

Agenda

Decision Making Session for the Cabinet Member for Environment & Highways

Monday, 26 February 2024 at 5.00 pm
At Annexe 2 - Sandwell Council House, Oldbury

1 Apologies for Absence

To receive apologies for absence (if any).

2 Declarations of Interest

Members to declare any interests in matters to be discussed at the meeting.

3 Minutes

5 - 10

To confirm the minutes of the meeting held on 19 December 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 **West Bromwich Connected Project - Cycle Track along the 'Middleway' at Europa Village** 11 - 24
- To approve the construction of the proposed cycle route on the “middleway” at Europa Avenue Village Estate.
- 6 **West Bromwich Towns Fund scheme along the High street between Bull Street and Beeches Road including Roebuck Lane** 25 - 78
- To consider objections received via the public consultation process and approve the implementation of the new cycle track along the High Street between Bull Street and Beeches Road and along Roebuck Lane.
- 7 **Objections Arising from The Advertising of the proposed speed humps - A461 Dudley Port & Horseley Heath, Tipton - side roads** 79 - 88
- To consider objections received via the public consultation process and approve the implementation of the proposed traffic calming measures as advertised with amendments.

Shokat Lal
Chief Executive
Sandwell Council House
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Oldbury
West Midlands

Distribution
Councillor Millard

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

**19 December 2023 at 5.02pm
at Sandwell Council House, Oldbury**

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

Officers: Simon Chadwick (Highways Network Development & Road Safety Manager), Trisha Newton (Deputy Democratic Services Manager) and Anthony Lloyd (Democratic Services Officer).

8/23 **Apologies for Absence**

There were no apologies for absence received.

9/23 **Declarations of Interest**

No declarations of interest were made.

10/23 **Minutes**

Resolved that the minutes of the meeting held on 1 November 2023 are approved as a correct record.



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.

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.

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. A decision relating to the objections and subsequent petition was required.

No objectors were in attendance.

Resolved:-

- (1) That the objection and petition received via the public consultation process are noted but that approval be 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);
- (2) that, subject to (1), the Director – Borough Economy be authorised to complete the necessary statutory procedures.



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.

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. The funding grant agreement stipulated that the project would need to be completed by 30 June 2024. If not carried out, there was a risk of the funding being withheld and not provided to the Council.

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. 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. Objections had been received via the statutory consultation process and therefore, required consideration before proceeding with the scheme.

The Cabinet Member for Environment and Highways was minded that the width of the road in question would not be narrowed and that, instead, the existing footpath and cycle path space would be used instead. The scheme would increase road safety for cyclists and pedestrians whilst having very little impact on vehicle users on highway. It was also noted that both the existing parking and right-turn lanes would remain.

No objectors were in attendance.



Resolved:-

- (1) That overall feedback received via the public consultation process is considered and that approval 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;
- (2) that subject to (1), 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 5.15pm

Contact: democratic_services@sandwell.gov.uk





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

26 February 2024

Subject:	West Bromwich Connected Project - Cycle Track along the 'Middleway' at Europa Village
Cabinet Member:	Environment and Highways Councillor Danny Millard Regeneration and WMCA Councillor Peter Hughes
Director:	Alice Davey Director - Borough Economy Tammy Stokes Assistant Director - Growth & Spatial Planning
Key Decision:	No
Contact Officer:	Andy Miller Strategic Planning & Transportation Manager, andy_miller@sandwell.gov.uk

1 Recommendations

- 1.1 That the decision taken by the Cabinet Member for Environment and Highways on 15 March 2022, to proceed with the construction of the proposed cycle route on the 'Middleway' at Europa Village Estate as shown on Drawing. No. 40412 S/1, be ratified and confirmed.
- 1.2 That the Director – Borough Economy be authorised to make any minor amendments to the scheme considered necessary as a result of detailed design.
- 1.3 That subject to 1.1, the Director – Borough Economy be authorised to complete the necessary statutory procedures.








1.4 That the Director – Borough Economy informs objectors of the decision of the Cabinet Member for Environment and Highways.

2 Reasons for Recommendations

- 2.1 Following the project's approval by the Cabinet Member for Environment on 28th June 2022, a petition was received by the Council on 2nd November 2022 containing 150 signatures. This petition opposed the upgrading of the 'Middleway' path to create an off-road cycle route between Europa Avenue and Sandwell Valley. In addition, the petition raised concerns regarding how the consultation was carried out, whilst generally supportive of the resurfacing the path to improve it for pedestrians. On receipt of the petition, Cabinet Petitions Committee referred the matter to the Economy, Skills, Transport & Environment (ESTE) Scrutiny Board to consider whether Council protocols and procedures relating to consultation were correctly followed. The project was halted pending the Board's finding.
- 2.2 ESTE Scrutiny Board discussed the matter on 13th June 2023 and agreed that a working group be established to investigate the petitioners' concerns. The working group subsequently met with petitioners on site on 4th August 2023. Following its investigation, the working group reported its findings to the Board on 3rd September 2023. The working group was satisfied that the consultation was conducted in accordance with Council processes. The Board therefore referred its findings to Cabinet Petitions Committee on 8th November 2023.
- 2.3 In the light of ESTE Board's findings, Cabinet Petitions Committee resolved that no further action should be taken in respect of the petition. The Head petitioner was subsequently informed of the decision.
- 2.4 Due to the time that has elapsed since the original decision to proceed with the project, it is felt prudent to uphold that decision and re-confirm that the scheme should proceed.



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> <p>An improved highway safety environment will make our communities feel safer, more protected, and confident in their homes and neighbourhoods.</p>
	<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 The proposed cycle track through the ‘Middleway’ is part of a wider project to complete the West Bromwich Connected Cycle Route Proposal 2 which connects to the West Midlands Local Cycling & Walking Infrastructure Plan (LCWIP) route proposals to Sandwell Valley via Europa Avenue to its full extent as initially proposed. This would deliver an end to end cycle and walking route in accordance with the route proposals in Sandwell’s Cycling and Walking Infrastructure Plan (SCWIP) which was approved by Cabinet in January 2020 and in line with the submission for Accelerated



Town Deal Funding that was awarded to Sandwell MBC by government for this scheme.

- 4.2 The scheme, which is shown on Dwg. No. 40412 S/1 (attached at Appendix A) involves the widening and resurfacing of the footpath known as the 'Middleway' to enable it to be used by both pedestrians and cyclists in accordance with the principles of Local Transport note 1/20 (LTN 1/20). There is a general presumption that wherever feasible, cycle tracks should be segregated from motorised traffic and be 'off carriageway'. The path is currently in poor condition (see photographs at appendix B) and the scheme would therefore improve conditions for pedestrians that currently use it.
- 4.3 All 350 addresses on the Europa Village Estate were consulted by letter, a proposals leaflet and questionnaire. The Transport Planning Team received 44 replies, with 22 in favour of the cycling upgrade and 22 opposed.
- 4.4 At a Cabinet Member meeting on 15th March 2022, the now former Cabinet Member for Environment, Councillor Ahmed Bostan, considered the responses received and concluded that the scheme should proceed as originally proposed given the split in responses received from the consultation. However, due to a change in the portfolio holder covering Transportation Planning and Highway Services from Councillor Ahmed Bostan to Councillor Zahoor Ahmed, further briefings were undertaken. On 31st May 2022, a Delegated Powers Report was considered by Councillor Zahoor Ahmed as the Cabinet Member for Environment. This report recommended that the scheme should proceed as planned and this was approved. On the 28th June 2022, the authority was officially signed by the Cabinet Member for Environment and subsequently, on the 16th September 2022, letters were sent to residents informing them that approval had been given to proceed with the scheme as planned.
- 4.5 In response to the letters sent to residents on 16th September 2022 informing them of the decision to proceed with a scheme, a petition was received by the Council on 2nd November 2022 containing 146 signatures. This petition opposed the approved scheme between Europa Avenue and



Sandwell Valley via the 'Middleway' path whilst generally supportive of the resurfacing the path. On receipt of the petition, Cabinet Petitions Committee referred the matter to ESTE Board for consideration. The Europa Avenue petition and has been discussed at the following meetings: -

7th December 2022 Cabinet Petitions Committee;

18th January 2023 Cabinet Petitions Committee;

1st March 2023 Cabinet Petitions Committee;

21st June 2023 Cabinet Petitions Committee.

- 4.6 Following representations made by the petitioners in relation to their concerns around the consultation process and the cycle route proposals, a report was submitted to the Economy, Skills, Transport and Environment (ESTE) Scrutiny Board.
- 4.7 The Board concluded that the consultation was conducted in accordance with Council processes
- 4.8 Following representations made by the petitioners in relation to their concerns around the consultation process and the cycle route proposals, officers had submitted a report to ESTE Scrutiny Board. The Board considered the matter at its meeting on 3rd October 2023 following a site visit and passed the following recommendation:

'That in connection with the Europa Avenue Cycle Path Consultation, the following findings of the Economy, Skills, Transport and Environment Scrutiny Board Working Group, in relation to whether sufficient and appropriate consultation had been carried out in line with existing council policies, practices and procedures, be approved by the Economy, Skills, Transport and Environment Scrutiny Board:- (1) That having listened and considered the views of local residents, the Economy, Skills, Transport and Environment Board:- (a) note that the Working Group are satisfied that consultation on the Europa Avenue cycle path, which was carried out both online and by letter drops to households, was conducted in accordance with Council processes, however, communication with residents could have been improved further; (b) note that in future, where



simultaneous improvement works are being carried out within the vicinity by different departments, internal communication between departments should be undertaken to avoid confusion and disruption to residents; (c) suggest that the Council consider all platforms, including Citizen space and neighbourhood forums, for communicating with residents, taking into consideration digital deprivation across the borough; (d) acknowledge that the Overview and Scrutiny function should be used to consider matters of strategic importance within the borough and not local ward issues in order to ensure value is added.'

5 Alternative Options

5.1 The Cabinet Member for Environment and Highways could decide to not proceed with the proposals. However, this could potentially result in a loss of funding and leave a section of the National Cycle Network below currently expected standards of provision.

6 Implications

Resources:	The budget to implement the scheme is approximately £208,545. This will be made available through the West Bromwich Town Deal using funding from the Department for Levelling Up, Housing & Communities (DHLUC) Towns Fund, and from the Local Network Improvement Plan element of the City Region Sustainable Transport Settlement (CRSTS).
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



	<p>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.</p>
Risk:	<p>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 potential loss of funding for Sandwell MBC</p>
Equality:	<p>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.</p>
Health and Wellbeing:	<p>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.</p>
Social Value:	<p>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</p>



	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.

7. Appendices

Appendix A – Dwg. No. 40412 S/1 Draft drawing of proposed pedestrian and cycle route

Appendix B – Photographs of Middleway path surface conditions.

8. Background Papers

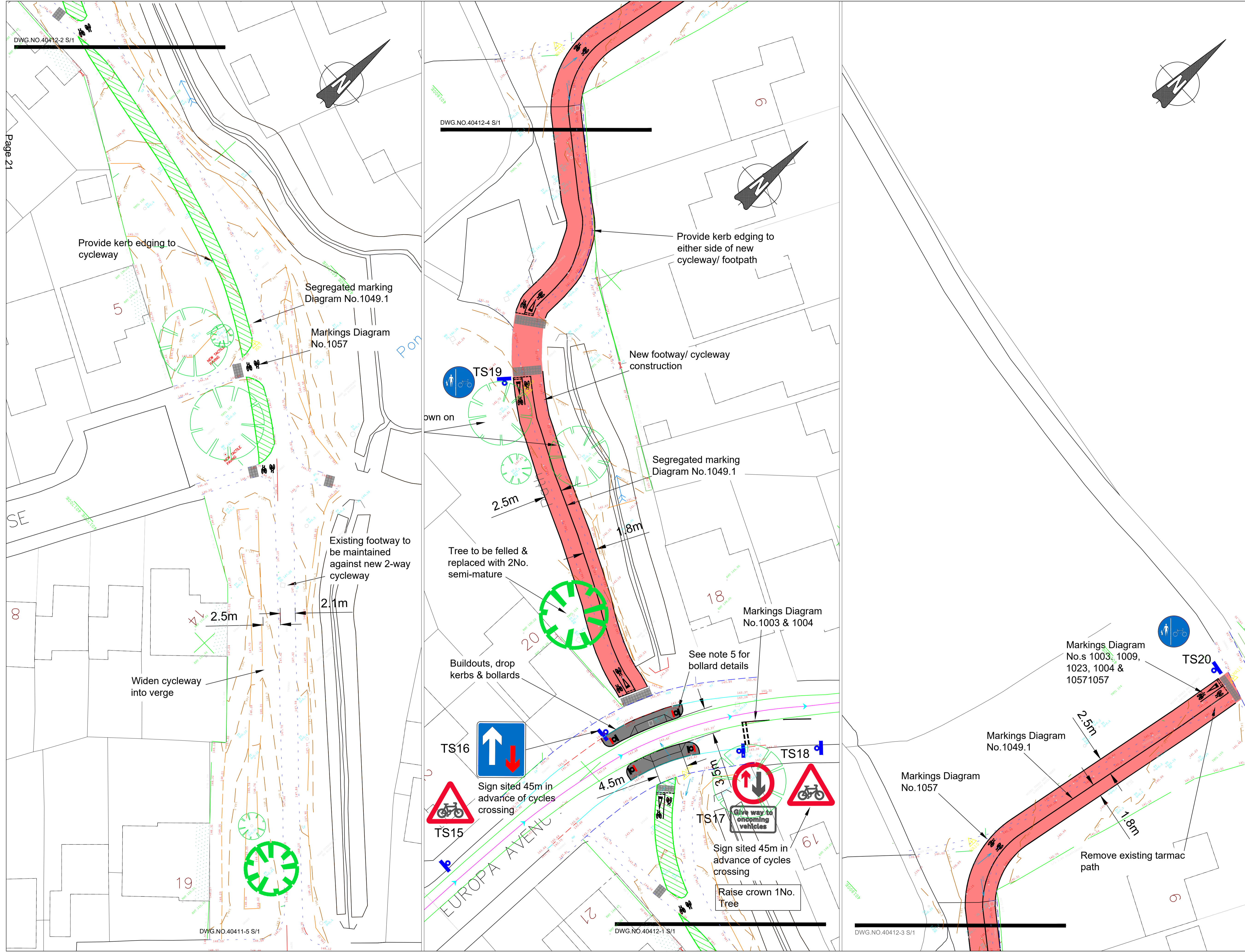
Sandwell’s Cycling & Walking Infrastructure Plan





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Appendix A



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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.
 - For sign arrangement refer to SMBC standard detail drawing SD/1200/03 R.1.
 - All service chambers and street furniture within proposed cycleway/buildouts to be relocated to suitable location.
 - Refer to "Appendix 3 - Guide to the Design of New Streets" for new carriageway widths.
 - For bollard details, refer to SMBC standard detail, drawing number SD/2700/03 with reflective contrast bands to determine priority.
 - Statutory Undertakers searches/ checked prior to any excavations.

KEY

TS01 Proposed Sign and reference number

Footway construction (Off carriageway) - Area=595m²

Footway widening (Off carriageway) - Area=236m²

Corduroy (ladder) paving

FOOTWAY (WIDENING) CONSTRUCTION SPECIFICATION

All materials are to be supplied and laid in accordance with BS EN 13108. Granite aggregate only, Appendix 3 - Guide to the design of new streets.

SURFACE COURSE
20mm (6mm) Nominal size

BINDER COURSE
50mm (20mm) Nominal size

SUB BASE
150mm Type 1 Stone (MCHW clause 8)



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E-mail: Highways@sandwell.gov.uk

PROJECT
Town Funds Improvements
Europa Avenue/WB TC - Sheet 7

LOCATION
WEST BROMWICH

DRAWING TITLE
General Arrangement

SCALE	1:250m
ISSUED BY	Service Manager, Highways
DATE	December 2020
DRAWN BY	JF
DRAWING No	40412 S/1

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Europa Avenue Middleway



Europa Avenue Middleway footpath is in poor condition and a potential trip hazard



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

26 February 2024

Subject	West Bromwich Towns Fund scheme along the High street between Bull Street and Beeches Road including Roebuck Lane
Cabinet Member:	Cabinet Member for Environment and Highways, Councillor Danny Millard
Director:	Alice Davey - Director Borough Economy Tammy Stokes - Assistant Director Growth & Spatial Planning
Key Decision	No
Contact Officer:	Andy Miller Strategic Planning & Transportation Manager, andy_miller@sandwell.gov.uk

1 Recommendations

- 1.1 That the objections received via the public consultation process and the proposed response to them are noted.
- 1.2 That approval is given to implement the new cycle track along the High Street between Bull Street and Beeches Road and along Roebuck Lane as per the scheme drawing in Appendix A.
- 1.3 That subject to 1.1, the Director – Borough Economy be authorised to complete the necessary statutory procedures.
- 1.4 That the Director – Borough Economy informs objectors of the decision of the Cabinet Member for Environment and Highways.



2 Reasons for Recommendations

- 2.1 Transport for West Midlands (TfWM) published a Local Cycling and Walking Infrastructure Plan (or LCWIP) in 2018, which focusses on walking and cycling infrastructure along strategic transport corridors on the West Midlands Key Route Network and local facilities around transport nodes throughout the West Midlands.
- 2.2 Sandwell published its own LCWIP in 2020, which focusses on local walking and cycling infrastructure connecting communities to town centres, transport hubs, employment, education and services. This document superseded the previous Sandwell Cycling Strategy that was published in 1999.
- 2.3 Sandwell Transportation Planning Team put forward 4 LCWIP schemes for inclusion in the West Bromwich Towns Fund bid. On 22nd July 2020 Cabinet delegated authority to approve the supporting Town Investment Plan for West Bromwich and its component projects to the Sandwell Towns Fund Super Board.
- 2.4 The four LCWIP schemes were submitted as a single, multi-phase project called 'West Bromwich Connectivity' as part of the Town Investment Plan. A Full Business Case (FBC) for the West Bromwich Connectivity project was submitted to Government in March 2022 and subsequently approved by the Department for Levelling Up, Homes and Communities (DLUHC) in June.
- 2.5 The consultation relates to phase 2 of the West Bromwich Connected programme. It aims to create a segregated pedestrian and cycle route along High Street, linking West Bromwich Town Centre with National Cycle Network Route Number 5 at Birmingham Road, along Beeches Road linking into Sandwell Valley and Roebuck Lane to Smethwick Galton Bridge Railway Station (see Appendix A plans).
- 2.6 The consultation was carried out between 24th November 2023 and 15th December 2023 and between 12th January and 19th January 2024. This included two letter drops to 527 properties along the route and details of








the scheme were posted on Sandwell Council's Consultation Hub <https://consultationhub.sandwell.gov.uk/> which uses Citizen Space platform which enables residents to make comments online. Four public facing consultations were held in King Square West Bromwich on Wednesday 6th and Saturday 9th December 2023 and Saturday 13th and Wednesday 17th January 2024.

- 2.7 11 posted questionnaire responses were received with 6 in support and 5 opposed. An email was received from a resident on Roebuck Lane opposing the scheme and 1 online response also opposing the scheme. Therefore, in total there were 6 responses in favour of the scheme, 9 opposed and 512 did not respond to the consultation. A response was also received from Councillor Tirath S Dhatt Appendix B on behalf of residents on Roebuck Lane who would have preferred that the cycle lane was on the opposite side of the road away from the houses. This was considered at design stage, but on balance putting the cycle lane on the residential side was considered safer and posed less issues with crossing side roads and parking. Please see Appendix C for consultation responses.
- 2.8 As objections have been received, a decision in response to the objections is required by the Cabinet Member for Environment and Highways.
- 2.9 Delivery is programmed to take place during 2024.



3 How does this deliver objectives of the Corporate Plan?

	<p>The Best Start in Life for Children and Young People: 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.</p>
	<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, wellbeing, 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 for them to be successful. Funding to implement 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>





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.

4 Context and Key Issues

4.1 The scheme provides a segregated off-road cycle route in both directions along the High Street/Birmingham Road between Bull Street and Beeches Road, including a two-way Cycle route on Roebuck Lane. The scheme will include improved footways, improved existing pedestrian crossings, implementation of new crossings which cater for both pedestrians and cyclists, and the relocation and rationalisation of bus stops as well as road safety improvements on side roads along the corridor. Please see consultation plans in Appendix A

5 Alternative Options

5.1 Retain the shared cycle and 20 mph and 30mph motorised traffic route on High Street, Birmingham Road and Roebuck Lane which is not in accordance with the Governments' LTN 1/20: Cycling Infrastructure.

6 Implications

Resources:	The cost of delivering the projects will be met by the approved and allocated funding as part of Towns Fund West Bromwich Connected. Staff resources to manage the project are already in place within the Strategic Planning & Transportation Team and within Highway Services for delivery of the schemes.
Legal and Governance:	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 and West Midlands Cycling and Walking Infrastructure Plans 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:	The proposed cycle route will form part of a network that will link communities to employment, education, transport hubs, town centres and services.



Climate Change:	<p>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.</p>
Corporate Parenting:	<p>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</p>

7. Appendices

Appendix A: High Street Cycle Route Consultation Plan

Appendix B: Councillor Tirath S Dhatt

Appendix C: Consultation Responses

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



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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 SITE CLEARANCE drawings.
2. For footway construction see specification below.
3. For kerb construction, refer to SMBC standard detail drawing SD/1100/01.
4. For sign arrangement, refer to SMBC standard detail drawing SD/1200/03.
5. For uncontrolled pedestrian crossing & modular paving, refer to SMBC standard detail drawings SD/1100/05 & SD/1100/10 respectively.
6. 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.
7. Signs to be mounted on 60.1mm SHS steel posts and mounting height 2300mm in accordance with SMBC standard details:

SD/1200/03 R1 sign arrangement;
SD/1200/04 Sign clearances;
Unless stated otherwise.
8. All existing utility service chamber covers to be reset flush with new surfaces.
9. Statutory Undertakers searches/ checked prior to any excavations.

KEY

- BN2 Kerb alignment
- Footway widening
- Cycleway Route
- Proposed Road Traffic Sign

Sign Reference	Dia. 956 & 957
Height	300 mm
Width	300 mm
Material	Class B2 (1289-1-2007)
Mount Height	2300

FOOTWAY CONSTRUCTION SPECIFICATION
All materials are to be supplied and laid in accordance with BS EN 13108. Granite aggregate only, Appendix 3 - Guide to the design of new streets.

- SURFACE COURSE**
20mm (6mm) Nominal size
- BINDER COURSE**
50mm (20mm) Nominal size
- SUB BASE**
100mm Type 1 Stone (MCHW clause 8)

Sandwell
Metropolitan Borough Council

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PROJECT
Towns Fund Improvements –
2-way Cycleway

LOCATION
High St/Roebuck Lane,
West Bromwich

DRAWING TITLE
General Arrangement
Option 1 – Sheet 1

SCALE 1:250m

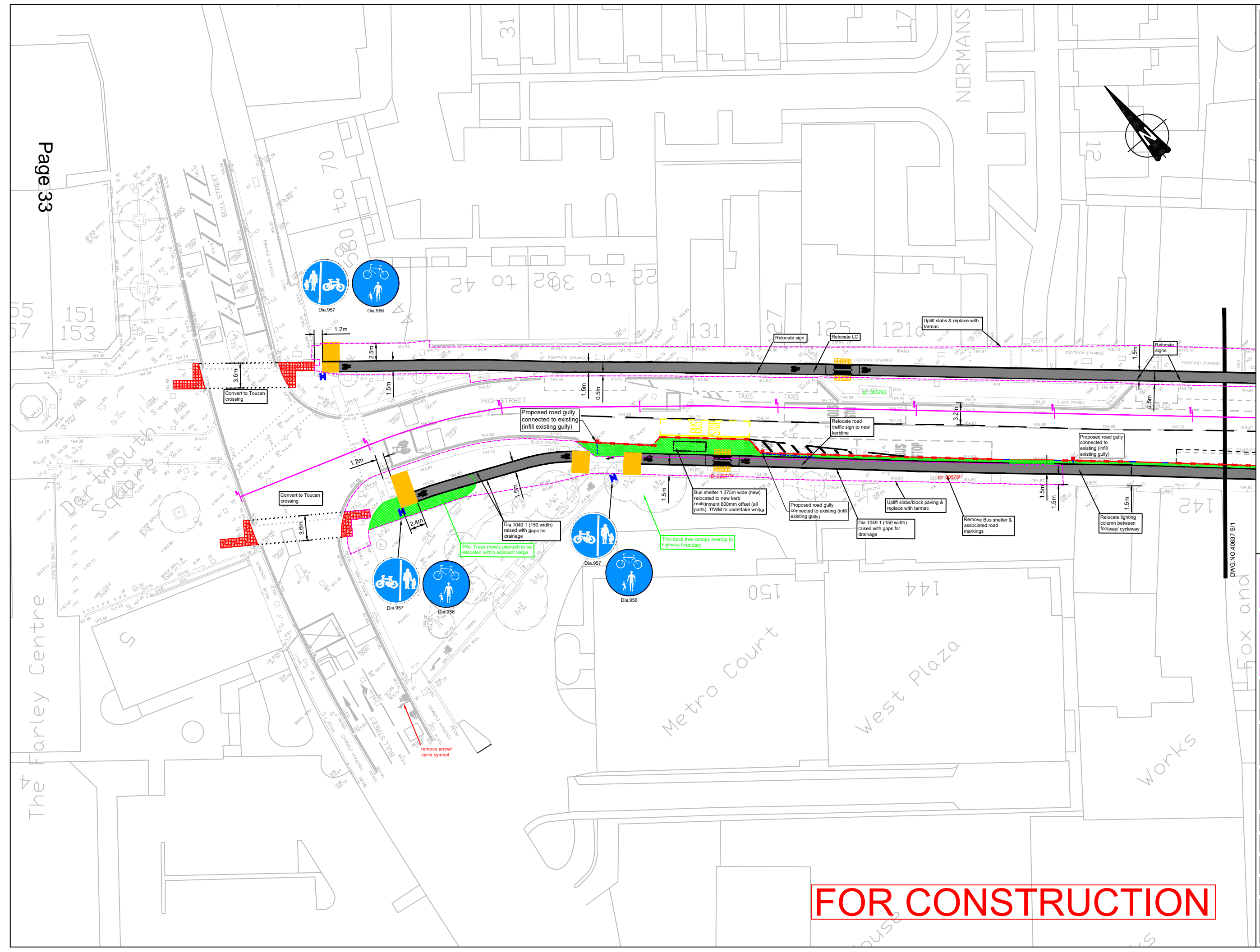
ISSUED BY S. Chadwick

DATE April 2022

DRAWN BY JF

DRAWING No 40636 S/1

FOR CONSTRUCTION



The Farley Centre

Dorsetmouth Square

Metro Court

West Plaza

Works

DWG NO: 40637 S/1

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

- This drawing to be read in conjunction with site clearance drawing.
- For footway construction see specification below.
- For kerb construction, refer to SMBC standard detail drawing SD/1100/01.
- For sign arrangement, refer to SMBC standard detail drawing SD/1200/03.
- For uncontrolled pedestrian crossing & modular paving, refer to SMBC standard detail drawings SD/1100/05 & SD/1100/10 respectively.
- 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.
- Signs to be mounted on 60.1mm SHS steel posts and mounting height 2300mm in accordance with SMBC standard details:

SD/1200/03 R1 sign arrangement;
 SD/1200/04 sign clearance;
 Unless stated otherwise:
 All existing utility service chamber covers to be reset flush with new surfaces.
 Statutory Undertakers searches/ checked prior to any excavations.

KEY

- BN2 Kerb alignment
- BN (drop kerbs)
- HB Transition kerbs (left/ right hand)
- Footway widening (Full depth construction) - Area=513m²
- Proposed Road Traffic Sign

Sign Reference	1503 1506 (Dia. 957)
Height	300 mm
Width	300 mm
Size	300 mm
Material	Class RA2 (12899-1-2007)
Mount Height	2300

FOOTWAY CONSTRUCTION SPECIFICATION
 All materials are to be supplied and laid in accordance with BS EN 13108. Granite aggregate only, Appendix 3 - Guide to the design of new streets.
SURFACE COURSE
 20mm (6mm) Nominal size
BINDER COURSE
 50mm (20mm) Nominal size
SUB BASE
 100mm Type 1 Stone (MCHW clause 8)



HIGHWAYS GROUP MANAGER
 Robin Weare, B.Sc, C.Eng, M.I.C.E, MBA
 Sandwell Council House
 Fresh Street Oldbury
 West Midlands B69 3DE
 E-mail: Highways@sandwell.gov.uk

PROJECT
 Towns Fund Improvements – 2-way Cycleway

LOCATION
 High St/Roebuck Lane, West Bromwich

DRAWING TITLE
 General Arrangement Option 1 – Sheet 2

SCALE 1:250m

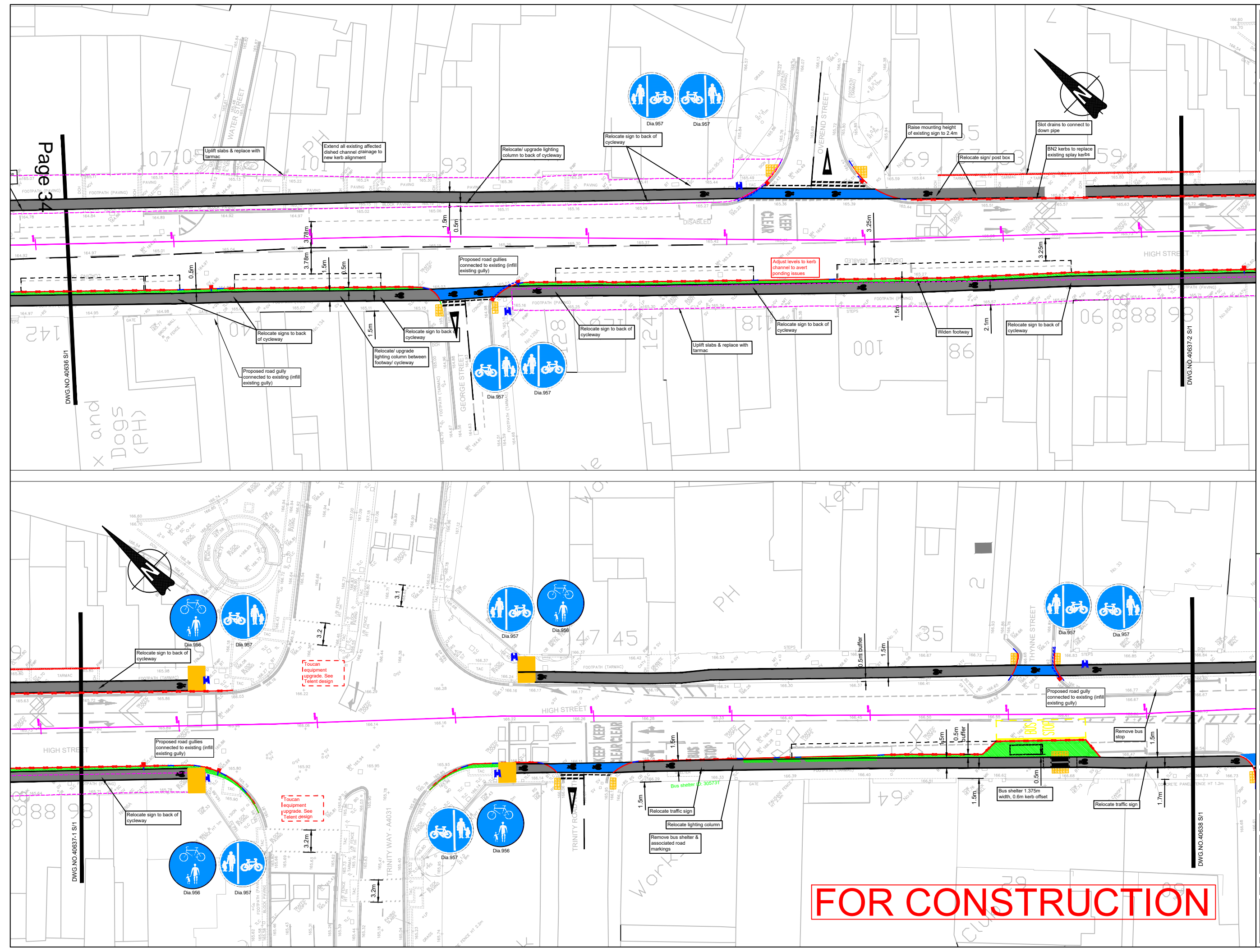
ISSUED BY S. Chadwick

DATE April 2022

DRAWN BY JF

DRAWING No 40637 S/1

FOR CONSTRUCTION



Page 3

DWG NO. 40636 S/1

DWG NO. 40637-1 S/1

DWG NO. 40638 S/1

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

- This drawing to be read in conjunction with site clearance drawing.
- For footway construction see specification below.
- For kerb construction, refer to SMBC standard detail drawing SD/1100/01.
- For sign arrangement, refer to SMBC standard detail drawing SD/1200/03.
- For uncontrolled pedestrian crossing & modular paving, refer to SMBC standard detail drawings SD/1100/05 & SD/1100/10 respectively.
- 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.
- Signs to be mounted on 60.1mm SHS steel posts and mounting height 2300mm in accordance with SMBC standard details: SD/1200/03 R1 sign arrangement; SD/1200/04 Sign clearances; Unless stated otherwise.
- All existing utility service chamber covers to be reset flush with new surfaces.
- Statutory Undertakers searches/ checked prior to any excavations.

KEY

- BN2 Kerb alignment
- BN (drop kerbs)
- HB Transition kerbs (left/ right hand)
- Footway widening (Full depth construction)
- Proposed Road Traffic Sign

Sign Reference	Dia. 956 & 957
Height	600 mm
Width	300 mm
Area	0.07 m ²
Material	Class RAZ (12899-1:2007)
Mount Height	2300

Sign Reference	Y511 (Dra. 956)
Height	600 mm
Width	300 mm
Area	0.07 m ²
Material	Class RAZ (12899-1:2007)
Mount Height	2300

FOOTWAY CONSTRUCTION SPECIFICATION

All materials are to be supplied and laid in accordance with BS EN 13108. Granite aggregate only, Appendix 3 - Guide to the design of new streets.
SURFACE COURSE
 20mm (6mm) Nominal size
BINDER COURSE
 50mm (20mm) Nominal size
SUB BASE
 100mm Type 1 Stone (MCHW clause 8)



HIGHWAYS GROUP MANAGER
 Robin Weare, B.Sc, C.Eng, M.I.C.E, MBA
 Sandwell Council House
 Freeth Street Oldbury
 West Midlands B69 3DE
 E-mail: Highways@sandwell.gov.uk

PROJECT
 Towns Fund Improvements – 2-way Cycleway

LOCATION
 High St/Roebuck Lane, West Bromwich

DRAWING TITLE
 General Arrangement Option 1 – Sheet 3

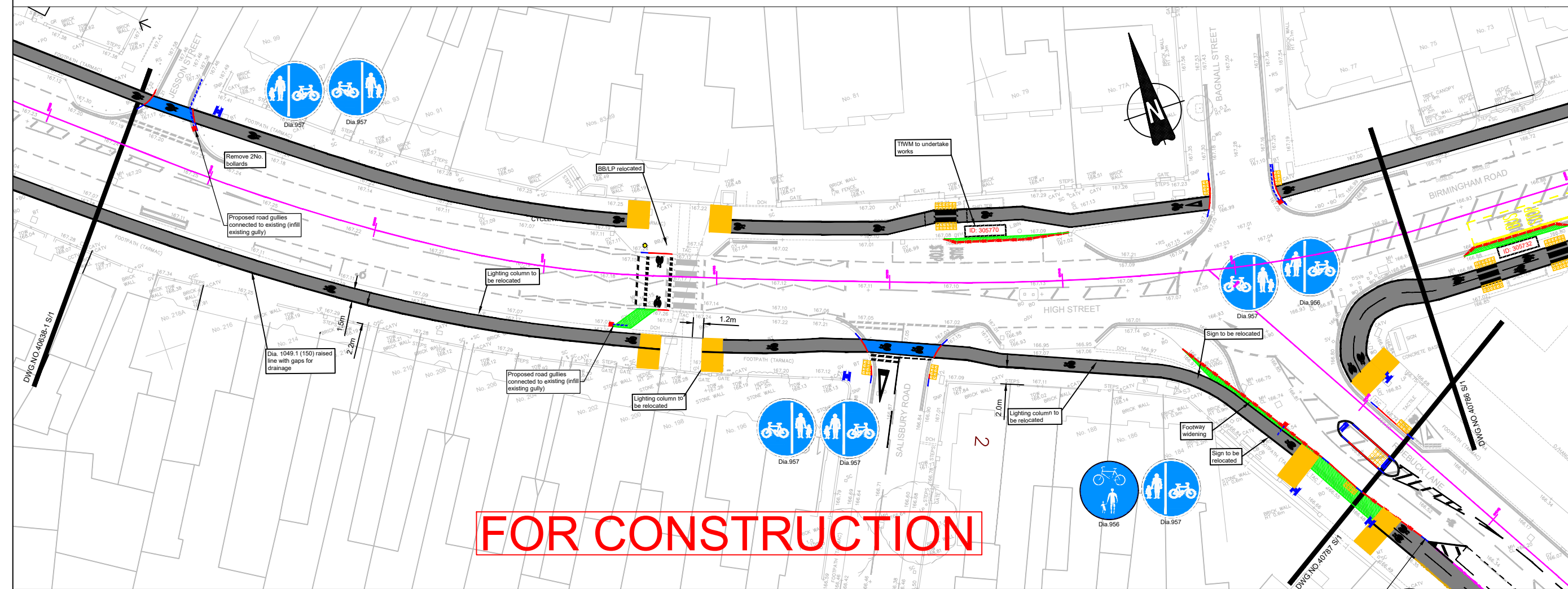
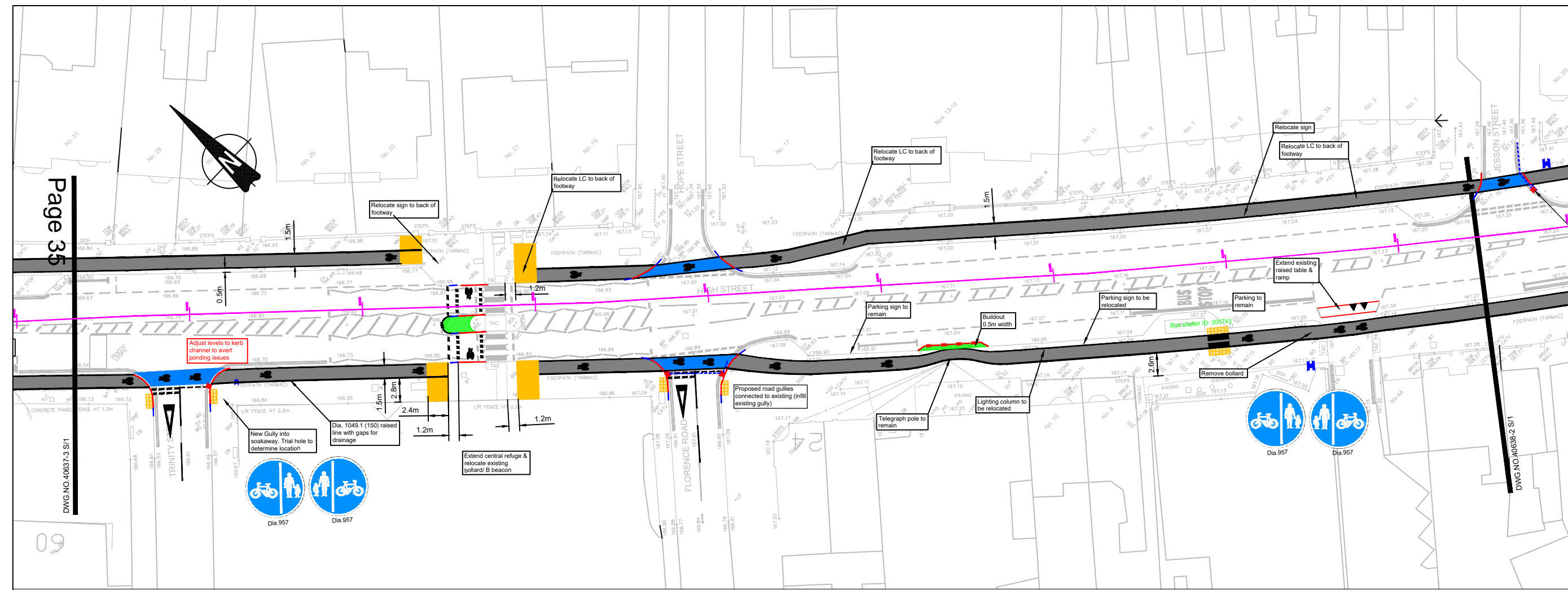
SCALE 1:250m

ISSUED BY S. Chadwick

DATE April 2022

DRAWN BY JF

DRAWING No 40638 S/1





FOR CONSTRUCTION

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.

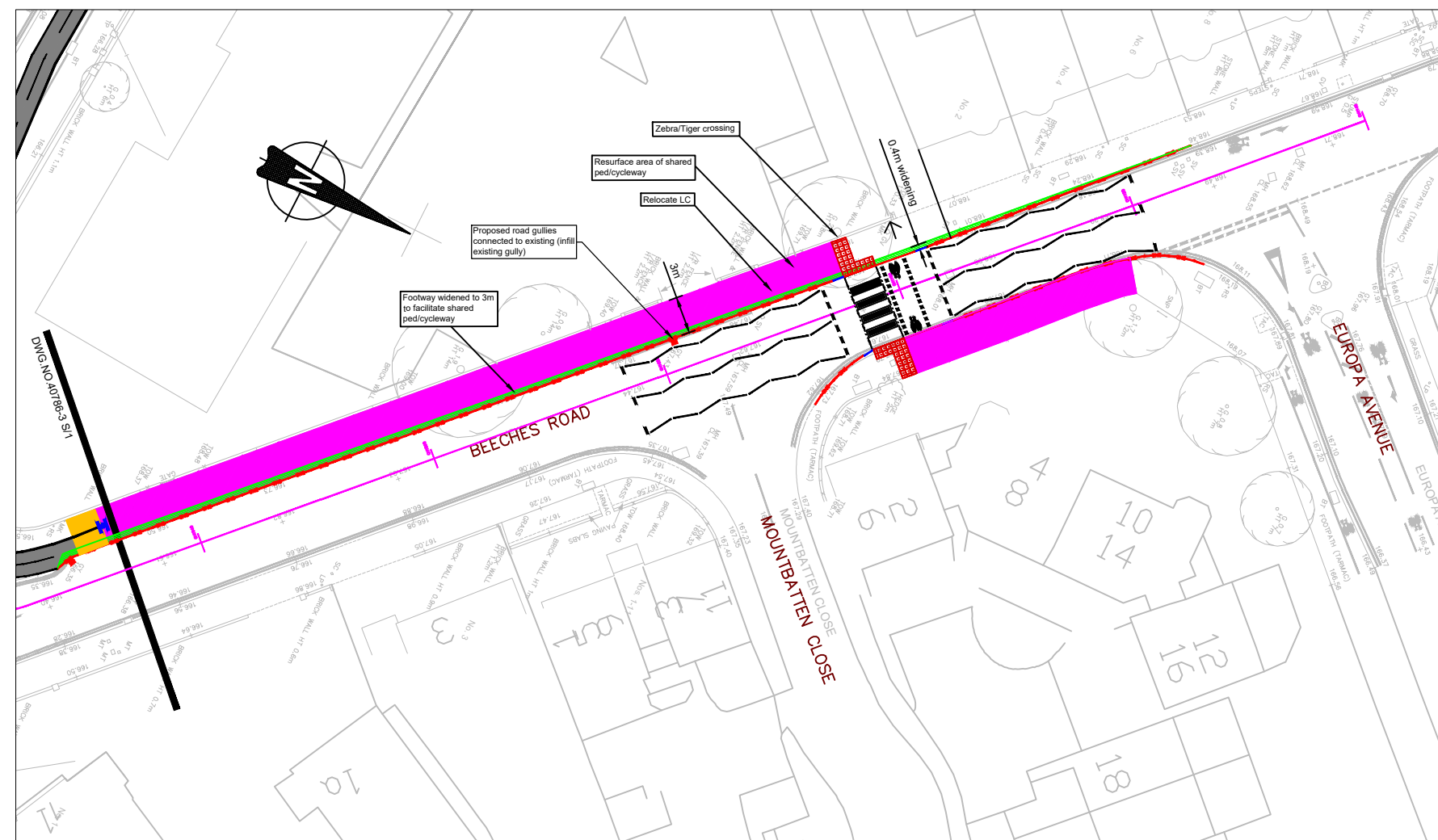
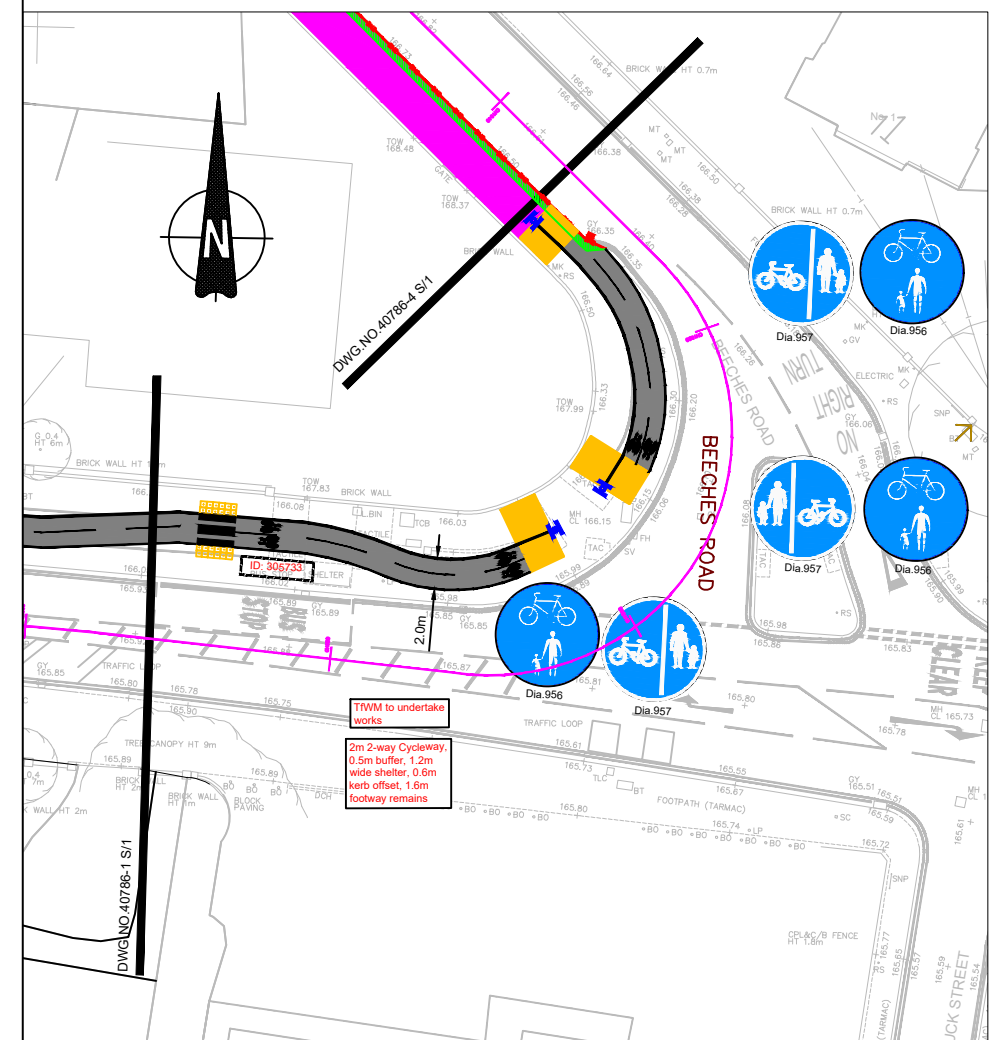
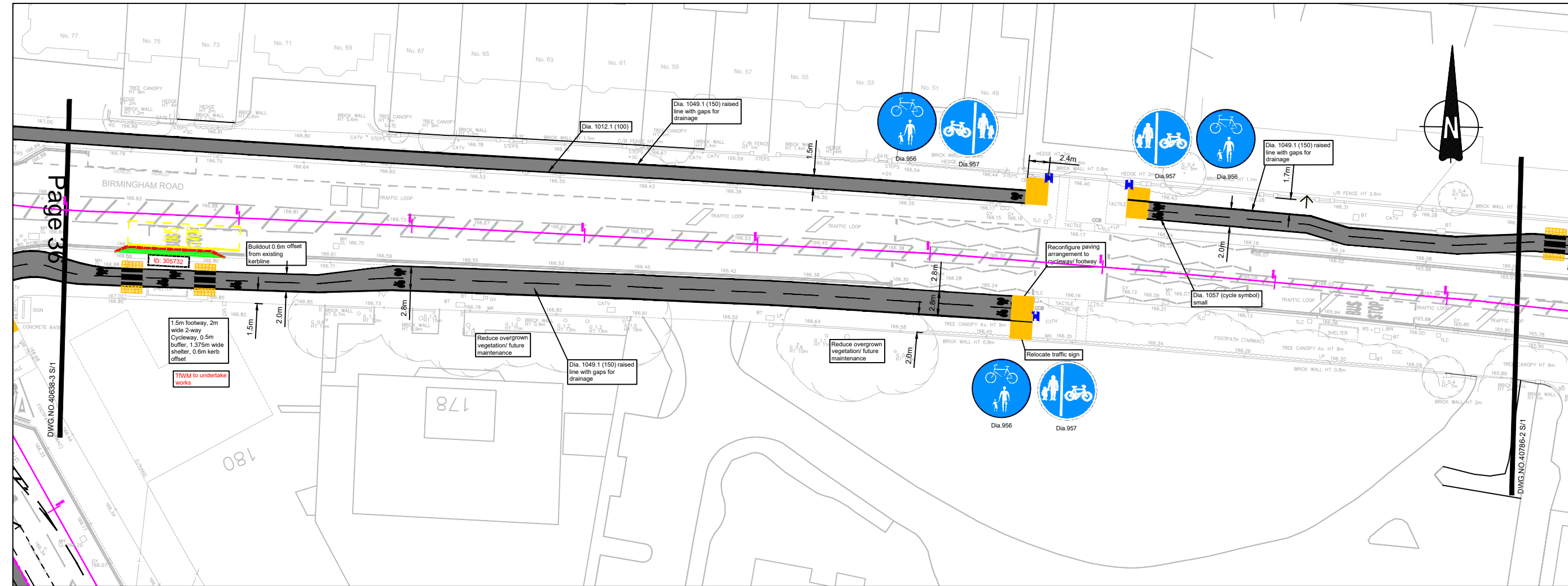
NOTES

1. This drawing to be read in conjunction with site clearance drawing.
2. For footway construction see specification below.
3. For kerb construction, refer to SMBC standard detail drawing SD/1100/01.
4. For sign arrangement, refer to SMBC standard detail drawing SD/1200/03.
5. For uncontrolled pedestrian crossing & modular paving, refer to SMBC standard detail drawings SD/1100/05 & SD/1100/10 respectively.
6. 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.
7. Signs to be mounted on 60.1mm SHS steel posts and mounting height 2300mm in accordance with SMBC standard details:
 SD/1200/03 R1 sign arrangement;
 SD/1200/04 Sign clearances;
 Unless stated otherwise.
 All existing utility service chamber covers to be reset flush with new surfaces.
8. Statutory Undertakers searches/ checked prior to any excavations.

KEY

-  Proposed Road Traffic Sign
-  Shared Pedestrian & Cycleway Area

Sign Reference	Dia. 956 & 957
Height	300 mm
Width	300 mm
Case	0.02 m
Material	Class R42 (12899-1-2007)
Mount Height	2300



HIGHWAYS GROUP MANAGER
 Robin Weare, B.Sc, C.Eng, M.I.C.E, MBA
 Sandwell Council House
 Freeth Street Oldbury
 West Midlands B69 3DE
 E-mail: Highways@sandwell.gov.uk

PROJECT
 Towns Fund Improvements –
 2-way Cycleway

LOCATION
 High St/Roebuck Lane,
 West Bromwich

DRAWING TITLE
 General Arrangement
 Option 1 – Sheet 4

SCALE 1:250m

ISSUED BY S. Chadwick

DATE April 2022

DRAWN BY JF





DRAWING No 40786 S/1

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

- This drawing to be read in conjunction with site clearance drawing.
- For footway construction see specification below.
- For kerb construction, refer to SMBC standard detail drawing SD/1100/01.
- For sign arrangement, refer to SMBC standard detail drawing SD/1200/03.
- For uncontrolled pedestrian crossing & modular paving, refer to SMBC standard detail drawings SD/1100/05 & SD/1100/10 respectively.
- 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.
- Signs to be mounted on 60.1mm SHS steel posts and mounting height 2300mm in accordance with SMBC standard details:
 SD/1200/03 R1 sign arrangement;
 SD/1200/04 Sign clearances;
 Unless stated otherwise.
- All existing utility service chamber covers to be reset flush with new surfaces.
- Statutory Undertakers searches/ checked prior to any excavations.

KEY

-  BN2-LF Kerb alignment (laid flat)
-  HB2-LF Kerb alignment (laid flat)
-  Footway widening
-  Proposed Road Traffic Sign

Sign Reference	Dia. 956 & 957
Shape	300 mm
Width	300 mm
Area	0.07 m ²
Material	Class B22 (13899-1-2007)
Mount Height	2300

FOOTWAY CONSTRUCTION SPECIFICATION
 All materials are to be supplied and laid in accordance with BS EN 13108. Granite aggregate only, Appendix 3 - Guide to the design of new streets.

SURFACE COURSE

20mm (6mm) Nominal size

BINDER COURSE

50mm (20mm) Nominal size

SUB BASE

100mm Type 1 Stone (MCHW clause 8)



HIGHWAYS GROUP MANAGER
 Robin Weare, BSc, C.Eng, M.I.C.E, MBA
 Sandwell Council House
 Freeth Street Oldbury
 West Midlands B69 3DE
 E-mail: Highways@sandwell.gov.uk

PROJECT
 Towns Fund Improvements –
 2-way Cycleway

LOCATION
 High St/Roebuck Lane,
 West Bromwich

DRAWING TITLE
 General Arrangement
 Option 1 – Sheet 5

SCALE 1:250m

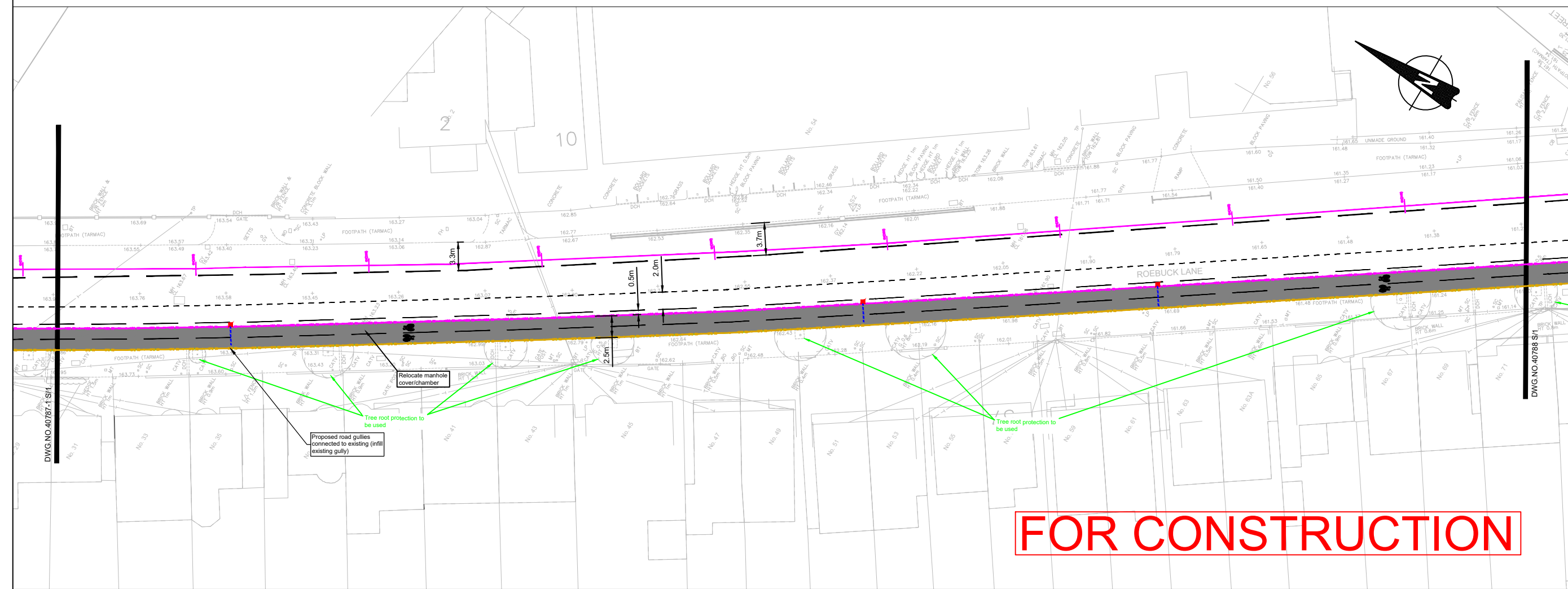
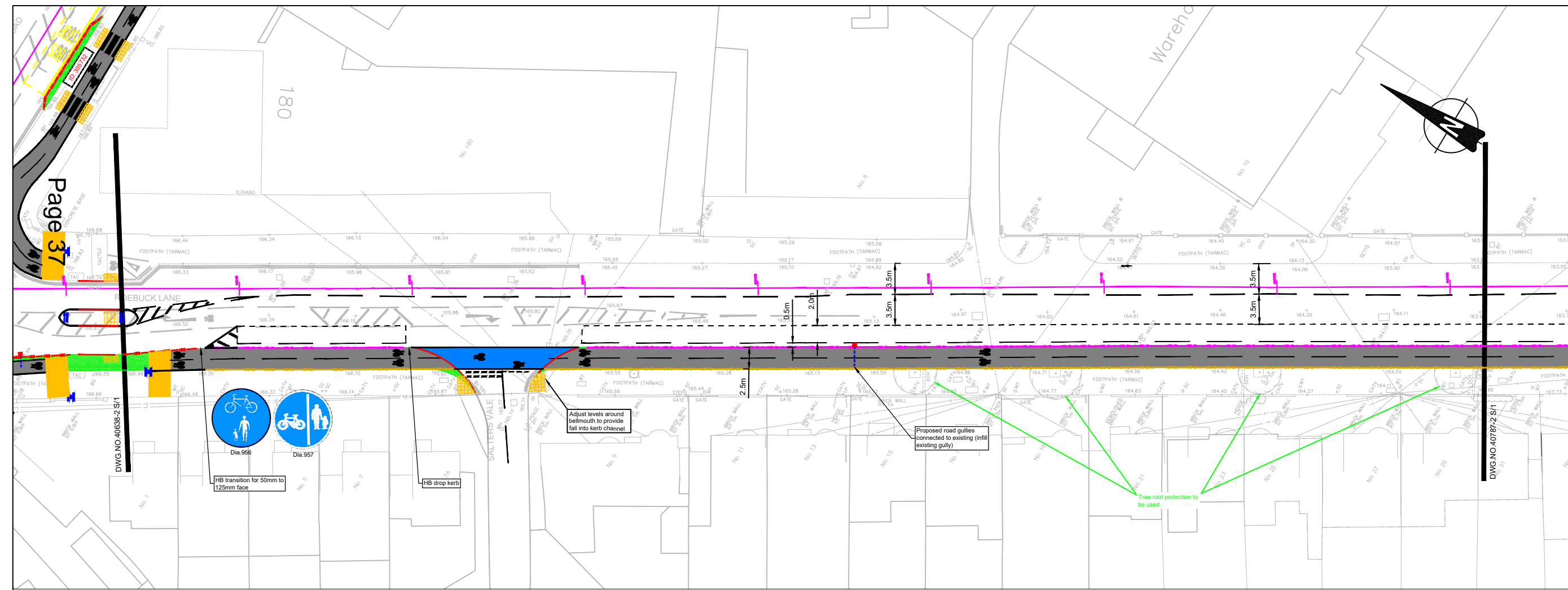
ISSUED BY S. Chadwick

DATE April 2022

DRAWN BY JF

DRAWING No 40787 S/1

FOR CONSTRUCTION



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

- This drawing to be read in conjunction with site clearance drawing.
- For footway construction see specification below.
- For kerb construction, refer to SMBC standard detail drawing SD/1100/01.
- For sign arrangement, refer to SMBC standard detail drawing SD/1200/03.
- For uncontrolled pedestrian crossing & modular paving, refer to SMBC standard detail drawings SD/1100/05 & SD/1100/10 respectively.
- 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.
- Signs to be mounted on 60.1mm SHS steel posts and mounting height 2300mm in accordance with SMBC standard details:

SD/1200/03 R1 sign arrangement;
 SD/1200/04 Sign clearances;
 Unless stated otherwise.
 All existing utility service chamber covers to be reset flush with new surfaces.
 Statutory Undertakers searches/ checked prior to any excavations.

KEY

- BN2-LF Kerb alignment (laid flat)
- HB2-LF Kerb alignment (laid flat)
- Footway widening
- Proposed Road Traffic Sign

Sign Reference	Dia. 956 & 957
Height	200 mm
Width	300 mm
Depth	0.07 m
Material	Class RA2 (12899-1-2007)
Mount Height	2300

FOOTWAY CONSTRUCTION SPECIFICATION
 All materials are to be supplied and laid in accordance with BS EN 13108. Granite aggregate only, Appendix 3 - Guide to the design of new streets.
SURFACE COURSE
 20mm (6mm) Nominal size
BINDER COURSE
 50mm (20mm) Nominal size
SUB BASE
 100mm Type 1 Stone (MCHW clause 8)



HIGHWAYS GROUP MANAGER
 Robin Weare, BSc, C.Eng, M.I.C.E, MBA
 Sandwell Council House
 Freeth Street Oldbury
 West Midlands B69 3DE
 E-mail: Highways@sandwell.gov.uk

PROJECT
 Towns Fund Improvements –
 2-way Cycleway

LOCATION
 High St/Roebuck Lane,
 West Bromwich

DRAWING TITLE
 General Arrangement
 Option 1 – Sheet 6

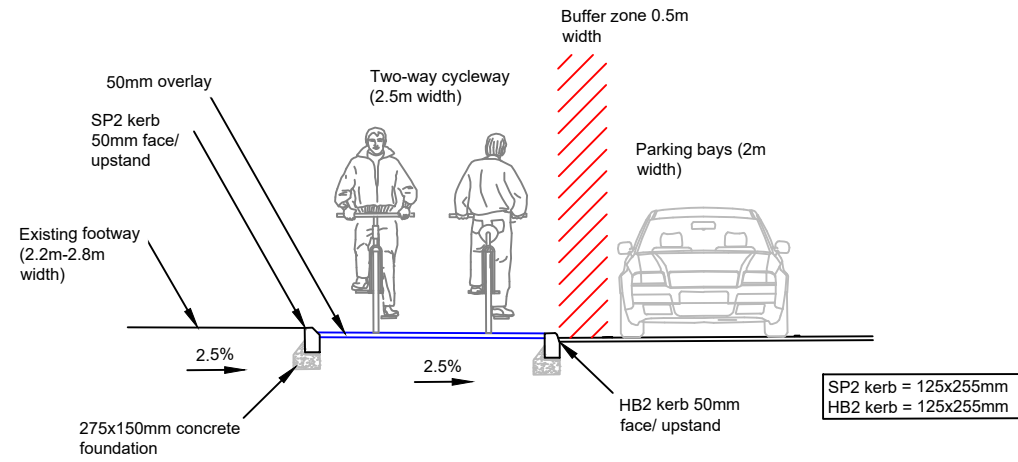
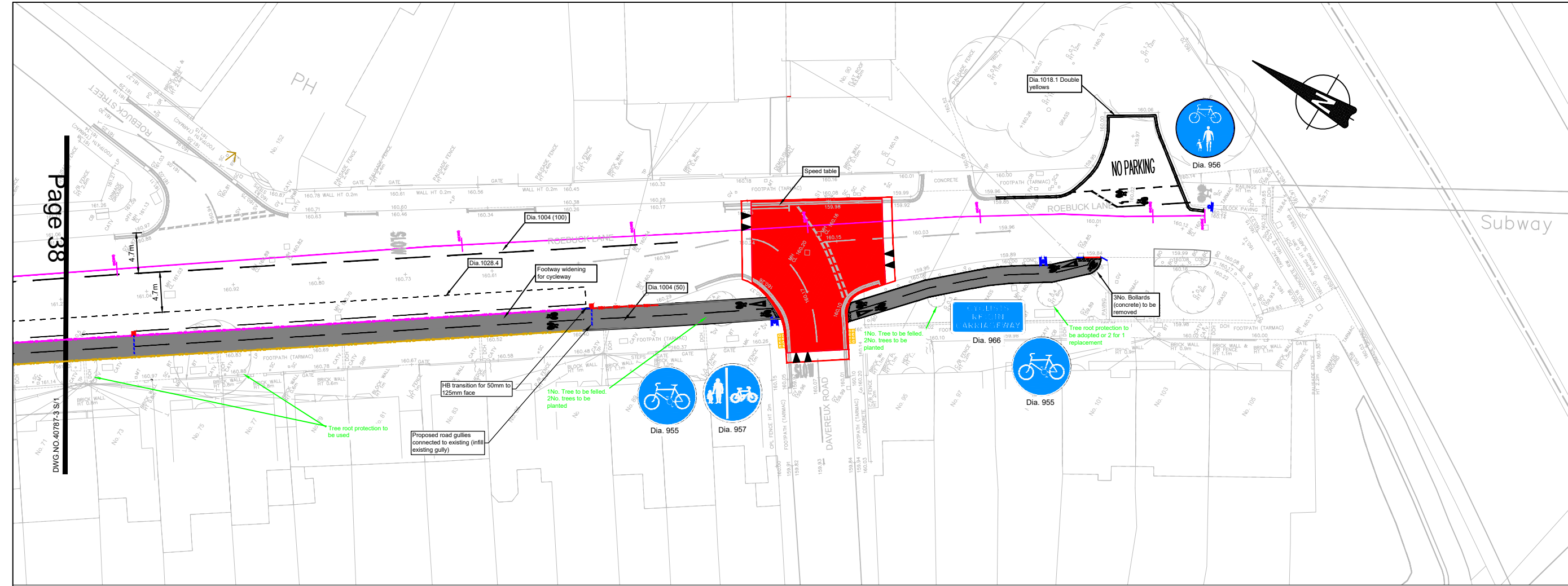
SCALE 1:250m

ISSUED BY S. Chadwick

DATE April 2022

DRAWN BY JF

DRAWING No 40788 S/1



Typical Cross Section -
 Roebuck Lane

FOR CONSTRUCTION

From: [TirathSingh Dhatt](#)
To: [Wayne Moore](#); [Andy Miller](#)
Cc: [Liam Preece](#); [Laura Rollins](#)
Subject: RE: Towns Fund: West Bromwich Connected Proposed Cycle Route Public Consultation
Date: 16 November 2023 23:14:34
Attachments: [image004.png](#)

Dear Andy and Wayne,

Thank you for sharing the proposals and for allowing us to provide feedback at this stage. Regarding the segregated cycle lane along Roebuck Lane. It is currently planned to be on the same side of the road as the houses. This would adversely impact parking, road crossing and access from/to parked cars and houses. Therefore, I request that due consideration is given to moving this stretch of the cycle route to the opposite side of the road (i.e. away from the houses) where there is less pedestrian traffic, and hence, a lower risk of accidents.

Regards,

CLLr Tirath S Dhatt
West Bromwich Central Ward



www.sandwell.gov.uk

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

From: Wayne Moore <wayne_moore@sandwell.gov.uk>
Sent: 14 November 2023 08:53
To: TirathSingh Dhatt <TirathSingh_Dhatt@sandwell.gov.uk>; Liam Preece <Liam_Preece@sandwell.gov.uk>; Laura Rollins <laura_rollins@sandwell.gov.uk>
Cc: Andy Miller <Andy_Miller@sandwell.gov.uk>; Talvinder Sandhu <talvinder_sandhu@sandwell.gov.uk>
Subject: Towns Fund: West Bromwich Connected Proposed Cycle Route Public Consultation

Dear Councillors,

Sandwell Metropolitan Borough Council are excited to announce a new programme of cycling and walking schemes to be delivered within the borough, following the receipt of funding, called the Towns Fund from the Department for Levelling Up, Housing and Communities as part of the government's plan for Levelling Up the UK economy.

Please note, the following information has not yet been circulated to the general public for consultation. We are providing our MP's and Ward Members the opportunity to provide any comments first prior to engaging with the public about these proposals.

Schemes are planned to be delivered by April 2024 in accordance with DLUHC funding guidelines to improve conditions for pedestrians and cyclists along High between West

Bromwich Town Centre and National Cycle Network 5 at Beeches Road and Roebuck Lane. It is hoped that the schemes will give residents the courage to embed cycling and walking into their travel arrangements, which will in turn have positive impacts on air quality and the environment, as well as the health and wellbeing of residents in Sandwell.

Please see the attached drawing showing the proposals.

We are scheduled to commence a three week public consultation period on the 24th November 2023. A public exhibition will be held at King Square between 12 noon and 5pm on Wednesday 6th November 2023 and between 10am and 3pm on Saturday 9th December 2023. If we could have any comments/feedback from you by the Wednesday 22nd November 2023 this would be greatly appreciated. These should be for the attention of Andy Miller: Strategic Planning & Transportation Manager (andy_miller@sandwell.gov.uk) or Wayne Moore: Senior Transportation Officer (wayne_moore@sandwell.gov.uk). Should we not hear from you by then, we will assume you are supportive of the schemes associated with Towns Fund.

Kind Regards,

Wayne Moore
Senior Transportation Officer - Strategic Planning and Transportation



Sandwell Council
Directorate of Regeneration & Growth
Council House
Freeth Street
Oldbury
West Midlands
B69 3DB
W: www.sandwell.gov.uk
M: 07824 607418
T: 0121 569 4055
E: transport@sandwell.gov.uk



Funded by
UK Government



Sandwell

Metropolitan Borough Council

Name

[Redacted Name Field]

Address

[Redacted Address Field]

Email/Tel:

[Redacted Email/Tel Field]

1. What do you like/dislike about the proposal?

- It looks appealing.
- Improved safety for walkers and cyclists.
- More space to walk and cycle.
- It doesn't look appealing
- Other

<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

If you have chosen Other please provide further information below

[Redacted Information Field]

2. On a scale of 1 to 10 how do you feel about the proposal?

Oppose 1 2 3 4 5 6 7 8 9 10 Support

3. How often do you walk or cycle along the Railway Station, Metro Stop or West Bromwich Town Centre?

- More than 3 times a week
- 1-3 times a week
- Daily
- Never

<input checked="" type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

www.wmnetwork.co.uk/localchanges





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Sandwell
Metropolitan Borough Council

4. Would the proposal encourage you to walk or cycle to the Railway Station, Metro Stop or West Bromwich Town Centre more often?

Yes
No

5. Would the proposal encourage you to reduce your private car usage?

Yes
No

 partly only

6. Do you have any other comments about the proposal?

If you wish for your response to be considered as an objection to the proposals, please leave your contact details.

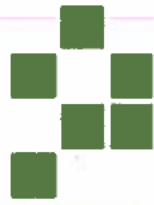
www.wmnetwork.co.uk/localchanges



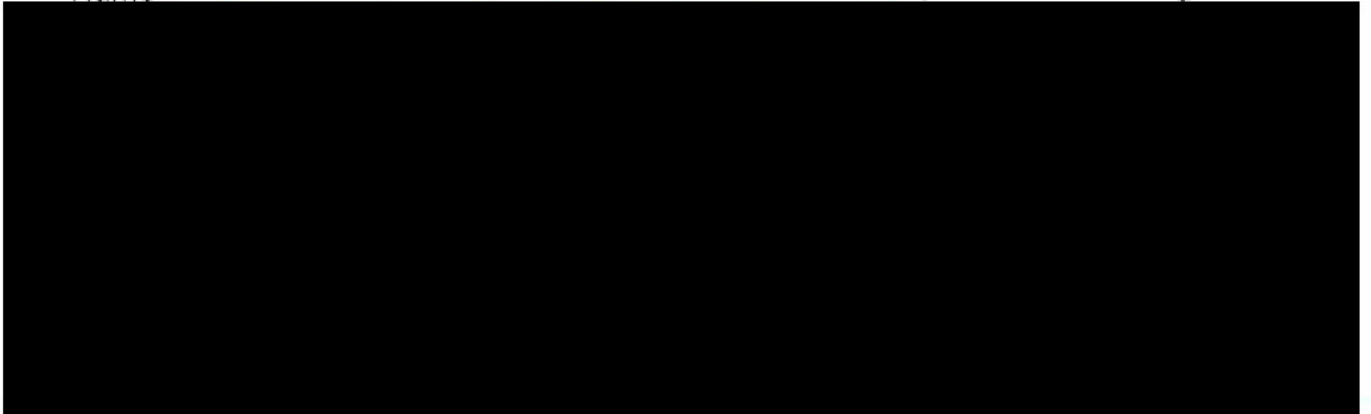
West Midlands
Cycle & Walk

Active
Travel
Fund





Name



1. What do you like/dislike about the proposal?

- It looks appealing.
- Improved safety for walkers and cyclists.
- More space to walk and cycle.
- It doesn't look appealing
- Other

<input checked="" type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

If you have chosen Other please provide further information below

2. On a scale of 1 to 10 how do you feel about the proposal?

Oppose 1 2 3 4 5 6 7 8 9 10 Support

3. How often do you walk or cycle along the Railway Station, Metro Stop or West Bromwich Town Centre?

- More than 3 times a week
- 1-3 times a week
- Daily
- Never

<input type="checkbox"/>
<input type="checkbox"/>
<input checked="" type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

www.wmnetwork.co.uk/localchanges





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Sandwell
Metropolitan Borough Council

4. Would the proposal encourage you to walk or cycle to the Railway Station, Metro Stop or West Bromwich Town Centre more often?

Yes
No

5. Would the proposal encourage you to reduce your private car usage?

Yes
No

6. Do you have any other comments about the proposal?

please build more
cycle paths. now and
in the future!

If you wish for your response to be considered as an objection to the proposals, please leave your contact details.

www.wmnetwork.co.uk/localchanges



West
Midlands
Cycle & Walk

Active
Travel
Fund





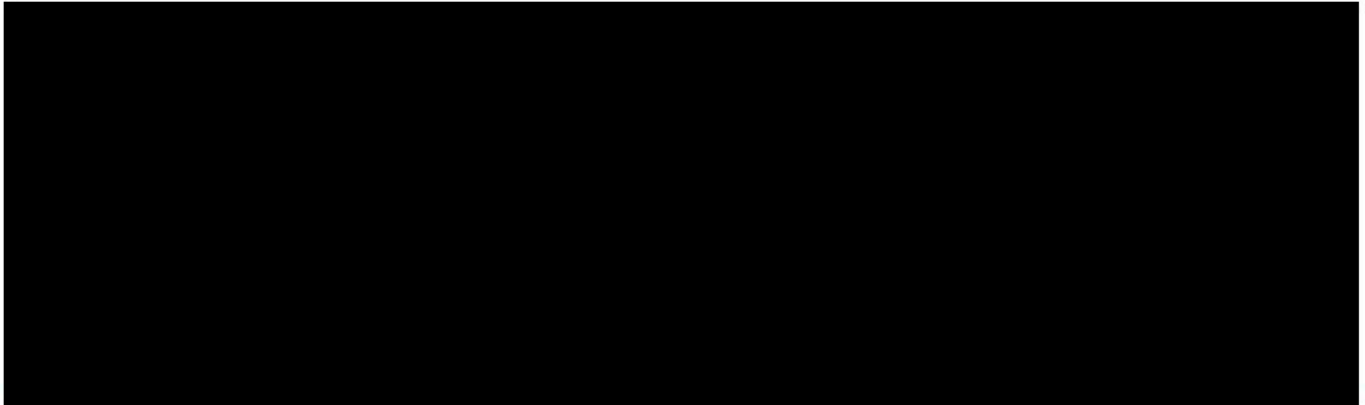
Funded by UK Government



Sandwell

Metropolitan Borough Council

Name



1. What do you like/dislike about the proposal?

- It looks appealing.
- Improved safety for walkers and cyclists.
- More space to walk and cycle.
- It doesn't look appealing
- Other

<input checked="" type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

If you have chosen Other please provide further information below

2. On a scale of 1 to 10 how do you feel about the proposal?

Oppose 1 2 3 4 5 6 7 8 9 10 Support

3. How often do you walk or cycle along the Railway Station, Metro Stop or West Bromwich Town Centre?

- More than 3 times a week
- 1-3 times a week
- Daily
- Never

<input checked="" type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

www.wmnetwork.co.uk/localchanges





4. Would the proposal encourage you to walk or cycle to the Railway Station, Metro Stop or West Bromwich Town Centre more often?

Yes
No

5. Would the proposal encourage you to reduce your private car usage?

Yes
No

6. Do you have any other comments about the proposal?

If you wish for your response to be considered as an objection to the proposals, please leave your contact details.





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UK Government



Sandwell

Metropolitan Borough Council

Name

[Redacted Name Field]

Address

[Redacted Address Field]

Email/Tel:

[Redacted Email/Tel Field]

1. What do you like/dislike about the proposal?

It looks appealing.

Improved safety for walkers and cyclists.

More space to walk and cycle.

It doesn't look appealing

Other

<input type="checkbox"/>
<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>
<input type="checkbox"/>
<input checked="" type="checkbox"/>

If you have chosen Other please provide further information below

— THE PROPOSAL LOOKS QUITE FASCINATING, HOWEVER IT WOULD BE INTERESTING TO SEE WHETHER THERE IS ANY STRICT CONTROL TO ENSURE PLACES ARE ONLY USED FOR THE PURPOSE THEY ARE BEING BUILT FOR.

2. On a scale of 1 to 10 how do you feel about the proposal?

Oppose 1 2 3 4 5 6 7 8 9 10 Support

3. How often do you walk or cycle along the Railway Station, Metro Stop or West Bromwich Town Centre?

More than 3 times a week

1-3 times a week

Daily

Never

<input type="checkbox"/>
<input type="checkbox"/>
<input checked="" type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

www.wmnetwork.co.uk/localchanges





4. Would the proposal encourage you to walk or cycle to the Railway Station, Metro Stop or West Bromwich Town Centre more often?

Yes
No

5. Would the proposal encourage you to reduce your private car usage?

Yes
No

6. Do you have any other comments about the proposal?

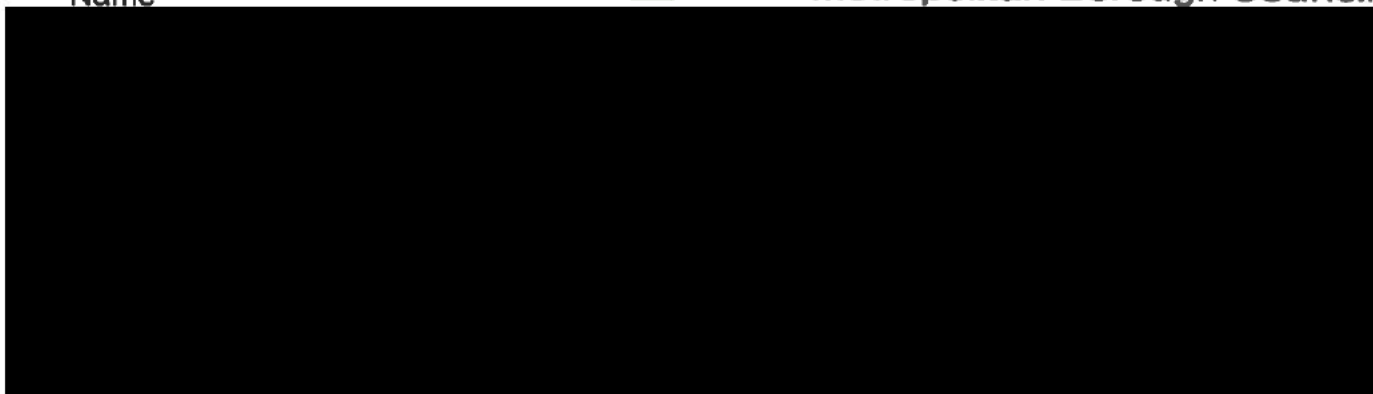
AS A WESTERN EUROPEAN NATION, WE ARE ALREADY WAY BEHIND FROM OTHER WESTERN EUROPEAN NATIONS, AS WELL AS OTHER HIGH-INCOME ECONOMIES OF GLOBAL NORTH. Many other nations are already going through the process of renovation and enlargement of cyclist/pedestrian paths. we are only thinking of widening them, this is a great example itself how backward we are. Nevertheless, it's good to know our policies are being reshaped to catch up with the rest of the developed world. I believe without strict control to make sure the places are only used for their designated purpose (not becoming occupied by cars), it would be a waste of taxpayer's money.

If you wish for your response to be considered as an objection to the proposals, please leave your contact details.





Name



1. What do you like/dislike about the proposal?

- It looks appealing.
- Improved safety for walkers and cyclists.
- More space to walk and cycle.
- It doesn't look appealing
- Other

✓
✓

If you have chosen Other please provide further information below

2. On a scale of 1 to 10 how do you feel about the proposal?

Oppose 1 2 3 4 5 6 7 8 9 **10** Support

3. How often do you walk or cycle along the Railway Station, Metro Stop or West Bromwich Town Centre?

- More than 3 times a week
- 1-3 times a week
- Daily
- Never

✓

www.wmnetwork.co.uk/localchanges





4. Would the proposal encourage you to walk or cycle to the Railway Station, Metro Stop or West Bromwich Town Centre more often?

Yes
No

5. Would the proposal encourage you to reduce your private car usage?

Yes
No

6. Do you have any other comments about the proposal?

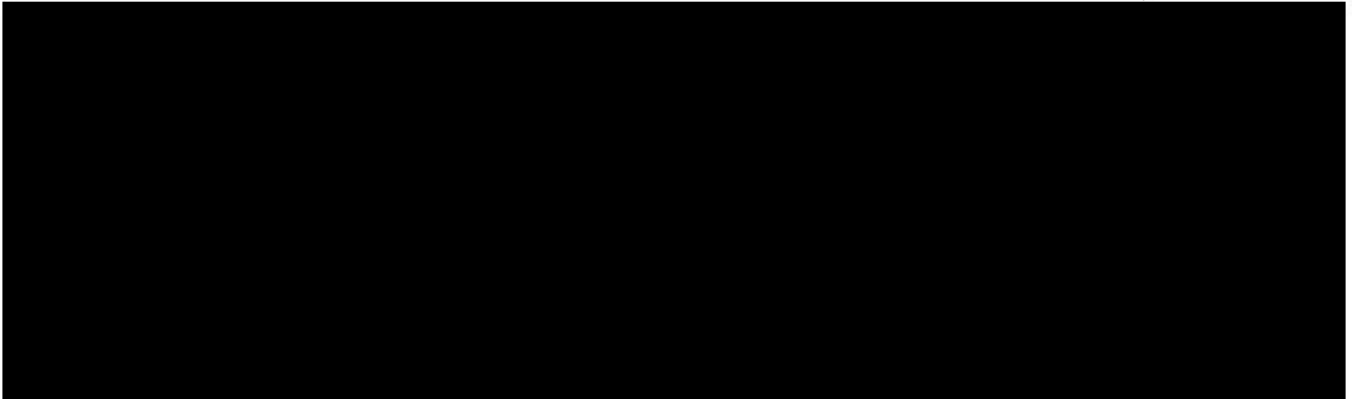
make Beecher Road to one way.

If you wish for your response to be considered as an objection to the proposals, please leave your contact details.





Name



1. What do you like/dislike about the proposal?

- It looks appealing.
- Improved safety for walkers and cyclists.
- More space to walk and cycle.
- It doesn't look appealing
- Other

If you have chosen Other please provide further information below

2. On a scale of 1 to 10 how do you feel about the proposal?

Oppose 1 2 3 4 5 6 7 8 9 10 Support

3. How often do you walk or cycle along the Railway Station, Metro Stop or West Bromwich Town Centre?

- More than 3 times a week
- 1-3 times a week
- Daily
- Never

www.wmnetwork.co.uk/localchanges



West Midlands Cycle & Walk

Active Travel Fund





Funded by
UK Government



Sandwell
Metropolitan Borough Council

4. Would the proposal encourage you to walk or cycle to the Railway Station, Metro Stop or West Bromwich Town Centre more often?

Yes
No

5. Would the proposal encourage you to reduce your private car usage?

Yes
No

6. Do you have any other comments about the proposal?

Cycle and walk are good For Sandwell Area in West Brom Town Centre.

Thank you very much.

Your-Sincerely

If you wish for your response to be considered as an objection to the proposals, please leave your contact details.

www.wmnetwork.co.uk/localchanges



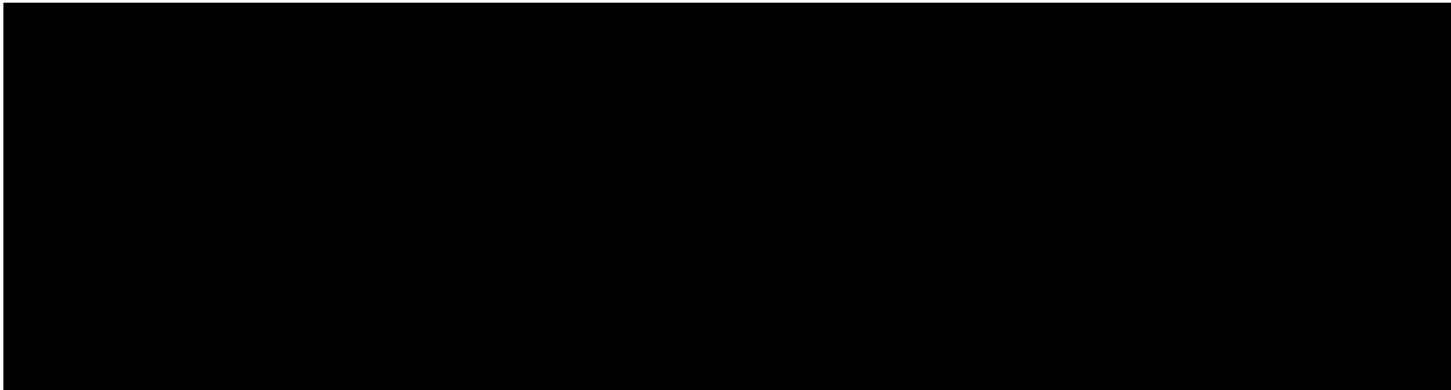
West Midlands
Cycle & Walk

Active
Travel
Fund





Name



1. What do you like/dislike about the proposal?

It looks appealing.

Improved safety for walkers and cyclists.

More space to walk and cycle.

It doesn't look appealing

Other

<input type="checkbox"/>
<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>
<input type="checkbox"/>
<input checked="" type="checkbox"/>

If you have chosen Other please provide further information below

I agree we need the above but I also think no one will be bothered to use the cycle lane. There are already laws no scooters, ~~or~~ bikes on the roads - no one listens, spend the money on leveling the pavement stones I am fed up of tripping over on uneven pavement or a beggar as I come out of shops.

2. On a scale of 1 to 10 how do you feel about the proposal?

Oppose 1 2 3 4 5 6 7 8 9 10 Support

3. How often do you walk or cycle along the Railway Station, Metro Stop or West Bromwich Town Centre?

More than 3 times a week

1-3 times a week

Daily

Never

<input type="checkbox"/>
<input type="checkbox"/>
<input checked="" type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

www.wmnetwork.co.uk/localchanges



West Midlands Cycle & Walk

Active Travel Fund





4. Would the proposal encourage you to walk or cycle to the Railway Station, Metro Stop or West Bromwich Town Centre more often?

Yes
No

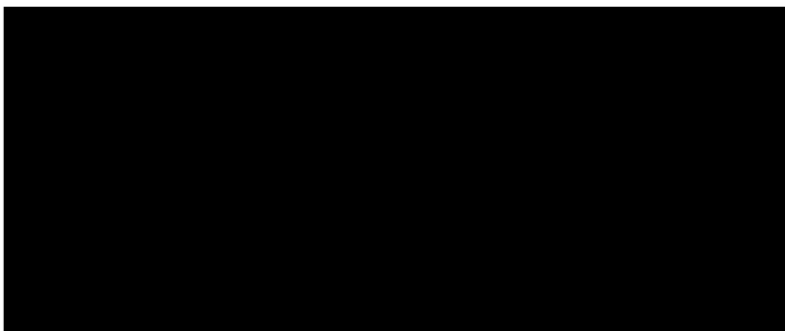
5. Would the proposal encourage you to reduce your private car usage?

Yes
No

6. Do you have any other comments about the proposal?

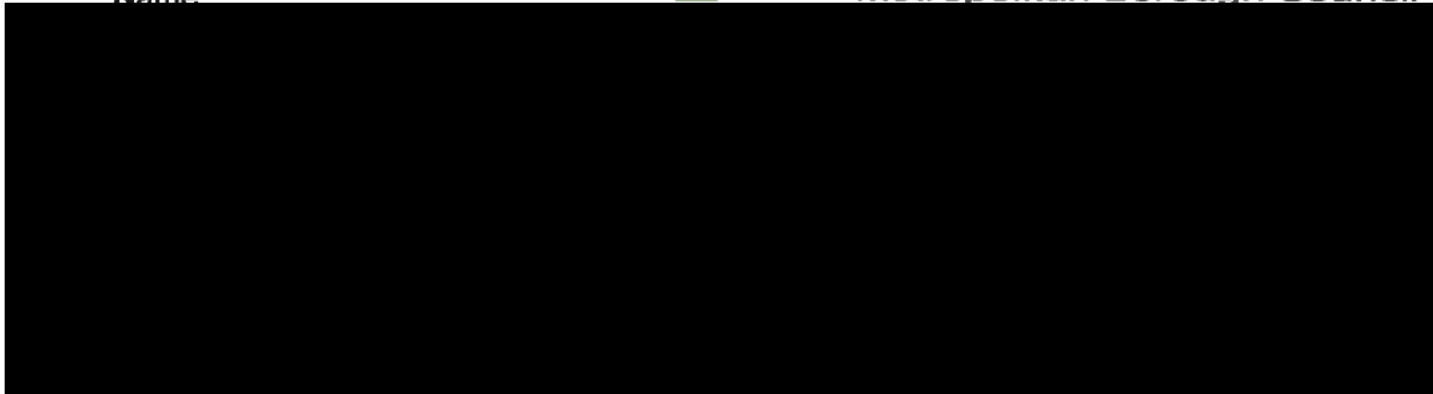
There are already laws about these things driving on pavements enforce them.

If you wish for your response to be considered as an objection to the proposals, please leave your contact details.





Name



1. What do you like/dislike about the proposal?

- It looks appealing.
- Improved safety for walkers and cyclists.
- More space to walk and cycle.
- It doesn't look appealing
- Other

✓

If you have chosen Other please provide further information below

2. On a scale of 1 to 10 how do you feel about the proposal?

Oppose 1 2 3 4 5 6 7 8 9 10 Support

3. How often do you walk or cycle along the Railway Station, Metro Stop or West Bromwich Town Centre?

- More than 3 times a week
- 1-3 times a week
- Daily
- Never

✓

www.wmnetwork.co.uk/localchanges



West Midlands Cycle & Walk

Active Travel Fund





Funded by
UK Government



Sandwell

Metropolitan Borough Council

4. Would the proposal encourage you to walk or cycle to the Railway Station, Metro Stop or West Bromwich Town Centre more often?

Yes
No

5. Would the proposal encourage you to reduce your private car usage?

Yes
No

6. Do you have any other comments about the proposal?

No

If you wish for your response to be considered as an objection to the proposals, please leave your contact details.

www.wmnetwork.co.uk/localchanges



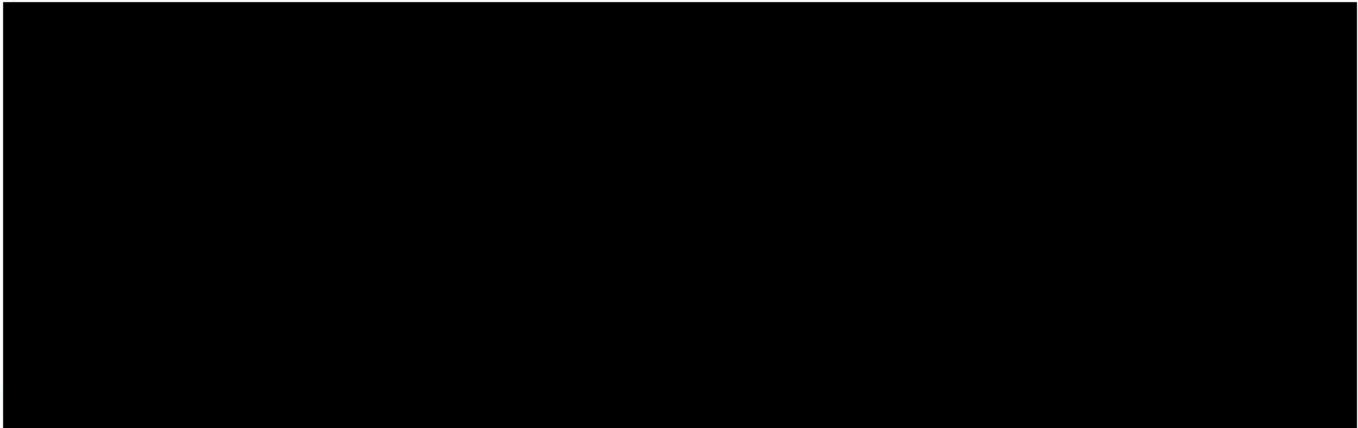
West Midlands
Cycle & Walk

Active
Travel
Fund





Name



1. What do you like/dislike about the proposal?

- It looks appealing.
- Improved safety for walkers and cyclists.
- More space to walk and cycle.
- It doesn't look appealing
- Other

✓

If you have chosen Other please provide further information below

THERE NOT MANY CYCLIST IN THIS TOWN AND
 AS BUSSINES GOING TO EFFECT FROM WORKING
 ON FOOT PATH .IT WILL STOP CUSTOMERS TO
 COME AS ITS NOT SAFE . ALL BUSSINESSES
 ARE ALREADY STRUGLING TO GET CUSTOMES.

2. On a scale of 1 to 10 how to you feel about the proposal?

Oppose 1 2 3 4 5 6 7 8 9 10 Support

3. How often do you walk or cycle along the Railway Station, Metro Stop or West Bromwich Town Centre?

- More than 3 times a week
- 1-3 times a week
- Daily
- Never

✓





4. Would the proposal encourage you to walk or cycle to the Railway Station, Metro Stop or West Bromwich Town Centre more often?

Yes
No

5. Would the proposal encourage you to reduce your private car usage?

Yes
No

6. Do you have any other comments about the proposal?

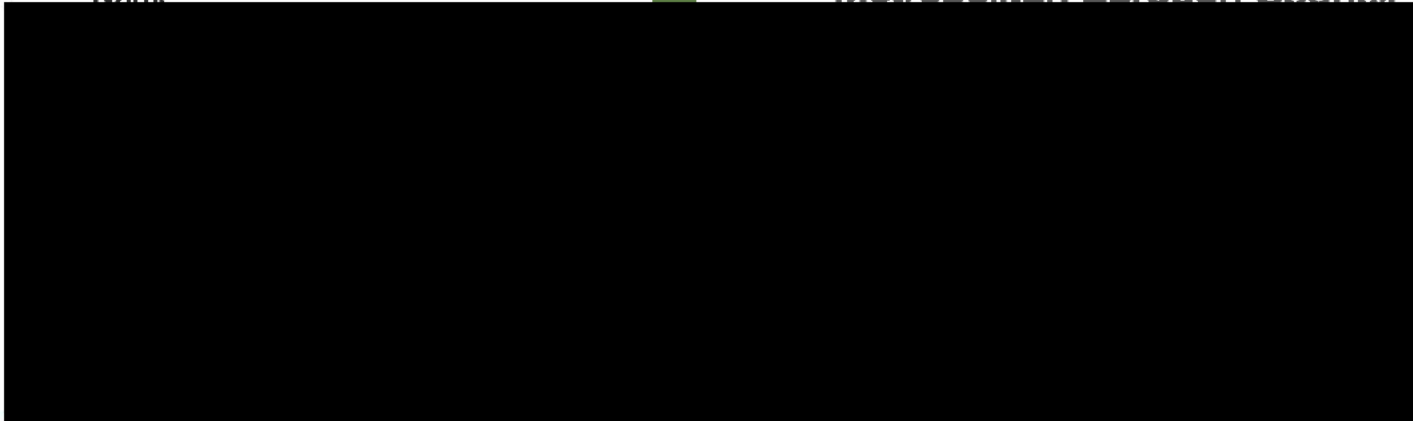
ASO BUSINES BY THE TIME WORK GOING ON
~~THE~~ OUR BUSINESS WILL EFFECT. PLEASE
NOTE COMMENT ON PROPOSAL.

If you wish for your response to be considered as an objection to the proposals, please leave your contact details





Name



1. What do you like/dislike about the proposal?

- It looks appealing.
- Improved safety for walkers and cyclists.
- More space to walk and cycle.
- It doesn't look appealing
- Other

✓
✓

If you have chosen Other please provide further information below

~~This will~~ This will reduce parking space / cause more of a risk when residents park their cars as side mirrors can get damaged.

2. On a scale of 1 to 10 how do you feel about the proposal?

Oppose 1 2 3 4 5 6 7 8 9 10 Support

3. How often do you walk or cycle along the Railway Station, Metro Stop or West Bromwich Town Centre?

- More than 3 times a week
- 1-3 times a week
- Daily
- Never

✓

www.wmnetwork.co.uk/localchanges





4. Would the proposal encourage you to walk or cycle to the Railway Station, Metro Stop or West Bromwich Town Centre more often?

Yes
No

5. Would the proposal encourage you to reduce your private car usage?

Yes
No

6. Do you have any other comments about the proposal?

I do object this proposal, if I am to be contacted then please do so by email.

If you wish for your response to be considered as an objection to the proposals, please leave your contact details.





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Sandwell

Metropolitan Borough Council

Name



1. What do you like/dislike about the proposal?

- It looks appealing.
- Improved safety for walkers and cyclists.
- More space to walk and cycle.
- It doesn't look appealing
- Other

<input checked="" type="checkbox"/>

If you have chosen Other please provide further information below

(Double yellow)

New no parking Restrictions opposite 101-105 Roebuck Lane will lead to cars being parked on the grass area opposite 101 Council should introduce bollards on the grass area to stop cars/vans parking on the grass, can this be included in the proposal.

2. On a scale of 1 to 10 how do you feel about the proposal?

Oppose 1 2 3 4 **5** 6 7 8 9 10 Support

3. How often do you walk or cycle along the Railway Station, Metro Stop or West Bromwich Town Centre?

- More than 3 times a week
- 1-3 times a week
- Daily
- Never

<input checked="" type="checkbox"/>

www.wmnetwork.co.uk/localchanges



West Midlands Cycle & Walk

Active Travel Fund





4. Would the proposal encourage you to walk or cycle to the Railway Station, Metro Stop or West Bromwich Town Centre more often?

Yes
No

5. Would the proposal encourage you to reduce your private car usage?

Yes
No

6. Do you have any other comments about the proposal?

Cars park 24/7 where the double yellow lines are proposed, losing the parking will mean cars/vans will move on to the grass verge opposite, Intucky Bollards like outside to 93-905 Roebuck Lane will prevent this.

If you wish for your response to be considered as an objection to the proposals, please leave your contact details.



Wayne Moore

From: [REDACTED]
Sent: 11 December 2023 19:01
To: Wayne Moore
Subject: Re: Proposed Cycle Route Upgrade on Roebuck Lane

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

I live on Roebuck Lane and strictly oppose to the proposed cycle route on this Road because of the following:-

- 1 Trucks and lorries frequently use this Road and if it is narrowed this will be dangerous and a nuisance to residents and their parked cars.
- 2 It is already impossible to find a parking space on Roebuck Lane because of Supreme Banqueting Suite and when West Bromwich Albion are playing.
- 3 When there is a function at the Supreme Banqueting Suite lads race their posh hired cars at extremely dangerous.
4. As a resident of Roebuck Lane I feel that on numerous occasions I have not been listened to and our views and concerns have been ignored because the majority of residents are Asian.
5. By narrowing the Road this will make parking for residents impossible. My wife is already frightened to go out incase when she returns in the dark there is no space to park close to the house.
6. The Council have put double yellow lines on the opposite side again making it difficult for the residents.
7. The Council have planted trees which produce a sap and cover the windscreen of the cars effecting visibility and damaging the paintwork.

On 11 Dec 2023 13:08, Wayne Moore <wayne_moore@sandwell.gov.uk> wrote:

Hi [REDACTED] if you'd like to make a consultation response in writing, then please reply to this email address.

Thanks

Transportation Planning Team

Strategic Planning and Transportation



Sandwell Council

Directorate of Regeneration & Growth

Council House

Freeth Street

Oldbury

West Midlands

B69 3DB

W: www.sandwell.gov.uk

T: 0121 569 4055

E: transport@sandwell.gov.uk

West Bromwich Connected Public Consultation

<https://consultationhub.sandwell.gov.uk/regeneration-growth/copy-of-copy-of-smethwick-town-fund-tollhousecwp4>

This report was created on Tuesday 19 December 2023 at 13:27

The activity ran from 15/11/2023 to 15/12/2023

Responses to this survey: 1

1: What is your name?

Name

There was 1 response to this part of the question.

2: What is your Address?

Address

There was 1 response to this part of the question.

3: What is your Post Code?

Postcode

There was 1 response to this part of the question.

4: Please Comment on the proposal

Feedback

There was 1 response to this part of the question.

5: What is your telephone number?

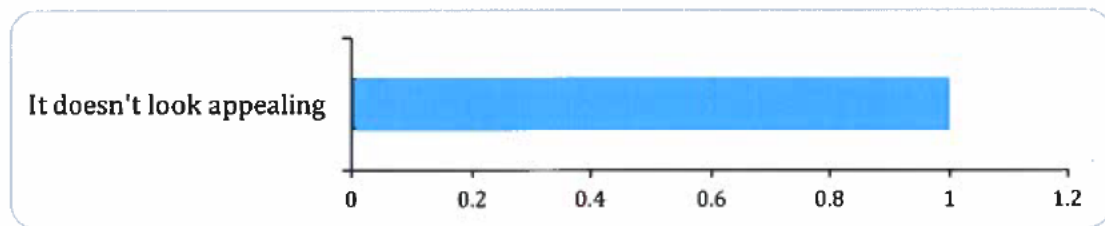
TELNUMBER

There was 1 response to this part of the question.

7: What do you like/dislike about the proposal?

PROPOSAL

There was 1 response to this part of the question.



Option	Total	Percent
It looks appealing	0	0.00%
Improved safety for walkers and cyclists	0	0.00%
More space to walk and cycle	0	0.00%
It doesn't look appealing	1	100.00%
Other	0	0.00%
Not Answered	0	0.00%

OTHERPROPOSALCOMMENTS

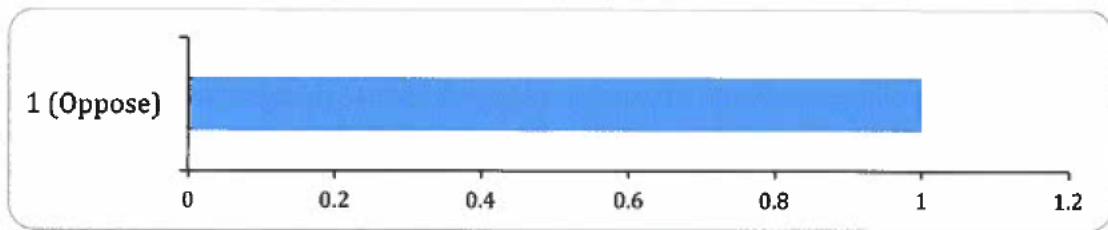
There were 0 responses to this part of the question.

8: On a scale of 1 to 10 how do you feel about the proposal?

FEELPROPOSAL - Feel about the Proposal?

There was 1 response to this part of the question.

Sandwell Council

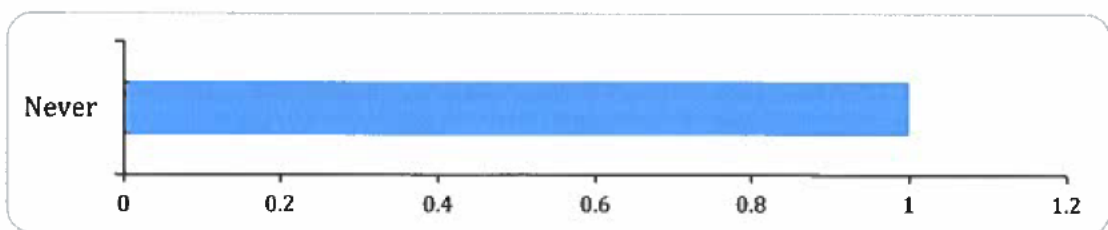


Option	Total	Percent
1 (Oppose)	1	100.00%
2	0	0.00%
3	0	0.00%
4	0	0.00%
5	0	0.00%
6	0	0.00%
7	0	0.00%
8	0	0.00%
9	0	0.00%
10 (Support)	0	0.00%
Not Answered	0	0.00%

9: How often do you walk or cycle along the Railway Station, Metro Stop or West Bromwich Town Centre?

CYCLEUSAGE

There was 1 response to this part of the question.

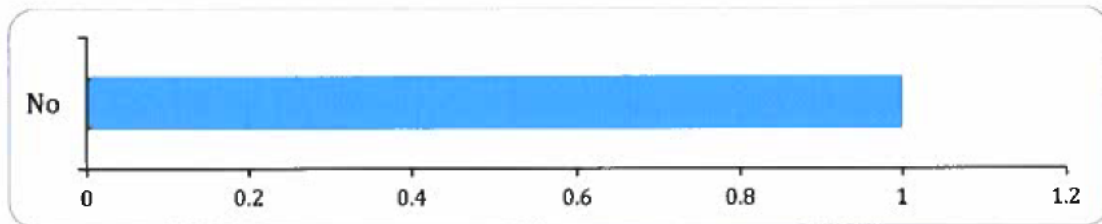


Option	Total	Percent
More than 3 times a week	0	0.00%
1-3 times a week	0	0.00%
Daily	0	0.00%
Never	1	100.00%
Not Answered	0	0.00%

10: Would the proposal encourage you to walk or cycle to the Railway Station, Metro Stop or West Bromwich Town Centre more often?

ENCOURAGEUSAGE

There was 1 response to this part of the question.

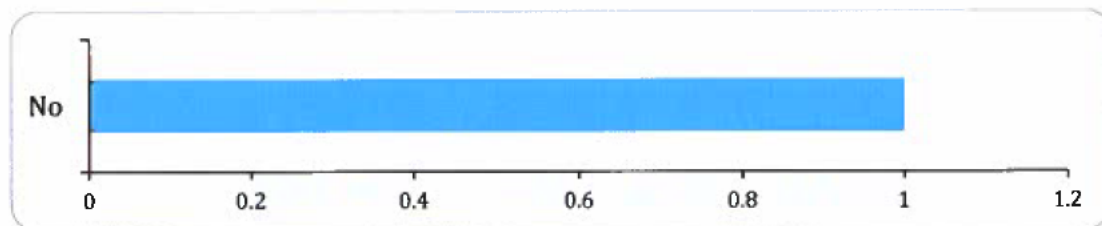


Option	Total	Percent
Yes	0	0.00%
No	1	100.00%
Not Answered	0	0.00%

11: Would the proposal encourage you to reduce your private car usage?

REDUCECARUSAGE

There was 1 response to this part of the question.



Option	Total	Percent
Yes	0	0.00%
No	1	100.00%
Not Answered	0	0.00%

12: Do you have any other comments about the proposal?

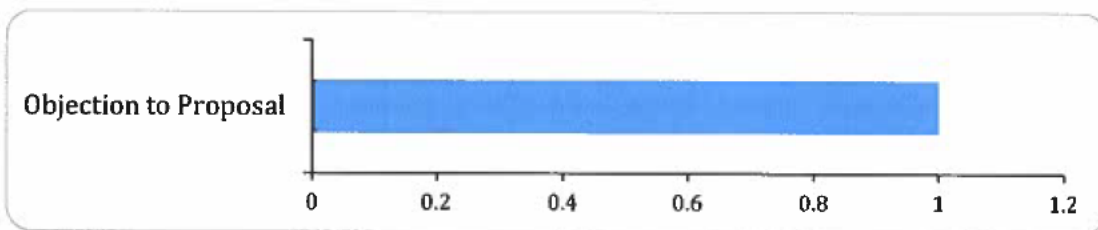
proposalgeneralcomments

There was 1 response to this part of the question.

13: If you wish for your response to be considered as an objection to the proposals, please indicate and ensure you have left your contact details on the introduction page

OBJECTIONS

There was 1 response to this part of the question.



Option	Total	Percent
Objection to Proposal	1	100.00%
Propsal Accepted	0	0.00%
Not Answered	0	0.00%



4. Would the proposal encourage you to walk or cycle to the Railway Station, Metro Stop or West Bromwich Town Centre more often?

Yes
No

5. Would the proposal encourage you to reduce your private car usage?

Yes
No

6. Do you have any other comments about the proposal?

WASTE OF MONEY
AS A RESIDENT OF OVER 50 YEARS I KNOW
WE DONT NEED CYCLE TRACKS
WE NEED CAR PARKING SPACES.

If you wish for your response to be considered as an objection to the proposals, please leave your contact details.



Sandwell Council

West Bromwich Connected Public Consultation

<https://consultationhub.sandwell.gov.uk/regeneration-growth/copy-of-copy-of-smethwick-town-fund-tollhousecwp4>

This report was created on Tuesday 23 January 2024 at 14:15

The activity ran from 12/01/2024 to 19/01/2024

Responses to this survey: 1

1: What is your name?

Name

There was 1 response to this part of the question.

2: What is your Address?

Address

There was 1 response to this part of the question.

3: What is your Post Code?

Postcode

There was 1 response to this part of the question.

4: Please Comment on the proposal

Feedback

There was 1 response to this part of the question.

5: What is your telephone number?

TELNUMBER

There was 1 response to this part of the question.

6: What is your Email Address?

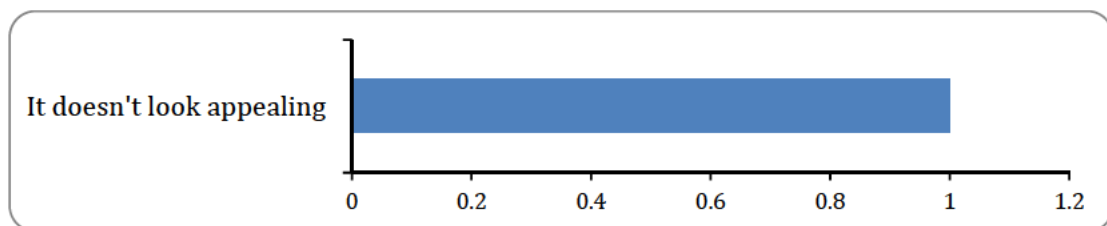
emailaddress

There were 0 responses to this part of the question.

7: What do you like/dislike about the proposal?

PROPOSAL

There was 1 response to this part of the question.



Option	Total	Percent
It looks appealing	0	0.00%
Improved safety for walkers and cyclists	0	0.00%
More space to walk and cycle	0	0.00%
It doesn't look appealing	1	100.00%
Other	0	0.00%
Not Answered	0	0.00%

OTHERPROPOSALCOMMENTS

There were 0 responses to this part of the question.

8: On a scale of 1 to 10 how do you feel about the proposal?

FEELPROPOSAL - Feel about the Proposal?

There was 1 response to this part of the question.

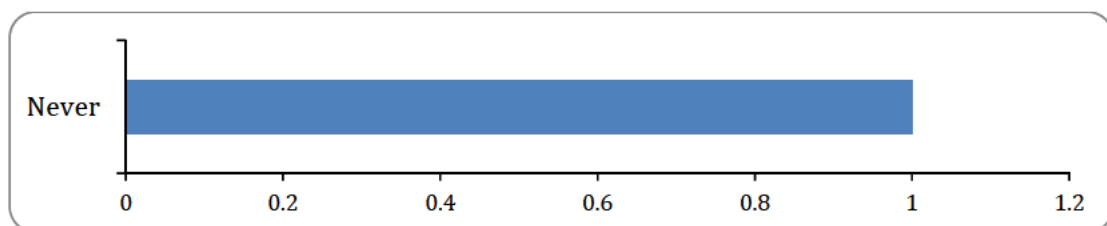


Option	Total	Percent
1 (Oppose)	1	100.00%
2	0	0.00%
3	0	0.00%
4	0	0.00%
5	0	0.00%
6	0	0.00%
7	0	0.00%
8	0	0.00%
9	0	0.00%
10 (Support)	0	0.00%
Not Answered	0	0.00%

9: How often do you walk or cycle along the Railway Station, Metro Stop or West Bromwich Town Centre?

CYCLEUSAGE

There was 1 response to this part of the question.

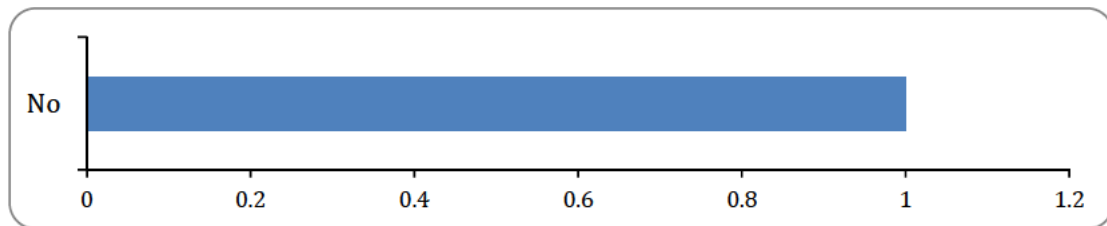


Option	Total	Percent
More than 3 times a week	0	0.00%
1-3 times a week	0	0.00%
Daily	0	0.00%
Never	1	100.00%
Not Answered	0	0.00%

10: Would the proposal encourage you to walk or cycle to the Railway Station, Metro Stop or West Bromwich Town Centre more often?

ENCOURAGEUSAGE

There was 1 response to this part of the question.

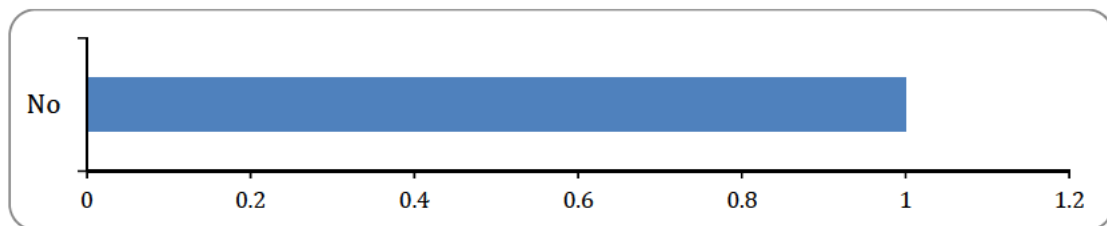


Option	Total	Percent
Yes	0	0.00%
No	1	100.00%
Not Answered	0	0.00%

11: Would the proposal encourage you to reduce your private car usage?

REDUCECARUSAGE

There was 1 response to this part of the question.



Option	Total	Percent
Yes	0	0.00%
No	1	100.00%
Not Answered	0	0.00%

12: Do you have any other comments about the proposal?

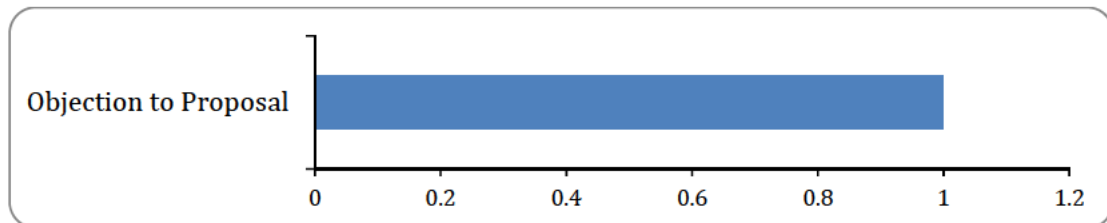
proposalgeneralcomments

There was 1 response to this part of the question.

13: If you wish for your response to be considered as an objection to the proposals, please indicate and ensure you have left your contact details on the introduction page

OBJECTIONS

There was 1 response to this part of the question.



Option	Total	Percent
Objection to Proposal	1	100.00%
Proposal Accepted	0	0.00%
Not Answered	0	0.00%

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

26 February 2024

Subject:	Objections Arising from The Advertising of the proposed speed humps – A461 Dudley Port & Horseley Heath, Tipton - side roads
Cabinet Member:	Environment and Highways Councillor Danny Millard.
Director:	Alice Davey, Borough Economy
Key Decision:	No
Contact Officer:	Simon Chadwick, Highways Network Development & Road Safety Manager. Simon_chadwick@sandwell.gov.uk Steve Scrivens, Senior Engineer Highway Services. steve_scrivens@sandwell.gov.uk

1 Recommendations

- 1.1 That the objections received via the statutory consultation process are noted but approval is given to implement the proposed traffic calming measures as advertised with amendments as shown in Appendix A.
- 1.2 That subject to 1.1, the Assistant Director – Legal and Assurance and Monitoring Officer 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 on the side road approaches to Dudley Port and Horseley Heath.
- 2.2 A Delegated Decision Report was signed off by the Director Borough Economy on the 2nd November 2023 approving statutory consultation with residents and to implement traffic calming measures on the side road approaches to the A461 if no unresolved objections were received.
- 2.3 Statutory consultation was carried out with all affected residents along Dudley Port and Horseley Heath, Tipton between the 7th and 28th November 2023.
- 2.4 Each resident received a plan showing the traffic calming measures along with a letter outlining the principles for the scheme and confirming an end date for them to submit any objections.
- 2.5 The Local Ward Members and the Cabinet Member also received notification of the consultation period and associated proposals.
- 2.6 A response was received from Councillor Gill and seven replies were received by email objecting to the proposals.
- 2.7 As objections have been received, a decision relating to the objections is required.
- 2.8 The design team have revisited the proposals and have agreed to remove the speed humps on the majority of the residential cul de sac roads, Arnhem Way, William Ker Road, Heath Close, Mill Street and Dovecote Close. The Department of Transport, Local Transport Note 1/20 allows roads with low volume of vehicle traffic to be exempt from speed humps without compromise the objectives of the scheme.
- 2.9 The following table highlights the outstanding objections.



<p>Resident A</p>	<p>Resident A objects to the proposed speed hump in Peake Drive it was explained to the resident in order to comply with Department of Transport, Local transport Note 1/20 we will proceed with the speed hump on Peake Drive as planned due to the large number of properties off Peake Drive which will result a high volume of vehicle traffic at this location.</p> <p>The resident has expressed their disappointment in our decision to proceed with the speed hump at this location.</p>
<p>Resident B</p>	<p>Resident B objects to the proposed speed hump in Peake Drive it was explained to the resident in order to comply with Department of Transport, Local transport Note 1/20 we will proceed with the speed hump on Peake Drive as planned due to the large number of properties off Peake Drive which will result in a high volume of vehicle traffic at this location.</p> <p>No response has been received, so the objection is still valid.</p>



3 How does this deliver objectives of the Corporate Plan?

	<p>Best start in life for children and young people</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>People Live Well and Age Well</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>Strong Resilient Communities</p> <p>An improved highway safety environment will make our communities feel safer, more protected, and confident in their homes and neighbourhoods.</p>
	<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 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 traffic calming measures on the side roads off the A461 Dudley port / Horseley Heath. A decision relating to the objections is required.

4.2 Legal and Statutory Implications



- 4.2.1 The Traffic Regulation Act 1984 powers to Highway Authorities regulate or restrict traffic on its highways, in the interest of safety and operation.
- 4.2.2 The Traffic Management Act 2004 imposes a network management duty on the Council to manage day-to-day operational use of its highways.
- 4.2.3 The Highways (Road Humps) Regulation 1999 provide the Highway Authority the mechanism and process to advertise and install road humps on the adopted highway.

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 withdrawn 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.

7. Appendices

7.1 Appendix A – Consultation Plan

8. Background Papers

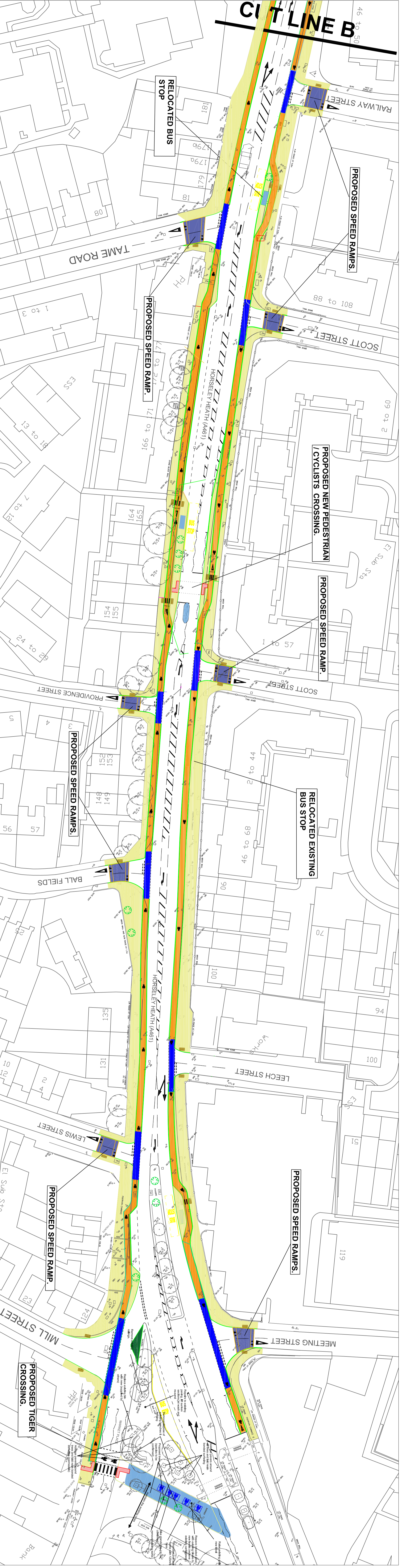
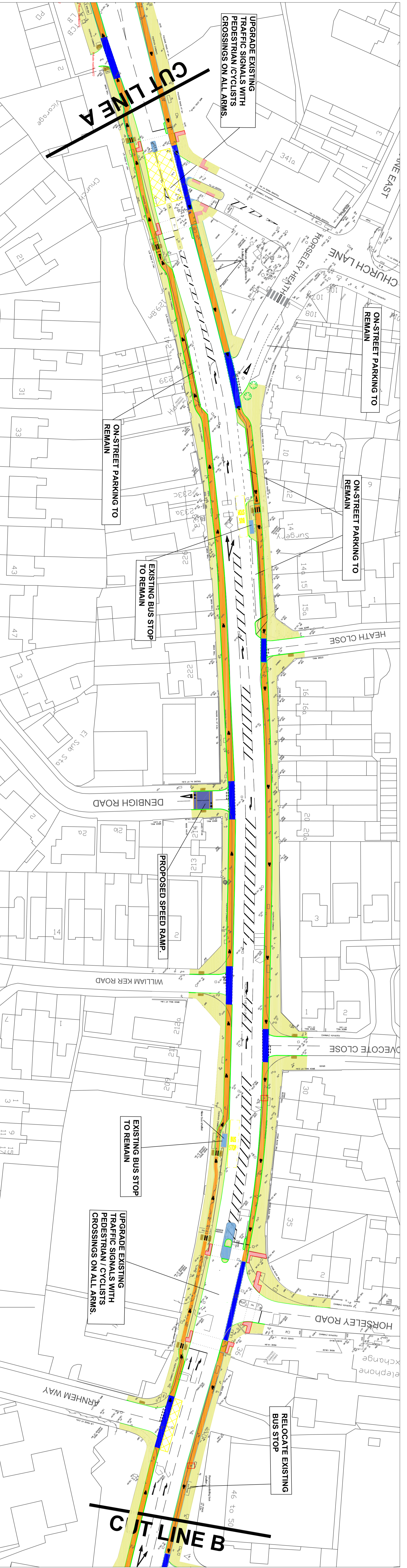
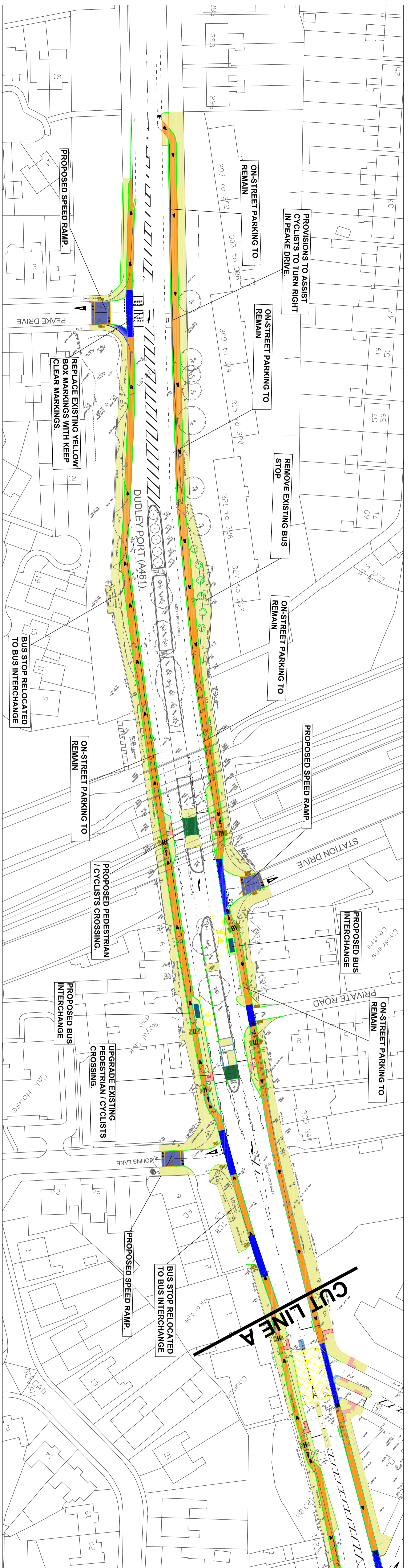
8.1 Signed Delegated Powers Report approving statutory consultation with residents.



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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.

- KEY.**
- Proposed cycle path (Tarmac surfacing)
 - Proposed cycle path (Blue tarmac surfacing)
 - Proposed red coloured tactile paving; Controlled crossing
 - Proposed buff coloured tactile paving; Uncontrolled crossing.
 - Proposed footways
 - Proposed full construction carriageway
 - Proposed speed ramps.
 - Proposed kerbs.
 - Proposed bus shelters.
 - Proposed cycle stands.
 - Proposed tree



ASSISTANT DIRECTOR-HIGHWAY SERVICES
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 West Midlands B69 3DE

PROJECT
 ATFS - A461 GREAT BRIDGE TO PEAKE DRIVE.

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

DRAWING TITLE
 CONSULTATION PLAN

SCALE
 1:500 @ A0

ISSUED BY
 ASSISTANT DIRECTOR

DATE
 JUNE 2023

DRAWN BY
 S.S.

DRAWING No
 52.632 11 S10

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