

Individual Executive Decision Notice

Report title	Middle Cross Experimental Bus Lane Suspension Order	
Decision designation	GREEN	
Cabinet member with lead responsibility	Councillor Steve Evans City Environment	
Wards affected	East Park	
Accountable director	Ross Cook, Service Director, City Environment	
Originating service	Transportation	
Accountable employee(s)	Nick Broomhall	Traffic and Road Safety 01902 555723 Nick.Broomhall@wolverhampton.gov.uk
	Tel	
	Email	
Report to be/has been considered by	N/A	

Summary

This report seeks approval to make the experimental bus lane suspension order at Middle Cross into a permanent order revoking a section of bus lane in order encourage sustainable travel, reduce environmental impacts and contribute to the effective management of the highway network.

Recommendation(s) 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 make the Wolverhampton City Council (Middle Cross) (Experimental Bus Lane Suspension) Order 2017 into a permanent Order as shown on plan T4/3706 appended to this report.
2. Authorises the Director of Governance to implement the relevant traffic regulation order.

Signature

Date:

Signature

Date:

1.0 Background

- 1.1 In April 2017, the Wolverhampton City Council (Middle Cross) (Experimental Bus Lane Suspension) Order 2017 came into operation. The Experimental Order suspended 96 metres of bus lane (inbound) along Middle Cross as a trial to investigate whether the suspension would reduce vehicle queue lengths on Middle Cross and Willenhall Road during peak traffic periods and increase vehicle throughput at Bilston Road Island.

2.0 Progress, options, discussion, etc.

- 2.1 Over the past four months the impacts of the suspension have been monitored by City of Wolverhampton Council and Transport for West Midlands. The results of the monitoring processes show that there has been a significant reduction in recorded bus journey times of between 2.22 and 2.4 minutes. Transport for West Midlands has confirmed that they have no objection to making the existing experimental TRO into a permanent Order as a result of the improved bus journey times and reduced queue lengths.

3.0 Evaluation of alternative options:

- 3.1 The alternative option would be to reinstate the bus lane leading to a recurrence of the problems experienced prior to the suspension of the bus lane.

4.0 Reasons for decision(s):

- 4.1 Permanent removal of the section of bus lane will allow better flow of traffic on Middle Cross and reduce delays for all vehicles, including buses.

5.0 Financial implications

- 5.1 Making the Wolverhampton City Council (Middle Cross) (Experimental Bus Lane Suspension) Order 2017 into a permanent Order is estimated to cost £2,000.

- 5.2 The redundant signals equipment and central refuge that are no longer required will require removal at a cost of £15,000.

- 5.3 A budget of £30,000 exists in the approved capital programme for 'Bus infrastructure improvements' from which the cost of the associated changes will be met.
[TT/10082017/Y]

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 & disabled members of the public) 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.

LW/14082017/P

7.0 Equalities implications

- 7.1 There are no equalities implications.

8.0 Environmental implications

- 8.1 The proposed TRO and highway improvements will assist in ensuring the safe and efficient operation of the highway. A reduction in queue length has already been recorded during the trial.

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.