

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

01 November 2023

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

1 Recommendations

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






2 Reasons for Recommendations

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



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

3 How does this deliver objectives of the Corporate Plan?

	<p>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 a traffic calming scheme on the Yew Tree Estate. A decision relating to the objections is required.



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

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



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

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

6 Implications

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

7. Appendices

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



8. Background Papers

Signed Delegated Powers Report approving statutory consultation with residents.

