

Individual Executive Decision Notice

Report title	City North Gateway - Phase 1, M54 Junction 2 to Springfield, Traffic Regulation Orders	
Decision designation	GREEN	
Cabinet member with lead responsibility	Councillor Steve Evans City Environment	
Wards affected	Bushbury North	
Accountable director	Ross Cook, City Environment	
Originating service	Transportation	
Accountable employee(s)	Amanda Millard	Traffic and Road Safety
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Report to be/has been considered by		

Summary

This report seeks to agree the implementation of Traffic Regulation Orders (TRO's) at various locations for the City North Gateway - Phase 1, M54 Junction 2 to Springfield to improve safety, encourage sustainable travel and contribute to the effective management of the highway network.

Recommendations for action or decision:

That the Cabinet Member for City Environment, in consultation with the Service Director, City Environment:

1. Approves the recommended action to implement a one-way order, no u turns order, mandatory left turns order, prohibited right turns order, 20 mph speed limit order and waiting and loading restrictions as shown on plans T4/3861, T4/3862, T4/3863, T4/3864, T4/3866 and T1/672 appended to this report.
2. Approves the recommended action to revoke existing TRO's as shown on plan T4/3865 appended to this report.
3. Authorise the Director of Governance to advertise the above orders under the Road Traffic Regulation Act 1984.

Signature
Date:

Signature

1.0 Background

- 1.1 City North Gateway (Phase 1) is a highway infrastructure improvement scheme that will enhance capacity for all modes whilst removing pinch points, thus reducing congestion and subsequently making the i54 enterprise zone more accessible. The scheme will improve the connectivity of Wolverhampton and unlock key sites along the northern corridor for redevelopment, attracting investors to the area and i54.

2.0 Progress, options, discussion, etc.

- 2.1 The scheme was subject to public consultation in the early part of the year following approval by Cabinet. This report seeks to promote the TROs that support the scheme and effective and safe management of the road space
- 2.2 In order to facilitate the City North Gateway (Phase 1) scheme, this IEDN is seeking authority to advertise a one-way order, no u turns order, mandatory left turns order, prohibited right turns order, 20 mph speed limit order and waiting and loading restrictions as shown on plans T4/3861, T4/3862, T4/3863, T4/3864, T4,3866 and T1/672. The revocation of extant Traffic Regulation Orders will also be required as shown on plan T4/3865. The new TRO's will enable the effective management of the highway network and enable enforcement of these restrictions in order to facilitate the safe and efficient operation of the highway.
- 2.3 It is proposed to formally advertise the restrictions as per the attached plans and address any objections/comments made via a second IEDN which will seek approval to implement the TRO's.

3.0 Evaluation of alternative options:

- 3.1 The alternative option would be to leave the highway unrestricted which would lead to inappropriate parking and allow potentially dangerous manoeuvres. This would have a negative impact on the effective management of the highway network and lead to increased journey times.

4.0 Reasons for decision(s):

- 4.1 The introduction of TRO's to restrict waiting and loading will allow better flow of traffic and will reduce delays for all vehicles. This will improve safety, encourage sustainable travel and contribute to the effective management of the highway network.

5.0 Financial implications

- 5.1 The TRO's detailed in this report are estimated to cost £10,000. This cost will be accommodated within the £100,000 approved advance works budget. [TK/31082017/F]

6.0 Legal implications

- 6.1 Under Section 122(1) of the Road Traffic Regulation Act 1984 ("the 1984 Act") the Council, as the traffic authority, has a duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. Section 1(1) of the 1984 Act enables the Council to make a Traffic Regulation Order "where it appears to be expedient to make the order".
- 6.2 The procedure for making a traffic regulation order under the 1984 Act is contained in the Local Authorities 'Traffic Orders (Procedure) (England & Wales) Regulations 1996 (SI 1996/2489). There are consultation requirements before an order can be made. The procedure for dealing with any objections received during the consultation period is laid down in the 1996 Regulations and having determined any objections received, the TRO may be brought into force.
- 6.3 The Traffic Regulation Orders will be enforced by the Council's Parking Services team as part of their city-wide enforcement responsibilities.
[RB/30082017/G]

7.0 Equalities implications

- 7.1 There are no equalities implications.

8.0 Environmental implications

- 8.1 The proposed TROs and other highway improvements will assist in ensuring the safe and efficient operation of the highway.

9.0 Human resources implications

- 9.1 There are no human resource implications.

10.0 Corporate landlord implications

- 10.1 There are no corporate landlord implications.

11.0 Schedule of background papers

- 11.1 None.