

Minutes of Cabinet Petitions Committee

**Wednesday, 23 June 2021 at 5.00 pm
at Council Chamber, Oldbury Council House**

Present: Councillor Millard (Chair);
Councillors Hartwell and Simms

In Attendance: Councillors Ahmed, S Gill and Shackleton.

Also present: John Satchwell [Dartmouth Park Project Officer, Parks and Countryside, Cultural Services] and Suky Suthi-Nagra [Democratic Services Manager].

5/12 Minutes

Agreed that the minutes of the meeting held on 24th February 2021 be deferred for approval at a future meeting of the Cabinet Petitions Committee.

6/12 Declarations of Interest

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 5.52 pm



Appendix

Petition Received From	Action Taken/Proposed
1. Residents of West Park Road concerning the new entrance and exit for West Smethwick Park.	Officers confirmed that significant consultation had been undertaken prior to the project commencing. Furthermore, whilst officers from Highways were consulted and no concerns were raised, discussions were now 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 in order to identify what measures could be adopted 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. Residents of West Park Road received letters in relation to the Planning Application in 2017. New litter bins would be installed as part of the restoration project and officers continued to deal with any flytipping and littering as it arose. Officers intended to commence work on the new entrance way with immediate effect to allow access and egress for construction traffic. Having considered the objections raised by the head petitioner and local ward member, the Committee were minded to agree that Highways undertook an impact assessment of the traffic calming measures on surrounding roads of West Smethwick Park and inspect the new entrance on West Park Road following its completion and that a further update be provided to the next meeting of the Petitions Committee.
2. Residents of Haysech requesting the pedestrian gate to be locked at night	Officers confirmed that, should a temporary camera be installed, the site would be monitored for any issues and a

Petition Received From	Action Taken/Proposed
	<p>decision would be made based on the findings. To ensure that protocol for deployment of cameras was adhered to, the request for CCTV had been referred to the Rowley Regis town tasking meeting for consideration and discussion with partners and local community. The site presented difficulties in deploying a camera as there was a lot of tree cover that hindered camera images and a kink in the road would not enable a full view of the road. However, there was a suitable column on the junction of The Crescent and Haysech that provided a better view of the road towards the entrance to the park on the left. Information from the police and ASB colleagues had also been requested. Having considered representations from the head petitioner and local ward member, the Committee requested that the gates be locked and officers gave consideration to giving the key for the gate to the head petitioner or resuming the Council's responsibility to lock the gate as done pre-pandemic. Subject to this, the petition would be closed. The head petitioner had been informed.</p>

<p>3. 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, it was agreed that the matter be deferred to the next meeting to enable photographs of the site to be shared with the Petitions Committee.</p>
<p>4. Residents of Dudley Road requesting repositioning of the pedestrian crossing on Doulton Road/Dudley Road</p>	<p>The crossing facility in place in the vicinity of no. 68 Dudley Road helped to provide a safe crossing place for pedestrians. Consideration could not be given to removing this crossing facility for the purpose of creating extra parking spaces as it was likely to result in an increase in injury collisions on the highway. A number of surveys had been conducted before crossing facilities were installed, including pedestrian movement surveys. This helped to identify the best position for a crossing facility in terms of where pedestrians need to walk. i.e. routes to shops, bus stops, schools, etc. They had been installed in accordance with visibility requirements and in consultation with local residents. Replacing the zebra crossing with a crossing facility at the traffic signals on the junction of Doulton Road would not assist residents on the north east side of Dudley Road if they wished to visit the shops etc. It was not considered feasible to replace a zebra crossing, however, it</p>

	<p>was considered that further signage at the site should be erected to inform drivers of the pedestrian crossing and to slow down. It was agreed to close the petition, however, with regard to the issue of lack of parking at the site, officers were requested to revisit the matter and provided a response to the head petitioner.</p>
<p>5. 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 emissions and improve Air Quality. Having considered representations made by the head petitioner, the Committee requested that further details be provided</p>

	<p>on the consultation process undertaken by officers be submitted to a future meeting of the Cabinet Petitions Committee.</p>
<p>6. Residents of Old Warley requesting a pedestrian crossing system at Bleakhouse Road/Castle Road West Junction.</p>	<p>In accordance with Sandwell's Strategic Road Safety Plan, the location mentioned did not meet the criteria for a crossing facility. This was because the funding made available for road safety measures, such as crossing facilities, was targeted in areas where treatable injury collisions are occurring. A three-year injury collision analysis for the junction showed there hadn't been any recorded injury collisions in the last 3 years. However, enquiries were currently being made as to whether there was any money available through walking and cycling funding streams. An update would be provided to a future meeting of the Cabinet Petitions Committee.</p>
<p>7. 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</p>

	<p>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>8. 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>
<p>9. 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</p>

	<p>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 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>10. Residents of Timbertree Crescent, Cradley Heath regarding concerns over the height of trees and damage to property.</p>	<p>Officers confirmed that, following a site visit and conversations with the head petitioner, contractors had carried out the required work. Furthermore, following a quality inspection, officers were satisfied with the work that had been completed. Consequently, the Committee agreed to close this petition.</p>

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