

## Minutes of Cabinet Petitions Committee

**28<sup>th</sup> July 2021 at 5:00pm**  
**Sandwell Council House, Oldbury**

**Present:** Councillor Millard (Chair);  
Councillors I Padda and Simms.

**In attendance:** Councillors Fisher and Hackett.

**Also present:** Robin Weare (Service Manager – Highways Urban  
Regeneration) and Trisha Newton (Senior Democratic  
Services Officer).

### 7/21 **Declaration of Interest**

Councillor Simms declared an interest in Minute No.9/21 below, in relation to the petition regarding parking/trees in Essex Avenue, as she had been involved with residents and did not take part in the discussion.

### 8/21 **Minutes**

**Agreed** that the minutes of the meeting held on 24<sup>th</sup> February be received and the minutes of the meeting held on 23<sup>rd</sup> June 2021 be confirmed as a correct record.

9/21

## **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 6:10 pm

## Appendix

Petition Received From	Action Taken/Proposed
<p>1. Residents of Lightwoods Hill requesting the implementation of traffic calming measures.</p>	<p>Having considered the issues raised by the head petitioner, the Committee requested that Highways undertook a traffic survey, once traffic patterns had normalised and an update would be submitted to the October meeting.</p>
<p>2. Residents of Essex Avenue concerning insufficient parking and request for removal/maintenance of trees.</p>	<p>Having considered representations from the head petitioner and local ward member, the Committee requested that Highways investigate the feasibility/potential cost of implementing parking bays, a permit scheme or other measures to mitigate the issues experienced by residents and consider whether funding was available to support the work required. In addition, officers would undertake an investigation into the removal or maintenance of the trees and grass. An update would be provided to the next meeting of the Committee.</p>
<p>3. Residents of West Park Road concerning 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 West Park Road received letters notifying</p>

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	<p>residents of the Planning Application on the 10th April 2017. New litter bins would be installed as part of the restoration project and Officers continue to deal with any flytipping and littering as it arises. Officers confirmed that work on the new entrance had commenced. It was agreed that officers undertook 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>4. Residents of Old Warley requesting for a pedestrian crossing system at Bleakhouse Road/Castle Road West Junction.</p>	<p>Utilising the current Sandwell Strategic Road Safety Plan 2017 / 2022, officers investigated road casualty statistics over a period of time which helped identify the most vulnerable groups to target with interventions. This was done proactively every year using a risk-based approach, by undertaking in depth road casualty analysis across the borough. This helped identify sites where road casualties were happening year on year, on a regular basis, and were likely to continue happening unless safety improvements were put in place. Historic casualty data was investigated to help steer safety programmes. Officers focused on those sites that were the most dangerous or where the greatest improvements could be achieved, identified from recorded evidence of regular casualties. Considering the junction of Bleakhouse Road and Perry Hill Road, this had been investigated previously to understand if a solution could be found to both answer resident's concerns whilst meeting current council policies and available budgets. Based on the current police reports, that there had been no reported injury</p>

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	<p>accidents or road casualties in and around this junction in the past 5 years. Unfortunately, the only viable improvement involved moving buried utility apparatus and such a scheme would cost around £200,000 in total. There was no budget available for work at a location that had a historically good road casualty record with no recorded injuries in the previous 5 years. In response to representations received at the previous meeting, enquiries were made as to whether there was any money available through walking and cycling funding streams. Following further representations at the meeting, the Committee requested a further detailed report to the next meeting around options and any potential areas for funding.</p>
<p>5. Road users and residents in Wednesbury requesting a traffic light system at the junction of Park Lane/Manor House Road and Hobs Road/ Hawthorn Road, Wednesbury.</p>	<p>The funding for road safety schemes, such as traffic signals was prioritised where injury accidents were occurring. 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 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. Arrangements had been made for a further traffic survey to be undertaken</p>

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	<p>along Park Lane. The data would then be compared to the traffic survey which was undertaken prior to the installation of the vehicle activated speed sign. The traffic surveys had to be rearranged due to the pandemic which resulted in reduced traffic levels and would be undertaken as soon as vehicle numbers returned to normal levels. An update would be provided to a future meeting of the Cabinet Petitions Committee.</p>
<p>6. Residents of View Point requesting installation of night and day gates in the gully located at View Point.</p>	<p>Greenbelt Group wished to assist in reducing anti-social behaviour and would not oppose the installation of gates in principle, if this represented the wishes of the 299 households which were currently billed in respect of the areas. However, Greenbelt 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 (e.g. to cover any injury) and agree to fund the removal of the gates, if and when 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>7. Residents of Queens Road, Smethwick 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 (both directions). A three-year injury collision analysis had</p>

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	<p>also been undertaken and it showed there had been one 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 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 would be undertaken in spring/summer and compared to the survey results from the winter. Arrangements would be made for a traffic survey to be undertaken as soon as traffic levels return to normal. An update would be provided to a future meeting of the Cabinet Petitions Committee.</p>
<p>8. Residents of Church Road, Smethwick, requesting a residents parking scheme</p>	<p>A residents' parking scheme had been considered for part of Church Road, Smethwick between the junctions of Bearwood Road and Stanhope Road. The on-street parking space available was not deemed adequate for a permit scheme. Approximately 120 metres of on-street parking space was available for permit bays along the south side of Church Road. This did not provide one parking space per household. Due to the width of Church Road, parking bays would not be installed on the north side. In view of this, it was not possible to design a permit scheme on this occasion. Having considered representations from the head petitioner at the previous meeting, it was</p>

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	<p>agreed that the matter be deferred to the next meeting to enable photographs of the site to be shared with the Petitions Committee- these were circulated to the Committee and available at the meeting. Following representation from the head petitioner, the Committee requested that Highways investigate the feasibility and cost of utilising the grass verges to provide additional parking spaces. An update would be submitted to a future meeting of the Committee.</p>
<p>9. Residents of Smethwick regarding removal of trees on Smethwick High Street</p>	<p>An update was provided on the proposed pedestrian and cycleway scheme along Tollhouse Way and Smethwick High Street, being delivered as part of Sandwell's successful Accelerated Towns Fund programme funding bid. The Tollhouse Way scheme detailed design had been assessed and was currently continuing to be monitored by the Urban Forestry Manager. With regards to the concerns around the impact on trees, for every tree felled as part of this scheme, two new semi-mature trees would be planted. The trees to be felled were along a short section of the overall Tollhouse Way scheme and the new total tree planting scheme consisted of 46 new trees, doubling what was there previously. Works were in progress to determine suitable locations within the High Street area for the new trees which would be implemented during Autumn 2021. Where possible, replanting would take place as close as possible to where the current trees are to be felled. Doubling the number of trees at this location would assist in absorbing more CO2 whilst providing an alternative means of travel to vehicle journeys aimed to reduce vehicle</p>



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	emissions and improve Air Quality. Following representations made by the head petitioner at the previous meeting, the Committee requested that further details be provided on the consultation process undertaken by officers be submitted to the Committee. Details of the consultation were provided to Committee. The head petitioner had been informed.

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