

Good evening Ms Lang and Mr Wall,

I remain of the opinion that my Objection is valid.

I would add the following Objections:

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

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

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

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

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

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

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

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

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

Yours sincerely,

[REDACTED]

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

Good afternoon Ms Lang,

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

Kind regards,

██████████

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

Good morning ██████████

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

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

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

Kind regards

**Sharon Lang**

Senior Engineer

Highways Services

Road Safety and Development Control



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

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

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



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

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29 September 2023

Dear Ms Lang,

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

Kind regards,

[REDACTED]

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

Good afternoon Mr Wall,

Thank you for this extension.

Kind regards,

[REDACTED]

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

Good afternoon [REDACTED]

Thank you for your email.

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

Kind regards

**Sharon Lang**

Senior Engineer  
Highways Services  
Road Safety and Development Control



[sharon\\_lang@sandwell.gov.uk](mailto:sharon_lang@sandwell.gov.uk)  
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**From:** [REDACTED]  
**Sent:** 13 September 2023 22:04  
**To:** Sharon Lang <sharon\_lang@sandwell.gov.uk>  
**Cc:** Steve Wall <steven\_wall@sandwell.gov.uk>  
**Subject:** Re: OBJECTION - Ref: SW/YEWTREE - Yew Tree Estate - Proposed Traffic Calming Scheme Consultation

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13 September 2023

Good evening Ms Lang,

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

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

I look forward to hearing from you.

Kind regards,

██████████

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

Good afternoon ██████████

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

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

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

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

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

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

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

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

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

Report generated on 05 September 2023 at 11:32

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



### **Traffic surveys**

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

### **Safer travel to school**

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

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

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

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

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

Kind regards

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



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



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

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31 August 2023

Dear Mr Wall,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

Where are the full details?

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

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

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

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

Is this not premature?

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

## **7) Damage to Vehicles**

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

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

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

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

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

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

Yours sincerely,

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████████████████████████████████████████