

Resident Of [REDACTED]  
[REDACTED]  
[REDACTED]

I am writing to you about the above zebra crossing. I live at [REDACTED]  
[REDACTED]

[REDACTED] We feel the Zebra is going to cause a massive inconvenience to us. There is a shortage of space for parking here and the Zebra crossing will take much needed space. There are many residents along the street and it is quite difficult to get a space to even unload your shopping. Online deliveries are always complaining about the parking. The shopkeepers do need some space to load/unload as well. There doesn't appear to be a need for this here as there are traffic light crossings at either ends. You may remember [REDACTED]

[REDACTED] He campaigned to stop double yellow lines on the Red Cow Side of the Street in 2011. He worked extremely hard and the local traders supported him. We managed to reach a compromise and have the parking today thanks to his efforts and the understanding of the councillors of the day (I think we all met with Darren cooper a few times). It does feel like all the hard work will go to waste as the Zebra will take so much parking away. The additional parking opposite is a good idea but overall, I think everyone will suffer more due to the Zebra.

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

***Response from the Highways Design Team: -***

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

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

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

*on footway build-outs located on either side of the carriageway which will result in the loss of only two parking/loading bay spaces for shoppers and traders in the immediate area of the crossing. However, it is also proposed to convert the existing bus stop bay currently located in front of The Continental Supermarket into 5 additional new limited waiting parking spaces. Therefore, rather than a loss of parking in the area there will be in fact a net increase of 3 parking/loading bays in the same vicinity for all shoppers, traders and residents.*

*I hope the above now makes the proposals more clear and that we have endeavoured to consider all users of the Highway in this area.*

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

Resident Of [REDACTED]  
[REDACTED]  
[REDACTED]

Hello. Thanks for your email and details about the proposals.

We are a little confused about the size of the crossing. From the plan it appears it will take up closer to 2 parking bays on each side of the street. Is there an exact size of a parking bay? and what will the size of the build out be? But it does appear that almost all of 257-259 and some of 261 will be affected by the build out and the tenants and I are concerned of any issues arising from this. Primarily parking for personal use will be affected because space is already limited. Additional parking opposite will help customers in the vicinity. But not so much for traders who want to receive deliveries on the other side. Ideally one would park on the same side of the street to deliver.

You mentioned access for pedestrians along Arden Road. Would positioning the Zebra crossing closer to the conservative club be an option? The bus stop is fairly large so would it be possible to remodel the bus stop to accommodate the Zebra there?

Finally, do you have any images of what the build out will like? Or possible CAD type drawings of what the final design will look like?

**Response from the Highways Design Team: -**

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

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

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

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

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