

North Dudley Area Committee 8th April 2009

Report of the Director of the Urban Environment

Castle Street, Roseville Shopping Centre, Coseley: Proposed Traffic Regulation Order

Purpose of Report

1. To seek support for the introduction of one-way traffic flow and on-street daytime limited waiting in Roseville Shopping Centre, Coseley as shown in the attached drawing TRS/NM/536

Background

2. Roseville Shopping Centre is an attractive purpose – built part of Coseley with shops along both sides of Castle Street, the Centre's main street Car parks are nearby.
3. Ward Members have become increasingly concerned that shoppers may find Roseville unattractive to visit when they have smaller amounts of shopping and need to shop for under an hour. The car parks are a little walk away from the shops. Potential shoppers may find it easier to shop elsewhere, where they can park on-street for a short time.
4. When two buses meet in Castle Street, one has to give way to the other. Shopkeepers complained to their Councillors that this two-way flow of buses through Castle Street causes traffic conflict when two buses meet, resulting in delay, air quality issues and an increase in risk for pedestrians and other vulnerable road users.
5. Accordingly, Ward Members held several meetings with Roseville Business Watch, Council Officers and representatives of the Police to consider means to reduce traffic conflict between bus services and assist the turnover of cars belonging to small-item shoppers.
6. A scheme was drafted that proposed that the majority of Castle Street became one-way in either direction, and also that daytime on-street limited waiting be introduced.

Consultation

7. Ward Members and the Police were consulted on the 16th January 2008 and have expressed their support. Verbal support was also received at subsequent meetings of Roseville Business Watch.
8. The Fire Service was consulted on 19th March and expressed the service's support for the proposals.
9. The one-way proposals were advertised between the 19th March and 14th April 2008 and the limited waiting proposals were advertised between 4th August and 29th August 2008.
10. Five objections were received, including one from Centro (the Passenger Transport Executive) Most objectors have concerns about access to the shops from the Bank Area.
11. Subsequent meetings have taken place with representatives of bus operators and Centro.
12. Following a meeting on 26th January 2009 between Ward Members and a senior representative of Centro, it was determined that the most successful direction of one-way bus travel would be for Castle Street to be made one-way from the area of Tunnel Street towards Canal Street, terminating at the junction with Canal Street.
13. It is considered that all objectors' concerns have been carefully considered and that the current one-way proposals, combined with three sections of one-hour daytime limited waiting will assist the shopping needs of the majority of members of the Coseley Community.
14. Background papers are available for your Area Committee's consideration.
15. A 20mph speed limit proposal had also been advertised. This proposal will not be proceeded with because of currently-held views that it would be unnecessary.

Finance

16. The costs associated with the introduction of one-way traffic flow and one-hour limited waiting in Castle Street are likely to be around £20,000. It is intended that this expenditure could be met from the 2009-10 Minor Works Capital Allocation.

Law

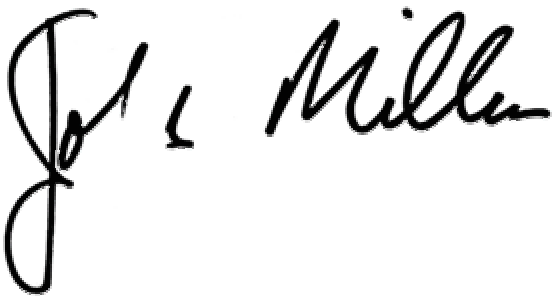
17. Traffic Regulation Orders are made under Section 1 of the Road Traffic Regulations Act 1984.

Equality Impact

18. The proposals within this report comply with the Council's equal opportunities policy.
19. One-way traffic flow would reduce traffic conflict between bus services and could assist movements by vulnerable highway users, including mobility impaired travellers.
20. The Ring and Ride service is able to transport disabled persons with greater ease when traffic conflicts are reduced.

Recommendation

21. Your Area Committee supports the making of Traffic Regulation Orders as set out in the report and shown in Drawing TRS/NM/536
22. Your Area Committee's comments are made known to the Cabinet Member for Transportation.

A handwritten signature in black ink that reads "John Millar". The signature is written in a cursive style with a large, stylized initial 'J'.

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JOHN MILLAR
Director of the Urban Environment

Contact Officer: Peter Van Geersdaele
Telephone: 01384 815437
Email: Peter.vangeersdaele@dudley.gov.uk