

# Agenda

## Cabinet Petitions Committee

**Wednesday 24<sup>th</sup> November 2021 at 5.00pm**  
**in the Council Chamber**  
**at the Sandwell Council House**

**This agenda gives notice of items to be considered in private as required by Regulations 5 (4) and (5) of The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.**

- 1. Apologies**  
To receive any apologies for absence.
- 2. Declarations of Interest**  
To receive any declarations of interest from members relating to any item on the agenda, in accordance with the provisions of the Code of Conduct and/or S106 of the Local Government Finance Act 1992.
- 3. Minutes**  
To confirm the minutes of the meeting held on 13<sup>th</sup> October 2021.
- 4. Progress Update**  
To provide details of petitions received and the proposed course of action.



**Kim Bromley-Derry CBE DL**  
**Interim Chief Executive**  
Sandwell Council House  
Freeth Street  
Oldbury  
West Midlands

**Distribution:**

Councillor Millard (Chair);  
Councillors Ahmed, Boston, Carmichael, Crompton, Hartwell, I Padda, Piper  
and Simms.

Contact: [democratic\\_services@sandwell.gov.uk](mailto:democratic_services@sandwell.gov.uk)

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## Minutes of Cabinet Petitions Committee

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

**Present:** Councillor Crompton (Chair);  
Councillors I Padda and Piper.

**In attendance:** Councillor Simms.

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

13/21      **Declaration of Interest**  
There were no declarations of interest.

14/21      **Minutes**

**Agreed** that the minutes of the meeting held on 1<sup>st</sup>  
September 2021 be confirmed as a correct record.

15/21      **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 5:44 pm

## Appendix

<b>Petition Received From</b>	<b>Action Taken/Proposed</b>
<p>1. Residents near Price Road junction requesting for traffic calming measures on William Green Road.</p>	<p>Having considered representations made by the head petitioner and ward 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. An update would be provided to a future meeting of the Cabinet Petitions Committee.</p>
<p>2. Residents of Lightwoods Hill requesting 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. Officers confirmed that a traffic calming scheme was proposed for Lightwoods Hill and a consultation process with residents would be conducted during October 2021. An update would be provided to a future meeting of the Cabinet Petitions 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</p>

Petition Received From	Action Taken/Proposed
	<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 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. 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 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. Officers confirmed that the traffic survey had been</p>

Petition Received From	Action Taken/Proposed
	conducted and officers were awaiting the results. An update would be provided to a future meeting of the Cabinet Petitions Committee.
5. Residents of View Point requesting installation of night and day gates in the gully located at View Point.	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.
6. Residents of Steven Drive, Bilston, requesting traffic calming measures.	Officers confirmed that the funding made available for traffic calming measures was targeted in areas where injury collisions were occurring in accordance with Sandwell's Strategic Road Safety Plan. A three-year injury collision analysis had been undertaken for Steven Drive and it showed there had not been any recorded injury collisions during this period. The most recent incidents were not yet showing on the reports, but they may appear on a future report if injuries had been sustained. Steven Drive did not currently meet the criteria for a

Petition Received From	Action Taken/Proposed
	vertical traffic calming scheme, however, the recent incidents where vehicles had collided with a property had been addressed with the installation of bollards on the footway alongside the property. The head petitioner had been informed.
7. Residents of Essex Avenue concerning insufficient parking and request for removal/maintenance of trees.	Following representations from the head petitioner and local ward member, officers had undertaken an investigation into the removal or maintenance of the trees and grass. Parking bays were in place adjacent to the highway along Essex Avenue which accommodated around 12 vehicles. To increase the number of parking bays, the layout would need to be changed so that parking ran perpendicular to the highway. To achieve this, part of the grass verge would need to be removed, along with 4 mature trees. If the trees were removed, these would need to be replaced with 8 trees in the local vicinity in accordance with Council policy. The new layout could create a further 12 parking spaces giving a total of 24 spaces. Officers confirmed that the cost of any required diversion work would be established and the total scheme costs reported to housing services to confirm that a budget was available. Housing had advised the cost of the scheme was deemed to be disproportionate to the benefits that would be gained. In addition, town funding was not available to support parking issues as it was not one of the priorities set for estate and housing improvements. There was also concern the scheme would not support the Council's commitment to encourage sustainable methods of travel. The additional parking bays could also only be achieved by removing several trees which

Petition Received From	Action Taken/Proposed
	<p>did not support the Council's commitment to protect and expand the borough's green and open spaces, which included trees. The head petitioner had been informed.</p>
<p>8. Residents of Church Road, Smethwick, requesting a residents parking scheme</p>	<p>Officers confirmed that the grass verge along Church Road was Council owned and maintained by housing management. The grass verge opposite property numbers 51-63 accommodated three utility boxes and also had apparatus present beneath the verge. It would not be possible to construct parking bays along this section in its current state. The utility boxes and apparatus would have to be moved by the utility company 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 parking bays could be constructed which 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 would need to be removed and relocated. This section was also 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</p>

Petition Received From	Action Taken/Proposed
	<p>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.</p> <p>Furthermore, the implementation of parking bays would result in a number of 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. An update on this petition was to be presented at a future meeting.</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 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 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</p>

Petition Received From	Action Taken/Proposed
	<p>representations submitted to the Committee, a further traffic survey was requested to be undertaken in spring/summer to compare to the survey results from the winter. Consequently, a seven-day traffic survey was undertaken between the 4<sup>th</sup> August and the 10<sup>th</sup> August and showed 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 must be prioritised to reduce the injury collisions in accordance with Sandwell's Strategic Road Safety Plan. It was for this reason there were currently no plans to implement a traffic calming scheme along Queens Road during this financial year. Following representations from the head petitioner, the Committee requested that officers investigate whether the speed limit could be reduced to 20mph and look at the costs and funding options available for additional signs to be erected to remind drivers to reduce their speed. An update would be submitted to a future meeting.</p>

Contact: [democratic\\_services@sandwell.gov.uk](mailto:democratic_services@sandwell.gov.uk)

## Report to Cabinet Petitions Committee

24 November 2021

<b>Subject:</b>	Petitions Progress Report
<b>Contact Officer:</b>	Trisha Newton Trsha_newton@sandwell.gov.uk

### 1 Recommendations

That the Cabinet Petitions Committee approve the action taken or proposed as details in the third column below.

### 2 Reasons for Recommendations

To receive petitions and approve action taken/proposed in response.

### 3 How does this deliver objectives of the Corporate Plan?

		Petitions are one of the many ways in which people who live and work in the Borough can influence the decision-making process. Many of the issues typically raised by petitions underpin the Council's Vision. Petitions alert members and officers to current local issues and ensure that services are being targeted appropriately in delivering the Council's priorities.
		
		



## 4 Context and Key Issues

Section 46 of the Localism Act 2011 removes the requirements for principal local authorities in England and Wales to make, publish and comply with a scheme for the handling of petitions made to the authority, with effect from 1 April 2012. At its meeting on 22 May 2012, the Council decided to retain a petitions scheme, although there was no longer a statutory requirement to have such a scheme.

## 5 Background Details

### 5.1 Petitions received since last reporting period

Signatories	Subject	Action Taken/Proposed
5.1.1 12 - Residents of Princes Road (Oldbury)	Petition requesting double yellow lines along part of Princes Road.	<p>1. The section of Princes Road, Oldbury, where double yellow lines have been requested, has residential properties along the south side and the rear garden of number 24 Hill Road on the north side.</p> <p>Burnt Tree Primary School is located on Hill Road to the north of its junction with Princes Road. Drawing number 40600 S/4.</p> <p>The issue of school gate parking is one that exists across the borough. Residents report problems that occur at school start and finish times due to inconsiderate parking by parents. Experience of introducing yellow lines to address these issues results in parking being displaced, leading to further complaints from other residents.</p> <p>A site visit to Princes Road during the October school</p>



holiday revealed three vehicles parked along the section of road where double yellow lines have been requested. (Pictures one and two). Should parking restrictions be introduced they would also apply to the residents of Princes Road and be enforceable during school holidays. This can have a detrimental impact on residents due to the loss of on-street parking space for their own vehicles or for visitors. In view of the above, double yellow lines would not be recommended for this location.

2. The matter of non-residents parking in Princes Road, Oldbury is a similar issue that occurs at many locations across the borough. Often the vehicles belong to residents in adjacent roads where households do not have adequate off-street parking space. This results in residents finding alternative on-street parking in nearby roads. Experience of introducing yellow lines to address this type of parking results in vehicles being displaced in front of other residential properties, leading to further complaints from other residents. Therefore, double yellow lines would not be recommended.

(Received 22/10/2021)



## 5.2 Progress on outstanding petitions

Signatories	Subject	Action Taken/Proposed
5.2.1 128 – Residents of Lightwoods Hill, Smethwick (Abbey)	Request for traffic calming measures	Following representations from the head petitioner at the previous meeting, the Committee requested that Highways undertake a traffic survey. A proposal to implement a traffic calming scheme along Lightwoods Hill was to be made. A Road Safety Improvement Scheme has been designed for Lightwoods Hill and a consultation is underway with local residents. Letters have been sent out to local residents for comments on Thursday 11th November 2021. An update will be provided to a future meeting of the Cabinet Petitions Committee. (Received 19/07/2021)
5.2.2 26 - Residents of Church Road (Soho and Victoria)	Request for permit holder parking on Church Road	Officers have confirmed that the grass verge along Church Road is Council owned and maintained by housing management. The grass verge opposite property numbers 51-63 accommodates three utility boxes and also has apparatus present underneath the verge. The utility boxes and apparatus would have to be moved by the utility company which would incur substantial costs to the Council. In addition, alternative locations suitable to



accommodate the utility boxes would need to be identified. There are also level differences between the grass verge and the footpath that would need to be addressed before parking bays could be constructed. This would require retaining walls to support the land which would incur further substantial costs. The grass verge opposite property numbers 1-49 also accommodated a utility box that would need to be removed and relocated. This section was also 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 will be substantial as outlined above. It was estimated the work would be in excess of £230,000 for which housing would need to identify a budget. At a previous meeting, officers confirmed the implementation of 40 parking spaces would result in a number of healthy trees being removed which would not



support the council's commitment to protect and expand the borough's trees and green spaces. Housing do not have available funding for the implementation of additional parking bays as alleviating parking issues is not one of the priorities set for estate and housing improvements. At the last petitions meeting, the Committee requested for Highways officers to investigate whether the grass verge could be converted to accommodate a maximum of 7 parking spaces, as opposed to 40. 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 is likely to be additional costs for utility diversions as there are some utility apparatus present in the verge area. These costs will need to be obtained from the relevant utility companies. The grassed verge area is housing maintained and funding would therefore need to be identified by them. An update will be provided to a future meeting of the Cabinet Petitions Committee.

(Received 10/06/21)



5.2.3 63 – Residents of West Park Road (St Paul's)

Concerns regarding the new entrance and exit for West Smethwick Park

Officers confirmed that a significant consultation had been undertaken prior to the project commencing. Furthermore, while officers from Highways were consulted and no concerns were raised, discussions are now in place to address the concerns highlighted by the residents. Officers continue 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 can 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. Properties on 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 Officers continue to deal with any flytipping and littering as it arises. Officers intend to commence work on the new entrance way with immediate effect. Assessments on impact of traffic calming from other roads will be undertaken as soon as the work has been completed. An update will be provided to a future meeting of



5.2.4 33 – residents of  
View Point,  
Tividale  
(Tividale)

Request for  
installation of night  
and day gates in the  
gulley located at View  
Point.

Greenbelt Group wish 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 are currently billed in respect of the areas. However, Greenbelt Group have 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 has advised that residents are not prepared to contribute. As the land is not in Council ownership the Council cannot take on the liability or maintenance of the gates. No further action is proposed by the Council.

Following representations, further investigation would be taken and a further report would be submitted to the Cabinet Petitions Committee at a future date.

(Received 5/3/2019)



## 5.3 Petitions requiring final approval

Signatories	Subject	Action Taken/Proposed
5.3.1 19 – Residents near Price Road Junction (Friar Park)	Request for traffic calming measures on William Green Road	<p>Following representations made at the previous meeting, the Committee requested for officers to investigate the possibility of implementing traffic calming measures. Officers have confirmed that a five-year injury collision analysis has been undertaken for William Green Road and it shows there hasn't been any recorded injury collisions during this period. The funding available for road safety improvements is targeted in areas where injury collisions are occurring in accordance with Sandwell's Strategic Road Safety Plan. William Green Road would not be considered for a road safety scheme at this time because there are other roads in Sandwell with higher numbers of treatable injury collisions which must be prioritised first.</p> <p>(Received 27/09/2021)</p>
5.3.2 79 – residents of Queens Road, Smethwick (Smethwick)	Concern regarding speeding and traffic accidents on Queens Road, Smethwick.	<p>A seven-day traffic survey has been undertaken for Queens Road between Basons Lane and the traffic island at the junction with Warley Road. It shows that 85% of vehicles are travelling at 32.8mph or less (includes both directions). A three-year injury collision analysis has also been undertaken and it shows there has been 1 recorded injury collision. When Queens Road</p>



is compared to other roads in Sandwell it has a very low number of injury collisions and does not therefore meet the criteria for the implementation of a traffic calming scheme. Although the vehicle speeds are slightly higher than the 30mph speed limit, this is 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 A further 3-year injury collision analysis has been undertaken for Queens Road and it shows there has been two recorded injury collisions during this period. This is very low when compared to some other areas in Sandwell where funding must be prioritised to reduce the injury collisions in accordance with Sandwell's Strategic Road Safety Plan. At the previous meeting, the Committee requested that officers investigated whether the road could become a designated 20mph area and to also look into the costs/funding options. A further seven day traffic survey has been undertaken along Queens Road during the summer months as requested by residents. The



traffic survey was completed during August 2021. It shows there is a daily average of 6,216 vehicles travelling along Queens Road in both directions. 85% of these motorists are travelling at 34.3mph or less. Although a slight increase in speed is shown when it is compared to the traffic survey undertaken during the winter, it does not meet the criteria for Police enforcement intervention which is 35mph. The funding for traffic calming measures is targeted in areas where treatable injury collisions are occurring and Queens Road does not meet this criteria set out in Sandwell's Strategic Road Safety Plan. This is because there are other areas in Sandwell with higher numbers of treatable injury collisions that must be prioritised. Consideration has 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. This is because the Police are the only authority who hold the powers to enforce the speed limit. They are actively undertaking speed watch initiatives in local communities. This is part of the #SlowDownSaveLives campaign and residents should



be encouraged to report problems online at : [www.west-midlands.police.uk/your-options/speeding](http://www.west-midlands.police.uk/your-options/speeding)  
(Received 24/8/2019)

5.3.3 413 – various road users/ residents (Wednesbury North)

Request for 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 is prioritised where injury accidents are occurring. A five-year injury accident analysis shows there have been 3 recorded injury accidents during this period. This is low when compared to other locations that are being considered for major traffic calming schemes. Although this junction does 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 will be undertaken. This will help to warn drivers and reduce vehicle speeds on the approach to the junction. The Committee requested the junction be monitored to ensure that the traffic calming measures made a difference. Arrangements have been made for a further traffic survey to be undertaken along Park Lane. The data will then be compared to the traffic survey which was undertaken prior to the installation of the vehicle activated speed sign. A seven day traffic survey had been undertaken around the junction of Park Lane / Manor



House Road. It shows that 85% of motorists are travelling at 29.7mph or less (figure includes both directions). The funding for road safety improvements such as traffic signals must be prioritised in areas where treatable injury collisions are occurring. The junction of Park Lane and Manor House Road does not currently meet the criteria for a road safety improvement scheme, this is because there are other areas in Sandwell with higher numbers of injury collisions which must be prioritised first in accordance with Sandwell's Strategic Road Safety Plan. (Received 17/4/2019)

## 6 Source Documents

Copies of petitions from various groups of residents (exempt information).





By virtue of paragraph(s) 1 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

Document is Restricted

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