

## **CORPORATE AND PUBLIC SERVICES OVERVIEW AND SCRUTINY COMMITTEE**

**18 October 2016 at 6.00pm at the Council House, Walsall**

<b>Panel Members Present</b>	Councillor A. Andrew (Chair) Councillor C. Creaney Councillor D. Barker Councillor S. Craddock Councillor A. Nazir Councillor M. Nazir Councillor L. Rattigan Councillor G. Sohal Councillor M. Ward Councillor R. Worrall
<b>Portfolio Holder</b>	Councillor L. Jeavons – Deputy Leader and Regeneration Councillor J. Fitzpatrick – Community, Leisure and Culture Councillor I. Shires – Agenda for change
<b>Officers Present</b>	Simon Neilson – Executive Director (Economy and Environment) Steve Pretty – Head of Planning, Transport and Engineering Chris Knowles – Services Finance Manager Joel Maybury - Regeneration Officer Craig Goodall – Senior Democratic Services Officer
<b>In attendance</b>	Mr Oliver Jones

### **125/15 Apologies**

Apologies for absence were received from Councillor M. Bird.

### **126/15 Substitutions**

There were no substitutions.

### **127/15 Declarations of Interest and Party Whip**

There were no declarations of interest or party whip.

### **128/15 Local Government (Access to Information) Act 1985 (as amended)**

There were no items to be considered in private session.

## 129/15 Minutes of the Previous Meeting

### Resolved

**That the minutes of the meeting held on 9 September 2016 copies having previously been circulated, be approved as a true and accurate record.**

## 130/15 Petition: Goscote Lane Traffic Calming Measures

The Chair introduced the item explaining that a petition with over 1,000 signatures had been handed in requesting the removal or height reduction of speed bumps in Goscote Lane. He highlighted the format for the evening and invited the lead petitioner to address the meeting.

Mr Oliver Jones introduced his petition. He explained that he had damaged his car on the speed bumps. He emailed the Council to complain and received no response. He shared the issue on social media, launched a petition and gained the signatories in 3 weeks with no promotion. He reported that the style of speed bump chosen were very aggressive to drive over unless driven over very slowly. The bumps were bolted into the road and some were coming loose already. If nothing was done then the bumps would damage vehicle suspensions. The knock on effect of the speed bumps was that road users were using alternative routes and causing additional congestion. At the weekend an accident had taken place due a vehicle braking harshly to travel over the speed bumps. Mr Jones added that he had received a letter of support from the Showman's Guild of Great Britain expressing concern about the height and volume of the speed bumps. Following a question Mr Jones reported that he had damaged a classic car on the speed bumps.

Following requests from the public gallery the Chair invited Mr Glover, Mr Smith and Councillor Young to address the Committee. All three spoke in favour of the speed bumps and the positive impact they had in reducing the speed of vehicles and congestion. Mr Glover stated that due to weight restrictions he thought it unlikely that the Showmans Guild would use Goscote Lane. Councillor Young presented a petition from residents of Goscote Lane asking for the speed bumps to remain in place.

The Deputy Leader responded to the petition. He explained that the speed bumps were installed following analysis of accident data. In recent years a child had been killed and there had been a further 19 road traffic accidents. The speed bumps installed were of a standard size and finish and were within the legal limits. Due to the traffic accident data there were no plans to remove the speed bumps.

The Head of Planning, Transport and Engineering added that the speed bumps were made of recycled rubber and were 75mm high. This was below the legal limit of 100mm. He explained they were aggressive to drive over

unless drivers slowed down to 20mph or less. He noted the concerns about loose bolts and committed to investigate. He welcomed the reported increase in the use of arterial routes following the introduction of the speed bumps and explained that traffic flow could be managed via the Councils active traffic management system.

The Committee debated the petition and the responses received. Members felt that the speed bumps should remain. They had been installed following a fatality and further road traffic accidents and were actively supported by residents living on Goscote Lane.

Following the debate on the speed bumps Members discussed the Councils petition scheme. Following questions the Senior Democratic Services Officer advised that it was possible to review the Councils petition scheme, including the thresholds for petitions being reported to scrutiny and council meetings. Members requested that a review take place, they also requested that the review include advice on handling petitions that were signed by significant numbers of people from outside of the area.

**Resolved:**

**That:**

- 1. The traffic calming measures in Goscote Lane remain in place;**
- 2. The Councils petition scheme be reviewed.**

### **131/15 Black Country Enterprise Zone**

The Committee considered an update report on the Black Country Enterprise Zone (BCEZ).

The Deputy Leader reported that the BCEZ was being managed in two parts, namely, Phoenix 10 and the M6 J10 Cluster. The sites are well located and offer the opportunity for significant investment but the previous industrial use of the land means there is a need for remediation prior to development. Phoenix 10 is currently the subject of a procurement exercise to appoint a developer partner while Memoranda of Understanding are in place with landowners for the M6 J10 Cluster sites and various works are being undertaken to progress delivery of the sites.

A Member asked when the BCEZ would be fully developed. The Executive Director reported that remediation and development of the i54 Enterprise Zone site in Wolverhampton took over 10 years demonstrating that development of such land is not straightforward. He noted that the market was interested in the sites given their excellent location but only once they were ready.

Following a question about motorway access the Executive Director confirmed that the BCEZ would not have its own slip road access to the motorway but use existing junctions.

**Resolved:**

**That the report be noted.**

### **132/15 Recent developments with the Metro Mayor**

The Executive Director updated Members on recent developments with the proposals to introduce an elected mayor for the West Midlands Combined Authority. He explained that currently negotiation was taking place on the contents of the 'Mayoral Order' that would contain the powers to be conferred onto the mayor. The Order would require the agreement of all constituent authorities. Mayoral elections were scheduled for May 2017.

A Member enquired what would happen should one of the constituent authorities fail to agree to the Mayoral Order. An example was given of a withdrawn devo deal in the north east due to one authority failing to support a draft Mayoral Order. It was reported that the best devo deals had been given to those areas agreeing to an elected mayor.

**Resolved:**

**That the report be noted.**

### **133/15 Interim report of the Remembrance Day Working Group**

The Committee received an interim report from the Remembrance Day Working Group (RDWG). The report was tabled at the meeting (annexed).

The Lead Member of the RDWG, Councillor Craddock, highlighted the findings and recommendations contained in the report. He reported that assistance with traffic management for 2016 events was in hand. The working group's priority moving forward was to ensure the long term sustainability of events from 2017 onwards.

Councillor Craddock noted the RDWG was still awaiting clarity on how the payment of traffic management companies for 2016 events by the Council and Police and Crime Commissioner (PCC) would be managed. The Executive Director confirmed that a letter would be sent to all parade organisers to inform them to ask their traffic management company to send the invoice direct to the Council for payment. It was requested that this information be sent to all Councillors for their information.

The Head of Planning, Transport and Engineering added that meetings were taking place or scheduled with traffic management companies to confirm the suitability of traffic management plans for Remembrance Day events.

A discussion took place on public liability insurance (PLI). It was reported that the Council's risk and insurance team had advised that the Royal British Legion PLI was suitable cover for any event affiliated to the RBL. If the event was not affiliated to the RBL then separate PLI would be required.

A Member commented on the RDWG recommendation to top slice Area Panel Project funding. He explained that he did not think this was a sustainable solution and that events should seek sponsorship as an alternative source of funding.

A Member proposed that Councillor Tim Wilson was appointed to the working group. His appointment was agreed as a non-voting co-opted member.

**Resolved:**

**That:**

- 1. The final report and recommendations of the Remembrance Day Working Group be approved and forwarded to Cabinet for consideration;**
- 2. Councillor T. Wilson be appointed to the working group as a non-voting co-opted member;**
- 3. All Members be advised on the arrangements for funding traffic management at Remembrance Day events in 2016.**

#### **134/15 Quarter 2 Revenue and Capital Outturn 2015-16**

The Committee considered the financial performance – forecast revenue and capital outturn for 2016/17 (annexed).

A Member queried if the Integrated Facilities Management (IFM) strategy focussed on retaining schools as customers? The Services Finance Manager reported that IFM were seeking to retain schools as customers but schools had full autonomy to choose their own providers and were doing so on a regular basis. This was impacting on the services income generation.

**Resolved:**

**That the report be noted.**

#### **135/15 Areas of focus 2015/16**

The Committee considered its areas of focus and the forward plans of Walsall Council and the Black Country Executive Committee.

Members discussed a press article based on information from a local data company. Members agreed to invite the local data company to a future meeting.

A Member enquired about progress with bringing a train station to Aldridge as he noted from the Forward Plan for the Black Country Executive Committee that initial funding for this project had been reallocated. The Executive Director reported that currently it was hoped to deliver the station as part of the new rail franchise for the area. However, he noted that electrification and bridge works were required prior to make the station deliverable.

Members noted a petition on travellers scheduled for the next meeting. The Executive Director provided a short update on progress with securing an injunction across specific local sites to help remove any future incursions.

An item on section 106 money and the community infrastructure levy was requested.

**Resolved:**

**That the following items be added to the Committees work programme:**

- 1. Section 106 and the Community Infrastructure Levy;**
- 2. The Local Data Company be invited to attend a future meeting.**

**136/15 Date of next meeting**

It was noted that the next meeting of the Committee would be 24 November 2016.

**Termination of Meeting**

There being no further business, the meeting terminated at 7.46 pm.

Signed: .....

Date: .....