

# 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

<b>Petition Received From</b>	<b>Action Taken/Proposed</b>
<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>

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<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>

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	<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>

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	<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>

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	<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>

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	<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 808">It was agreed by the Committee to close the petition.</p>
<p data-bbox="204 824 758 996">10. Residents near Price Road Junction request for traffic calming measures on William Green Road</p>	<p data-bbox="802 824 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>



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	<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>

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	<p data-bbox="801 255 1508 808">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 data-bbox="801 857 1508 1666">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 data-bbox="801 1715 1508 1998">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>

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	<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>

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	<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>

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	<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>

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	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.

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