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**Halesowen Area Committee – 3<sup>rd</sup> September 2009**

**Report of the Area Liaison Officer**

**Responses to Questions Raised at the Halesowen Area Committee held on 1<sup>st</sup> July 2009**

**Purpose of Report**

1. To inform the Committee of the written responses made to questions asked at the previous meeting.

**Background**

2. At the meeting of this Committee held on 1<sup>st</sup> July 2009 a member of the public complained about flooding of the River Stour allegedly caused by the Wimpey Development and that properties in Fairfield Road and Grange Crescent had been affected. In a written to the questioner, the Planning Officer has noted the difficulty in pursuing an enforcement issue under Panning Acts. However, the Environment Agency is pursuing a modelling exercise to provide a detailed analysis of pre and post development circumstances and this outcome is currently being progressed.
3. A complaint was made about car parking at the junction of Meadowbrook Road and Thornhill Road by people attending the Doctors surgery. The issue had been raised at Partners and Communities Together (PACT) meetings and a notice had been put in the surgery but the problem persisted. Double yellow lines had been requested to alleviate the problem but no action had been taken. In responding the Group Engineer (Transportation) advised that the matter had been brought to the attention of the Council a number of years previously and that the work had been added to the Traffic Management list for investigation.

Following this complaint a Member referred to a recent decision that had been approved for proposed waiting restrictions on Old Ham Lane and adjacent streets in Stourbridge and indicated that it had previously been stated that roads could not have restricted hours imposed. It was requested that Meadowbrook, Willow, Holly Bank and Thornhill Roads be reconsidered for proposed waiting restrictions as a matter of urgency. Consideration is therefore being given by the Directorate of the urban Environment to the making of a traffic regulation order.

4. A question was asked as to why the regeneration of Cradley/Colley Gate had been put on hold and queried whether the recent announcement of the regeneration of Dudley Town Centre would now be considered as a priority. It was also queried why action was not going to be taken to ease the parking situation on Butchers Lane and Hill Bank Road in Cradley. In responding the Head of Economic Regeneration Delivery stated that the regeneration of Cradley had not been halted. He indicated that the project was reliant on private sector input and contribution, and given the current economic climate, difficulties

had been encountered but that every effort was being made to ensure that the project did move forward.

In a written reply to the questioner on the parking issue, the Director of the Urban Environment has responded as follows. Over the past six months, consideration has been given to making Hill Bank Road into a one-way street, in order to permit greater on-street parking by reducing traffic conflicts. However, some residents of Hill Bank Street may not support one-way proposals at the public advertisement stage of the long legal process. Accordingly, the matter has not been pursued.

The response stated further that research over some five years indicates that there is no opportunity to introduce formal parking areas on the public highway in Butchers Lane and that motorists must make their own decision regarding whether to choose to park at the side of the public carriageway in Butchers Lane.

5. A member of the public queried as to why the Council had allowed an established right of way on Oldnall Road in Cradley to be obstructed by a gate that said 'Private Property'. The following response has been submitted to the questioner by the Directorate of the Urban Environment:-

"I can confirm that the footpath running parallel to and to the north of Oldnall Road ref HLS215A, is shown on the Council's records as a definitive right of way and to the best of our knowledge remains open to the public. The crossing path leading from Oldnall Road in a northerly direction has no recorded status and is deemed "private property" and thus the responsibility of the land owner, not the Council".

### **Finance**

6. There are no direct financial implications arising from the report.

### **Law**

7. Section 111 of the Local Government Act, 1972 enables the Council to do anything that is calculated to facilitate or is conducive or incidental to the discharge of its functions.

### **Equality Impact**

8. The report takes into account the Council's Equality and Diversity Policy and there are no direct implications for children and young people in noting the report.

### **Recommendation**

9. That the Committee notes the contents of the report.



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**Bill Baker**  
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### **List of Background Papers**

Minutes of the Committee held on 1<sup>st</sup> July 2009