

Minutes of Cabinet Petitions Committee

**Wednesday 17 January 2024 at 5.01pm
at Sandwell Council House, Oldbury**

Present: Councillor Hackett (Acting chair);
Councillors Khatun and Padda.

In attendance: Christine Anne Guest (Assistant Director – Commissioning, Integration and Adults Safeguarding Board), Mervyn Bartlett (Interim Assistant Director of Highways), Sharon Lang (Senior Engineer), Stephnie Hancock (Deputy Democratic Services Manager) and John Swann (Democratic Services Officer).

1/24 **Apologies**

An apology for absence was received from Councillor Millard (Chair).

2/24 **Declaration of Interest**

There were no declarations of interest.

3/24 **Minutes**

Resolved that the minutes of the meeting held on 13 December 2023 are approved as a correct record.

4/24

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 5.34pm

Appendix 1

Petition Received From	Action Taken/Proposed
<p>1. Residents in the vicinity of Millennium Forge Care Home expressing opposition to the closure of the care home and concern about future use of the site.</p>	<p>Officers reported that the Millennium Forge facility was not a care home but was an extra care housing scheme operated by Accord Housing. The facility had now closed and all residents other than one had already been re-homed. It was understood that this was a commercial decision taken by Accord Housing. It was acknowledged that, as the Council did not own or have a contract in respect of this facility, which was a private business, the actions the Council could take in this instance were limited. Additionally, there was no obligation on Accord Housing to advise the Council of its proposals for the future use of the site. The Committee decided to visit the site to discuss the concerns with residents. Efforts would also be made to contact Accord Housing to ascertain what, if any plans it had for the site.</p>
<p>2. Residents of Myrtle Terrace, Tipton requesting double yellow lines between Bilston Road and Diane Close.</p>	<p>Following representations from petitioners, officers were requested to investigate options for addressing the narrow road and access challenges, and the increased traffic during school term time. Options were to include the possibility of putting double yellow lines on the carriageway. An update would be provided to a future meeting.</p>
<p>3. Residents of Hill Street, Tipton requesting a parking permit scheme.</p>	<p>Following representations from petitioners, officers were requested to explore options, including the feasibility of a parking permit scheme to address the challenges raised by the residents of Hill Street.</p>
<p>4. Residents of Brickhouse Lane, Wednesbury requesting a parking permit scheme.</p>	<p>Following representations from petitioners, officers were requested to explore options, including the feasibility of a parking permit scheme.</p>

	<p>scheme to address the challenges raised by the residents of Brickhouse Lane.</p>
<p>5. Residents of Eastfield Road, Tipton requesting the closing of a right- of- of way route/ footpath between Eastfield and Field Road</p>	<p>Following representations from petitioners, officers had been requested to investigate the request to close right- of- of way route/ footpath between Eastfield and Field Road. An update would be provided to a future meeting.</p>
<p>6. Residents in and around Wellington Road requesting the easing of traffic problems.</p>	<p>Petitioners had raised concerns regarding parking problems in the area. A request to utilise a nearby pot of land in the area to ease parking had been made. An update will be submitted to a future meeting.</p>
<p>7. Residents of Thomas Cox Wharf and Alexandra Grange, Tipton, requesting adoption of roads.</p>	<p>The responsibility to progress the adoption of any new roads on a development fell solely on the land owner (typically the Developer) who must initially offer any new roads to the Authority for adoption and, importantly, enter into a legal adoption agreement with the Local Highway Authority (typically an agreement under Section 38 of the Highway Act). The Council had no powers to force a developer to enter into any adoption agreement. In this instance, the Developer had given the Authority every impression that it was 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. Following representations by Shaun Bailey MP in support of the residents proposing that a collaborative approach would be the way forward, the Committee requested that officers undertake further</p>

	<p>investigation into the matter considering all options available and respond to all of the issues raised in the correspondence that had been submitted over a period of time. An update would be submitted to a future meeting.</p>
<p>8. Residents of Dartmouth Street. West Bromwich, requesting a parking permit scheme.</p>	<p>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 be reviewed. An update would be provided to a future meeting.</p>
<p>9. Residents in the vicinity of Abbey Road Schools (Abbey) requesting for a Puffin Crossing to replace the Zebra Crossing at Abbey Road Schools.</p>	<p>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,</p>

	<p>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.</p>
<p>10. Residents of Park Lane West, Tipton, requesting residents parking outside nos. 173-184.</p>	<p>Officers had reported that the red route was in place along Park Lane West, to help keep the road clear of obstructions during the busiest times of day. The parking was therefore restricted during the hours of 7am to 7pm and residents and visitors could park outside of these times when the highway network was quieter. The highways department had confirmed there would be too many obstructions during peak times, if the red route restriction was removed along this section of Park Lane West. It was acknowledged that as Park Lane West was a principle A-road containing a bus route, the road</p>

	<p>couldn't be narrowed. Whilst the committee recognised the petitioner's concerns relating to parking availability the loading bay opposite the block of flats restricted what actions could be taken. The Committee decided to visit Park Lane West to consider what options were feasible that would address the petitioners' concerns.</p>
<p>11. Residents along Rooth Street, Wednesbury requesting the conversion of Rooth Street into a cul-de-sac.</p>	<p>To change the highway layout to a cul de sac at Rooth Street, a turning head would need to be constructed to allow motorists and service vehicles enough space to turn their vehicles around and leave the road in a forward gear. However, there was insufficient highway space available at the end of Rooth Street to meet the current design standards and retain a minimum 2m footpath for pedestrian movement. In addition, there were no highway safety reasons to support the request. There had been no recorded injury collisions on Rooth Street or around the junction with Wood Green Road in the last three years. It was approved that the petition be closed.</p>

Contact: democratic_services@sandwell.gov.uk