



Petitions Committee

24 April 2015

Report title	Prosser Street cul-de-sac parking	
Cabinet member with lead responsibility	Councillor Peter Bilson Economic Regeneration and Prosperity	
Wards affected	Bushbury South and Low Hill	
Accountable director	Nick Edwards, City Assets	
Originating service	Transportation	
Accountable employee(s)	Gwyn James	Transportation Manager
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Report to be/has been considered by	n/a	

Recommendations for noting:

The Committee is asked to note the outcome of the investigation into footway crossovers in Prosser Street.

1.0 Purpose

- 1.1 To report to the Petitions Committee on any footway crossing applications recently permitted in Prosser Street, as requested by Petitions Committee on 30 January 2015.

2.0 Background

- 2.1 Concerns have been raised regarding the lack of available on-street parking in Prosser Street at the cul-de-sac end of the road.
- 2.2 In October 2014, a 30 signature petition was submitted to Wolverhampton City Council regarding residents' concerns over difficulties in parking in the cul-de-sac end of Prosser Street, and the resulting damage to grass verges and obstruction of the footway.
- 2.3 At the meeting of Petitions Committee on 30 January 2015, residents commented that vehicle accesses from Prosser Street to the back of properties in Swinford Road were making the problem worse by reducing the amount of available parking in Prosser Street. Concern was expressed that the Council may have allowed footway crossovers ('drop kerbs') to be constructed despite the fact that these properties already have vehicle access at the front, in Swinford Road.
- 2.4 The Committee requested that officers should investigate this issue and report back.

3.0 Investigation

- 3.1 The Council's records of footway crossover applications go back to January 2011. According to the records there have been no applications or permissions given in this time for any footway crossovers to the rear of properties in Swinford Road accessed from Prosser Street.
- 3.2 A site visit has been made to inspect the footway crossovers at this location. All the crossovers currently in place appear to have been installed many years ago given their mainly concrete construction.
- 3.3 The conclusion is that no approvals have been given for new vehicle crossovers in Prosser Street for many years.
- 3.4 The approach of the Council when considering applications for new footway crossovers is to balance the benefit of creating additional off-road parking against the potential loss of parking on the highway, particularly in situations where an applicant already has vehicle access and is applying for an additional crossover. If we were to receive any new applications for footway crossovers in Prosser Street they would be considered in this light.

4.0 Financial implications

- 4.1 There are no direct financial implications arising from this report. [CF/17042015/W]

5.0 Legal implications

5.1 There are no direct legal implications arising from this report. [EB/07042015/G]

6.0 Equalities implications

6.1 There are no specific equality implications associated with this report.

7.0 Environmental implications

7.1 This report has no environmental implications.

8.0 Human resources implications

8.1 There are no human resources issues.

9.0 Corporate landlord implications

9.1 There are no corporate landlord issues.

10.0 Schedule of background papers

10.1 Petitions Committee, 30 January 2015, Prosser Street cul-de-sac parking