

Brierley Hill Area Committee -4th December 2008

Report of the Director of the Urban Environment

Brierley Hill Sustainable Access Network

Proposed Traffic Regulation Orders to Control Moving Traffic and Waiting

Purpose of Report

1. To seek Committee's support for the introduction of two Traffic Regulation Orders to control moving traffic and waiting in Brierley Hill as shown in Appendices A and B of this report. Plans of the proposed orders will be displayed on the night.

Background

2. Proposals to control moving traffic and waiting associated with the Brierley Hill Sustainable Access Network (BHSAN) and requests from local resident and business were advertised as set out below.
3. Letters were sent to ward members and the Police on 14 February 2008 and no objections were received.
4. The proposals were advertised in the "Express and Star" newspaper, on 2nd May 2008 and also on street between 2nd May and 28th May 2008.
5. Eight letters of objection were received to the moving traffic proposals. These covered the proposals to make John Street and Church Hill one way and to ban the right turn from Bell Street South. The points made by objectors and the Council's responses are shown in Appendix A. It is proposed that a shorter section of one-way for John Street and the original proposal for Bell Street South be supported. It is recommended that the proposal for Church Hill should not proceed.
6. Seventeen letters of objection and a petition of 28 signatures were received to the waiting proposals. These related to Bell Street, Bell Street South, Campbell Street, Church Street, Cressett Lane and High Street (Brierley Hill). The points made by objectors and the Council's responses are shown in Appendix B.
7. The vast majority of the advertised orders received no objections. Therefore, the decision was taken to proceed with the unopposed sections of the Orders to avoid delays to the completion of the Brierley Hill Sustainable Access Network.

Sustainable Transport

8. Measures to improve pedestrians' and cyclists' visibility around bends and junctions, together with reducing obstructive parking would assist sustainable methods of travel.

Finance

9. The estimated cost of implementing the part Traffic Regulation Orders referred to in this report is £15,000, which can be met from the 2008-9 Minor Capital Allocation.

Law

10. Traffic Regulation Orders are made under the powers contained in Section 1 of the Road Traffic Regulation Act 1984.

Equality Impact

11. The proposals contained within this report comply with the Council's Equality and Diversity Policy, whilst also seeking to introduce measures to benefit vulnerable road users.

Recommendation

12. That members support and recommend the Cabinet Member for Transportation to introduce the two Orders with the amendment recommended in Appendix A and Appendix B of this report.



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J B MILLAR
DIRECTOR OF THE URBAN ENVIRONMENT

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List of Background Papers

Letter to 9 Councillors dated 14/02/08

Letter to Police dated 14/02/08

8 letters of objection to Moving Traffic Order

17 letters of objection to waiting proposals

A petition of 28 signatures objecting to waiting proposals for Campbell Street and Crescent Lane.