

Cabinet Petitions Committee

**27th June 2019 at 5.00pm
at the Sandwell Council House, Oldbury**

Present: Councillors Ali and Khatun (Chair).

Observer: Councillors Ashman, Crompton and L Giles.

7/19 **Minutes**

Resolved that the minutes of the meeting held on 21st March, 2019 be confirmed as a correct record.

8/19 **Progress Report**

Details were submitted of petitions received and of the action taken or proposed in each case, as detailed in the Appendix.

Resolved that the action taken or proposed, as detailed in the second column of the Appendix, be approved.

(Meeting ended at 5.51pm)

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Appendix

Petition Received From	Action Taken/Proposed
1. Residents of Barker Street, Oldbury objecting to residents parking scheme.	This was the second petition received following consultation with residents in response to the first petition requesting a residents parking scheme. Residents were against a scheme being implemented as they thought the permits would be free and strongly disagreed with the charges. No further action would be taken. The head petitioner had been informed.
2. Residents of Edgbaston Road, Smethwick requesting a residents parking scheme.	Questionnaires relating to a residents parking scheme were last delivered in 2016, following a petition. At the time there was a low response and no further action was taken. A number of residents were against a scheme as only one permit per household would be available. The petition indicated more than half of the petitioners wanted more than one permit. Due to the width of the properties, most houses had space to park one vehicle on-street. In 2016 eight of the houses had been converted to flats. Permit schemes did not benefit residents where the lack of parking space was due to the number of vehicles belonging to residents. Officers were aware that some parking was from neighbouring roads, however, in these situations residents would be paying for an annual permit with no improvement in the parking and nowhere to park second or third vehicles. It was proposed that no further action was taken. The head petitioner had been informed.
3. Residents of View Point, Tividale requesting installation of night and day gates in the gulley located at View Point.	This matter was being investigated and an update would be submitted to a future meeting of the Cabinet Petitions Committee.

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<p>4. Various road users/ residents of Wednesbury requesting traffic light system at the junction of Park Lane/Manor House Road and Hobs Road/Hawthorn Road, Wednesbury.</p>	<p>A site visit had been undertaken and various options were being considered. An update would be submitted to a future meeting of the Cabinet Petitions Committee.</p>
<p>5. Residents of the Hateley Heath area requesting that the SAPA building on Hateley Heath estate be brought back into use for the community.</p>	<p>Officers had met with the tenants association to discuss the petition. The association were working on a business plan for the use of the building which included re-opening the centre for play activities, the building being a hub for the community including events for elderly people. The Council's community partnerships team had offered to review the business plan. Officers explained that a minimum of £5000 to £8000 a year would be required to run the building. The main concern was the heating. Essex Avenue tenants and resident's association had asked for a one year trial period, at nil rent to see if their aspirations were viable. A report had been prepared setting out all of the options for consideration by senior officers. The Committee was also advised that approval had been given for officers to work with the tenants association on their business case. An update would be provided to a future meeting of the Cabinet Petitions Committee.</p>
<p>6. Residents of Wheatsheaf Road Estate, Tividale requesting a mini bus service following the removal of the 121 bus service.</p>	<p>The role of Transport for West Midlands (TFWM) was to promote public transport within the West Midlands and provide roadside infrastructure (bus stops and shelters) and passenger information (such as timetables and journey planning). The majority of bus services were provided by private bus operators on a "for profit basis" meaning they only operated services which generated enough fares to</p>

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	<p>cover the cost of operation. Although TfWM was not directly responsible for providing bus services, they worked closely with local bus operators to champion the needs of local people and aimed to bring about a positive resolution in response to queries where possible. Following receipt of the petition, the issue of bus services for Wheatsheaf Road was raised with the bus operator National Express West Midlands (NXWM). Although the operator had considered the request again, NXWM confirmed it was unable to consider re-routing service 12A via Wheatsheaf Road. In addition to discussions with NXWM, TfWM also carried out an assessment of the local area, in order to ensure that residents were within a reasonable distance of the existing bus network. In some situations it was possible for TfWM to consider providing public funding for bus links where residents were located a significant distance from the bus network however, the proximity of residents along Wheatsheaf Road to the existing bus services meant this option did not apply. In looking at the other options available to people living along Wheatsheaf Road where services on Darby's Hill Road were difficult to reach, the Ring and Ride service represented an alternative for residents to consider. The Ring and Ride service had continued to operate normally for customers since the Accessible Transport Group became insolvent in March 2019. TfWM was working very closely with the Administrator to secure a long term sustainable future for Ring and Ride and residents could be assured that the service could provide a helpful and reliable link should they need it. Following representations from a local ward member</p>

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	and concerns that the whole estate had not been taken into consideration in relation to proximity to existing bus services, the Chair requested that the matter be referred back to TfWM and also to the relevant Cabinet Member to look at options available. An update would be provided to a future meeting of the Cabinet Petitions Committee.
7. Residents in the vicinity of Pages Lane/service users, Great Barr requesting traffic calming measures/20mph speed limit/signage/lining in Pages Lane.	This matter was being investigated by officers within Highways. An update would be provided to the Cabinet Petitions Committee at a future meeting.
8. Residents of Cheshire Road, Smethwick requesting one way system.	This matter was being investigated by officers within Highways. An update would be provided to the Cabinet Petitions Committee at a future meeting.
9. Residents of Speaker's Close, Tividale requesting installation of night and day gates in the gulley located at the end of Speaker's Close.	The land referred to was in the ownership of Bellway. The head petitioner requested the Council's support in the installation of gates, which was requested by all of the residents in Speaker's Close following persistent anti-social behaviour issues in the area over a number of years. The Committee requested that officers investigate the feasibility of installing gating on Council owned land and undertake the necessary consultation. An update would be provided to a future meeting of the Cabinet Petitions Committee.
10. Residents of the Broadway, West Bromwich requesting the gating of the Wallface, Hill Top.	Officers had been requested by the Committee to investigate the possibility of providing gating. An update would be provided to a future meeting of the Cabinet Petitions Committee.
11. Residents of Avenue Road, Blackheath, requesting a residents parking scheme.	32 questionnaires were delivered on 5 March 2019 with a return date of 19 March 2019. 19 questionnaires were returned

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	with 17 in favour of a scheme and two against. The request would be included in a future parking review and go through the Traffic Regulation Order process. The head petitioner had been informed.
12. Residents of Barker Street, Oldbury requesting residents parking scheme.	124 questionnaires were delivered to Barker Street and Bell Fold on 18 March with a return date of 1 April 2019. 50 questionnaires were returned, 11 voted in favour of a scheme and 38 voted against a scheme (1 form not completed). A second petition with 73 signatures was received 27 March 2019, from residents of Barker Street. The petitioners were against a residents parking scheme being implemented, as they thought the permits would be free and strongly disagreed with the charges. In view of the results, no further action would be taken. The head petitioner had been informed.
13. Residents of New Street North, West Bromwich requesting residents parking scheme.	16 questionnaires were delivered on 28 March 2019 with a return date of 12 April 2019. Of the 12 questionnaires returned, 10 were in favour of a scheme and 2 against. The request will be included in a future parking review as part of the Traffic Regulation Order process. The head petitioner has been informed.
14. Parents of children at Moat Farm School requesting a review of parking restrictions around school.	The parking restrictions around Moat Farm School had been reviewed. Double red lines had been installed around the school and nearby junctions as part of an 18 month experimental order. This should help to alleviate some of the parking problems around the school. The head petitioner had been informed.
15. Supporters of Britannia Park, Rowley Regis, requesting CCTV and lighting in the park.	Parks and Grounds Maintenance, Environmental Protection, Anti-Social Behaviour and West Midlands Police had met. A site meeting had also taken place,

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	<p>involving officers and elected members. Reports received by various services in relation to crime and anti-social behaviour within Britannia Park had been collated and information over a 12-month period had been reviewed, however, this did not demonstrate a significant increase in crime or anti-social behaviour. Reports of crime and anti-social behaviour were discussed regularly between police and council officers in meetings where crime figures/trends were discussed, and appropriate responses agreed.</p> <p>Consideration had been given to potential under-reporting. Park users were encouraged to report matters direct to the Police or the Council. If reports were made contemporaneously with events, this would allow officers to deal with issues as they occurred and would ensure that data accurately reflected the trends within the area. Appropriate measures/ additional resources could then be considered to tackle individual or locality-based problems such as the use of deployable CCTV cameras. The Council had a pool of cameras used in partnership with the Police. Information gathered was used to see where the cameras were best placed. While unable to meet the request at this time, crime and anti-social behaviour was monitored and the use of the deployable cameras would be considered where appropriate and proportionate. Issues relating to off-road bikes were a problem throughout Sandwell and a boroughwide approach was currently being considered to tackle these issues however identifying key locations and possible offenders was essential and such evidence was often community based. At present the Council did not have any plans to install</p>

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	<p>permanent CCTV. Britannia Park was discussed at the Rowley tasking meeting in June and partners confirmed they were receiving little in terms of reports of problems within the park. Police had reported it as a low crime area with only ten calls for service in the last 12 months, of which only three were classed as crimes. Youth services visited the park on a regular basis and encountered a good number of youths who reported that there are not many issues in the park. Environmental Protection Officers had carried out patrols and had not found anything untoward. ASB officers reported an on-going targeted graffiti problem but no other issues. Based on the amount of signatories to the petition a deployable camera had been temporarily installed near the main entrance of the park. Youth services would continue to engage with the young people using the park and would alert the tasking group to any issues that arose via feedback. Police and Environmental Protection Officers would also pay passing attention to the park as resources allowed and report back to the tasking group, if necessary. The tasking group would discuss any further findings in July. If there were no further concerns identified the matter would be closed. The head petitioner expressed disappointment with the Council's approach and advised that following a Freedom of Information request from the Police 26 crimes had been recorded in the park over 5 years, over half of a violent nature, with little ASB recorded. In the past 12 months there had been an incident of mugging at knife point recorded by the Police. Other serious crimes had not been captured due to the crime being recorded against Britannia Road and the Police had been requested</p>

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	<p>update the FOI to include the three surrounding roads to ensure all statistics were as conclusive as possible. The temporary measures that had been introduced were acknowledged and welcomed. A full proposal with costings had failed to be delivered despite a survey being conducted. The head petitioner was advised that a response would be provided, including details of the right of appeal.</p>
<p>16. Residents of Soho House and Park House, Soho Close, Smethwick, requesting soft play area and equipment.</p>	<p>An application for funding had been declined. The amount of funding required for the playground (£21k) exceeded the amount of monies available for the year. The fitting of the playground equipment was within funding but the cost of maintenance was too expensive. Officers would continue to look at alternative ways of funding. The head petitioner would be updated should funding become available.</p>
<p>17. Residents in the vicinity of Bearwood Road, Smethwick requesting bus service along Bearwood Road.</p>	<p>Further to previous updates to the Committee, a response has been received from the Mayor of West Midlands who confirmed that the changes occurred during National Express West Midlands' (NXWM) Sandwell and Dudley bus network review in 2017. At present, the 82 or 21 bus served customers who wished to travel between Bearwood Road and Bearwood High Street and this still complied with TfWM's access standards. For this reason, funding for supplementary subsidised public transport was unable to be considered at this time. In order to help support customers who were not able to easily use traditional public transport or access local bus stops, door-to-door transport was provided via the Ring and Ride service. The Mayor of West Midlands would be more than happy to help councillors make contact with TfWM's</p>

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	<p>marketing team to distribute targeted advertising for Ring and Ride for those who would benefit from it most.</p> <p>Assurances were given that the needs of elderly and disabled passengers were extremely important to TfWM and it was recommended that they made full use of the Ring and Ride service to help meet their needs. The head petitioner had been informed.</p>