

Minutes of Cabinet Petitions Committee

24 November 2021 at 5:00pm
in the Council Chamber, Sandwell Council House, Oldbury

Present: Councillor Millard (Chair);
Councillors Carmichael and Piper.

In attendance: Councillor L Giles.

Also present: Robin Weare (Service Manager – Highways),
Matt Powis (Senior Democratic Services Officer) and
Connor Robinson (Democratic Services Officer).

10/21 **Declaration of Interest**
There were no declarations of interest.

11/21 **Minutes**

Agreed that the minutes of the meeting held on 13
October 2021 be confirmed as a correct record.

12/21 **Progress Report**

Details were submitted of petitions received and of the action
taken or proposed in each case, as detailed in the Appendix.

Agreed that the action taken or proposed, as detailed
in the second column of the Appendix, be approved.

Meeting ended at 5:56 pm

Appendix

Petition Received From	Action Taken/Proposed
<p>1. Residents of Princes Road requesting the introduction of double yellow lines.</p>	<p>Having considered representations made by the head petitioner, the Committee was minded to take no action in respect of the petition. The issue of school gate parking was one that existed across the borough. Introducing yellow lines, would move the problem to neighbouring streets rather than solve it. Parking restrictions would apply to the residents of Princes Road and would be enforceable during school holidays. This would have a detrimental impact on residents due to the loss of on-street parking space for their own vehicles or for visitors. It was advised that, in the event that driveways were blocked, residents would need to contact the Council and request support from enforcement officers. Therefore, the Committee resolved to close the petition.</p>
<p>2. Residents of Lightwoods Hill, Smethwick, request for traffic calming measures</p>	<p>Having considered the issues raised by the head petitioner, the Committee requested that Highways undertake a traffic survey, once traffic patterns had normalised. Officers confirmed that a traffic calming scheme was proposed for Lightwoods Hill and a consultation process with residents would be conducted during October 2021. Letters had been sent out to local residents for comments on Thursday 11 November 2021. An update would be provided to a future meeting of the Cabinet Petitions Committee.</p>
<p>3. Residents of Church Road request for permit holder parking on Church Road</p>	<p>Officers confirmed that the grass verge along Church Road was Council owned and maintained by housing management. The grass verge opposite property</p>

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	<p>numbers 51-63 accommodated three utility boxes and also had apparatus present beneath the verge. It was not possible to construct parking bays along this section due to the condition of the area. The utility boxes and apparatus would need to be relocated by the utility company thus incurring substantial costs to the Council. In addition, alternative locations to accommodate the utility boxes would need to be identified. There were also level differences between the grass verge and the footpath that would need to be addressed before the installation of parking bays. This would require retaining walls to support the land incurring further substantial costs. The grass verge opposite property numbers 1-49 also accommodated a utility box that required removal. The Committee noted that the area was lined with mature trees, 6 of which would need to be removed before parking bays could be constructed. The removal of trees and green spaces was usually met with objection, although if this was agreed, they would need to be replaced with 12 new trees in the local vicinity in accordance with Council policy. Approximately 40 additional parking spaces could be achieved at this location, although the costs to undertake the work was estimated to be in excess of £230,000 for which housing would need to identify a budget. Housing confirmed that removing grass verges to create parking bays would not support the Council's commitment to encourage sustainable methods of travel. Furthermore, the implementation of parking bays would result in a number of</p>

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	<p>healthy trees being removed which would not support the Council's commitment to protect and expand the borough's trees and green spaces. Following further representations made the head petitioner, the Committee requested that Highways investigate whether it was feasible to convert part of the grass verge to accommodate a maximum of 7 parking spaces, as opposed to 40 spaces. It was confirmed that a reduced number of parking bays could be accommodated within the grassed verge along Church Road, the parking bays cost approximately £3,000 to construct and there was likely to be additional costs for utility diversions. These costs would be obtained from the relevant utility companies. The grassed verge area was maintained by the Council's Housing directorate and funding would therefore need to be identified by them. An update will be provided to a future meeting of the Cabinet Petitions Committee.</p>
<p>4. Residents of West Park Road concerns regarding the new entrance and exit for West Smethwick Park</p>	<p>Significant consultation had been undertaken prior to the project commencing. Furthermore, while officers from Highways were consulted and no concerns were raised, discussions were in place to address the concerns highlighted by the residents. Officers continued to work alongside partners in the local community to address the issues raised. The issues highlighted were addressed as part of the local town forum to identify appropriate measures to mitigate any concerns. All existing entrances into the Park would be improved as part of the restoration project, with an exception of the existing car park entrance which was proposed to be relocated. Properties on</p>

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	<p>West Park Road received letters notifying residents of the Planning application on the 10th April 2017. New litter bins would be installed as part of the restoration project and fly tipping and littering issues were dealt with as and when required. Officers confirmed that work on the new entrance had commenced. It was agreed that officers undertake an assessment on the impact of traffic calming from other roads as soon as the work had been completed and a further update be provided to a future meeting of the Committee.</p>
<p>5. Residents of View Point, Tividale request for installation of night and day gates in the gulley located at View Point</p>	<p>The Greenbelt Group wished to assist in reducing anti-social behaviour and was not opposed to the installation of gates in principle, if this represented the wishes of the 299 households in the area and a necessary contribution from residents. However, the Group had specified that the Council would need to be responsible for the maintenance thereafter, agree to indemnify Greenbelt Group in respect of the gates) and agree to fund the removal of the gates, if required. The head petitioner had advised that residents were not prepared to contribute. As the land was not in Council ownership, the Council could not take on the liability or maintenance of the gates. No further action was proposed by the Council. Following representations, further investigation would be undertaken, and a report would be submitted to a future meeting of the Cabinet Petitions Committee.</p>
<p>6. Residents near Price Road Junction request for traffic</p>	<p>Having considered representations made by the head petitioner and Ward</p>

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<p>calming measures on William Green Road</p>	<p>Councillor, the Committee requested that Highways undertook an assessment of the location, along with police accident statistics to determine whether traffic calming measures could be implemented at the site. Officers confirmed that a five-year injury collision analysis had been undertaken for William Green Road and it showed there had not been any recorded injury collisions during that period. Officers reported that Council Policy required funding for road safety improvements to be targeted in areas where treatable injury collisions occurred in accordance with Sandwell's Strategic Road Safety Plan. Other areas in Sandwell had higher numbers of treatable injury collisions which would be prioritised. It was proposed that a focused traffic calming measure near the junction would be considered and costed with the possibility of drawing on funding from the Community Infrastructure Levy (CIL). The proposal would be communicated to Ward Members and the head of Highways. Further investigation would be taken, and a further report would be submitted to the Cabinet Petitions Committee at a future date.</p>
<p>7. Residents of Queens Road, Smethwick concern regarding speeding and traffic accidents on Queens Road, Smethwick</p>	<p>A seven-day traffic survey had been undertaken for Queens Road between Basons Lane and the traffic island at the junction with Warley Road. It showed that 85% of vehicles were travelling at 32.8mph or less (includes both directions). A three-year injury collision analysis had also been undertaken and it showed there had been 1 recorded injury collision. When Queens Road was compared to other roads in Sandwell it had a very low number of injury collisions and did not</p>

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	<p>therefore meet the criteria for the implementation of a traffic calming scheme. Although the vehicle speeds were slightly higher than the 30mph speed limit, this was still within the parameters of 35mph set by the Police for enforcement purposes. However, a carriageway lining scheme was implemented in October last year in response to enquiries received from residents at Queens Road. Following representations submitted to the Committee, a further traffic survey was undertaken in August 2021, which identified that 85% of motorists were travelling at 34.2mph or less. Although this was slightly higher than the 30mph speed limit, it was less than the parameters set by the Police for enforcement, which was over 35mph. A further 3-year injury collision analysis had been undertaken for Queens Road and it showed there had been two recorded injury collisions during this period. This was very low when compared to some other areas in Sandwell where funding was prioritised in accordance with Sandwell's Strategic Road Safety Plan. It was that there were currently no plans to implement a traffic calming scheme along Queens Road. Following, a requested by the Committee, officers investigated whether the road could become a designated 20mph area and to also look into the costs and funding options. A traffic survey had been undertaken along Queens Road during the summer months as requested by residents. It showed a daily average of 6,216 vehicles travelling along Queens Road in both directions. 85% of these motorists had been travelling at 34.3mph or less. Although a slight increase in</p>

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	<p>speed was shown when it is compared to the traffic survey undertaken during the winter, it did not meet the criteria for Police enforcement intervention which was 35mph. Officers reported that in accordance with the Policy the funding for traffic calming measures was also targeted in areas where treatable injury collisions had been occurring, and Queens Road did not meet the criteria set out in Sandwell's Strategic Road Safety Plan. Consideration had been given to a 20mph zone along Queens Road and although this could be implemented by the Council, it would still require enforcement by the Police. As, the Police were the responsible authority to enforce speed limits.</p> <p>Following representations from the head petitioner, the Committee requested that officers have a dialogue with the Commonwealth Games Team and identify what traffic management measures were going to be put in place during the Games, and what consideration had been given to post-games traffic impact and investment into the local infrastructure. Further consideration should be given to a 20mph zone around the aquatics centre. An update would be provided to a future meeting of the Cabinet Petitions Committee.</p>
<p>8. Various road users/ residents request for traffic light system at the junction of Park Lane/Manor House Road and Hobs Road/ Hawthorn Road, Wednesbury</p>	<p>The Committee noted that funding for road safety schemes, were prioritised in accordance with traffic incident data. A five-year injury accident analysis showed there had been three recorded injury accidents during this period which was low when compared to other locations that were being considered for major traffic calming schemes. Although this junction</p>

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	<p>did not meet the criteria for the installation of traffic signals, a road safety scheme to implement additional carriageway markings and vehicle activated speed signs either side of the junction would be undertaken, which would help to warn drivers and reduce vehicle speeds on the approach to the junction. The Committee requested that the junction be monitored to ensure that the traffic calming measures made a difference.</p> <p>Arrangements had been made for a further traffic survey to be undertaken along Park Lane.</p> <p>A seven-day traffic survey had been undertaken around the junction of Park Lane / Manor House Road. It showed that 85% of motorists had been travelling at 29.7mph or less. Officers reported that Council Policy required funding for road safety improvements to be prioritised in areas of high injury rates. As a result, the junction of Park Lane and Manor House Road did not meet the criteria for a road safety improvement scheme.</p> <p>Following representations from a ward councillor on behalf of the head petitioner, the Committee decided that a visit with the Cabinet Member and officers would take place to determine if any low cost alternatives could be identified. These might be afforded from local community budgets.</p> <p>An update would be provided to a future meeting of the Cabinet Petitions Committee.</p>

Contact: democratic_services@sandwell.gov.uk