

CITY OF WOLVERHAMPTON COUNCIL	Individual Executive Decision Notice
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Report title	Transportation Network – Goodyear Avenue and Surrounding Roads- Road Safety Scheme	
Decision designation	GREEN	
Cabinet member with lead responsibility	Councillor Steve Evans Cabinet Member for City Environment	
Wards affected	Bushbury South and Low Hill;	
Accountable Director	Ross Cook, Director of City Environment	
Originating service	Transportation	
Accountable employee	Nick Broomhall Tel Email	Service Lead – Traffic and Road Safety 01902 555723 Nick.Broomhall@wolverhampton.gov.uk ,

Summary

This report seeks to agree the implementation of a 20mph speed limit and traffic calming measures in the Goodyear Avenue area of Wolverhampton, 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 overrule objections and implement a 20 mph Speed Limit and associated system of Traffic Calming (road humps and speed table) on Goodyear Avenue, Wingfoot Avenue and Low Hill Crescent, as shown on Plan T4/4274/01.

Signature

Date:

Signature

Date:

1.0 Background

1.1 Earlier in 2019, the Bushbury Hill Estate Management Board (BHEMB) approached City Transport for guidance concerning a project involving the implementation of dropped kerbs and driveways for a number of properties under their management to facilitate off-street parking. It was clear that the removal of on-street parking from these roads could result in a significant increase in vehicle speeds.

2.0 Detail

2.1 Goodyear Avenue, Wingfoot Avenue and Low Hill Crescent Traffic Calming and 20mph Speed Limit, as shown on Plan T4/4274/01

2.2 In light of the potential implications of installing driveways and removal of on-street parking in the Goodyear Avenue area, it has been agreed that the BHEMB should finance a traffic calming scheme in the roads likely to be affected. This would also address a number of historic requests for traffic calming in the area as it is perceived that these roads are used as a short-cut to avoid congestion on local main roads. In addition, it would also improve road safety around Whitgreave Primary School, which has an access on each of these roads.

2.3 In November 2019, City of Wolverhampton Council formally advertised the introduction of traffic calming and a 20mph speed limit in Goodyear Avenue, Wingfoot Avenue and Low Hill Crescent. This included direct consultation by letter with approximately 250 properties directly affected by the proposals.

2.4 Representations were received in response to the advert and consultation exercise in the form of emails objecting to the traffic calming and 20mph speed limit in these roads. The key points raised have been summarised below:

- A Total of 11 Responses were received: -
- 5 Responses (45%) were in support
- 3 Responses were only concerned about the provision of driveways
- 3 Responses (27%) objected, the concerns being:
 - Traffic calming will not address speeding vehicles
 - Road humps are dangerous in icy conditions
 - Speed humps will reduce on-street parking.

2.5 In reply to the objections:

- Extensive trials and studies have been undertaken which strongly suggest that traffic calming, particularly road humps, has a substantial effect on reducing traffic speed. In addition, the road humps and speed tables will be constructed to a design that is recommended by the Department for Transport.
- One of the objectors specifically mentions existing problems in Wingfoot Avenue and Melverton Avenue in icy/snowy conditions. Whilst it is noted that these roads

are on a gradient, it is not considered likely that the traffic calming measures will exacerbate the situation. The entry/exit ramps will be 1m long and the ramps themselves will be only 75mm high.

- There are no waiting restrictions proposed, and drivers will be able to park vehicles on and/or adjacent to the traffic calming measures. Consequently, there will be no loss of on-street parking space directly attributable to the traffic calming features. In addition, the BHEMB initiative to implement off-street parking facilities is likely to increase the availability of on-street parking spaces by freeing up road space.

3.0 Evaluation of alternative options

- 3.1 The alternative option would be to “do nothing” to mitigate the potential increase in traffic speeds which could lead to an increase in personal injury accidents on these roads and resultant increased number of concerns being raised by the local community. This could place additional strain on Capital finances in future years.

4.0 Reasons for decision

- 4.1 The proposals will improve road safety for residents in the local area particularly in the vicinity of Whitgreave Primary School. The scheme will also improve the local amenity for local residents by reducing traffic volumes on these residential streets.

5.0 Financial implications

The costs of the traffic calming and 20mph speed limit are to be entirely funded by the BHEMB. There are, therefore, no financial implications for City Transport.

[Financial Code: NC/07012020/L]

Legal Implications

- 3.1 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”.
- 3.2 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.

- 3.3 The 20mph speed limit will be by and large self-enforcing due to the proposed installation of traffic calming throughout the scheme.

[Legal Code: TS/08012020/R]

6.0 Equalities implications

- 6.1 The proposed measures are likely to improve road safety for vulnerable road users and therefore have a positive impact on equality.

7.0 Climate Change and Environmental implications

- 7.1 The proposed traffic calming and 20mph speed limit will assist in ensuring the safe and efficient operation of the highway for all road users.

8.0 Human resources implications

- 8.1 There are no human resource implications.

9.0 Corporate Landlord implications

- 9.1 There are no corporate landlord implications.

10.0 Health and Wellbeing implications

- 10.1 The proposed 20mph speed limit and associated traffic calming will result in reduced traffic speeds and volumes and so lead to improved road safety. This in turn will promote walking, cycling and other outdoor activities, this improving the wellbeing of local residents.

11.0 Schedule of background papers

- 11.1 None.

12.0 Health and Wellbeing implications

- 12.1 None.

13.0 Appendices

- 13.1 T4/4274/01