

Individual Executive Decision Notice

Report title	Transport Network Traffic Regulation Orders – Hall Street Bus Gate
Decision designation	GREEN
Cabinet member with lead responsibility	Councillor Councillor Steve Evans City Environment
Wards affected	Bilston East;
Accountable Director	Ross Cook, Director of City Housing and Environment
Originating service	Transportation service
Accountable employee	Nick Broomhall Service Lead – Traffic & Road Safety Tel 01902 555723 Email Nick.broomhall@wolverhampton.gov.uk
Report to be/has been considered by	Not Applicable

Summary

This report seeks to agree the implementation of measures at Hall Street in Bilston for the provision of a bus lane on a section of Hall Street located south of the Bus Station. This order will supersede the existing Bus Lane Order that is presently in place. The replacement of this order will help provide a safer environment for pedestrians in the area and promote sustainable travel 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 of City Environment.

1. Approves the recommended action to overrule an objection to the proposed bus lane Order to part of Hall Street, in response to a comment received during public consultation and implement the scheme as shown on plan T4/ (Plan T4/4366).
2. Authorises the Director of Governance to implement the relevant traffic regulation orders.

Signature
Name of Cabinet Member

Signature
Name of Director

This report is PUBLIC or
[NOT PROTECTIVELY]

Date:

Date:

1.0 Background

- 1.1 This report seeks to agree the implementation of a revised Bus Lane Traffic Regulation Order (TRO) at Hall Street in the Bilston area of Wolverhampton. This will allow the authority to manage vehicle movements within the city centre more effectively, improve pedestrian safety, encourage sustainable travel and contribute to the effective management of the highway network. This order is a replacement for the existing order that needed to be amended following concerns being raised by Bus Station Management Team about Private Hire Taxis travelling through the bus station at speed in contravention of existing “No Entry” signs to access the bus lane further to the south on Hall Street. This practice is not only an abuse of the existing order but also places pedestrians and other vulnerable road users at risk in a highly sensitive location. The proposed new order includes the removal of the ‘Taxi’ exemption that exists in the current Bus Lane Order together with appropriate revisions to the existing signage. The existing order will be revoked in full.
- 1.2 The introduction of the revised Traffic Regulation Order will not materially alter the day to day operation of the bus lane but will allow parking services to enforce unauthorised access to the bus lane more effectively and reduce the numbers of road users abusing the existing prohibition of driving and bus lane facility.

2.0 Detail

Hall Street (Plan T4/4366).

- 2.1 Between August 2020 & September 2020, proposals for ‘Prohibition of Driving – Bus Lane’ in part of Hall Street, between its junctions with Bilston Street & Tower Street were formally advertised.
- 2.2 The prohibition of driving restrictions, except for buses, emergency vehicles, “Ring & Ride” and cycles are required to prevent prohibited vehicles entering the section of Hall Street located south of the Bus Station, that has been identified as a Bus Lane. These restrictions will not be materially affected by the changes within the revised Order
- 2.3 One representation, an objection was received during the formal consultation for the proposals:
- 2.4 The objection to the scheme received from a consultee was made on the basis that it would increase the distance his Private Hire Taxi drivers would have to travel in the course of their business. A response by way of letter was sent to the objector setting out the reasons for the proposals highlighting that the practice of driving through the bus station or the one-way section of Hall street were both contravening the existing restrictions that are in place and that as an authority we cannot allow these practices to continue. In the response an offer was made for further dialogue in this regard, however no further correspondence has been received from the objector. Thus far we have therefore, been unable to resolve the objection. It is therefore recommended that in this

instance the objection is overruled and that this scheme is implemented as shown on plan T4/4366

3.0 Evaluation of alternative options

- 3.1 The alternative option would be to leave the existing Traffic Regulation Order in place, unfortunately this could leave the authority in a position whereby the parking enforcement team would be unable to effectively enforce the bus lane, which would leave vulnerable road users at risk of injury from vehicles as unauthorised vehicles could still be abusing the bus lane.

4.0 Reasons for decision

- 4.1 The implementation of the TRO's to prohibit vehicles on this section of Market Street will allow for improved bus timetable reliability, promote sustainable travel and improve safety for vulnerable road users. The order will enable the parking enforcement team to effectively enforce the bus lane restrictions using existing Bus Lane Enforcement cameras on Hall Street.

5.0 Financial implications

- 5.1 The costs to implement the TRO, as detailed in this report are estimated to be in the region of £6,000 which will be met from existing Transportation Capital budgets. The budget will be monitored as part of the Council's routine quarterly monitoring.

[SB/29062021/Q]

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 [TC/20072021/N]

7.0 Equalities implications

7.1 The proposed prohibition of vehicles on this section of highway will aid in the management of traffic on the highway, access to existing disabled parking facilities, cycle facilities and access for exempted vehicles will remain unchanged, therefore having no impact on road user's equality.

8.0 Climate change and environmental implications

8.1 The proposed TROs will assist in ensuring the safe and efficient operation of the highway.

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 arising from the recommendations of 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 the recommendations of this report.

13.0 Schedule of background papers

13.1 None.

14.0 Appendices

14.1 T4 4366 TRO PLAN