

Report to Cabinet Petitions Committee

17 January 2024

Subject:	Petitions Progress Report
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1 Recommendations

That the Cabinet Petitions Committee approve the action taken or proposed as detailed 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 43 – Residents in the vicinity of Millennium Forge Care Home (Tipton Green)	Opposition to the closure of the care home and associated issues.	This matter was being investigated by officers and an update will be submitted to a future meeting. (Received 11 December 2023)

5.2 Progress on outstanding petitions

Signatories	Subject	Action Taken/Proposed
5.2.1 37 – Residents of Myrtle Terrace, Tipton (Princes End)	Request for double yellow lines, between Bilston Road and Diane Close	Petitioners raised concerns regarding the narrow road and access challenges, and the increased traffic during school term time. An option included the possibility of putting double yellow lines on the carriageway. An update will be submitted to a future meeting. (Received 24 November 2023)
5.2.2 10 – Residents of Hill Street,	Request for a parking permit	Petitioners had requested the introduction of a parking permit



	Tipton (Tipton Green)	scheme along Hill Street.	scheme for residents. This matter was being investigated by officers and an update will be submitted to a future meeting. (Received 4 December 2023)
5.2.3	13 – Residents of Brickhouse Lane, Wednesbury (Wednesbury South)	Request for a parking permit scheme on Brickhouse Lane	Petitioners had raised concerns regarding parking problems in the area. This matter was being investigated by officers and an update will be submitted to a future meeting. (Received 4 December 2023)
5.2.4	15 – Residents of Eastfield Road, Tipton (Princes End)	Request to close right- of- of way route/ footpath between Eastfield and Field Road	Petitioners had raised concerns regarding anti- social behaviour relating to the right- of- way route/ footpath between Eastfield and Field road and had requested that it is closed. This matter was being investigated by officers and an update will be submitted to a future meeting. (Received 27 September 2023)
5.2.5	175 – Residents in and around Wellington Road, Tipton (Tipton Green)	Request for the easing of traffic problems on Wellington Road, Tipton	Petitioners raised concerns regarding parking problems in the area. A request to utilise a nearby pot of land in the area to ease parking was made. An update will be submitted to a future meeting. (Received 14/02/2023)
5.2.6	138 – Residents of Thomas Cox Wharf and Alexandra Grange, Tipton (Great Bridge)	Request for the adoption of roads by Sandwell Council.	The responsibility to progress the adoption of any new roads on a development falls solely on the land owner (typically the Developer) who must initially offer any new roads to the Authority for adoption and, importantly, then enter into a legal adoption agreement with the Local Highway Authority (typically an



agreement under Section 38 of the Highway Act). The Council has no powers to force a developer to enter into any adoption agreement. In this instance, the Developer gave the Authority every impression that they were going to enter into the necessary Section 38 agreement for adoption on numerous occasions and took discussions well beyond the cut off time allowable to undertake enforcement under Section 220. However, the Developer did not complete the necessary Section 38 agreements for the adoption of the roads or complete the necessary process. Consequently, the roads on these sites were retained as private roads. Shaun Bailey MP, in support of residents, proposed a collaborative approach. Officers are undertaking further investigation into the matter and will respond to all of the issues raised. An update would be submitted to a future meeting. (Received 21/04/2023)

5.2.7 46 – Residents of Dartmouth Street, West Bromwich (West Bromwich Central) Request for Parking Permit Scheme on Dartmouth Street, West Bromwich.

Following further discussions with petitioners, it was agreed that the Council’s Highways department would begin work to consider the introduction of a resident parking scheme for Dartmouth Street. Time limits in relation to free parking on the street would also



5.2.8 109 – Residents in the vicinity of Abbey Road Schools (Abbey)

Request for a Puffin Crossing to replace the Zebra Crossing at Abbey Road Schools

be reviewed. An update would be provided to a future meeting. (Received 20 June 2023)

Abbey Road did benefit from a zebra crossing which helped to serve both Abbey Junior and infant school, as well as many other local residents in the area. Zebra crossing facilities were used outside schools as they worked more efficiently with larger numbers of pedestrians. This was because usually when a pedestrian approaches a zebra crossing, vehicles stop without much delay. Whereas on signal-controlled crossing facilities, it has to be activated by the pedestrian and then the pedestrian needs to wait for the green man to appear, before making sure the vehicles have stopped before they start crossing the carriageway. On average it took longer for a pedestrian to cross a signal-controlled crossing facility than a zebra crossing facility. Therefore, using signal-controlled crossing facilities outside schools can lead to the gathering of large numbers of pedestrians waiting for the green man in areas where footways are 2metres wide, which may not be sufficient to accommodate such large numbers. A 3-year injury collision analysis had been undertaken in the vicinity of Abbey School, which included the existing



crossing facility. The analysis showed there has been one recorded injury collision during this period, which involved a 47-year old pedestrian on the crossing facility. The contributory factors to the incident are reported as 'wrong use of pedestrian crossing facility' and 'impaired by alcohol'. It was accepted that as the zebra crossing was at the top of a hill, visibility could sometimes be poor and that a Crossing Guard had previously been present at Abbey Junior and infant school at the start and end of the school day to assist pupils to cross the carriageway. Officers had been identified to explore moving the nearby bus stop markings on the carriageway away from the zebra crossing to increase visibility. Following further representations from residents Officers undertook to ensure that the zebra crossing Belisha beacons were working correctly and if broken, to fix them urgently. The Committee requested that officers undertake further investigation into the matter considering all options available.

(Received 20 October 2023)



5.3 Petitions requiring final approval

Signatories	Subject	Action Taken/Proposed
5.3.1 16 – Residents of Park Lane West, Tipton (Tipton Green)	Request for resident only parking spaces outside of 173-184 Park Lane West.	The red route in place along Park Lane West is to help keep the road clear of obstructions during the busiest times through the day. The parking is therefore restricted during the hours of 7am to 7pm and residents and visitors can park outside of these times when the highway network is quieter. There would be too many obstructions during peak times if the red route restriction is removed along this section of Park Lane West. This is not therefore being recommended by Highways at this time. (Received 12 March 2023)
5.3.2 29 – Residents along Rooth Street, Wednesbury (Wednesbury North)	Request to convert Rooth Street in Wednesbury into a cul-de-sac	To change the highway layout to a cul de sac at Rooth Street, a turning head would need to be constructed. This is for the purpose of allowing motorists and service vehicles enough space to turn their vehicles around and leave the road in a forward gear. However, there is insufficient highway space available at the end of Rooth Street to create a turning head, that would meet the current design standards and retain a minimum 2m footpath for pedestrian movement. In addition, there are no highway safety reasons to support the recommendation of a cul de sac



along Rooth Street. There have been no recorded injury collisions on Rooth Street or around the junction with Wood Green Road in the last 3 years. This is not therefore being recommended by Highways at this time.
(Received 14 November 2023)

6 Source Documents

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

