

8 March 2016

Petition: Implement on-street timed parking for those visiting and worshipping at Darbar Sri Guru Granth Sahib, Rollingmill Street, Walsall

Ward Pleck

Portfolios: Councillor Adrian Andrew, Deputy Leader, Portfolio Holder Economy, Infrastructure and Development

Executive Summary:

A petition containing in excess of 500 signatures was submitted by Councillor Gurmeet Singh Sohal on 12 January 2016. The petition requesting the implementation of on-street limited waiting was worded as follows:

“We the undersigned, ask Walsall Council to implement additional on-street timed parking for the use of people using and worshipping at Darbar Sri Guru Granth Sahib, Rollingmill Street, Walsall, WS2 9EN.”

This report details the response of the Executive Director for Economy & Environment to this petition.

Reason for scrutiny:

The Council's petitions scheme requires that where a petition containing at least 500 but less than 1500 signatures is received by the Council, the relevant senior officer will give evidence at a public meeting of one of the Council's scrutiny and performance panels. The authority has determined that the response to such petitions must be given by either, the Chief Executive, Executive Directors, Assistant Directors or Heads of Service.

Recommendations:

Committee is recommended to consider the reasons for the petition and the Senior Officer response to it. Members are asked to consider the detail of the report before deciding whether or not to make any recommendations to Cabinet.

Resource and legal considerations:

The replacement of a stopping or waiting prohibition with a time-limited waiting facility will have no resource issues in terms of Civil Enforcement. Any alteration will require the Amendment of the Walsall MBC (Consolidated) (Waiting, Loading, Stopping, Disabled Parking and Residents Parking) Order 2011 (As Amended). This will result in cost implications in advertising the scheme and installing appropriate signs, posts and road markings to represent the nature of the restrictions to motorists.

Citizen impact:

The relaxation or replacement of waiting / stopping restrictions on Rollingmill Street is likely to increase on-street parking levels. Time-limited waiting restrictions will prevent the road being generally used by local employees for all-day parking. The provision of on street parking at this location is likely to reduce road safety, increase traffic congestion and may create difficulties in manoeuvring in and out of nearby off-street premises.

Environmental impact:

The relaxation or replacement of waiting / stopping restrictions may lead to an increase in numbers of visitors travelling to the place of worship by car. It is also possible that visitors to the Manor Hospital may also utilise any parking facility that may be created. Any increase in vehicle based journeys may have a minor negative impact on local air quality.

Performance management:

A robust regime of parking management is vital in ensuring the highway network is as safe, efficient and unobstructed as is possible.

Equality Implications:


The management of the public highway is undertaken for the benefit of all sections of the community ensuring the safe and efficient movement of people and goods necessary to support the needs of the local economy.

Consultation:

Consultation with the Council's Traffic Management & Coordination Section and the Development Control / Public Rights of Way Section has been undertaken in the preparation of this report.

Contact Officer:

Paul Leighton – Group Manager

 01922 654695

Paul.leighton@walsall.gov.uk

Report

1. Rollingmill Street is a local distributor road forming part of the highway infrastructure to the south west of Walsall town centre. It lies within the extents of the Premier Business Park and is largely bounded by commercial enterprises. Because of this, a significant number of heavy commercial vehicles make use of this road. This number is likely to have increased further in recent months since the Council was required to introduce an absolute 7.5 tonne maximum gross weight restriction on the railway bridge in Corporation Street West, thus preventing legitimate passage for heavy vehicles to Wednesbury Road and beyond.
2. In 2009, red route restrictions were introduced on Pleck Road. In conjunction with this project, 'double red' line markings denoting a 24 hour prohibition of stopping were also put in place on both sides of Rollingmill Street between its junctions with Pleck Road and Brineton Street. A short limited-time (20 minutes maximum period) loading bay was also introduced within these extents.
3. In 2011, 'double yellow' lines (no waiting at any time) were introduced in the remaining unrestricted area of Rollingmill Street. This action was taken in response to frequently reported safety concerns resulting from ad hoc parking

of vehicles causing obstruction and restricted visibility for motorist approaching the nearby canal bridge on Rollingmill Street.

4. In response to difficulties caused by high levels of on-street parking in neighbouring Brineton Street, new parking restrictions are also being introduced. These are necessary to ensure safe and efficient access to and egress from adjacent industrial premises.
5. The Darbar Sri Guru Granth Sahib took charge of former factory premises in Rollingmill Street known as 'Robust Works' previously occupied by Siemens Deritend. Given the material change of use, it was necessary to make an application for planning permission.
6. The Council granted Planning Permission with Conditions for the 'place-of-worship' development in 2012. One such condition pertained to the provision of off-street parking space within the confines of the development. This was *to ensure the satisfactory provision of off-street parking, to ensure the satisfactory functioning of the development and in the interests of highway safety to promote walking and cycling from the site and sustainable modes of transport.*
7. In its capacity as the local highway authority, the Council has a statutory duty to maintain the safe and efficient operation of the public highway network. It is considered that the introduction of on street parking at this location would be detrimental to the delivery of this duty.
8. The alterations in 2009 and 2011, along with those proposed for Brineton Street, have been made in light of significant safety and traffic flow concerns raised over time by officers, local businesses and the Black Country Chamber of Commerce.
9. The relaxation of any or all of the existing restrictions to permit on street parking is highly likely to result in the re-emergence of the previous obstruction and safety problems. This would have an adverse impact on the delivery the Council's Statutory Network Management Duty.