

Agenda

Cabinet Petitions Committee

Wednesday, 23 March 2022 at 5.00 pm
in the Council Chamber, Oldbury 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 for Absence

2 Declarations of Interest

Members to declare any interests in matters to be discussed at the meeting.

3 Minutes 5 - 18

To confirm the minutes of the meeting held on 16 February 2022.

4 Progress Update 19 - 36

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, Bostan, Carmichael, Crompton, Hartwell, I Padda, Piper
and Simms

Contact: democratic_services@sandwell.gov.uk

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Minutes of Cabinet Petitions Committee

16 February 2022 at 5:00pm
in the Council Chamber, Sandwell Council House, Oldbury

Present: Councillor Millard (Chair);
Councillors Ahmed.

In attendance: Councillor Hackett and Williams

Also present: Robin Weare (Service Manager – Highways),
Matt Powis (Senior Democratic Services Officer) and
Connor Robinson (Democratic Services Officer).

01/22 **Apologies**

Apologies for absence were received from Councillor I
Padda

02/22 **Declaration of Interest**

There were no declarations of interest.

03/22 **Minutes**

Agreed that the minutes of the meeting held on 24
November 2021 be confirmed as a correct record.

04/22 **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 5.30pm

Appendix

Petition Received From	Action Taken/Proposed
<p>1. Residents of Middlemore Road – requests for enforcement due to parked cars obstructing the footpath and yellow lines being ignored by motorists</p>	<p>The Committee received the petition and an update would be brought to the Committee at a future meeting.</p>
<p>2. Residents of Bilston Road requesting average speed cameras instillation due to speeding.</p>	<p>Having considered the issues raised by the ward members, the Committee heard that West Midlands Police had powers over traffic enforcement activities and had been informed of the petition. Officers would undertake speed surveys and historical data to identify the extent and distribution of the problem to assist the Police with their investigation.</p> <p>Officers would communicate with Councillor Williams on the specific times speed surveys would be undertaken to ensure it reflected the residents' concerns. An update to be presented to a future Committee.</p>
<p>3. Residents of Tividale opposing the proposed one-way system for Hawfield Road.</p>	<p>The Committee received the petition and an update would be brought to the Committee at a future meeting.</p>
<p>4. Shelter with the support of Sandwell residents request the Council Leader to show support by writing to the Secretary of State for Levelling Up and Housing, Michael Gove to implement the National Landlord Register as part of their upcoming Renters' Reform Bill.</p>	<p>The Committee received the petition and an update would be brought to the Committee at a future meeting.</p>

Petition Received From	Action Taken/Proposed
<p>5. Residents of Friar Park request the installation of a crossing on Oxford Street near the primary school.</p>	<p>Having considered the issues raised by the head petitioner. Officers confirmed that arrangements would be made for pedestrian counts and traffic surveys to be undertaken to check if the location meets the national criteria for the implementation of a formal crossing facility. If the location met the national criteria, then funding would need to be identified for the implementation of a crossing facility. Officers reported that a number of attempts had been made to appoint a new school crossing patrol at Oxford Street in the vicinity of Mesty Croft School, however, attempts had been unsuccessful. Cabinet would consider the recruitment process for the school crossing patrol and determine if additional measures need to be implemented to ensure a crossing patrol was available. An update would be presented to a future Committee.</p>
<p>6. Residents of Lightwoods Hill, Smethwick, request for traffic calming measures</p>	<p>Having considered the issues raised by the head petitioner, the Committee requested that Highways undertake 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. Letters had been sent out to local residents for comments on Thursday 11 November 2021. Updating the Committee Officers confirmed that a consultation had been undertaken with local residents regarding the implementation of a road safety scheme along Lightwoods Hill. A number of objections had been raised regarding the proposed scheme and a review had commenced. Comments from the</p>

Petition Received From	Action Taken/Proposed
	<p>consultation process were being considered to see if any adjustments could be made to the scheme proposal within the available budget. An update would be presented to a future Committee.</p>
<p>7. Residents of Church Road request for permit holder parking on Church Road</p>	<p>Officers confirmed that the grass verge along Church Road was Council owned and maintained by the Council's Housing Management directorate. The grass verge opposite property numbers 51-63 accommodated three utility boxes and had apparatus beneath the verge. Therefore, it was not possible to construct parking bays along this section due to the condition of the area.</p> <p>The utility boxes and apparatus would need to be relocated by the utility company thus 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 the installation of parking bays. This 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 required removal.</p> <p>The Committee noted that the area was 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</p>

Petition Received From	Action Taken/Proposed
	<p>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. The Council's Housing directorate confirmed that removing grass verges and local trees to create parking bays would not support the Council's commitment to encourage sustainable methods of travel and protect green spaces.</p> <p>Following further representations made the head petitioner, the Committee requested that the Council's Highways directorate to 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. 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 was likely to be additional costs for utility diversions. These costs would be obtained from the relevant utility companies. The grassed verge area was maintained by the housing directorate and funding would therefore need to be identified by the service.</p> <p>An update will be provided to a future meeting of the Cabinet Petitions Committee.</p>
<p>8. Residents of West Park Road concerns regarding the new entrance and exit for West Smethwick Park</p>	<p>Significant consultation had been undertaken prior to the project commencing. Officers from the Council's Highways Directorate were consulted, and no concerns were raised. However,</p>

Petition Received From	Action Taken/Proposed
	<p>discussions were in place to address the concerns highlighted by the residents.</p> <p>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 residents of the Planning application on the 10th April 2017. New litter bins would be installed as part of the restoration project and fly tipping and littering issues would be dealt with as and when required. Officers confirmed that work on the new entrance had commenced.</p> <p>It was agreed that officers undertake 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>9. Residents of View Point, Tividale request for 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 and they were prepared to contribute to the cost. However, the Group specified that the Council would need to be responsible for the maintenance thereafter, agree to indemnify Greenbelt Group in respect of the gates) and agree to fund the removal of the gates, if required. The head petitioner had been advised that residents were not prepared to contribute. As the land was not in Council ownership, the</p>

Petition Received From	Action Taken/Proposed
	<p data-bbox="802 257 1508 683">Council were unable to take on the liability or maintenance of the gates. No further action was proposed by the Council. An update was received which stated that Green Belt had consulted residents that they were able to install a gate however, they would be liable to share the £8k costs between the residents on the estate. The Committee were informed that residents had opposed this.</p> <p data-bbox="802 728 1476 806">It was agreed by the Committee to close the petition.</p>
<p data-bbox="204 828 758 996">10. Residents near Price Road Junction request for traffic calming measures on William Green Road</p>	<p data-bbox="802 828 1500 1377">Having considered representations made by the head petitioner and Ward Councillor, the Committee requested that the Council's Highways directorate undertake an assessment of the location, along with police accident statistics to determine whether traffic calming measures could be implemented at the site. Officers confirmed that a five-year injury collision analysis had been undertaken for William Green Road and it showed there had not been any recorded injury collisions during that period.</p> <p data-bbox="802 1422 1500 1982">Officers reported that the Council's Road Safety Policy required funding for road safety improvements to be targeted in areas where treatable injury collisions occurred in accordance with Sandwell's Strategic Road Safety Plan. Other areas in Sandwell had higher numbers of treatable injury collisions which would be prioritised. It was proposed that a focused traffic calming measure near the junction would be considered and costed with the possibility of drawing on funding from the Community Infrastructure Levy (CIL).</p>

Petition Received From	Action Taken/Proposed
	<p>The proposal would be communicated to Ward Members and the head of Highways.</p> <p>The Committee noted that the cost to install a vertical traffic calming measure along William Green Road, near to Price Road, would be estimated at £5,000 each.</p> <p>The calming measures would be in the form of a ramp which would extend across the width of the carriageway. The estimated figure included traffic management which would be required whilst work is undertaken.</p> <p>The costs would not be met through the Road Safety Improvement as areas with higher levels of accidents took priority. It was suggested that ward members look at other budget allocations to identify whether the location was a priority for their ward.</p> <p>Officers would contact Cllr Hackett and Local Neighbourhood Officers to apply for access to local funding. Petition closed on the assumption the work would be progressed.</p>
<p>11. Residents of Queens Road, Smethwick concern 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.</p> <p>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.</p>

Petition Received From	Action Taken/Proposed
	<p>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.</p> <p>Following representations submitted to the Committee, a further traffic survey was undertaken in August 2021, which identified that 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 was prioritised in accordance with Sandwell's Strategic Road Safety Plan. It was that there were currently no plans to implement a traffic calming scheme along Queens Road.</p> <p>Following, a requested by the Committee, officers investigated whether the road could become a designated 20mph area and to also look into the costs and funding options. A traffic survey had been undertaken along Queens Road during the summer months as requested by</p>

Petition Received From	Action Taken/Proposed
	<p>residents. It showed a daily average of 6,216 vehicles travelling along Queens Road in both directions. 85% of these motorists had been travelling at 34.3mph or less. Although a slight increase in speed was shown when it is compared to the traffic survey undertaken during the winter, it did not meet the criteria for Police enforcement intervention which was 35mph. Officers reported that in accordance with the Policy, the funding for traffic calming measures was also targeted in areas where treatable injury collisions had been occurring, and Queens Road did not meet the criteria set out in Sandwell's Strategic Road Safety Plan. Consideration had 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. As, the Police were the responsible authority to enforce speed limits.</p> <p>Following representations from the head petitioner, the Committee requested that officers liaise with the Commonwealth Games Team and identify what traffic management measures were going to be put in place during the Games, and what consideration had been given to post-games traffic impact and investment into the local infrastructure. It was requested that further consideration be given to a 20mph zone around the aquatics centre. Officers updated the Committee confirming that a Transport Assessment had been provided as part of the Planning Application Process for the Commonwealth Games.</p>

Petition Received From	Action Taken/Proposed
	<p>The Transport Assessment had been carried out by an independent company and was used by the Commonwealth Games Organising Committee, who produced a Local Area Traffic Management Plan in preparation for the Commonwealth Games.</p> <p>Consideration was given to the area where spectators would be entering and leaving the Aquatics Centre off Manor Road, and also where competitors would be entering the site from Londonderry Lane through controlled movement zones. Queens Road was not identified for improvement work through the Transport Assessment.</p> <p>There had been £1,000,000 worth of highway funding for new infrastructure implemented around the area to improve walking and cycling routes for highway users. This had included three new pedestrian crossing facilities and three new sets of traffic signals and improvements at the junction of Queens Road and Londonderry Lane.</p> <p>Following the update the Committee agreed to close the petition.</p>
<p>12. Various road users/ residents request for traffic light system at the junction of Park Lane/Manor House Road and Hobs Road/Hawthorn Road, Wednesbury</p>	<p>The Committee noted that funding for road safety schemes, were prioritised in accordance with traffic incident data. 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.</p>

Petition Received From	Action Taken/Proposed
	<p>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.</p> <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. A seven-day traffic survey had been undertaken around the junction of Park Lane / Manor House Road. It showed that 85% of motorists had been travelling at 29.7mph or less.</p> <p>Officers reported that Council Policy required funding for road safety improvements to be prioritised in areas of high injury rates. As a result, the junction of Park Lane and Manor House Road did not meet the criteria for a road safety improvement scheme.</p> <p>Following representations from a ward councillor on behalf of the head petitioner, the Committee decided that a visit with the Cabinet Member and officers would take place to determine if any low cost alternatives could be identified.</p> <p>Updating the Committee it was confirmed that a meeting with local ward members, Cabinet Member for Highways and</p>

Petition Received From	Action Taken/Proposed
	Highways officers had been scheduled for 14th February 2022 at 3pm. An update would be provided to a future meeting of the Cabinet Petitions Committee.

Contact: democratic_services@sandwell.gov.uk

Report to Cabinet Petitions Committee

23 March 2022

Subject:	Petitions Progress Report
Contact Officer:	Matt Powis Matt_Powis@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	15 - Residents St Marks Rd	Residents Car Park Extension	Officers having undertaken initial investigations reported that the residents from 10 – 32 St Marks Road, Tipton are requesting that the existing carparking area be extended to facilitate further vehicle parking capacity to the existing carpark. The land in question it was confirmed was owned and managed by Housing Services, there are 12 properties of which 8 are houses and the remaining 4 properties are flats. The tenure is mixed with only 4 properties (33%) in council ownership, the remaining properties are privately owned. The properties enjoy a communal green space between the main highway and the properties, the greenspace includes a carpark that can facilitate 12 vehicles. There was



on street parking available with no parking restrictions. Consultation had taken place with Highways and the approximate cost to increasing the parking facility, by 8 extra parking bays, would be £26,400. This cost excludes the extra work that would be required to create a sustainable drainage system as a part of extending the carpark, the proposal would be subject to planning permission. Were this request to be considered then it would be classified as an In Your Neighbourhood (IYN) improvement, Tipton has an annual budget of £10,000 for IYN projects. This request could not be facilitated from this budget due to the costs involved in delivering the project. Furthermore extending carparking is not seen as a standalone priority for investment, the focus is the continued investment into our council owned dwellings for our tenants. Based on the costs involved to increase the size of the current carpark and the availability of on street parking the service was unable to deliver this project.



5.2	10 – Residents of Maple Rise	Faulty security lights, dangerous old TV aerial and guttering that is not fit for purpose.	Under investigation by Officers, response to be provided at future Committee.
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5.2 Progress on outstanding petitions

Signatories	Subject	Action Taken/Proposed
5.2.1 48 - Bilston Rd (Princes End)	Average Speed Cameras Installation requested from the residents of Bilston Rd due to speeding.	<p>Following representation from Cllr Williams officers confirmed that while the police are responsible for speed enforcement, Officers will undertake speed surveys to identify the extent and distribution of the problem on Bilston Road and share with them any data and information around accidents to assist the Police with enforcement. Officers will communicate with Cllr Williams to determine what date and time to undertake the speed survey to ensure it reflects the time at which residents have made their concerns.</p> <p>Officers confirmed that a seven day traffic survey had been ordered for Bilston Road and if any speeding concerns are identified, these will be shared with the Police.</p> <p>The assessment criteria for the installation of Average Speed Cameras takes into consideration the number and severity of the injury collisions along a given road.</p>



The funding for the installation of average speed cameras is determined at a Black Country level by the Black Country Average Speed Enforcement Board and is targeted at sites where collisions resulting in fatalities and serious injuries are occurring regularly.

After being assessed for the installation of average speed cameras, Bilston Road does not currently meet that criteria.

An update will be provided to a future meeting of the Cabinet Petitions Committee.

5.2.2 12 – Residents of Sandwell

National Landlord Register - Asking the Council Leader to show support by writing to the Secretary of State for Levelling Up and Housing, Michael Gove implement the register as part of their upcoming Renters' Reform Bill

Under consideration by cabinet.

5.2.3 92 – Various local residents (Friar Park)

Request for the installation of a crossing on Oxford Street near No.93

Officers have reported that a number of attempts have been made to appoint a new School Crossing Patrol at Oxford Street in the vicinity of Mesty Croft School, however, so far there hasn't been any applicants. Arrangements will be made for pedestrian counts and traffic



surveys to be undertaken to check if the location meets the national criteria for the implementation of a formal crossing facility.

If this location meets the national criteria, then funding will need to be identified for the implementation of a crossing facility.

Officers confirmed that arrangements had been made for a traffic survey and a pedestrian count to be undertaken along Oxford Road. Once the results have been received these will be used to check if the location meets the criteria for a crossing facility.

An update will be provided to a future meeting of the Cabinet Petitions Committee.

5.2.4 128 – 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.

Officers confirmed that the consultation has been undertaken with local residents regarding the implementation of a road safety scheme along Lightwoods Hill. A number of objections have been raised regarding the proposed scheme, which is now currently being reviewed. Suggestions and comments from the consultation process are being considered to see if any adjustments can be made to the scheme proposal within the available budget.

Officers submitted an update noting that a number of objections had been received from residents regarding the original proposed road safety scheme for Lightwoods Hill. Consequently, options are being explored if alternative measures are appropriate and any changes will be presented to the Cabinet Members for Environment and Community Safety, for their consideration. An update will be provided to a future meeting of the Cabinet Petitions Committee.



5.2.5 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)

5.2.6 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 the Cabinet Petitions Committee. (Received 29/04/2021)

5.2.7 413 – 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). Officers reported that Council Policy required funding for road safety improvements to be prioritised in areas where treatable injury collisions are occurring. 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.

Following representations from a ward councillor on behalf of the head petitioner, the Committee decided that a visit with the Cabinet Member and officers would take place to determine if any low-cost alternatives could be identified. These might be afforded from local community budgets. An update would be provided to a future meeting of the Cabinet Petitions Committee.

Officers confirmed that a meeting with local ward members, Cabinet Member for Highways and Highways officers has been scheduled for 14th February at 3pm.

An online meeting was attended by Local Ward Members and the Highways Service Manager, however, the cabinet member could not attend and consequently the meeting needs to be re-scheduled.

An update will be provided to a future meeting of the Cabinet Petitions



5.3 Petitions requiring final approval

Signatories	Subject	Action Taken/Proposed
5.3.1 24 - Middlemore Road – and neighbouring street residents	Middlemore Road – Parked cars obstructing the footpath, yellow lines being ignored by motorists	<p>Officers confirmed that there are double yellow lines already in place along Middlemore Road and are enforceable up to the back of the footway. Therefore, any motorist parking wholly on the footway can be issued with a Penalty Charge Notice.</p> <p>It has been observed that the parking restrictions at this location have faded and arrangements have been made for them to be renewed. In addition to this, parking enforcement will be undertaken in the area to help alleviate some of the parking problems and the installation of bollards should not therefore be required.</p> <p>In respect of concerns raised regarding speeding motorists, the council do not hold any powers to enforce the speed limit, this can only be undertaken by the Police.</p> <p>The council do have a statutory duty to investigate and reduce injury collisions on the highway network. The injury collisions for the whole of the borough are currently being analysed and the areas with the most treatable injury collisions will be considered for the implementation of a road safety</p>



5.3.2 15 - Residents St Marks Rd Residents Car Park Extension

scheme on next year's work programme. Middlemore Road will be included in this analysis to check if it meets the criteria.

Officers having undertaken initial investigations reported that the residents from 10 – 32 St Marks Road, Tipton are requesting that the existing carparking area be extended to facilitate further vehicle parking capacity to the existing carpark. The land in question it was confirmed was owned and managed by Housing Services, there are 12 properties of which 8 are houses and the remaining 4 properties are flats. The tenure is mixed with only 4 properties (33%) in council ownership, the remaining properties are privately owned. The properties enjoy a communal green space between the main highway and the properties, the greenspace includes a carpark that can facilitate 12 vehicles. There was on street parking available with no parking restrictions. Consultation had taken place with Highways and the approximate cost to increasing the parking facility, by 8 extra parking bays, would be £26,400. This cost excludes the extra work that would be required to create a sustainable



drainage system as a part of extending the carpark, the proposal would be subject to planning permission. Were this request to be considered then it would be classified as an In Your Neighbourhood (IYN) improvement, Tipton has an annual budget of £10,000 for IYN projects. This request could not be facilitated from this budget due to the costs involved in delivering the project. Furthermore extending carparking is not seen as a standalone priority for investment, the focus is the continued investment into our council owned dwellings for our tenants.

Based on the costs involved to increase the size of the current carpark and the availability of on street parking the service was unable to deliver this project.

Officers confirmed that a consultation had been undertaken with the residents along Hawfield Road and adjoining roads, regarding the implementation of a one-way scheme.

The results from both the consultation exercise and the petition showed that 97 residents out of 172 are not in

5.3.3 135 – Residents of Tividale No - to the proposed One-Way System for Hawfield Road.



favour of the implementation of a one-way scheme.

Highways would not be making any recommendations to implement this scheme. The residents and local ward members have been notified of the results.

6 Source Documents

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



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