

Agenda

Decision Making Session for the Cabinet Member for Environment & Highways

Tuesday, 19 December 2023 at 5.00 pm
At Committee Room 2 - 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 1 November 2023 as a correct record.

4 Additional Items of Business

To determine whether there are any additional items of business to be considered as a matter of urgency.



- 5 **Objection and Petition received arising from the public consultation on A4030 Safer Roads Fund Scheme – Objection to the installation of a Zebra Crossing located outside the Red Cow Public House, High Street, Smethwick.** 9 - 22

To consider objections received and approve the implementation of the Zebra Crossing located along the A4030 High Street in Smethwick outside the Red Cow Public House.

- 6 **Feedback arising from the public consultation for a new pedestrian and cycle infrastructure improvement scheme between Dudley Port Railway Station and Great Bridge along the A461 corridor.** 23 - 42

To consider objections received via the public consultation process and approve the implementation of the pedestrian and cycle infrastructure improvement scheme between Dudley Port Railway Station and Great Bridge along the A461 corridor.

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

Distribution
Councillor Millard

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

**1 November 2023 at 5pm
at Sandwell Council House, Oldbury**

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

Officers: Andy Miller (Strategic Planning & Transportation Manager), Rajpreet Mander (Transportation Planning Project Manager), Steve Wall (Senior Engineer), Trisha Newton (Deputy Democratic Services Manager) and Anthony Lloyd (Democratic Services Officer)

4/23 **Apologies for Absence**

There were no apologies for absence received.

5/23 **Declarations of Interest**

No declarations of interest were made.

6/23 **Objections Arising from The Advertising of the Traffic Calming Scheme - Yew Tree Estate 2023**

On 26 June 2020, the Director – Borough Economy gave approval to statutory consultation with residents and to implement a traffic calming scheme including raised traffic calming measures. The statutory consultation was carried out between the 10 and 31 August 2023 to 391 residents on Yew Tree Estate.



As objections had been received via the statutory consultation process, a decision-making session was called to consider the objections and amend or approve the original recommendations.

No objectors were in attendance.

Resolved:-

- (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;
- (2) that subject to (1) above, the Director – Borough Economy be authorised to complete the necessary statutory procedures;
- (3) that the Director – Borough Economy informs objectors of the decision of the Cabinet Member for Environment and Highways.

7/23

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

The A457 proposal was a Town's Fund project which was approved by the Towns Fund Board under delegated powers from Council. Residents and ward members had been consulted on the details of the new cycle track. Subsequently, objections had been received.

No objectors were in attendance.



Resolved:-

- (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;
- (2) that subject to (1) above, the Director – Borough Economy be authorised to complete the necessary statutory procedures;
- (3) that the Director – Borough Economy informs objectors of the decision of the Cabinet Member for Environment and Highways.

Meeting ended at 5.03pm

Contact: democratic_services@sandwell.gov.uk



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

19 December 2023

Subject:	Objection and Petition received arising from the public consultation on A4030 Safer Roads Fund Scheme – Objection to the installation of a Zebra Crossing located outside the Red Cow Public House, High Street, Smethwick.
Cabinet Member:	Environment and Highways Councillor Danny Millard
Director:	Alice Davey, Borough Economy Tony McGovern, Regeneration and Growth
Key Decision:	No
Lead Officer:	Simon Chadwick – Highways Network Development & Road Safety Manager. simon_chadwick@sandwell.gov.uk , Mervyn Bartlett Interim Assistant Director, Highways Services, mervyn_Bartlett@sandwell.gov.uk

1 Recommendations

- 1.1 The objection and petition received via the public consultation process are noted but that approval is given to implement the Zebra Crossing located along the A4030 High Street in Smethwick outside the Red Cow Public House, as advertised and shown on drawing No. 41152 S/1 (Rev A).
- 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 Sandwell MBC has consulted with residents, traders and ward members on the details for the Safer Roads Fund Scheme located along the A4030 between Toll House Way and Hagley Road West. A decision relating to the objection is required.

2.2 A Public Consultation was carried out on the proposals along the route between 16th November 2023 and 7th December 2023. Ward members along with all residents and traders affected by the proposals received a letter and a plan of the proposals for consideration.



2.3 2 objections were received from the same resident. A Subsequent 26 signature petition from residents and traders, also arranged by the resident was received on 6th December.

2.4 It is felt that with a net gain of 3 parking spaces on the High Street and the benefits the a New Zebra crossing will bring to the safety of shoppers and the wider residential community, it is recommended that the scheme continues as originally proposed.

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> <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.</p>
	<p>Strong Resilient Communities</p>



	An improved highway safety environment will make our communities feel safer, more protected, and confident in their homes and neighbourhoods.
	<p>A Strong and Inclusive Economy</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>A Connected and Accessible Sandwell</p> <p>The 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 Following approval by the Director of Borough Economy and the Section 151 officer, a capital funding bid was made to the Department for Transport (DfT) in Round 3 of the Safer Roads Fund for the A4030 in Smethwick and Bearwood.
- 4.2 The Capital Funding bid was successful, and consequently Sandwell MBC received a Grant Agreement in the amount of £750,000.
- 4.3 The Department for Transport's (DfT) Safer Roads Fund was established to treat the 50 highest risk local 'A' roads in England with remedial road safety engineering interventions. The roads were selected from both traffic flow and casualty data combined by the Road Safety Foundation (RSF) to establish an overall risk rating.
- 4.4 Round 3 of the Safer Roads Fund, through risk analysis by the Road Safety Foundation, identified the A4030 Sandwell as needing improvement to reduce the risk of road accidents along A4030 between the A456 Hagley Road and A457 Tollhouse Way in Smethwick.
- 4.5 A Public Consultation was carried out on the proposals along the route between 16th November 2023 and 7th December 2023. Ward members along with all residents and traders affected by the proposals received a letter and a plan of the proposals for consideration.



- 4.6 2 objections were received from the same resident. A Subsequent 26 signature petition from residents and traders, also arranged by the resident was received on 6th December.
- 4.7 The residents and traders are concerned that the introduction of the Zebra Crossing outside the Red Cow Public House will be an inconvenience for shoppers and Traders in the local area. The detail of the representation is shown in the Appendix B, along with the associated response from Highway Services shown in italics.
- 4.8 The proposed zebra crossing outside of the Red Cow Public House is an integral part of the wider Safer Roads Fund scheme. This area is a well used and vibrant shopping street with retail properties lining both sides of the road, bus stops, a large public house and parking bays to the front of the shops. The A4030 is a busy local commuter road that runs through the middle of the shopping area.
- 4.9 The new zebra has been located in the closet possible position to the pedestrian desire line for those people accessing the High Street from Arden Road and Brailsford Drive. There are a significant number of pedestrians crossing between the two sides of the street to reach the various goods on offer. The suggestion to relocate the crossing closer to the Conservative club would not be possible as this would necessitate the relocation of the existing large bus shelter, which again would not be possible due to the existing location of the nearby 5G Mast and the associated cabinets.
- 4.10 In this area there have been 5 recorded injuries in 5 years, one being a serious pedestrian casualty. There is a current crossing to the south of the shopping parade but nothing to the north where there is evidence of people crossing. Therefore, it is evident that a controlled crossing facility is required as the northern end of the shops to provide a safe crossing point for pedestrians and cyclists to gain access to and from the shops. It will also aid residents in safely crossing the road to reach the bus stops on either side of the High Street.



4.11 The Safer Road Fund proposals have been put forward to balance the needs of all highway users and the community in the area. Hence the new Zebra Crossing will be constructed on footway build-outs located on either side of the carriageway which will result in the loss of only one single parking/loading bay spaces on each side. However, to compensate for this it is also proposed to convert an under-utilised existing bus stop bay currently located in front of The Continental Supermarket into 5 additional new limited waiting parking spaces. This will result in a net gain of 3 new additional parking spaces in the area, in the same vicinity for all shoppers, traders and residents to utilise.

4.12 It is felt that with the net gain of 3 parking spaces on the High Street and the benefits of the new Zebra crossing including the safety of shoppers and the wider residential community, it is recommended that the scheme continues as originally proposed.

5 Alternative Options

5.1 Delete the proposal to install a new Zebra Crossing outside The Red Cow Public House from the Safer Road Fund Scheme. However this would also remove the safety benefits associated with the benefits and remove the opportunity to increase parking further along High Street as part of the same scheme.

6 Implications

Resources:	The budget to implement the scheme is approximately £750,000 and will be funded from the Department for Transport, Safer Roads Fund.
Legal and Governance:	The principal legal statutory duties and processes required to implement the highway improvement and traffic management requirements are; <ul style="list-style-type: none"> • The Highways Act 1980. • The Road Traffic Act 1988 • The Traffic Management Act 2004 • The Road Traffic Regulation Act 1984
Risk:	There are no specific risk or resource implications.



Equality:	The introduction of the scheme will help balance the needs of all road users and improve the situation for those with visual and physical disabilities.
Health and Wellbeing:	Improvements to the road safety environment will ensure all users of the highway network are protected and managed safely to reduce the risk of conflict and injury. Greater encouragement of sustainable travel choice will inevitably improve the health and wellbeing of the neighbourhood.
Social Value:	Social Value benefits are derived from the important role a well-maintained and safe highway environment plays in the life of the community, particularly the positive opportunities that they can bring from social inclusion, sustainable travel choice and social interaction.
Climate Change:	Sandwell Council has joined other councils in England that have declared a Climate Emergency and as a result developed and adopted a Climate Change Strategy 2021-2041. Within Sandwell's Climate Change Strategy Action Plan 3 for Transport states that Sandwell Council will "Implement highway measures and transport facilities that fully accommodate and promote the use of public transport, cycling and walking, making journeys by such methods easier, faster and safer, alongside measures to discourage car use. This active travel scheme aims to do this.
Corporate Parenting:	The funding will deliver improved road safety infrastructure along with cycling and walking improvements to public transport services as well as near schools and will encourage active travel which is good for our physical and mental health. Switching more journeys to active travel will improve health, quality of life and the environment for children and young people.



7. Appendices

Appendix A - Proposed Zebra Crossing Outside the Red Cow Public House Drawing No 41152 S/1 (Rev A).

Appendix B – Unresolved representations

8. Background Papers

Sandwell's Climate Change Strategy 2021-2041

https://www.sandwell.gov.uk/download/downloads/id/31151/climate_change_strategy.pdf

In accordance with the authority delegated to Cabinet Members to act on matters within the authority delegated to them under Part 3 of the Council's Constitution, I intend to take the action(s) recommended above.

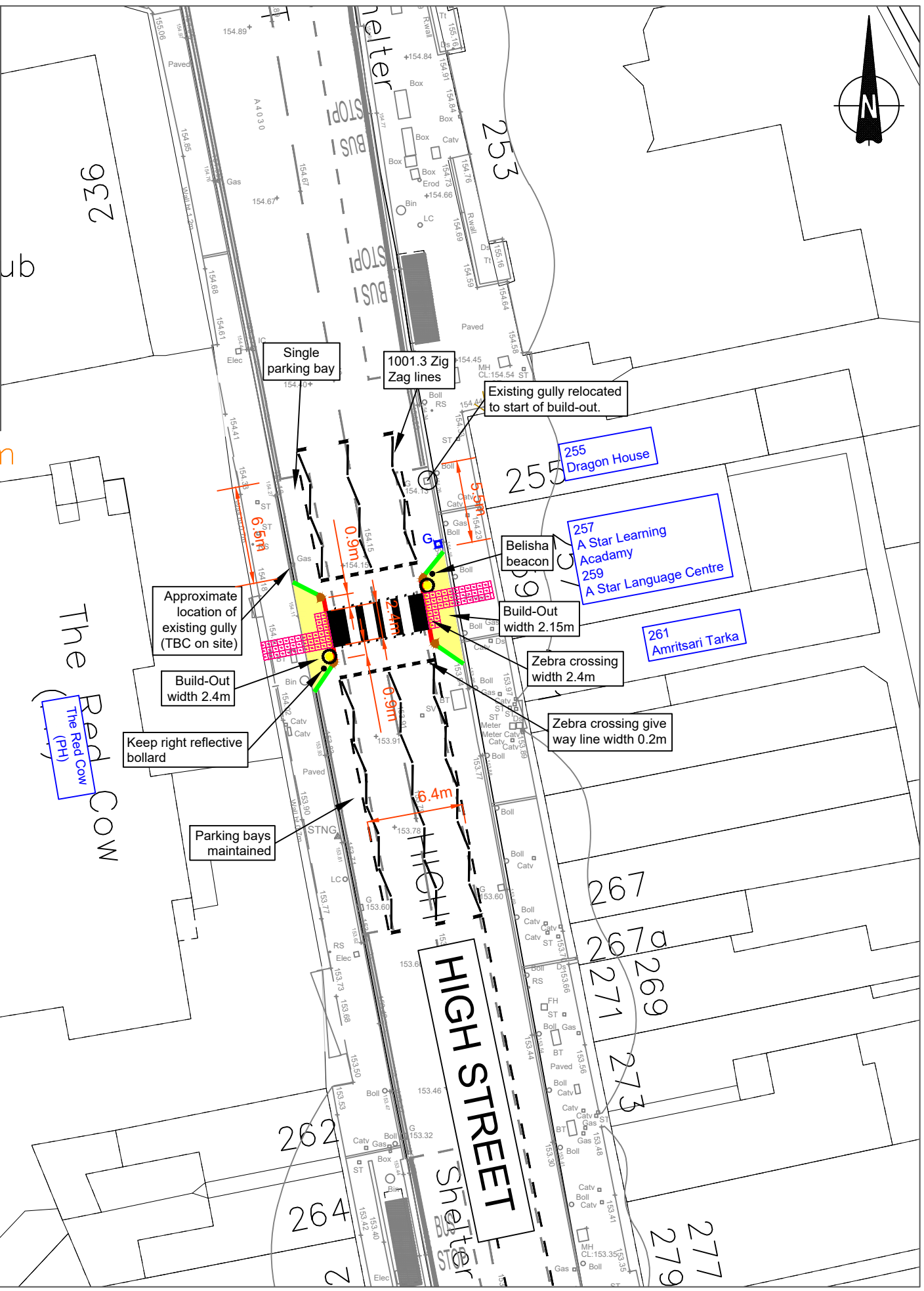
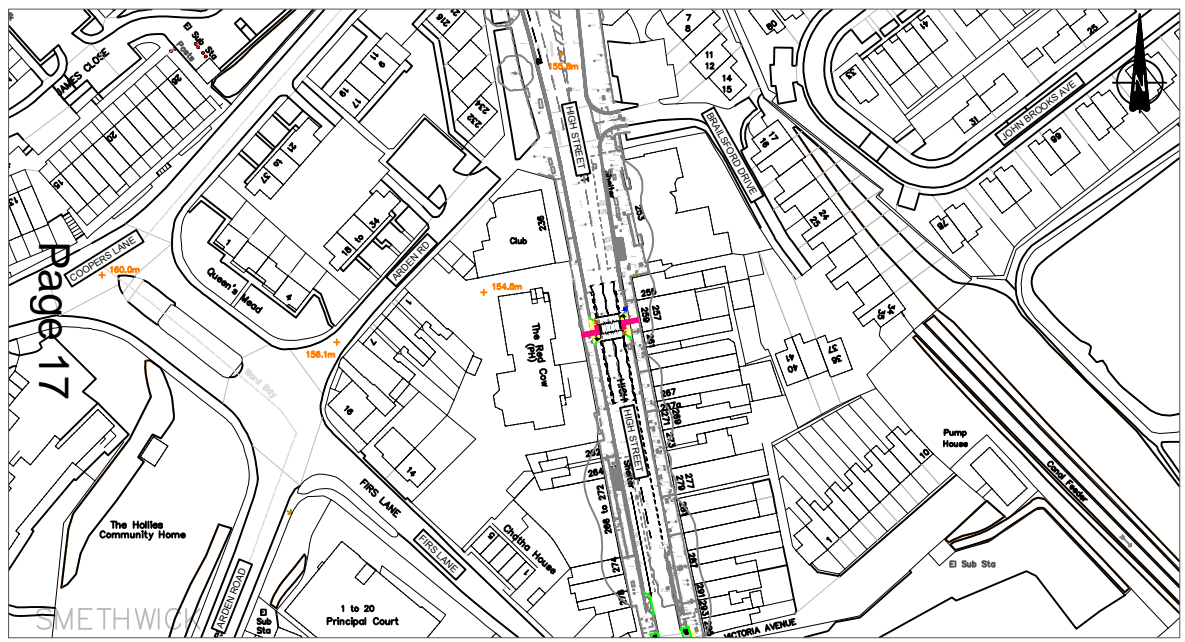
I do/do not have an interest to declare in this matter

Councillor Danny Millard
Cabinet Member for Environmental Services

Date: 19th December 2023



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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**
- All signs and road markings to be in accordance with The Traffic Signs Regulations and General Directions 2016 (TSRGD) and Chapter 5 Road Markings 2018.
 - Setting out to be agreed on site with the Engineer.

KEY

- Cycle Lane
- Footway/Build Out
- Half battered transition kerbs
- HB2 kerbs
- EF kerbs
- Inverted HB2 kerbs
- Half battered quadrant concrete kerbs (305mm x 305mm x 255mm)
- Bullnose centre kerbs flush with carriageway
- Tactile paving (400mm² modules)
- New Gully
- Belisha Beacon

Rev A 03.11.23
RSA1 and 2 comments added.



ASSISTANT DIRECTOR HIGHWAYS
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West Midlands B69 3DE
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PROJECT
A4030 SAFER ROADS FUND

LOCATION
SMETHWICK

DRAWING TITLE
NEW ZEBRA CROSSING LAYOUT
RED COW PH

SCALE 1:100, 1:1000

ISSUED BY T.CHATWIN

DATE AUGUST 2023

DRAWN BY D.FRANCIS

DRAWING No 41152 S/1 (Rev A)

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Resident Of [REDACTED]
[REDACTED]
[REDACTED]

I am writing to you about the above zebra crossing. I live at [REDACTED]
[REDACTED]
[REDACTED] We feel the Zebra is going to cause a massive inconvenience to us. There is a shortage of space for parking here and the Zebra crossing will take much needed space. There are many residents along the street and it is quite difficult to get a space to even unload your shopping. Online deliveries are always complaining about the parking. The shopkeepers do need some space to load/unload as well. There doesn't appear to be a need for this here as there are traffic light crossings at either ends. You may remember [REDACTED]
[REDACTED] He campaigned to stop double yellow lines on the Red Cow Side of the Street in 2011. He worked extremely hard and the local traders supported him. We managed to reach a compromise and have the parking today thanks to his efforts and the understanding of the councillors of the day (I think we all met with Darren cooper a few times). It does feel like all the hard work will go to waste as the Zebra will take so much parking away. The additional parking opposite is a good idea but overall, I think everyone will suffer more due to the Zebra.

I look forward to hearing from you and hope there are other options that will help reduce the frustrations.

Response from the Highways Design Team: -

Thank you for your email, regarding the proposal to introduce a new Zebra Crossing outside the Red Cow along the High Street in Smethwick.

When Sandwell MBC propose to introduce a road safety scheme in an area the Council has to consider all Highway Users including motorised vehicles, pedestrians, cyclists, residents and traders. The Council has a statutory duty to reduce injury collisions on the highway including those encountered by pedestrians and cyclists. A three-year injury collision analysis has been undertaken in the area between Firs Lane and Brailsford Drive and there have been 5 recorded injury collisions, between July 2018 and July 2023, one being a serious pedestrian accident. With these statistics, it is evident that a controlled crossing facility is required to provide a safe crossing point for pedestrians and cyclists to gain access to and from the shops, particularly for those pedestrians that access the High Street along Arden Road in front of the Conservative Club.

We have tried to balance the needs of all Highway Users when the decisions were finalised on the proposals in the area. With this in mind I can confirm that the new Zebra Crossing will be constructed

	<p><i>on footway build-outs located on either side of the carriageway which will result in the loss of only two parking/loading bay spaces for shoppers and traders in the immediate area of the crossing. However, it is also proposed to convert the existing bus stop bay currently located in front of The Continental Supermarket into 5 additional new limited waiting parking spaces. Therefore, rather than a loss of parking in the area there will be in fact a net increase of 3 parking/loading bays in the same vicinity for all shoppers, traders and residents.</i></p> <p><i>I hope the above now makes the proposals more clear and that we have endeavoured to consider all users of the Highway in this area.</i></p> <p><i>I would be grateful if you could respond to the above and let me know by return if your objection to the proposal remains or whether you would now like to withdraw your objection to the Zebra Crossing. If I do not get a response by the end of the Consultation period, which is 7th December I will assume that your objection remains.</i></p>
<p>Resident Of [REDACTED] [REDACTED] [REDACTED]</p>	<p>Hello. Thanks for your email and details about the proposals.</p> <p>We are a little confused about the size of the crossing. From the plan it appears it will take up closer to 2 parking bays on each side of the street. Is there an exact size of a parking bay? and what will the size of the build out be? But it does appear that almost all of 257-259 and some of 261 will be affected by the build out and the tenants and I are concerned of any issues arising from this. Primarily parking for personal use will be affected because space is already limited. Additional parking opposite will help customers in the vicinity. But not so much for traders who want to receive deliveries on the other side. Ideally one would park on the same side of the street to deliver.</p> <p>You mentioned access for pedestrians along Arden Road. Would positioning the Zebra crossing closer to the conservative club be an option? The bus stop is fairly large so would it be possible to remodel the bus stop to accommodate the Zebra there?</p> <p>Finally, do you have any images of what the build out will like? Or possible CAD type drawings of what the final design will look like?</p> <p>Response from the Highways Design Team: -</p>

I apologise for any confusion caused with the CAD plan provided, the standard length for an inline parallel parking bay is 6m and I can confirm that the current proposed length for the proposed build-outs is just under 7m, however if required this could be reduced to 6m.

It is appreciated that some traders may be concerned by the loss of only one parking/loading space outside The A Star Learning Academy. However, as previously stated when the Council seek to introduce a road safety scheme we do have to consider all users of the Highway and try and balance the needs of all those users. On reflection we do feel that it is a fair compromise to lose only one parking/loading space each side of the carriageway in lieu of providing a safe place for pedestrians to cross and visit the shops on the east and west side of the High Street, notably when we are introducing 5 additional parking/loading spaces in the immediate area.

The crossing location has been located on the pedestrian desire line, which is the preferred route a person will take to get from one side of the High Street to the other, this would be the quickest, straightest and most convenient route for those pedestrians accessing the High Street from Arden Road.

The suggestion to relocate the crossing closer to the Conservative club would not be possible as this would necessitate the relocation of the existing large bus shelter, which again would not be possible due to the existing location of the nearby 5G Mast and the associated cabinets.

Further to the above I would be grateful if you could respond to the above and let me know by return if your objection to the proposal remains or whether you would now like to withdraw your objection to the Zebra Crossing. If I do not get a response by the end of the Consultation period, which is 7th December I will assume that your objection remains.

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

19 December 2023

Subject:	Feedback arising from the public consultation for a new pedestrian and cycle infrastructure improvement scheme between Dudley Port Railway Station and Great Bridge along the A461 corridor.
Cabinet Member:	Environment and Highways Councillor Danny Millard Regeneration and WMCA Councillor Peter Hughes
Director:	Alice Davey, Borough Economy Tony McGovern, Regeneration and Growth
Key Decision:	No
Contact Officer:	Andy Miller Strategic Planning & Transportation Manager, andy_miller@sandwell.gov.uk , Mervyn Bartlett Interim Assistant Director, Highways Services, mervyn_Bartlett@sandwell.gov.uk

1 Recommendations

- 1.1 That overall feedback received via the public consultation process are considered prior to deciding whether approval shall be granted to implement the pedestrian and cycle infrastructure improvement scheme between Dudley Port Railway Station and Great Bridge along the A461 corridor, as shown on drawing No. 52632 1/1 S/0, using funding awarded to Sandwell MBC by the Department for Transport.
- 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 Sandwell Council in coordination with Transport for West Midlands (TfWM) submitted a bid to Government for Active Travel Fund Tranche 3 funding for a cycling and walking scheme along the A461 from Peake Drive, past Dudley Port Railway Station and to Great Bridge in accordance with the funding guidelines which stipulated that only those schemes which aim to deliver high quality, off road, segregated cycle lanes, new footways and pedestrian crossings in accordance with national cycle design standards would receive funding.

2.2 Consultation was carried out between 25th September 2023 and 13th October 2023, with Public Engagement events also held on 4th October 2023 and 7th October 2023 at Dudley Port Railway Station.

2.3 Ward members and the Cabinet Member for Regeneration and the local Member of Parliament also received notification of the consultation period and associated proposals prior to the public consultation.






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

2.5 Of the 85 responses who commented on the proposals returned during the consultation period 40 residents supported the proposals and 44 objections were received. 1 resident responded as neutral to the proposals.

2.6 One resident responded with a comment not related to the proposals.



3 How does this deliver objectives of the Corporate Plan?

	<p>People live well and age well: The funding will deliver cycling and walking improvements to encourage active travel which is good for our physical and mental health. Switching more journeys to active travel will improve health, quality of life and the environment.</p>
	<p>Strong resilient communities: Successful communities need access to jobs, services and facilities to enable them to remain healthy and vibrant. Improving access to the transport network via active travel modes is an important enabler of this.</p>
	<p>Quality homes in thriving neighbourhoods: Both new and existing residential developments rely on good quality access and links to shops, services and leisure facilities in order for them to be successful. Funding to implement identify a package of measures by which access to the transport network is improved and maintained is key to this.</p>
	<p>A strong and inclusive economy: Transport plays a vital role in connecting people to jobs and learning opportunities. Health-promoting transport systems are pro-business and support economic prosperity. They enable optimal travel to work with less congestion, collisions, pollution, and they support a healthier workforce. The provision of improved high-quality cycling and walking connectivity will therefore play a key role in connecting Sandwell residents and businesses to economic and social opportunities.</p>
	<p>A connected and accessible Sandwell: The provision of high-quality cycling and walking links and improved access to the transport network is vital to enable Sandwell residents to access jobs, education and services both within and beyond the Borough's boundaries.</p>



4 Context and Key Issues

- 4.1 Sandwell Council, in coordination with Transport for West Midlands (TfWM), submitted a bid to Government for Active Travel Fund Tranche 3 funding for a cycling and walking scheme along the A461 from Peake Drive, past Dudley Port Railway Station and to Great Bridge in accordance with the funding guidelines which stipulated that only those schemes which aim to deliver high quality, off road, segregated cycle lanes, new footways and pedestrian crossings in accordance with national cycle design standards would receive funding. This scheme aims to deliver high quality cycle and pedestrian infrastructure measures to improve accessibility by active modes to the tram stops along the A461 for the Wednesbury to Brierley Hill Metro Extension. Sandwell was successful in receiving the full funding requested to implement the scheme in accordance with the funding guidelines.
- 4.2 The Funding Grant Agreement between West Midlands Combined Authority and Sandwell Metropolitan Borough Council stipulates that the project should be completed by the 30th June 2024. Approval to progress with the project will ensure that the scheme is completed on time and within the budget and to ensure that funding guidelines are met so that the risk of the funding being withdrawn is minimised.
- 4.3 The scheme has the potential for a major shift towards cycling and walking journeys, public transport, and to improve public transport in the borough whilst reducing reliance on private cars. The scheme has been developed to provide interventions to support sustainable access to the new Metro stops at Dudley Port, Horsley Heath and Great Bridge.
- 4.4 Consultation was carried out between 25th September 2023 and 13th October 2023, with Public Engagement events also held on 4th October 2023 and 7th October 2023 at Dudley Port Railway Station.
- 4.5 Residents and businesses within the vicinity of the scheme received a letter outlining the proposals for the scheme confirming an end date for them to submit any objections. The letters contained a link and QR code for the Council's CitizenSpace consultation webpage where a plan could



be viewed and where they could leave feedback and comments. Details of the public consultation event to be held at Dudley Port Railway Station where they could view and discuss proposals in person with relevant officers were also provided in the letter.

4.6 Ward members and the Cabinet Member for Regeneration and the local Member of Parliament also received notification of the consultation period and associated proposals prior to the public consultation.

4.7 Comment received from Councillor William Gill (Great Bridge Ward) (as originally written) are below:

Comments from Councillor William Gill (Great Bridge Ward)

I welcome the principle of funding into Tipton from Government but as part of this consultation process, I think it is important that we listen to the voices in our community who will be impacted by this decision on a daily basis.

The Active Travel Fund, if spent correctly, could change the way people in Tipton travel, to work, school or for leisure but I regret that I don't think the current proposals will do this in an effective way.

The idea of narrowing the carriageway to facilitate the installation of a cycle route and wider footpath on the A461, seems at best counterintuitive as the Government is actively looking to reduce congestion around Great Bridge Island following the local community campaigns led by Shaun Bailey MP. By narrowing the road, the traffic will likely worsen which is of great concern to me and the residents of Great Bridge and Tipton.

In years past, there was conversation about duelling the A461 towards Dudley Port in an attempt to reduce congestion but this proposal seems to have been forgotten. Moving forward, we need to

I am a great believer in trying to protect our planet and leaving the environment in a better place than when it was in when I was elected. Likewise, I want to improve the health and life expectancy of Tipton, as when I was elected the life expectancy was 72 years (the lowest in the region). The Active Travel Plan will go some way to improve both our local air quality and in turn the health of our local population - which is why I support things like the the improved crossing facilities as well as the installation of new crossing facilities along this road.



In principle, I support the idea of cycle routes but I simply won't support them as set out in the proposals in their current format

As an alternative approach to this I would encourage the Council to narrow the footpaths to accommodate a separate cycle route. The Council could then remove the current cycle routes along the A461 as this would enable the road to be wider which would be particularly useful near the junctions with local residential streets.

I hope the Council take my views on board and look forward to working with them towards a resolution to this issue.

Best
Will

- 4.8 1643 letters and questionnaires were distributed to the local area. Comments were received from a total of 91 residents: 42 using Sandwell Metropolitan Borough Council's online consultation portal, 41 residents responded by completing and returning the questionnaire to the Council House and 8 responded by email, 6 of the emails were received after the consultation period ended on 13th October 2023.
- 4.9 Of the 85 responses who commented on the proposals returned during the consultation period 40 residents supported the proposals and 44 objections were received. 1 resident responded as neutral to the proposals.
- 4.10 One resident responded with a comment not related to the proposals.
- 4.11 Summary of responses from the objectors are as follows with comments from officers in response addressing the concerns raised:
- **Waste of money** – The funding is from Central Government for the provision of projects that promote Active Travel like cycling and walking and has been provided for this specific project, and therefore while some people may consider it a waste of money, we are not able to spend on other agendas.
 - **Narrowing of lanes** – The proposed scheme will not reduce the existing A461 carriageway lanes which are currently allocated to vehicular traffic.



The design of the proposed cycle track has been designed to make use of the area which is currently allocated as cycle lanes on the A461 and separated by a dashed white line. This space will be upgraded and reconstructed to provide dedicated off-highway cycle tracks. This means that where kerb lines are being realigned or new kerb lines are being installed they will not encroach into the trafficked lanes of the A461.

- **Road is already congested** – The existing layout of the A461 is to remain with right-turn lanes and parking bay allocation unaffected.
- **Removal of right turn lanes** - One other issue raised during the consultation was the proposed removal of the right turn lanes. As a result of these comments the design was reviewed, and the right turn lane provisions will remain to ensure drivers feel they have adequate facilities to make these manoeuvres. I believe this demonstrates we are listening to the voices in the community to provide a balanced provision, maximising travel choices across the area in a safe way.

4.12 The detailed responses from objectors can be found in Appendix B.

4.13 As stipulated by Government guidance, the awarded Active Travel Fund must deliver schemes that provide:

- better streets for cycling and people
- put cycling and walking at the heart of decision-making
- empowering and encouraging local authorities to enable this
- enabling people to cycle and protecting them when they do

4.14 The Department for Transport requires all funded schemes to adhere to published design guidance, policies and plans otherwise the Department reserves the right to reduce, suspend or withhold future DfT grant payments to Local Authorities.

4.15 As part of Sandwell's Active Travel Fund submission the following proposals were approved for Government funding:

4.16 The proposals included:

- Proposed 1.2km of two-way segregated cycle tracks on A461 from Peake Drive to Great Bridge, ensuring cyclists are separated from both pedestrians and traffic
- New crossing facilities,
- Upgrading existing crossing facilities,



- Movement of bus shelters so that they are closer to the station and near crossing facilities
- Adjustment of kerblines allowing the widening of footways.

5 Alternative Options

5.1 The options submitted for funding approval as part of the ATF submission to Central Government must be implemented. Any alternative options will not be funded as part of the Active Travel Fund and there is a risk of funding being withheld should local authorities not meet the criteria set out in the funding guidelines and initial submission documents.

6 Implications

Resources:	The budget to implement the scheme is approximately £2.2M and will be funded by funding from the Department for Transport, called the Active Travel Fund.
Legal and Governance:	The Grant Agreement shall be governed by and construed in accordance with the Law of England and Wales and the Parties irrevocably submit to the exclusive jurisdiction of the English and Welsh courts once this report is approved. Under section 65 (1) of the Highways Act 1980, a highway authority may, in or by the side of a highway maintainable at the public expense by them which consists of or comprises a made-up carriageway, construct a cycle track as part of the highway; and they may light any cycle track constructed by them under this section. To convert all or part of a footway to a shared pedestrian and cycle route, all or the appropriate part of the footway must be removed under section 66 (4) of the Highways Act 1980, and a cycle track 'constructed' under section 65 (1) of the act. No physical construction is necessary but there needs to be clear evidence that the local highway authority has exercised these powers. This can be provided by a resolution of the appropriate committee or cabinet member.
Risk:	The main risks are delaying the delivery of the schemes on site until approval is given and therefore missing the spend deadline, resulting in a loss of funding for Sandwell MBC



Equality:	An equality impact assessment was carried out during the development of the Sandwell Cycling and Walking Infrastructure Plan and the proposed infrastructure adheres to latest Government Guidance. Furthermore, an independent Road Safety Audit has been undertaken to ensure the schemes facilitate the safety of all users of the highway.
Health and Wellbeing:	A transport system that is easily accessible, reliable, and affordable contributes to life satisfaction and wellbeing in multiple ways. It enables access to work, friends, and family, as well as health-supporting facilities such as schools, colleges, parks, libraries, and health care centres. The proposed walking and cycling scheme will have a positive impact on the health and wellbeing of local communities by encouraging active travel and the associated health benefits of increasing physical activity and minimising the time spent sitting down.
Social Value:	Providing high-quality walk and cycle links to the stops will give greater opportunity for composite active travel and tram journeys, providing better access to local jobs, education, and facilities, as well as providing access to the wider West Midlands Region through the rail network and existing metro. This will improve opportunities, reduce inequality, and will reduce car dependency, improving air quality and wellbeing. The proposed cycle route will also form part of a network that will link communities to employment, education, transport hubs, town centres and other services.
Climate Change:	Sandwell Council has joined other councils in England that have declared a Climate Emergency and as a result developed and adopted a Climate Change Strategy 2021-2041. Within Sandwell's Climate Change Strategy Action Plan 3 for Transport states that Sandwell Council will "Implement highway measures and transport facilities that fully accommodate and promote the use of public transport, cycling and walking, making journeys by such methods easier, faster and safer, alongside measures to discourage car use. This active travel scheme aims to do this.



Corporate Parenting:	The funding will deliver cycling and walking improvements to public transport services as well as near schools and will encourage active travel which is good for our physical and mental health. Switching more journeys to active travel will improve health, quality of life and the environment for children and young people.
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7. Appendices

Appendix A - Proposed traffic calming details on Drawing No 52632 1/1 S/O.

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

8. Background Papers

Sandwell's Cycling & Walking Infrastructure Plan

https://www.sandwell.gov.uk/download/downloads/id/29952/sandwell_cycling_and_walking_infrastructure_plan_2020.pdf

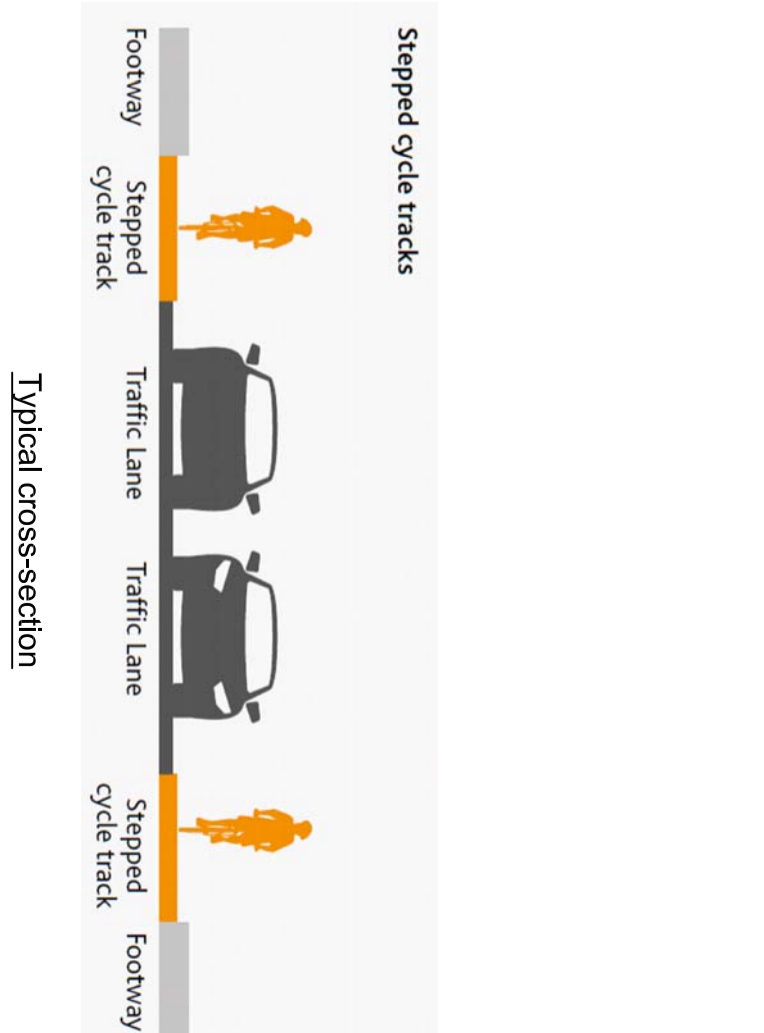
Sandwell's Climate Change Strategy 2021-2041

https://www.sandwell.gov.uk/download/downloads/id/31151/climate_change_strategy.pdf



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.

- KEY.**
- Proposed cycle path (Tarmac surfacing)
 - Proposed cycle path (blue tarmac surfacing)
 - Proposed red coloured tactile paving, Controlled crossing
 - Proposed blue coloured tactile paving, Uncontrolled crossing.
 - Proposed full construction kerbside
 - Proposed speed ramps.
 - Proposed kerbs.
 - Proposed bus shelters.
 - Proposed cycle stands.
 - Proposed tree



ASSISTANT DIRECTOR-HIGHWAY SERVICES
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PROJECT
 AT14 - A461 GREAT BRIDGE TO PEAKE DRIVE.

LOCATION
 A461 HORSELEY HEATH - GREAT BRIDGE TO HORSELEY ROAD, TIPTON

DRAWING TITLE
 CONSULTATION PLAN

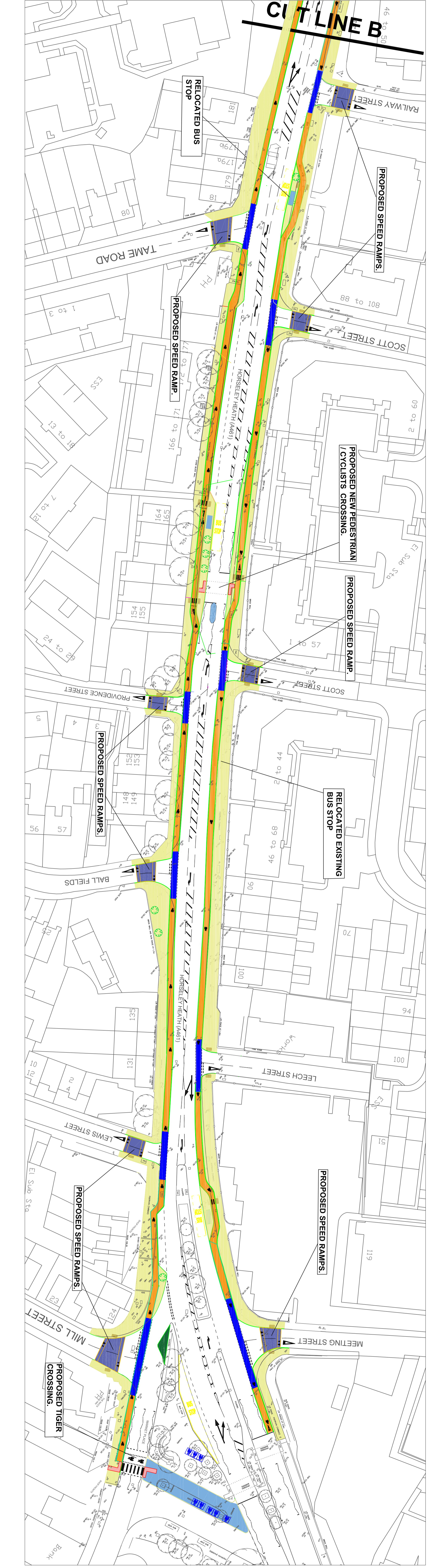
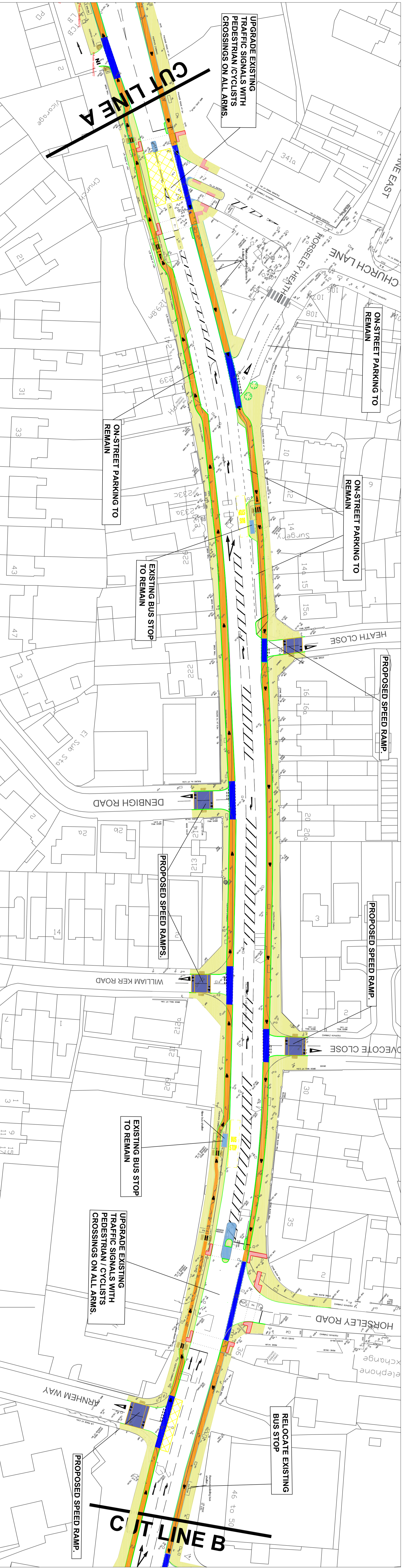
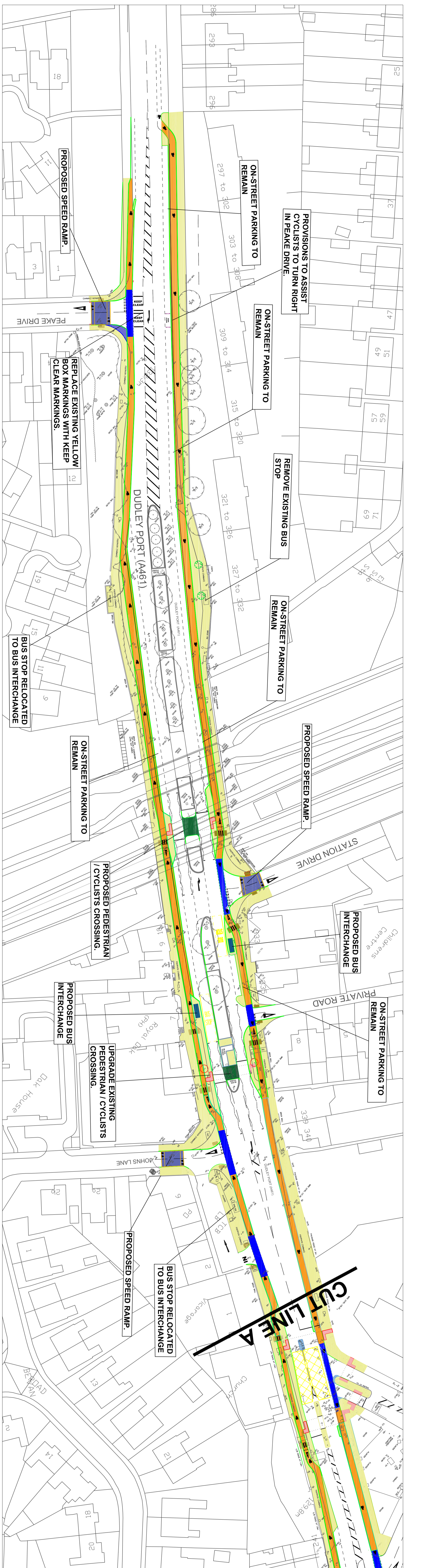
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ISSUED BY
 ASSISTANT DIRECTOR

DATE
 JUNE 2023

DRAWN BY
 S.S.

DRAWING No
 52_632 11 S10



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Public Consultation - Active Travel Fund Tranche 3 A461 Dudley Port to Great Bridge Cycletrack.
25th September 2023 - 13th October 2023

MPs, Councillors and Cabinet Members.

Date	To	From	Response Received
11/09/2023	Councillor Danny Millward	Philip Walton	No Response
11/09/2023	Councillor William Gill, Councillor Abid Hussain, Councillor Syeda Khatub, Councillor Cham Singh Padda, Councillor Sahdaish Kaur Pall, Councillor Soyfur Rahman, Councillor Suzanne Hartwell, Councillor Rizwan Jalil, Councillor Nagi Daya Singh	Philip Walton	Response received from Councillor William Gill on 16th October 2023
11/09/2023	Shaun Bailey MP	Philip Walton	No Response

Responses Citizen Space

	Date	In Favour/Opposed	Comments
1	25/09/2023	In Favour	
2	26/09/2023	Opposed	Waste of mone
3	27/09/2023	Opposed	the amount of cyclist that use A461 is minimal as for improving air quality it will do nothing as the traffic only passes trough so your sceame will slow it down causing more pollution moving on to the railway approach the was a multi thousand pound cycle stand/rack installed which as never been used money should have been spent on a lift up to platform more parking for the new metro would be a improvment
4	27/09/2023	Opposed	This is a waist of money doing this in this area we already have heavy traffic all day as one of the arterial routs in the area, this would only increase conjestion evan more. the type of people living in the area certainly would not walk or ride in our climate all year round.
5	28/09/2023	Opposed	I already car share and walk home from Dudley as it's quicker than the 74 in traffic. Having lived on a side road for the past 17 yrs, I've seen this road go from good to bad. The pavements have already been widened and if it's done any more there will be no where for the emergency services to go down the middle to avoid the standstill traffic which happens hourly/daily! Just because you put in a scheme that looks good, it will not make people use it anymore and only doing part of the road is pointless. I see people cycling from Dudley area to past great bridge! This is only a small gesture.
6	02/10/2023	In Favour	The current cycle route is not safe as it's not separate from traffic. This is a great Improvement
7	03/10/2023	Opposed	Think going be waste of money.
8	03/10/2023	In Favour	
9	03/10/2023	Opposed	This is the main route between West Bromwich and Dudley. During morning / evening rush hours and at school leaving times this road becomes heavily congested. There is a dual carriageway from West Bromwich to Great Bridge and from Dudley to Burnt Tree. To further restrict the carriageway from Great Bridge to Burnt Tree appears counterintuitive if the congestion is ever to be relieved.
10	03/10/2023	Opposed	
11	03/10/2023	In Favour	
12	03/10/2023	Opposed	This would cause further traffic issues on an already congested route!
13	03/10/2023	Opposed	Waste of time and taxpayers money
14	03/10/2023	Opposed	Cannot see the need for it, when there is already a cycle lane which is rarely used. I travel on this road every day and rarely see a cyclist on it.
15	04/10/2023	Opposed	This won't make anyone more likely to not use their car. You need to aim more for car users as this is just going to cause even more congestion on an already busy road

16	04/10/2023	Opposed			<p>This is a very dangerous and unnecessary proposal. Spending most likely millions of pounds trying to appear "green" when all this will do is add to congestion and create more hazards for cyclists and motorists alike. Not to mention the months of road closures on an essential trunk route while construction is taking place, thus financially impacting businesses on the route.</p> <p>I feel the money and time could be better spent improving other projects and facilities in the area</p>
17	04/10/2023	Opposed			Creates more congestion, delays m, longer traffic queues do higher emissions. Does nothing to alleviate the existing problems in the area.
18	04/10/2023	Opposed			<p>I use this road every day during the rush period, and to say it's already congested is an understatement. The addition of cycle lanes would make this even busier, with a section of bike lane that would not be properly utilised by cyclists.</p> <p>At present when driving around the area I can see multiple bike lanes which are seldom used, with cyclists often opting to use pathways or roads rather than the already established cycle lanes.</p> <p>One of the main issues with the proposal is that the area already struggles with traffic as it's a single access point to the Great Bridge area from Dudley, and the removal of right turn lanes will make the commute so much more difficult for local residents to access their properties.</p>
19	04/10/2023	In Favour			
20	04/10/2023	Opposed			
21	04/10/2023	Opposed			Ridiculous
22	04/10/2023	Opposed			There's a lot more you need to do around here first than this more congestion more toxic fumes
23	04/10/2023	Opposed			Stop building cycle lanes people do not want
24	04/10/2023	Opposed			they haven't taken into consideration how and the traffic gets along that stretch of road, it is absolutely horrendous. this will only make it worse. especially near tame road, if you want to turn right onto tame road from the main road you would then have to block traffic with these plans.
25	05/10/2023	Opposed			It's another waste of public money.
26	05/10/2023	Opposed			<p>Waste of time and money. Fix the underlying issue of traffic in this area (which is primarily caused by the whole A461 from Burnt Tree to Great Bridge Island being single carriageway) and the rest of the problems will fix themselves.</p> <p>Pretty obvious whoever came up with this has never been down that road.</p>
27	05/10/2023	In Favour			No
28	06/10/2023	In Favour			This is a fantastic opportunity to improve local commuter infrastructure, it will help to current users of this route as well as encourage many others to begin using this route.
29	06/10/2023	Opposed			Complete waste of money, if anything should be done it should have the carriageway widened. It won't get used no where near as much as people think. I am a cyclist but never use these cycle lanes. There is so much better things that the money can be spent on.

30	07/10/2023	Opposed		<p>This is one of the busiest roads in Sandwell and is constantly congested with traffic throughout the day. Reducing the road space to implement cycle lanes when not a lot of people cycle (I rarely see cyclists when I am driving down this road) will just cause more congestion and increase pollution and not decrease it like these councillors wrongly think! The whole proposal is just ludicrous and the congestion that will be caused while the works are carried out (which will no doubt be YEARS) will make things far far worse and have such a massive knock on effects to other areas and back routes!</p> <p>I live on Thomas Cox Wharf which is in the middle of the road and the only way to access the street is by turning right at Great Bridge roundabout, implementing this cycle route and the works needed to complete it will cause severe access issues to my house on a daily basis! Myself the residents on this street are strongly against this proposal!</p> <p>We are already in battle with Sandwell council and the Government to finish the roadworks and tarmac of our road in Thomas Cox Wharf and this money that you have now been funded will go a long way to improving the smaller residential streets in Sandwell instead of wasting it on a cycle lane that will never get used, create heaps more traffic and congestion and decrease the air quality of the whole area!</p>
31	07/10/2023	Opposed		More needs to be done to improve traffic flow on this route, not make it worse. It needs dual lanes from Morrisons lights down to the Station
32	07/10/2023	Opposed		You should be speeding up the flow of traffic. Motorists pay enough in taxes and deserve measures to improve traffic flow to reduce time (and subsequent productivity improvements) spent in traffic. This half baked idea will benefit about 5 people. There isn't a viable alternative to the car, certainly not this or public transport.
33	07/10/2023	Opposed		Think it's a very bad idea
34	07/10/2023	In Favour		
35	09/10/2023	In Favour		I think you should consider closing the northern arm of Lower Church Lane (the one that ends in a give way at A461) - the movements could all be accommodated at the traffic lights and it would give an opportunity to enhance the public realm, create a small pocket park, make better use of the small triangle grass/tarmac currently there.
36	11/10/2023	Opposed		
37	12/10/2023	Opposed		<p>Think the council need to focus more on getting the traffic flowing better in peak times as it always at stand still you can walk quicker than the traffic is moving.. Yellow box junction should be put on Great Bridge Island and cameras fitted to fine inconsiderate drivers blocking the island as this is a big problem with the traffic flow at peak times the problem has become worse since the island was resurfaced there should be more KEEP CLEAR signs not just on the one lane or fit traffic light to the island.. Personally I think someone from the council should survey the island for a week by standing there and watching the flow of traffic as this will give them a real view of what happens everyday.. I leave my house to go to work every night at 4.15pm from Doughty Close and in heavy traffic it can take me 15 minutes on average just to get to Great Bridge Island..</p> <p>To make it easier for people to cross around the island put in a spider bridge over the island so people can cross from all roads and put 6ft railings up around the island so people can't cross</p>
38	12/10/2023	Opposed		This is going to further narrow the road for cars, making the already bad situation with traffic even worse.
39	12/10/2023	Opposed		
40	12/10/2023	Opposed		We need more road for the cars and buses to pass. The A461 is a major road that needs widening rather than making it smaller. It will create more danger for residents turning off to the side streets
41	12/10/2023	Opposed		As a disabled pensioner I have no choice other than motorised transport. Other boroughs within Sandwell have dual carriageway transport links. Tipton will become even more congested, the road from Burnt Tree to Great Bridge should be widened to allow motor vehicles to pass through Dudley Port more quickly
42	13/10/2023	Opposed		

	Date	In Favour/Opposed		Comments
1		Opposed		A cycle track was installed along the A4123 between Burnt Tree and Tipton Rd recently. I have never seen a cyclist on it. I use this road quite often. It seems a waste of money. I walk daily along the A461 towards Great Bridge and don't feel safe any more due to careless cyclists and e-scooter riders and I have had several near misses from being rode into. I am 75 years old and I believe footways are for pedestrians.
2		In Favour		
3		In Favour		
4		In Favour		A pedestrian crossing badly needed in Horseley Heath especially for children and wheelchair users. Any improvement to access to facilities in local area welcomed especially a proper crossing to aid access to bus stops, supermarket. Also children crossing to school in Horseley Heath is badly needed. My son and daughter-in-law were recently involved in accident crossing this road as a result my son died. This is a very bad road to attempt to cross. Existing traffic crossing too far away for alderly and disabled people.
5		Opposed		It's waste of tax money, as how many people cycle? I've seen one in 2 months. After 1.2km then where do they cycle? It's ridiculous idea. You should concentrate more on fixing the potholes in the road, cutting the grass on dual carriageway, cutting trees so people can see the signs properly. Spending money where it's needed most. It's a ridiculous idea. How many people actually cycle? It's waste of money.
6		In Favour		Possibly a light controlled crossing between Horseley Road and Great Bridge. A filter for turning right at the traffic lights at Sedgley Roa East (Nr Morrissions). At present vehicles turning right have no visible light to guide them, but a visible filter for vehicles turning from Sedgley Road is given.
7		In Favour		
8		In Favour		
9		Opposed		Waste of money. Better spent elsewhere. Already trafficked and this will make it worse.
10		In Favour		
11		In Favour		
12		In Favour		Can you do something for e-bikes they cause the problems to the public. Need some kind safety for public.
13		In Favour		As this proposal encourages walking and cycling and bus stops and lights are being repositioned an advantageous edition to assist security and safety on Brookshaw Glade Estate would b to provide bicycle barriers on the walkway into the estate (by the existing bus stop) Also future consideration should look at traffic lights at the exit of Peake Drive as drivers do not observe the yellow boxes to facilitate entrance and exit to the estate.
14		In Favour		
15		In Favour		Do not drive
16		In Favour		Very Good
17		In Favour		
18		In Favour		I think this proposal is a very good idea. It's good for our health body and mind. Walking keeps us fit and driving less is good for our environment because it reduces pollution. Yes I support this proposal.
19		In Favour		
20		Opposed		It is a waste of money which would be better spent elsewhere. The stretch of A461 from Great Bridge to Dudley Port has severe congestion every rush hour and at lunchtimes. Widening of footways will make this even worse to solve an issue that does not exist i.e. cyclists and pedestrians getting in each others way. As for improving air quality you need to get the traffic flowing not slowing down it down even more!! Also please consider the disruption for residents whilst the work is undertaken.
21		In Favour		Dog poo, cig ends, litter, should be more bins for all these. I would like the traffic and lorries to cut down. The heavy lorries should not come down Tame Road! The house just shakes when the lorries go over the ramps and people throwing bottles in the road smashing them.
22		Opposed		I would be 100% in favour of this proposal but am very worried about the increased traffic jams and gridlocked roads due to carrying out this work. The main roads here are bad enough during rush hour, this would bring many months of increased traffic jams. Worried about increased traffic jams.
23		In Favour		If you stop the speeding cars and lorries etc. My wife and I don't walk very far these days.

24	In Favour			Very important. Would there be any wheelchair access to the above. My wife is 24/7 wheelchair bound. It is very hard for wheelchair used. Dudley Port Area very busy main road. Sometimes you cannot walk across the road. Needs to for fill for wheelchair user and people with babys in pram. The proposal look -----
25	Opposed			A total waste of money, it won't stop cyclists using the footpaths. The money would be better spent on moving the island at Great Bridge (which is a nightmare) to traffic lights. Everyone who drives through Gt. Bridge would agree with this. Driving around different areas you see these very small areas change into cycleways and you never see any body using them, they suddenly stop leaving the cyclist to merge with traffic or use the footpath!! Please, please use the money to move the Gt. Bridge Island.
26	In Favour			I'm sorry I cannot give an honest answer, as I am 90 years and having health issues. I cannot walk far I'm so far being able to drive, so that I can get a paper, I pull up on carpark of store, get odds & ends, and visit a nurse once a week at Lyng, have hair done, go to church sunday. I've got a blue badge which is a godsend. And council put me a parking bay outside my home. Good luck with all plans. Sorry i'm not any help. I was born in Whitehall Road, and have lived in this area all ,y life. I love Great Bridge.
27	In Favour			I'm a pensioner and often walk to the railway station and Great Bridge and while I'm all in favour of new safe bicycle lanes I'm wondering when you will make it compulsory for cyclists and those that ride scooters to use said lanes. There are already cycle lanes to Great Bridge which are rarely used. I've had many near misshaps with cyclists riding on the pavement some of which are electric cycles and scooters. Why are they allowed to do this? Please get the electric cycles and scooters off the pavement.
28	Opposed			The money would be better spent on providing a ramp for disabled people like myself to access the station platforms as it is at the moment I cannot use the trains because I cannot get up the stairs. I think that the bus stops ae fine where they are and the cycle lanes are never used. A few years ago bicycle racks were installed at the station, in all this time not one bike has been placed there, I just wish money was not wasted on daft ideas that no-one wants.
29	Opposed			More space for walking and cyclists not appealing would lead to more traffic due to narrow road and make difficult for individuals like me when leaving. I have children with disability therefore I require car transport at all times and making wider road would increase more traffic as experienced in West Bromwich High Street. Please don't make the same mistake as you have done in West Bromwich.
30	In Favour			
31	In Favour			This area is already dense with road traffic. Introducing footpaths/cycle lanes will ony compound matters. What impact will the proposed changes make on traffic locally? How long will the proposed work take?
32	In Favour			Concern will be over the safety as people will be walking being a ring road that's usually very busy. Great initiative for active living.
33	In Favour			
34	Opposed			Bad traffic already. Sort that first – the roadworks would make congestion worse, as will the cycle lane. Congestion leads to more pollution which is worse for cyclists and pedestrians. Congestion leads to annoyed drivers which is also worse for those groups. Cycle lanes may confuse everyone more. The 2022 Highway Code change still is useless as not everyone follows the updates (Rule 19, Rule H2, Rule H1, Rule H3: Road Hierarchy and Pedestrian Crossings) . Even if pedestrians and cyclists follow changes, it's useless if not everyone does. Moving bus shelters will confuse the elderly and children. The existing crossing facilities are perfectly fine. Unnecessary changes are a waste of council budgeting. Council transport budget should be used instead on accessibility, increased rail services and bus services (which are rarely on schedule). More people are likely to use e-scooters which are a hindrance to pedestrians currently (as opposed to cycling) in the local area. People use public transport or drive. This proposal will not change this fact. It will definitely negatively impact traffic, congestion and pollution (which is proven to negatively impacts of asthma and other health conditions for the few that do walk or who may be waiting for public transport.
35	In Favour			We want ----- cross to cross road because too much traffic on road so we cross road safely. Traffic lights at Great Bridge roundabout so to save mor accidents people and cars cross safely. Thank You.

36	In Favour			
37	Opposed			The road from Dudley Port to Great Bridge is already very slow due to the amount of traffic, making the road more narrow will cause even more congestion. I have no choice but to drive to work. I think there are much more urgent things to spend money on. I live in Morrison Road. For the last 15years, the trees along Sheepwash overhanging my property are at least 50ft tall. I have very limited light to the back of my house, when the leaves fall in autumn it is very dangerous for the many elderly people who live here.
38	In Favour			Hopefully cyclists will use cycle track but I very much doudy it. Is there any hope in stopping electric scooters on pavement.
39	In Favour			
40	In Favour			
41	In Favour			
42	Neutral			Won't benefit myself or my 85 year mum. We both walk already, & I commute via train. Please retain parking bay as we are hindered by lack of parking for visitors & tradespeople due to red route. Please consider our need for parking off road for visitors & trades people – mum is 85 & has to walk up Horseley Road to get into my brother or my friends car if she is being taken anywhere. Narrowing of pavement will not aid mum or my safety as will have less road for manoeuvre on pavement. Neutral - path reservations. Neutral really – but parking is an issue for us – retaining the loading bay would help us. We have no car so both of us walk or take public transport. Already walk. Mum is 85 and has not the health or agility to cycle. Please retain parking/loading bay & consider parking provision for us as this is very difficult for us because of red route. The scheme does not benefit us at all – though I understand that it might benefit others.

Email Responses

	Date	In Favour/Opposed		Comments
1	04/10/2023	Opposed		I have reviewed the plans and wanted to add my opposition for the Cycle Lane on the A461. This road is one of the most congested in the area, so improvements are needed to ease traffic flow, not activity to make it worse. Ideally it needs dual lanes of traffic along the whole route, or as a minimum 2 lanes from Morrisons all the way down to the Station. A combination of the relocation of the bus stop and removal of the right turn lane at Tame Road will constantly bring traffic to a stop heading towards Great Bridge, and make traffic flow even worse. More also needs to be done to stop people illegally turning right out of Lidl
2	09/10/2023			Saw the post on Facebook regarding upgrade of great bridge. I live on horseley road. The other side by the rising sun pub. Now I'm all for upgrades where it is needed but some things needs to be done for my road. As being next to a school (great bridge primary) there is no safe crossings near by. The closest crossing is on the end of horseley road going onto new road/toll end road and then the next one which is too far away is a zebra crossing by Q2 school on Alexander road. As soon as people have passed the speed bumps by that school. They drive crazy and very dangerous. In the past year there has been 3 crash's and loads of near misses. All other schools near by have either correct crossing or have a 20mph zone. But because great bridge primary is off the main road. It hasn't been considered, which I don't think it's fair tbh. We should be able to cross safely with our children and be considered to have the correct crossing put in place.
3	14/10/2023			I live just off the A461, at Gough Drive, Tipton. I am a driver and an avid walker. While I appreciate the need for creating safe cycling and walking lanes, the road in question has already been narrowed. This was some time ago, but this has already created significant delays for buses and cars alike. My concern is that further narrowing of an already heavy trafficked road will lead to more delays. Does the proposal consider and plan to mitigate the traffic delays which may increase due to these changes? Please consider this during the consultation period.
				General:

Speed ramps are proposed to all side roads to safeguard cyclists travelling along the main carriageway. However, with this approach uncontrolled crossing points have been moved excessively away from the desire line. In addition to this speed ramps affect the existing drainage as some of the ramps sit directly over existing gullies or alter the existing drainage patterns. Could you please reconsider this approach to avoid speed ramps in favour of retaining the existing drainage system and uncontrolled crossing points closer to the desire line?

A461 is a red route. However, no red route markings are shown on the plans.

It is unclear how the segregation will be achieved. From the typical cross section it seems that this will be with stepped cycle track. However, this provides little benefit in relation to safety as the step would only be in the order of 50mm. Could you please reconsider this approach to have instead a full standard segregation with a 100mm upstand and 500mm wide median?

Diag. 1023A markings need to be positioned closer to the stop line.

Most side roads bellmouths appear to have been narrowed down. Could you please give consideration to vehicle swept paths for vehicles entering and exiting the side roads simultaneously?

Lower Church Lane Junction.

The plans show that a new signalised crossing will be included at the southern arm of the junction. Has consideration been given to the re-phasing required for this? The crossing is in one phase only. The current crossing at the northern arm of the junction operates on green while the SB traffic is on red and the traffic exiting Lower Church lane on green. A new signal phase would be required for the new crossing with capacity implications on the main NB-SB flow.

The SB cycle lane appears to be segregated from the carriageway by a large area of footway and zebra crossings have been introduced to allow pedestrians to reach the controlled crossing points. Could you please revisit this approach to have the cycle lane adjacent to the main carriageway and cyclist on red while pedestrians cross the A461 east-west. Extend tail of tactile to back of footway.

The existing signalised crossing of the A461 appears to have been repositioned unnecessarily. Relocating this would necessitate the relocation of cross road ducts and traffic signal pull boxes.

In addition to phasing issue mentioned above, the NB cycle track approach to the existing (relocated) pedestrian crossing does not have a stop line and signal, which means cyclists approaching the existing relocated crossing can only be on green while both ped crossings are on red. This would mean a reduction in capacity along the main A461 carriageway.

Junction A461 with Private Road close to station

As above in relation to the wide area of footway and the zebra crossing that allows pedestrians to reach the puffin crossing. This is an unusual arrangement likely to be picked up at RSA. Consider running the cycle lane adjacent to carriageway and put cyclists on the same phasing of the main traffic. Consider retaining the bus stop at the old location (to the south of the bridge) to avoid having to provide a bus stop island here as available space is unlikely to allow minimum dimensions.

Could you please consider retaining the puffin crossing staggered as at present? A straight across crossing in one phase would require a longer refuge (see 11.17.4 of Traffic Signs Manual Chapter 6).

Large area in front of existing bus stop to the south of the aqueduct bridge (SB carriageway).

Demarcation of the area is unclear. Areas unclearly demarcated can generate an improper use. Area is too large for parking bays. Could you please consider realigning kerbline or hatch out the area as appropriate?

Proposed signalised pedestrian crossing under railway bridge.

Same consideration as above in relation to phasing and island width.

Station drive junction

Proposed speed table sits above existing gullies and manholes.

Johns Lane Junction

				<p>Bellmouth appears to have been narrowed significantly. Have you considered swept path of vehicle turning in from SB carriageway when vehicles exiting Johns Lane will be awaiting at the stop line?</p> <p>The tactile for the north-south crossing on the speed table is very far back from the desire line and unlikely to be used.</p> <p>Horseley Road Junction</p> <p>The staggered crossing has been removed in favour of a straight across crossing. The straight across will require pedestrians to cross in a single phase unless a min 5m long island can be introduced. Could you please reconsider retaining the staggered crossing?</p> <p>The additional controlled crossing on the northern side of the junction as shown requires all vehicle movements to be on red while crossing is on green with further reduction in capacity in the main A461 carriageway. Could you please reconsider the need of this crossing?</p> <p>Along the SB carriageway a large area of footway separated the main carriageway from the cycle track. As above for Lower Church Lane, the tactile paving arrangement to allow pedestrians to reach the uncontrolled crossing present an unusual arrangement. Could you please consider moving the cycle track adjacent to the carriageway and put cyclists on the same phasing of the vehicular traffic.</p> <p>Proposed signalised crossing close to Scott Street</p> <p>Same considerations as above with regards to tactile paving arrangement.</p>
5	17/10/2023	Opposed		<p>I think this is a bad idea as there are decent bike lanes and enough places to cross safely this will just increase the traffic through the great bridge dudley port area which is a disgrace as it is doesn't need road narrowing or bike lanes</p>
6	17/10/2023			<p>Apart from doing all this on Horseley Heath, I think Tame road should be closed to large HGV's and buses. We are a residential street and they use this as a cut through for which it is clearly not designed for as cars park on both sides of the road. My car had been hit by a large vsn. I think a lot of residents will agree with this as tame road is used as a cut through everyday at rush hour.</p>
7	19/10/2023	Opposed		<p>Hi , I'd like to place my objection to this scheme, has anyone actually done any research into whether folk need or will use a cycle lane as I never see any cyclists. The road is a bottleneck as it is without a pointless cycle lane added just to tick a 'look at us we're going green' box. Also how do you expect folk to turn right into one of the streets without holding up the traffic as you've taken out the filter lane to turn. Regarding cycles isn't the canal towpath good enough and much more scenic. It doesn't seem that long ago there was talk about making the road dual carriageway and that is what's required not some scheme to try to get car users off the road as it won't work and just make getting through Dudley Port slower and more dangerous for everyone</p>
8	24/10/2023	Opposed		<p>I think I may have missed the deadline for sending in comments for the proposal of the cycle lane and reducing the road width at Horseley Heath but I couldn't not send in how bad of an idea this proposal would be Using the road each day is an absolute nightmare as it is, reducing the carriageway would cause so many issues I don't think I could even list them Having had to move over for an emergency vehicle most days, as it's such a main road between Dudley, Great Bridge and on to West Bromwich, this is only just about manageable at the moment in certain sections of the road this would be nigh on impossible with any reduction. Please reconsider this move</p>