

**REPORT TO PALFREY AND PLECK LOCAL NEIGHBOURHOOD PARTNERSHIP
29 JUNE 2005**

RESPONSE TO PETITION SUBMITTED ON 31 MARCH 2005

Purpose:

The purpose of this report is to update the Local Neighbourhood Partnership on progress made on various issues in Arundel Street which were raised in a petition organised by Mr Mohammed Majid. The issues raised by the petitioners related to: the turning head often being blocked by parked cars, a brick planter being damaged and commercial vehicles causing access difficulties around the entrance to Arundel Street.

A copy of the petition is attached as Appendix 1 to this report.

Recommendation:

The Local Neighbourhood Partnership is recommended to note the contents of this report.

Resource and Legal Considerations:

The Traffic Signs Regulations and General Directions 2002 which provides signing details and requirements to highway authorities does not list a 'No Parking' sign, as the residents requested, and therefore one cannot legally be provided and would not be enforceable in any case.

A prohibition (indicated by double yellow lines) or restriction (single yellow line with associated sign plates) of waiting requires a Traffic Regulation Order to be made. This is a somewhat lengthy process which typically takes 9 to 12 months to implement and would not therefore provide a solution that can be implemented in the short-term.

Citizen Impact:

Inconsiderate and unauthorised parking can be a cause of extreme frustration for residents and may also exacerbate existing road safety issues.

Environment Impact:

The damaged brick planter in Arundel Street detracts from the local street scene.

Performance Management and Risk Management Issues:

None relating directly to this report.

Equality Implications:

None relating directly to this report.

Consultation:

The turning facility in Arundel Street was provided following concerns raised by residents about planning consent for the newer houses in the street.

Links to Vision 2008:

One of the Council's key priorities is to "Make it easier for people to get around". The provision of "Keep Clear" markings in the turning facility should make it easier for residents and visitors to access Arundel Street.

Contact Officer :

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1.0 Introduction

Arundel Street was closed to through traffic as part of a General Improvement Area (GIA) scheme which started in Caldmore in 1972. A brick-built planter at one end of the street effectively prevents vehicular access. Street Pride officers have inspected the wall, which appears unsightly because a number of bricks are missing. It is anticipated that repairs to the brickwork will be completed by the end of June 2005.

The growth in car ownership and usage, together with very limited off-street parking in older terraced roads, means that the problems experienced by the residents of Arundel Street are mirrored throughout the borough. Service vehicles, such as the Council's own refuse collection vehicles, also have difficulty accessing streets like Arundel Street and the nearby Florence Street and Thorpe Road. Clearly this can lead to frustration for all concerned.

2.0 The turning facility in Arundel Street was previously provided by the access to the block of garages. As part of the planning consent for the development of a further eight houses on the street, a specific turning facility was included in amended plans after concerns were raised by residents.

2.1 The Traffic Signs Regulations and General Directions 2002 (which provide signing details and requirements to highway authorities) does not list a 'No Parking' sign (as the residents requested) and therefore one cannot legally be provided and would not be enforceable in any case.

2.2 A prohibition (indicated by double yellow lines) or restriction (single yellow line with associated sign plates) of waiting requires a Traffic Regulation Order to be made. This is a somewhat lengthy process typically taking 9-12 months to implement and would not therefore provide a solution that can be implemented in the short-term. There is also no guarantee that a waiting prohibition could be implemented being as any proposal can be objected to. The success of a prohibition or restriction on waiting depends very much on the level of perceived enforcement. If it is felt that enforcement levels will be low they are much less likely to achieve their aim.

2.3 The proposed addition of a 'Keep Clear' marking to the turning head can be implemented quickly and will be understood by motorists. It is anticipated that the lining will be completed by early July 2005. Should the marking not prove successful further investigations can take place if residents bring it to the attention of Planning and Transportation officers.

3.0 Large Vehicles parked at the top of Arundel Street

The large vehicles that the residents refer to in the petition are primarily delivering to the Builders' Merchants at the top of Arundel Street. Double yellow lines were introduced in order to keep the junction clear of traffic but the order includes an exemption for loading/unloading. Therefore, providing that the vehicles are not parked for an excessive amount of time, they are being operated quite legally. Officers have previously visited the company and enquired about the possibility of the company relocating to a more suitable location. Unfortunately this has not proved to be productive.

- 3.1 These double yellow lines could not be extended without a Traffic Regulation Order being made, which, as detailed in paragraph 2.2 of this report, is a lengthy process. The order would include an exemption for loading and unloading and would therefore have minimal positive impact, as well as displacing parking further into the already congested street.
- 4.0 Although the parking situation remains far from ideal there is regrettably little that can be done to improve the situation.

APPENDIX 1

32 Arundel St,
20 Arundel Street
Walsall
WS1 4BY

Dear Sir/ Madame,

We are local residents at Arundel Street. Recently we have started experiencing problems with the parking and turning of vehicles. Arundel street has a dead end at bottom, this means that you have to turn your vehicle at the bottom of the street. There is a turning point but it is always occupied by council residents. We would like to have a sign indicating "No Parking" to allow all residents to turn their vehicles.

Another great difficulty that all residents face is large vehicles parked at the top of the street, this causes obstruction for residents from entering and exiting the street as the street is already very narrow. Also the brick wall that indicates the dead end has been damaged by local jobs. We as residents will be most delighted if you can take our problems in account and help us over come this matter, before it escalates into a very difficult matter. We have prepared a petition and all the local residents have agreed that this has become a irritating problem.

We would be most grateful if you can get in touch with the residents as soon as possible.

Yours sincerely



Mohammed Majid ~~Majid~~

- 32 MOHAMMED RASHID
- 24 RAMESH PATEL R.A. Patel
- 23 - KHIZAR IQBAL
- 21 - M. AKRAM
- 18 - R. Mehanooel
- 25 M. KHURSHID M.K.H. ARUNDEL ST. M.K.H.
- 30 M. RHALID ARUNDEL ST M.R.H
- 25 A QAYOON 45 ARUNDEL ST
- 0 S. H. RASHID 10 ARUNDEL ST