

# Individual Executive Decision Notice

<b>Report title</b>	Transport Network - Miscellaneous Traffic Regulation Orders - Shaw Road Experimental One-Way Order.	
<b>Decision designation</b>	GREEN	
<b>Cabinet member with lead responsibility</b>	Councillor Steve Evans Cabinet Member for City Environment	
<b>Wards affected</b>	Bushbury South and Low Hill;	
<b>Accountable Director</b>	Ross Cook, Director of City Environment	
<b>Originating service</b>	Transportation	
<b>Accountable employee</b>	Nick Broomhall, Ian Walker Tel Email	Service Lead, Traffic and Road Safety, Consultant Engineer 01902 555723 nick.broomhall@wolverhampton.gov.uk, ian.walker@wolverhampton.gov.uk
<b>Report to be/has been considered by</b>	Not applicable.	

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## Summary

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

## Recommendation(s) for decision:

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

1. Approves the recommended action to implement on an experimental basis for a period of 18 months a One -Way movement restriction on Shaw Road, as shown on plan T4/4363 appended to this report.
2. Authorises the Director of Governance to implement the relevant experimental traffic regulation order.

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## **1.0 Background**

- 1.1 This report seeks to agree the implementation of an Experimental Traffic Regulation Order (ETRO) on Shaw Road to improve safety, encourage sustainable travel and contribute to the effective management of the highway network.

## **2.0 Detail**

### **Shaw Road – One Way Restrictions (Plan T4/4363)**

- 2.1 During the re-opening of the Shaw Road household Waste Recycling Centre (HWRC) following the restriction of movements during the COVID-19 lockdown the need to control traffic in the Shaw Road area was identified. Temporary traffic management including a One-Way system on Shaw Road was introduced successfully. In order to assess whether the revised traffic arrangements would be beneficial in the longer term it is proposed to introduce an Experimental One-Way restriction, detailed on Plan T4/4363, along Shaw Road in a southerly direction between its junction with Bushbury Lane and Showell Road. It is hoped that the arrangement will improve HWRC queue management and reduce potential traffic impacts at nearby road junctions and reduce potential impacts on the Stafford Road arterial route.
- 2.2 The proposed ETRO will be publicised in the local press, on-street notices, a letter drop and the Council Consultation Hub. The Experimental order will come into force seven days after the publication date and will stay in force for a maximum period of 18 months. During the first six months the effectiveness of the scheme will be monitored.
- 2.3 Comments may be submitted during the first six months of the commencement date of the experimental order. All comments will be logged and addressed accordingly. Where practicable changes or amendments may be made to the scheme during this time period. Alternatively, the scheme may be abandoned should that be the best option.
- 2.4 At any time after six months the order may be made permanent providing all of the criteria set out in the relevant legislation have been followed following approval of a further report detailing reasons for making the order permanent.

## **3.0 Evaluation of alternative options**

- 3.1 The alternative option of not implementing the experimental one-way movement restriction along Shaw Road could lead to future queuing of traffic associated with peak use of the HWRC that leading to significant impacts on the local highway network at the northern side of the City.

#### **4.0 Reasons for decision**

- 4.1 The introduction of the ETRO to make Shaw Road One-Way is designed to reduce potential impacts of queuing associated with the HWRC and so allow better flow of traffic, reduce delays and improve road safety for all road users. The ETRO will enable the effectiveness of the scheme to be monitored before a decision is made as to whether to make the arrangements permanent.

#### **5.0 Financial implications**

- 5.1 The costs to implement the ETRO, as detailed in this report, are estimated to be in the region of £6,000 which will be met from existing Transportation budgets.
- 5.2 The physical, Civil Engineering and signage works that are required (as stated earlier in this report) to re-purpose the highway as part of the COVID-19 measures which are being introduced across the city's highway network, have been estimated to cost in the region of £16,000. The £22,000 in total is a direct cost of COVID-19, which is being initially funded from existing Transportation Budgets and is likely to cause a budget pressure which will be monitored throughout the year.

[SB/01072020/T]

#### **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 £1,000). Alternatively, the individual can be offered a Fixed Penalty Notice, if the Council has adopted the scheme.

- 6.4 Schemes supporting planning applications would jeopardise the whole scheme if not implemented; the Council has also already agreed informally to implement the said schemes during the planning application process.

[TS/24062020/Q]

## **7.0 Equalities implications**

- 7.1 The Experimental One-Way restriction will help all road users as there will be a reduced tendency for vehicles to queue across junctions thus enabling better visibility for parents with pushchairs, people in wheelchairs, other pedestrians and cyclists.

## **8.0 Climate change and environmental implications**

- 8.1 The proposed ETRO will assist in ensuring the safe and efficient operation of the highway and so help meet emissions targets.

## **9.0 Human resources implications**

- 9.1 There are no human resource implications arising from this report.
- 9.2 The work required to deliver the various orders will be absorbed by staff within the in-house legal team.
- 9.3 The Experimental Traffic Regulation Order will be largely self-enforcing. As with the majority of moving traffic orders any enforcement of the One -Way restriction would fall under the remit of West Midlands Police who will be consulted as part of the legal process.

## **10.0 Corporate Landlord implications**

- 10.1 There are no corporate landlord implications arising from this report.

## **11.0 Health and Wellbeing Implications**

- 11.1 The proposed Traffic Regulation Orders are designed to encourage sustainable methods of travel including walking and cycling by improving Road Safety and so will benefit the health and well-being of the public.

## **12.0 Covid Implications**

- 12.1 There are no Covid implications arising from this report.

## **13.0 Schedule of background papers**

- 13.1 None.

## **14.0 Appendices**

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## 14.1 Appendix 1: T4 4363 ETRO PLAN