



Minutes of Cabinet Petitions Committee

**13th 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 1st 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

Petition Received From	Action Taken/Proposed
1. Residents near Price Road junction requesting for traffic calming measures on William Green Road.	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.
2. Residents of Lightwoods Hill requesting traffic calming measures.	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.
3. Residents of West Park Road concerning the new entrance and exit for West Smethwick Park.	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

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	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.
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.	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

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	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

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	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

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	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.
8. Residents of Church Road, Smethwick, requesting a residents parking scheme	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

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	<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. 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>
9. Residents of Queens Road, Smethwick regarding speeding and traffic accidents on Queens Road, Smethwick.	<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>

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	<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 4th August and the 10th 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>

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