

Cabinet Petitions Committee

**25th September 2019 at 5.00pm
at the Sandwell Council House, Oldbury**

Present: Councillors Lloyd (Chair), Ali and Hadley.

Observer: Councillor Crompton.

9/19 **Declaration of Interest**

Councillor Ali declared an interest in the petition relating to speeding in Queens Road, Smethwick, as supporting member of the petition and, as such, sat in support of the resident whilst this petition was presented by the head petitioner, not as a member of the Committee.

10/19 **Minutes**

Resolved that the minutes of the meeting held on 7th August, 2019 be confirmed as a correct record.

11/19 **Progress Report**

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

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

(Meeting ended at 5.36pm)

Contact Officer: Trisha Newton
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Appendix

Petition Received From	Action Taken/Proposed
1. Residents of Regis Heath Road, Blackheath regarding parking issues.	This matter was being investigated by officers within Highways and an update would be submitted to a future meeting of the Cabinet Petitions Committee.
2. Residents of Queens Road, Smethwick regarding speeding and traffic accidents.	This matter was being investigated by officers within Highways and an update would be submitted to a future meeting of the Cabinet Petitions Committee.
3. Residents of Draycott Road, Smethwick requesting a residents parking scheme.	This matter was being investigated by officers within Highways and an update would be submitted to a future meeting of the Cabinet Petitions Committee.
4. Residents in the vicinity of Temple Way and Shinwell Crescent, Tividale regarding parking issues caused by local businesses and anti social behaviour on the car park.	This matter was being investigated by officers within Highways and Neighbourhoods and an update would be submitted to a future meeting of the Cabinet Petitions Committee.
5. Residents of the Hateley Heath area requesting that the SAPA building on Hateley Heath estate be brought back into use for the community.	Further to the initial update provided to the Committee, an update on the condition of the building had been received. The general condition of the building was ok, with no asbestos issues identified. Electrical works to the value of £2,400 had been identified. The heating system was beyond repair and a replacement system would cost in the region of £17,000. The total estimated building work was therefore estimated to be in the region of £20,000. Officers were currently awaiting a business case in order to move the matter forward. An update would be provided to a future meeting of the Cabinet Petitions Committee.

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<p>6. Residents of Wheatsheaf Road Estate, Tividale requesting a mini bus service following the removal of the 121 bus service.</p>	<p>The role of Transport for West Midlands (TfWM) was to promote public transport within the West Midlands and provide roadside infrastructure (bus stops and shelters) and passenger information (such as timetables and journey planning). The majority of bus services were provided by private bus operators on a “for profit basis” meaning they only operated services which generated enough fares to cover the cost of operation. Although TfWM was not directly responsible for providing bus services, they worked closely with local bus operators to champion the needs of local people and aimed to bring about a positive resolution in response to queries where possible. Following receipt of the petition, the issue of bus services for Wheatsheaf Road was raised with the bus operator National Express West Midlands (NXWM). Although the operator had considered the request again, NXWM confirmed it was unable to consider re-routing service 12A via Wheatsheaf Road. In addition to discussions with NXWM, TfWM also carried out an assessment of the local area, in order to ensure that residents were within a reasonable distance of the existing bus network. In some situations, it was possible for TfWM to consider providing public funding for bus links where residents were located a significant distance from the bus network however, the proximity of residents along Wheatsheaf Road to the existing bus services meant this option did not apply. In looking at the other options available to people living along Wheatsheaf Road where services on Darby’s Hill Road were difficult to reach, the Ring and Ride service represented an alternative for</p>

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	<p>residents to consider. The Ring and Ride service had continued to operate normally for customers since the Accessible Transport Group became insolvent in March 2019. TfWM was working very closely with the Administrator to secure a long term sustainable future for Ring and Ride and residents could be assured that the service could provide a helpful and reliable link should they need it. Following representations from a local ward member and concerns that the whole estate had not been taken into consideration in relation to proximity to existing bus services, the Chair requested that the matter be referred back to TfWM and also to the relevant Cabinet Member to look at options available. An update would be provided to a future meeting of the Cabinet Petitions Committee.</p>
<p>7. Residents of The Broadway, West Bromwich requesting to gate off The Wallface, Hill Top</p>	<p>Officers had been requested by the Committee to investigate the possibility of providing gating. An update would be provided to a future meeting of the Cabinet Petitions Committee.</p>
<p>8. Various road users/ residents requesting traffic light system at the junction of Park Lane/Manor House Road and Hobs Road/Hawthorn Road, Wednesbury.</p>	<p>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 3 recorded injury accidents during this period. This was low when compared to other locations 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 to help to warn drivers and reduce vehicle speeds on the approach to the junction.</p>

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	<p>The Committee requested the junction be monitored to ensure that the traffic calming measures made a difference. An update would be provided to a future meeting of the Cabinet Petitions Committee.</p>
<p>9. Residents of Herbert Road, Smethwick requesting a residents parking scheme.</p>	<p>Questionnaires had been sent out to the residents of Herbert Road. The majority of respondents were in favour of a residents parking permit scheme. Herbert Road would therefore be included on a future parking review. The head petitioner had been informed.</p>
<p>10. Residents in the vicinity of Pages Lane/service user's requesting traffic calming/20mph speed limit in Pages Lane, Great Barr.</p>	<p>The funding made available for traffic calming schemes, such as road humps, was targeted in areas where injury collisions occurred on a regular basis and were likely to continue without intervention. When the road traffic injury data for the whole borough was analysed, Pages Lane was not prioritised for a major road safety scheme as other sites took priority as there were higher numbers of treatable injury collisions. Although Pages Lane did not meet the criteria for a major road safety scheme other forms of traffic calming would be considered. The head petitioner had been informed.</p>
<p>11. Residents of View Point, Tividale requesting installation of night and day gates in the gulley 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 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.</p>

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	<p>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 from the head petitioner and the local ward member, arrangements would be made for a meeting to take place between the residents, local ward member, Greenbelt Group and the Police.</p>
<p>12. Residents of Speaker's Close, Tividale requesting installation of night and day gates in the gully located at the end of Speaker's Close.</p>	<p>Bellway had given permission to erect the gates, however, they would not take on the liability and maintenance. Bellway were willing to dispose of the land to the Council or another party, however, the Council did not wish to take the land. 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. Following representations from the head petitioner and the local ward member, arrangements would be made for a meeting to take place between the residents, local ward member, Bellway and the Police.</p>
<p>13. Residents in the vicinity of Grafton Road/Kestrel Road, Oldbury requesting a locked gateway at the entrances leading to garages to the rear of properties.</p>	<p>Although the land referred to was not in Council ownership, arrangements had been made with the Urban Regeneration Team for the site to be cleared and the bollard to be repaired. The head petitioner had been informed.</p>