

## Minutes of the Cabinet Petitions Committee

21<sup>st</sup> October 2020 at 5.00pm

**Present:** Councillor Ali (Chair);  
Councillors Padda and Underhill.

**Officers:** Robin Weare – Service Manager - Highways; Trisha Newton  
– Senior Democratic Services Officer.

### 7/20 Minutes

**Resolved** that the minutes of the meeting held on 16<sup>th</sup> September, 2020 be confirmed as a correct record.

### 8/20 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 5.11pm



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**Appendix**

<b>Petition Received From</b>	<b>Action Taken/Proposed</b>
1. Residents of the Hateley Heath area requesting that the SAPA building on Hateley Heath estate be brought back into use for the community.	Following an advertisement process in March, an expression of interest was received from a community organisation to re-open the building. The pandemic has delayed progress, however, officers were working to see if a sensible plan for the building was possible. Detailed discussions had taken place with the head petitioner and the CEO of the community organisation that had formally bid for a voluntary body lease. The business plan was nearing completion and the organisation had confirmed they were happy to support a community offer from the building. It was proposed that the matter should be resolved by calendar year end, with details of the community offer and the business plan to be agreed and Cabinet approval sought for a voluntary body lease. A further update would be provided to the Cabinet Petitions Committee.
2. 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	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.

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	<p>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 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>3. 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 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>

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4. Residents of Queens Road, Smethwick regarding speeding and traffic accidents on Queens Road, Smethwick.	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 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 as soon as traffic levels return to normal. An update would be provided to a future meeting of the Cabinet Petitions Committee.
5. Residents in the vicinity of Oakham Road doctor's surgery, Tividale requesting visibility/safety improvements on Oakham Road in the vicinity of the doctor's surgery.	The piece of land fronting nos. 139/141 Oakham Road was not in Council ownership. Land registry records showed the land was unregistered. The Council did not hold any maintenance responsibility for this area and could not undertake work on the land. In addition, the land had a level difference, a mature tree, foliage and an embankment. The area would need to be reduced in height in order to create a footpath.

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	<p>This would require a retaining wall at the rear of any constructed footpath to retain the gardens to property nos. 139/141 as they were in an elevated position. The request for traffic calming measures along Oakham Road had previously been considered. Oakham Road was a heavily trafficked local distributor route, particularly during peak times. Due to the high numbers of vehicles using Oakham Road it would not be suitable for the implementation of vertical traffic calming measures, such as speed humps, as this would create noise for residents. The implementation of give and take traffic calming measures (similar to the type used at Throne Road) would create delays and congestion in the area as high numbers of vehicles would be forced to stop and give way. Further problems could be created when motorists were reluctant to wait and give way which results in conflict. It was for this reason vehicle activated speed signs were considered a more suitable option and subsequently were installed either side of the junction with Regent Road. Injury collision data for Oakham Road, between Hoylake Drive and the borough boundary with Dudley, showed there had been two recorded injury accidents in the last 5 years. Compared with other roads in Sandwell the figure was low and those areas with higher numbers of recorded treatable injury collisions must be prioritised at this current time. The installation of cameras to tackle speeding could not be considered by the Council.</p>

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	Local authorities held no power to deal with speeding motorists - it was a criminal offence and only the Police had authority to enforce the speed limit. The head petitioner had been informed.