

Individual Executive Decision Notice

Report title	Transportation Network – Miscellaneous Traffic Regulation Orders Section 278 and 38 Agreements	
Decision designation	GREEN	
Cabinet member with lead responsibility	Councillor Steve Evans City Environment	
Wards affected	Ettingshall; Graiseley; Heath Town; Merry Hill;	
Accountable Director	Ross Cook, Director of City Environment	
Originating service	Transportation	
Accountable employee	Amanda Millard	Professional Lead Highways Adoption
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Report to be/has been considered by	Not applicable	

Summary

This report seeks to agree the implementation of measures at various locations to improve safety, encourage sustainable travel and contribute to the effective management of the highway network.

Recommendations for decision:

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

1. Approves the recommended action to implement waiting restrictions to parts of Steelhouse Lane, Cable Street, Furnace Drive, Forge Road (Plan T4/4202). 20mph Speed Limit to parts of Chain Gardens, Furnace Drive, Forge Road, William Bayliss Drive (Plan T4/4244).
2. Approves the recommended action to implement waiting and loading restrictions to Langley Road, Fareham Crescent, Highclere Gardens (Plan T4/4250).

3. Approves the recommended action to implement waiting and loading restrictions to parts of Springfield Road, Bakewell Gardens, Badger Croft (Plan T4/4229). 20mph Speed Limit to Bakewell Gardens, Badger Croft (Plan T4/4240).
4. Approves the recommended action to implement waiting and loading restrictions to parts of Ashland Street, Elias Mattu Avenue, Great Brickkiln Street, Humber Road, Kimberley Street, Pelham Street, Rosebery Street, Salisbury Street (Plan T4/4223A). 20mph Speed Limit to Elias Mattu Avenue (Plan T4/4224). Prohibition of Driving to part of Elias Mattu Avenue/Pelham Street (Plan T4/4226).
5. Approves the proposed revocation (in part) of existing Traffic Regulation Orders (TROs) in Langley Avenue; Rosebery Street; Ashland Street; Great Brickkiln Street; Humber Road; where necessary to allow the implementation of the new TROs.
6. Authorises the Director of Governance to implement the relevant traffic regulation orders.

Signature

Signature

Date:

Date:

1.0 Background

- 1.1 This report seeks to agree the implementation of Traffic Regulation Orders (TRO's) at various locations to improve safety, encourage sustainable travel and contribute to the effective management of the highway network.

2.0 Detail

Steelhouse Lane, Cable Street, Furnace Drive, Forge Road - Waiting Restrictions (Plan T4/4202). Chain Gardens, Furnace Drive, Forge Road, William Bayliss Drive - 20mph Speed Limit (Plan T4/4244).

- 2.1 In October/November 2019, proposals for 'no waiting at any time on any day' in parts of Steelhouse Lane, Cable Street, Furnace Drive, Forge Road and 20mph speed limit to Chain Gardens, Furnace Drive, Forge Road and William Bayliss Drive were formally advertised.
- 2.2 The restrictions satisfy a planning condition relating to a residential development. The waiting restrictions are required to prevent inappropriate parking which may lead to access and visibility issues and the speed restriction is required to reduce the speed of vehicles travelling in a residential area in the interests of road safety.
- 2.3 No objections/representations were received during the formal consultation for the waiting restrictions or the 20mph speed restriction. It is therefore recommended that these restrictions are implemented as shown on plans T4/4202 and T4/4244.

Langley Road, Fareham Crescent, Highclere Gardens - Waiting and Loading Restrictions (Plan T4/4250).

- 2.4 In October/November 2019, proposals for 'no waiting at any time/no loading at any time' in parts of Langley Road, Fareham Crescent, Highclere Gardens was formally advertised.
- 2.5 The restrictions are required to comply with a Planning Condition to keep the visibility splay at the new vehicle access off Langley Road clear of all obstruction and to prevent inappropriate parking leading to access and visibility issues within the development.
- 2.6 No objections/representations were received during the formal consultation for the waiting and loading restrictions. It is therefore recommended that these restrictions are implemented as shown on plan T4/4250.

Springfield Road, Bakewell Gardens, Badger Croft - Waiting and Loading Restrictions (Plan T4/4229). Bakewell Gardens, Badger Croft - 20mph Speed Limit (Plan T4/4240).

- 2.7 In October/November 2019, proposals for 'no waiting at any time/no loading at any time' in parts of Springfield Road, Bakewell Gardens, Badger Croft and 20mph speed limit to Bakewell Gardens and Badger Croft was formally advertised.

- 2.8 The restrictions satisfy a planning condition for the development. The waiting restrictions are required to prevent inappropriate parking which may lead to access and visibility issues. The speed restriction is required to reduce the speed of vehicles travelling in a residential area, in the interests of road safety.
- 2.9 No objections/representations were received during the formal consultation for the waiting and loading restrictions or the 20mph speed restriction. It is therefore recommended that these restrictions are implemented as shown on plans T4/4229 and T4/4240.

Ashland Street, Elias Mattu Avenue, Great Brickkiln Street, Humber Road, Kimberley Street, Pelham Street, Rosebery Street, Salisbury Street - Waiting and Loading Restrictions (Plan T4/4223A). Elias Mattu Avenue - 20mph Speed Limit (Plan T4/4244). Elias Mattu Avenue/Pelham Street Prohibition of Driving (Plan T4/4226)

- 2.10 In July/August 2019, proposals for 'no waiting at any time/no loading at any time' in parts of Ashland Street, Elias Mattu Avenue, Great Brickkiln Street, Humber Road, Kimberley Street, Pelham Street, Rosebery Street, Salisbury Street, 20mph speed limit to Elias Mattu Avenue and prohibition of driving to Elias Mattu Avenue were formally advertised.
- 2.11 The Traffic Regulation Orders are required to prevent inappropriate parking and to ensure the free flow of traffic, highway and pedestrian safety. They will also assist in the reduction of the speed of vehicles travelling in a residential area. The prohibition of driving will prevent Elias Mattu Avenue from being used as a short cut by motor vehicles.
- 2.12 No objections/representations were received during the formal consultation for the 20mph speed restriction or prohibition of driving. It is therefore recommended that these restrictions are implemented as shown on plans T4/4244 and T4/4226.
- 2.13 One representation was received from a business who raised concerns that a loading restriction would lead to issues for deliveries. The business asked whether a delivery allowance could be made, which would meet the requirements of all the business's concerned as the facility to load and unload vehicles is critical to all businesses in the area. A review has been carried out and the loading restriction has been removed to permit loading at the junctions of Salisbury Street/Pelham Street, Roseberry Street/Pelham Street and Ashland Street/Pelham Street/Elias Mattu Avenue. The business confirmed that this is acceptable. It is therefore recommended that these restrictions are implemented as shown on plans T4/4223A.

3.0 Evaluation of alternative options

- 3.1 The alternative option would be to leave the highway unrestricted which would lead to inappropriate parking. This would have a negative impact on the effective management of the highway network, lead to increased journey times and lead to access and visibility issues for both pedestrians and drivers.

3.2 If a 30mph speed limit was in operation, it may lead to inappropriate vehicle speeds which is not desirable in a residential area. There is evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties, as collision frequency is lower at lower speeds; and where collisions do occur, there is a lower risk of fatal injury at lower speeds. There is also clear evidence confirming the greater chance of survival of pedestrians in collisions at lower speeds. The prohibition of driving will prevent Elias Mattu Avenue from being used as a short cut by motor vehicles which may lead to higher than desirable vehicle speeds in a residential area.

4.0 Reasons for decision

4.1 The introduction of the TRO's to restrict waiting and loading will allow better flow of traffic and will reduce delays for all vehicles. The restrictions will also protect the highway from inappropriate parking which would lead to access and visibility issues.

4.2 There is clear evidence confirming the greater chance of survival of pedestrians in collisions at lower speeds justify the introduction of the 20mph speed limit.

4.3 Without a prohibition of driving in place, vehicles (including HGV's accessing the adjacent industrial premises) will take short cuts through a residential street which could lead to a conflict between pedestrians and vehicles.

5.0 Financial implications

5.1 The TRO's for these 4 plans including Steelhouse Lane, Cable Street, Furnace Drive, Forge Road, Chain Gardens, William Bayliss Drive, Langley Road, Fareham Crescent, Highclere Gardens, Springfield Road, Bakewell Gardens, Badger Croft, Ashland Street, Elias Mattu Avenue, Great Brickkiln Street, Humber Road, Kimberley Street, Pelham Street, Rosebery Street, Salisbury Street as detailed in this report are estimated to cost in the region of £6,000 on each plan. The overall total cost is £24,000. The developers have provided funds to cover the costs of these works.

[NC/18122019/G]

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 Vehicles parked in contravention of TROs can be immobilised (s104) or removed (s99). A person breaching a TRO is guilty of an offence, and liable on summary conviction to a level 3 fine (currently £1000). Alternatively, the individual can be offered a Fixed Penalty Notice, if the Council has adopted the scheme.
[TS/16122019/Q]]

7.0 Equalities implications

- 7.1 The proposed waiting and loading restrictions will help parents with pushchairs and will safeguard children and other vulnerable road users. It will help people in wheelchairs and it will help keeping people healthy in general by encouraging people to walk.

8.0 Climate change and environmental implications

- 8.1 The proposed TROs will assist in ensuring the safe and efficient operation of the highway and so minimise environmental impacts.

9.0 Human resources implications

- 9.1 There are no human resource implications.
- 9.2 The work required to deliver the various orders will be absorbed by staff within the in-house legal team.
- 9.3 The Traffic Regulation Orders will be enforced by the Council's Parking Services Team as part of their city-wide enforcement responsibilities.

10.0 Corporate Landlord implications

- 10.1 There are no corporate landlord implications.

11.0 Schedule of background papers

- 11.1 None.

12.0 Appendices

- 12.1 T4 4202 TRO plan
- 12.2 T4 4244 20MPH ORDER plan
- 12.3 T4 4250 TRO plan
- 12.4 T4 4229 TRO plan
- 12.5 T4 4240 20MPH plan

12.6 T4 4223A TRO plan

12.7 T4 4224 20 ZONE plan

12.8 T4 4226 PROHIBITION OF DRIVING plan