

# Petitions Committee

6 November 2015

<b>Report title</b>	Stanley Road, Bushbury – Parking Issues	
<b>Cabinet member with lead responsibility</b>	Councillor Peter Bilson, City Assets	
<b>Wards affected</b>	Bushbury South and Low Hill	
<b>Accountable director</b>	Nick Edwards, City Assets	
<b>Originating service</b>	Transportation	
<b>Accountable employee(s)</b>	Nick Broomhall	Service Lead, Traffic and Road Safety 01902 555753 Email Nick.Broomhall@wolverhampton.gov.uk
<b>Report to be/has been considered by</b>	N/A	

---

## Recommendation(s) for action or decision:

The Committee is recommended to

1. Endorse the proposed action to proceed to formal advertising of parking restrictions and amended parking arrangements in Stanley Road.

## Recommendations for noting:

The Committee is asked to note

1. The comments provided in response to the various issues raised by the petitioners.
2. The actions taken since receipt of the petition.

## **1.0 Purpose**

- 1.1 To report the receipt of a petition raising concerns regarding parking and access issues in Stanley Road, Bushbury, in relation to Heantun Group Children's Resource Centre and Children's Nursery, as detailed below.

## **2.0 Background**

- 2.1 Planning approval was granted for change of use from 'residential' to 'community facility' pertaining to the property numbers 86 to 90 Stanley Road in April 2004. Planning approval for the construction of a children's nursery on land adjacent to 86 Stanley Road was granted in February 2003.
- 2.2 The Children's Centre and Nursery have a provision of six off-street parking spaces. There are also six on-street parking bays marked out longitudinally around the turning area and two drop off spaces in front of the Nursery.
- 2.3 In September 2014, "No Waiting at Any Time" restrictions were implemented around the junction of Stanley Road and Bushbury Lane. The proposals were developed as a result of concerns raised by local residents regarding visibility when exiting Stanley Road onto Bushbury Lane, due to vehicles being parked in the immediate vicinity of the junction.
- 2.4 The restrictions were subject to a statutory 21 day consultation process involving distribution of information to residents in Stanley Road, display of notices on-street and advertisement in local press. No formal objections were received during the consultation process.
- 2.5 All properties in Stanley Road are owned and under the control of the Heantun, which falls within the Accord Group umbrella.

## **3.0 Details of the petition**

- 3.1 The key points of the petition are:
- The residents request that the "businesses" operating from Stanley Road provide proper and safe parking for their patrons and staff.
  - That parking takes place on both sides of the road and on the central hatched tapered area adjacent to the roundabout causing obstruction.
  - Vehicles are parked half on the footway causing obstruction to pedestrians.
  - Drivers conduct u-turns in the road which is considered dangerous.
- 3.2 Following receipt of the petition, employees from the Council's road safety team have investigated the key points raised and their findings/actions are reported as follows.
- 3.3 The Director for People at Heantun Group wrote to the lead petitioner in May 2015 regarding the residents' concerns. The letter detailed changes that were taking place at the Children's Resource Centre that would result in a reduced number of vehicles parking

in Stanley Road but at the same time acknowledged that the parking demands related to the Children's Nursery were high at particular times of day. The Director committed to communicating the need to park considerately to all parents and staff and to take action against anyone not adhering to this philosophy. The letter also offered the lead petitioner and other residents of Stanley Road to meet up with representatives from Heantun to discuss the issues further and identify possible solutions. This offer has not been taken up at this point in time.

- 3.4 The road safety team have contacted Enterprise Waste Services (EWS) regarding access to Stanley Road for refuse collection vehicles. EWS have confirmed that their operatives have not raised any concerns regarding access to the cul-de-sac on refuse collection days.
- 3.5 On-street parking for five vehicles is provided around the turning area in the form of longitudinal parking bays. The parking bays are currently unrestricted and available to the general public. On site observations show that there is clearly a significant parking demand associated with the Children's Resource Centre and Nursery and that this demand cannot be accommodated fully by the off street parking provision of the facilities.
- 3.6 Vehicle parking on the footway is commonplace in Wolverhampton and in built up areas across the United Kingdom. If vehicles are parking in such a manner as to prevent pedestrians progressing along the footway, this is a matter for the police who can enforce this as obstruction of the highway under the Highway Act 1980.
- 3.7 The tapered central hatched area is a road marking designed in accordance with Department for Transport guidance and has the functions of separating the two opposing traffic flows and warning drivers of the turning area ahead. The outer line is formed of a broken line in recognition that vehicles may have to travel within the hatched area to pass parked vehicles. This is the most appropriate road marking for this area; however the West Midlands Police can enforce against drivers parking in this area if they are deemed to be causing an obstruction of the highway under the Highways Act 1980.
- 3.8 It is common practice that vehicles are parked in a perpendicular fashion around the turning area at the end of Stanley Road, contrary to the marked out, longitudinal bays.
- 3.9 The road safety team have analysed the turning area and parking arrangements using vehicle tracking software. The findings of these investigations are that the informal perpendicular parking of vehicles around the turning area in itself does not cause an obstruction due to the width of the carriageway. However, when other vehicles are parked longitudinally on-street on the north side of the turning area, where the carriageway is narrower, there is potential for this informal parking arrangement to contribute to larger vehicles being unable to manoeuvre successfully around the turning area.
- 3.10 All residential properties in Stanley Road are owned by Heantun Group and have access to off-street parking, in the form of a driveway or rear parking court.

- 3.11 Whilst the perpendicular informal parking is technically not in accordance with the on-street markings, it would appear to maximise the available on-street parking in this area.
- 3.12 The Children's Resource Centre and Nursery were granted planning approval with a modest level of off-street parking provision, which has proved to be insufficient to accommodate all of the parking demands of the community uses. Provision of additional off-street parking for the uses would be a matter for the Heantun Group to consider.
- 3.13 The road safety team suggest developing proposals to formalise perpendicular parking arrangements around the turning area on Stanley Road and advertise "No Waiting at Any Time" parking restrictions on the north side of the turning area, as shown on the appended plan, to ensure larger vehicles can manoeuvre effectively around the turning area.

#### **4.0 Financial implications**

- 4.1 There are no immediate financial implications to this report. Any provision of future Traffic Regulation Orders would be met from existing transportation budgets subject to Cabinet approval. [TT/27102015/C]

#### **5.0 Legal implications**

- 5.1 The Council, as a local traffic authority under the Traffic Management Act 2004, has general duties to manage the road network, otherwise there are no direct legal implications arising from this report. [RB/26102015/T]

#### **6.0 Equalities implications**

- 6.1 This report has no equalities implications. The proposed parking scheme and Traffic Regulation Orders would be subject to consultation with the general public and therefore any equalities issues would be identified at that stage.

#### **7.0 Environmental implications**

- 7.1 This report has no environmental implications.

#### **8.0 Human resources implications**

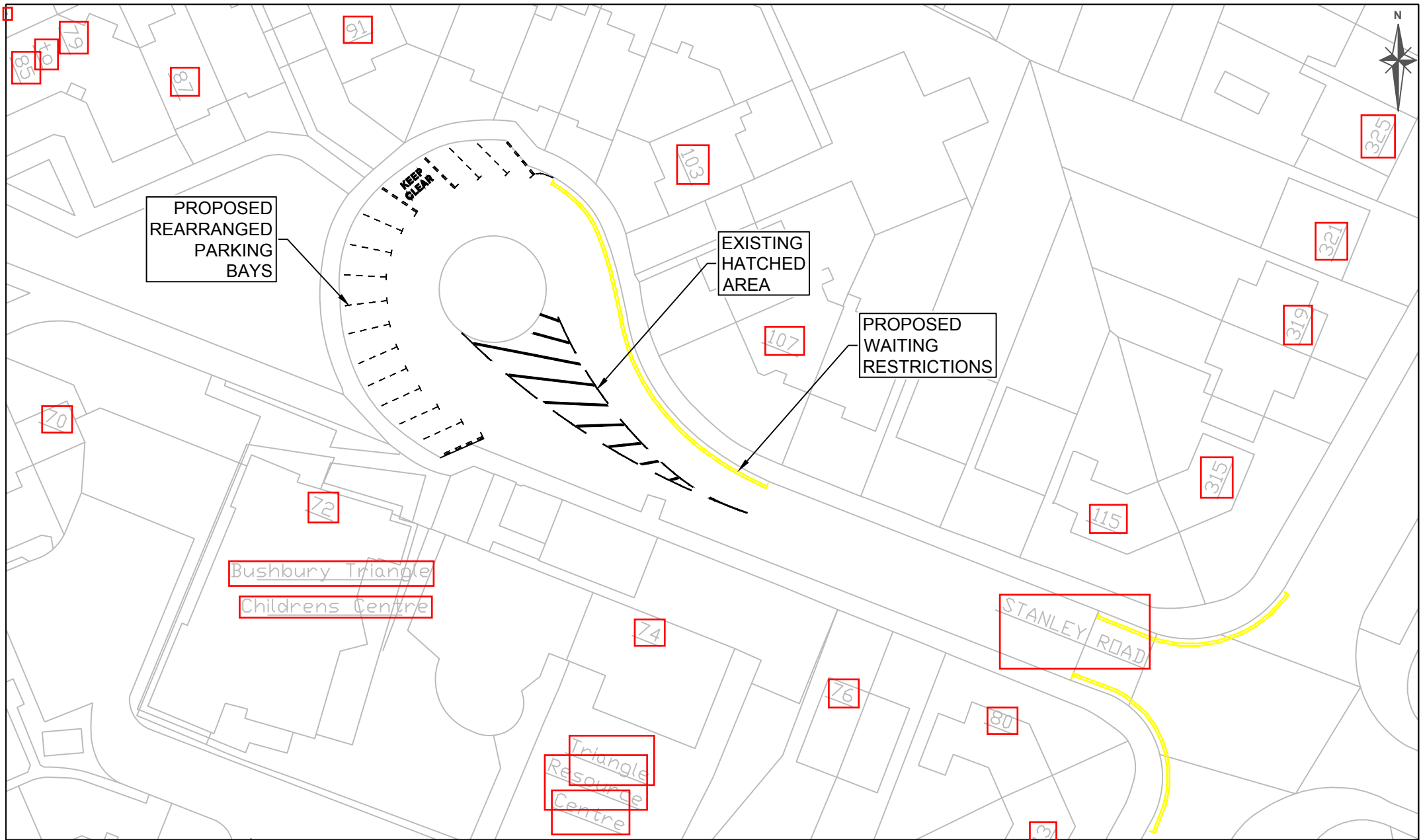
- 8.1 This report has no human resources implications.

#### **9.0 Corporate landlord implications**

- 9.1 There are no immediate corporate landlord issues.

#### **10.0 Schedule of background papers**

- 10.1 None.



Wolverhampton City Council  
 Regeneration & Environment,  
 Transportation Services,  
 Heantun House,  
 Salop Street,  
 Wolverhampton WV3 0SQ

# STANLEY ROAD PETITION PROPOSED PARKING ARRANGEMENTS

Date 19/10/2015  
 Scale 1:500  
 Drwg. No. T4/3341