

## Individual Executive Decision Notice

<b>Report title</b>	Transportation Network - Barnhurst Lane (Aldersley High School) Local School Safety Scheme,	
<b>Decision designation</b>	GREEN	
<b>Cabinet member with lead responsibility</b>	Councillor Cabinet Member for City Environment and Climate Change	
<b>Wards affected</b>	Oxley;	
<b>Accountable Director</b>	Ross Cook, Director of City Housing and Environment	
<b>Originating service</b>	Transportation	
<b>Accountable employee</b>	Nick Broomhall	Service Lead Traffic and Road Safety
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<b>Report to be/has been considered by</b>	N/A	

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### Summary

This report seeks to agree the implementation of a 20mph Local School Safety Zone and associated traffic calming measures in the vicinity of Aldersley High School on Barnhurst Lane, Oxley.

### Recommendation(s) for action or decision:

That the Cabinet Member for City Environment and Climate Change, in consultation with the Director of City Housing and Environment:

1. Approves the recommended action to overrule an objection and implement a 20mph School Safety Zone Traffic Regulation Order and associated system of traffic calming on Barnhurst Lane as shown on Plans T3/1489-01 and T3/1489-02 appended to this report.

This report is PUBLIC  
[NOT PROTECTIVELY MARKED]

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Signature

Name of Cabinet Member

Date:

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Signature

Name of Director

Date:

## **1.0 Background**

1.1 During an annual road safety review of Personal Injury Accidents (PICs) in Wolverhampton, Barnhurst Lane was identified as a high-risk location particularly for school children with four personal injury collisions recorded in the last 3 years. Consequently, the need for intervention was identified within the 2020/2021 Transportation Capital Programme as priority for delivery in this financial year. To address the numbers of PICs, a local school safety zone has been designed, with associated traffic calming measures. The scheme includes speed cushions located at suitable distances, road hump at an existing uncontrolled pedestrian crossing point, raising of the existing toucan crossing point and a new 20mph zone along the route.

## **2.0 Detail**

### **2.1 Barnhurst Lane Local School Safety Zone, including Traffic Calming and 20mph Zone, as shown on Plans T3/1489-01 T3/1489-02.**

2.2 In August 2021, The City of Wolverhampton Council formally advertised the introduction of a 20mph zone Traffic Regulation Order with associated traffic calming on Barnhurst Lane as shown on Plans T3/1489-01 and T3/1489-02 appended to this report. The consultation exercise included advertising in local press, posting of on-street notices and direct consultation by letter, with approximately 18 properties, directly affected by the proposals including Aldersley High School.

2.3 Dovecotes TMO were also consulted, which is based on Ryfields and is a local housing tenancy managing service, with over 750 tenancies in the Oxley Ward. The Dovecotes TMO committee are in support of these proposals. They advertised the proposals on their notice board and the scheme was discussed at a recent committee meeting.

2.4 Representations were received in response to the consultation in the form of emails and letters. The key points raised have been summarised below:

- A total of seven responses were received: -
- Four responses (57%) were in support.
- Three out of the four responses that are in support of these proposals, also requested the scheme to be extended further along Barnhurst Lane. There was also a request for public meetings with residents and to install more severe traffic calming measures such as full width road humps or similar cushions to those installed at Oak Hill, Finchfield.
- One response raised concerns that the traffic calming measures would increase the risk of children not using the crossing points as the traffic calming will be slowing the vehicles down. The respondent has suggested the use of railings to stop the above from occurring. They have also suggested a right-hand filter lane to be constructed along the grassed verge to ease congestion.
- Two responses (28%) have objected to the proposals.

- One objector's main concern relates to traffic flows during the school opening and closing times. They have raised the issue of congestion due to coaches being parked on Barnhurst Lane and right turning traffic from the school car park blocking the through traffic on Barnhurst Lane. They have suggested a banned right turn out of the school car park should be introduced so that traffic is forced to travel north to use the mini roundabout at the junction of Barnhurst lane and the Droveaway to turn back around.
- The second objector cited that the proposals would lead to increased emergency response times, congestion and pollution, and that motorists will start to use alternate routes namely Codsall Rd, Windermere Rd or Green Lane. The objector also states that Aldersley High School supervise pupils at key times reducing the risk of personal injury collisions. The objector suggests that speeding motorists should have their vehicles taken away and destroyed and enforcement of the speed limit is the solution.

## 2.5 In response to the objection:

- This scheme is being implemented based on the personal injury collisions recorded in the last 3 years; the scheme extents cannot be increased any further because this would result in the scheme being unjustifiable based on the PIC data in the last 3 years.
- Barnhurst Lane is classified as local distributor and is a strategic route for the emergency services, because of this, the most appropriate traffic calming measures are speed cushions, as these features can be straddled by larger vehicles and so they will have less impact on emergency response times.
- Keep Clear markings are proposed as part of the proposals at the school vehicular entrance and egress. Whilst these are advisory markings, they will encourage drivers to make the right choices as well as provide gaps in the traffic to join Barnhurst Lane. The Traffic & Road Safety Team will continue to monitor and review the traffic behaviour along the route and will consider the requirements for additional restrictions in the future.
- Extensive trials and studies have been undertaken which strongly suggest that traffic calming, such as speed cushions, has a substantial effect on reducing traffic speed and reducing PICs. The road humps and cushions will be constructed to a design that is recommended by the Department for Transport and is approved for use across Wolverhampton. This will ensure that the proposed traffic calming is effective and compliant to all regulations.
- No additional parking restrictions are proposed as part of the proposals. Whilst it is recognised that parked vehicles can cause obstruction and visibility issues, the removal of on-street parking can also lead to an increase in traffic speeds as more road space becomes available. The Traffic and Road Safety Team will continue to review parking along the route and will consider the requirement for additional restrictions in the future.
- The School Safety Zone will be self-enforcing and will help to reduce the speeds of motorists 24 hours a day in addition to school travel times
- Important benefits of 20 mph zones include quality of life and community benefits, and encouragement of healthier and more sustainable transport modes such as

walking and cycling (Kirkby, 2002). There may also be environmental benefits as, generally, driving more slowly at a steady pace will save fuel and reduce pollution. Walking and cycling can make a very positive contribution to improving health and tackling obesity, improving accessibility, tackling congestion, and reducing carbon emissions and improving the local environment.

- 2.6 It is therefore recommended that the above objections are overruled and the proposed Local School Safety Scheme including 20mph speed limit and associated traffic calming implemented as shown on Plans T3/1489-01 and T3/1489-02 in the interests of improved road safety,

### **3.0 Evaluation of alternative options**

- 3.1 One alternative would be to “do nothing”. However, the section of Barnhurst Lane near to Aldersley High School has a record of casualties caused by road traffic collisions. To do nothing would not address this and the likely result would be a continuation of regular PICs. This approach would not be aligned to either Wolverhampton or Regional Road Safety objectives.
- 3.2 Alternative traffic calming measures could include road humps and/or chicanes, however, this will have an adverse impact with increased delays to emergency service vehicles when compared to speed cushions.
- 3.3 Another option would be to implement a variable speed limit of 20mph during school opening and closing times. However, these are only advisory limits and only require variable message signs, these are a useful tool in reminding motorists of the speed limit, however, it would be unlikely to be as effective in reducing the number of PIC’s along a route.

### **4.0 Reasons for decision**

- 4.1 The proposals are the most appropriate option available to address the relatively high number of casualties involved in PICs on this section of Barnhurst Lane by improving road safety for pupils attending Aldersley High School and other road users. The proposals will assist the City Council reduce the number of Personal Injury Collisions on Wolverhampton’s Highway Network.

### **5.0 Financial implications**

- 5.1 The costs of implementing the scheme including the associated Traffic Regulation Order for the 20mph speed limit relevant to this report is £50,000 which will be funded within the Local Safety Schemes Programme as detailed in the 2020/21 Transportation Capital Programme. This will be monitored as part of the Council’s routine capital monitoring.

## **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 20mph school safety zone has been designed to be self-enforcing due to the proposed installation of traffic calming along Barnhurst Lane.

## **7.0 JA/12102021/B**

## **8.0 Equalities implications**

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

## **9.0 Climate change and environmental implications**

- 9.1 The proposed traffic calming and 20mph speed limit will assist in ensuring the safe and efficient operation of the highway.

## **10.0 Human resources implications**

- 10.1 There are no human resource implications arising from the recommendation in this report.

## **11.0 Corporate Landlord implications**

- 11.1 There are no corporate landlord implications arising from the recommendation in this report.

## **12.0 Health and Wellbeing Implications**

- 12.1 The proposed 20mph zone 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, improving the wellbeing of local residents, students and parents.

### **13.0 Covid Implications**

13.1 There are no Covid implications arising from the recommendation in this report.

### **14.0 Schedule of background papers**

14.1 None.

### **15.0 Appendices**

15.1 Plan T3/1489 - 01 – 20MPH TRO PLAN

15.2 Plan T3/1489 – 02 TRAFFIC CALMING PLAN