The main concerns are us losing our only green space in front of our property which will mean we are completely exposed to the dual carriage way - which is very busy. The embankment offers some degree of separation and safety, especially when we have young children on the street. We already had an incident last year where a woman tried to run into the dual carriageway from Lynton Avenue to take her life. We had to call an ambulance/police. We've also seen an increase in drunk people, again, a few weeks ago we had to call the police as a drunk chap wouldn't get out of the middle of the road. He'd come along the path from the high street.</p> <p>Since the recent works completed, we have seen an increase in people using our street as a walkway - they always walk in the middle of the road, rather than crossing over to use the foot path. If this cycle lane is created, you will just encourage more people to use it as a foot path, making it a hazard for cyclists. We have also seen an increase in parking, dangerous parking at that, where people leave their cars and walk to the High street or to Rolfe Street to catch their trains.</p> <p>We have hardly seen any cyclists using the existing cycles, and any we have seen, never cross over to Lynton Avenue at the crossing - they cycle directly on, down the dual carriage way. The same thing will happen if the lane is created on our side, cyclists will NOT cross over to join the lane on our side, only to go onto Crocketts lane, they will just continue to cycle down the left hand side of the dual carriage way. You could just as easily paint cycle signs onto our road that cyclists could follow onto Crocketts Lane where they can rejoin the cycle path. This would not be anywhere near as costly (both financial and in terms of time) or disruptive to all concerned, included drivers on the carriageway. Our street is a quiet one for traffic and so cyclists would be safe.</p> <p>These works will also impact the value of our homes, a majority which are privately owned. For years we have asked the council to resurface the access ways behind our properties only to be repeatedly told it's not their problem but now it feels like this is being forced onto us without a choice. You say this is a consultation and nothing is set in stone, yet there were men from the council measuring out by the trees on the proposed site, earlier this week, with consultation still open!!</p> <p>We are quite a diverse street as mentioned and do have a number of elderly people living here. My own parents live here - both have mental health issues and I'm not sure how they will cope with the immense disruption to life, especially considering how bad the previous works were. It all seems quite unnecessary, especially considering the lack of cyclists it's meant to benefit. You say it's to encourage people to cycle yet traffic levels on the dual carriage way are back to pre covid levels, despite the cycle lanes already established. I still see people cycling along Smethwick High Street, rather than use the cycle paths to Galton Bridge.</p>	
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**Consultation Round 2 (21st August 2023 - 10th September 2023)**

**Cabinet Member and Councillors**

Date	to	from	Response received
17/08/2023	Councillor Danny Millard		No response received
17/08/2023	Councillor Palbinder Kaur, Councillor Ashley Lewis, Councillor Luke Davies		No response received

Date	Name	Responded	Comments	Sandwell MBC Reponse
28/08/2023	John Spellar (MP)		<p>I have strong reservations about the installation of dedicated cycle paths on main roads, which not only restrict road space but also tend to cause considerable congestion during their construction. It is also not clear what the projections were for use of such paths and what measurement has been undertaken as to the outcome. From observation there would appear to be very little use of the current paths. I am aware that some of the pressure for this comes from the Government Department of Transport who are also forcing money onto the Council to fund the work, which is extraordinary at a time when the same Government are refusing to fund core services. Accordingly the Council should not proceed with such schemes on main roads including this particular phase, although some provision on side roads and canal paths might be feasible</p>	<p><b>Sandwell MBC Reponse</b></p> <p>Dear John Spellar MP</p> <p>Thank you for your correspondence below dated 28th August 2023 regarding the Smethwick Towns Fund Tollhouse Cycle Way Phase 4 public consultation, currently being undertaken. We appreciate the feedback you have provided and would like to address your concerns below.</p> <p>The proposed section of cycle track is being delivered between Lynton Avenue and Soho Street Junction along the A457 Soho Way following the receipt of funding from the Department for Levelling Up, Housing and Communities, called the Towns Fund. Sandwell Council has worked in partnership with Sandwell and West Birmingham NHS Trust, Canal &amp; River Trust, Greets Green Community Enterprise Centre and Sandwell College (Sandwell's Towns Fund Partnership) to help secure £67.5 million Towns Fund investment in total for Sandwell. This is the largest amount for any local authority area under the Towns Fund programme. The aim of the funding is to level up communities and helping to increase economic growth with a focus on regeneration, improved transport, better connectivity, skills and culture.</p> <p>The Government approved all 16 projects within the Sandwell Towns Fund Programme and project delivery is now under way for most. As it is a five-year programme, projects will come to life at different points during this period. One of these projects is Smethwick Connected: Active Travel Corridor Improvements which aims to deliver high-quality cycling and walking infrastructure connecting Smethwick Galton Bridge Railway Station, Smethwick High Street and Rolfe Street Railway Station and further towards the Midland Metropolitan University Hospital. However, the longer-term aspirations are that these will be the first phases of the route that will eventually, in the longer term connect Oldbury Town Centre to Smethwick along the A457, and then past the new Midland Metropolitan University Hospital (MMUH) and to the Birmingham City Council boundary on B4135 Heath Street and A457 Dudley Road, connecting to Birmingham's cycle route which is currently on site which then continues on into Birmingham City Centre. So, in effect, in the longer-term there will be a continuous cycle and pedestrian provision from Oldbury, via Smethwick and past MMUH, and then into Birmingham City Centre. In addition to this, in Smethwick, there will also be links to the north which will connect to the Birmingham Canal network (where the towpath has already been resurfaced as part of a project called Managing Short Trips in partnership with the Canal &amp; Rivers Trust) and links to the south, connecting the High St and the Smethwick railway stations to the new Aquatics Centre.</p> <p>The complete project, specifically as part of the Towns Fund is being delivered in 5 phases and includes previous phases from Galton Bridge to Rolfe Street and from Rolf Street to Lynton Avenue. The 5th phase is currently being delivered by The Canal and River Trust which includes improving the towpath and creating a link from the Birmingham Canal to the hospital site.</p> <p>The aim of the overall project is to intercept car trips and provide alternative safe, sustainable, segregated from traffic, active travel options for the residents of Sandwell, whether they be for commuter journeys or for leisure trips. By doing this, we hope to contribute in addressing some of Sandwell's Public Health concerns in the longer term by tackling child obesity levels, especially in Smethwick where levels are high. In addition, the scheme will help in reducing congestion on the highway network hence improving on the current poor Air Quality levels in Sandwell and contributing to Sandwell's Climate Change Strategy and Transport Action Plan which was approved by Sandwell's Cabinet in August 2020 with full Council approval in October 2020.</p> <p>The proposed scheme will not be restricting road space as the cycle lanes are being delivered on parts of existing grass verges or creating new</p>

Responses - Citizen Space

Date	Name	Address	Comments	Sandwell MBC Response
23/08/2023	[REDACTED]	[REDACTED]	Looks good. Doesn't negatively impact traffic flow and safety of pedestrians. I worry about electric bikes and scooters on footpaths.	
10/09/2023	[REDACTED]	[REDACTED]	mature ones you will be removing. These act as a barrier to the dual carriageway and our properties. We will see more dust as a result.  The fact of the matter is that there are hardly any cyclists using the route currently do NOT, come off at Lynton avenue and follow the cycle signs down Regent Street to get into the city centre.	
10/09/2023	[REDACTED]	[REDACTED]	We are not happy with proposal. There have been no changes made. The trees planted are not going to help the value of my home. The cycle path will make the road seem and feel a lot closer to our property. It already feels unsafe at times, especially with the speeding cars. Why do the council not do anything about speeding drivers on the dual carriageway.  The last few months the existing changes have already caused great problems for our street. Lots of people using it as a through road to walk to the high street and for some reason, hang about at the crossing. There has been an increase in teenagers cycling down and hanging about and being abusive.  The disruption the last time was bad enough and lasted forever - we had to deal with lots of noise from traffic backed up in queues. The contractors you used fitwilliams or fitsimmons? didn't care about the residents. They would sometimes start at 7am, at weekends then for days at a times, nothing and then working until the middle of night, banging things.  Some of our neighbours work night shifts or other unsocialable hours, this greatly impacted them. People will not use the cycle path. it makes no sense.	
10/09/2023	[REDACTED]	[REDACTED]	It's good to see you are planting trees but that is not the only issue but seems to be the only one addressed. There are young families on our street, whose children play in the front gardens and it is already becoming quite unsafe for them with the amount of footfall that has increased since the current cycle path was constructed. It's not cyclists using it - it's people walking down to the high street. Taking away the green area in front of our homes will impact our living environment as well as our house prices. You will have to take it away to construct this path, that no one will use. They will not cycle over to only have cycle back at crocketts lane. There are also hardly and cyclists using it currently. You maybe trying to future proof but it's at our expense, which is not on or ok. Where is the data that shows people in smethwick want a cycle path a long the dual carriageway. I also do not understand why you are planning to build an uncontrolled crossing at the bottom of lynton avenue. We've lived here for years without an accident on our road that there needs to be a crossing there now. All this yet you will not re tarmac the alleyways behind our houses that are full of pot holes and overgrown weeds, effectively cutting off our access through out back gate. My Dad has tripped up so many times trying to take the bins out. The holes are like craters! As far as I can see, you haven't listened to anything our residents have said except about the trees. Again you've sent this information in English when nearly half of the residents do not speak english. This is intentional on your part so that they can't object to the plans but you can tick a box to say you let residents have their say.	

Response Form/Email

Date	Name	Address	Comments	Sandwell MBC Response
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			No Comments on form (Treat as objection?)	
			Good Decision	
			We are happy with the proposal and plans to go ahead. I thank you for working with us + seeing the benefits	