

Individual Executive Decision Notice

Report title	Safer Routes to School – Bhylls Acre Primary School	
Decision designation	GREEN	
Cabinet member with lead responsibility	Councillor Craig Collingswood Cabinet Member for City Environment and Climate Change	
Wards affected	Merry Hill	
Accountable Director	John Roseblade, Director of Resident Services	
Originating service	Transportation	
Accountable employee	Author name	Stephen Scanlon Service Lead Network Safety
	Email	stephen.scanlon@wolverhampton.gov.uk
Report to be/has been considered by	Directorate Leadership Team on 12/04/24	

Summary

This report seeks to approve the implementation of traffic regulation orders at Bhylls Lane in support of the Bhylls Acre Safer Routes to School Project 2023/24, to improve safety, encourage sustainable travel and contribute to the effective management of the highway network.

Recommendations for decision:

That (in accordance with Director delegated authorities and Cabinet Member responsibilities set out in the Council Constitution) the Cabinet Member for City Environment and Climate Change, in consultation with the Director of Resident Services:

1. Approves the recommended action along parts of Bhylls Lane, in response to comments received during public consultation and implement as shown in Appendix A (Plan T4/4508_01).
2. Authorises the Chief Operating Officer to implement the relevant Traffic Regulation Orders.

1.0 Background

- 1.1 In November 2023 a briefing note outlining the proposals for the implementation of a Safe Routes to School Project on Bhylls Lane in the vicinity of Bhylls Acre Primary School was approved by the Cabinet Member for City Environment and Climate Change.
- 1.2 This report seeks to approve the implementation of a Permanent Traffic Regulation Order (TRO) on Bhylls Lane, to support proposed physical measures aimed at improving safety, encouraging sustainable travel and contribute to the effective management of the highway network.

2.0 Detail

Bhylls Lane – Waiting, Loading and No Stopping Restrictions (Appendix A Plan T4/4508_01)

- 2.1 In November 2023 a project to implement a Safer Routes to School Project on Bhylls Lane near Bhylls Acre Primary School was approved for implementation. The proposal included the following measures:
 - Introduction of buildouts, incorporating uncontrolled pedestrian crossing points, improved visibility, local reduction of carriageway widths and pedestrian crossing distance and to help reduce vehicle speeds.
 - Provision of soft traffic calming measures on the approach to the school zone in the form of carriageway lining, central hatch, nearside hatch and edge of carriageway, to visually reduce the width of the road on the approach to the school.
 - Refreshing of existing school zone markings to make drivers aware of the presence of children and to travel at appropriate speeds.
 - Amendment of existing school keep clear markings and introduction of no waiting at any time in the vicinity of crossing points to maximise pedestrian visibility by keeping school access points clear of parked cars.
 - Extension of the limited parking on the opposite side of the school to deter parking during school times.
 - Provision of an on street disabled bay and dropped kerb access.
 - Formalisation of existing unrestricted on street parking in front of the school to help reduce obstructive parking affecting residents.
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- 2.2 Following approval, proposals to amend 'no stopping on school entrance markings' and to provide 'no waiting at anytime', 'no waiting and no loading Mon-Fri 8.00am-9.30am & 2.30pm-4.30pm' and provision for 'disabled badge holders only' restrictions as identified in Appendix A in parts of Bhylls Lane were formally advertised and consulted on. (17 November 2023 to 08 December 2023)

- 2.3 The restrictions are required to prevent parking at locations where high volumes of child age pedestrians are experienced, to maintain good visibility of pedestrians and to support the movement of vehicular traffic.
- 2.4 Representations received in response to consultation are provided in Appendix B of this report.
- 2.5 Two representations were received during the formal consultation period.
- 2.6 Two residents of Bhylls Lane responded in support of the proposals.
- 2.7 Following consideration of the representations outlined in Appendix B and 2.6 it is recommended to approve the proposed TRO measures as detailed in Appendix A.

3.0 Evaluation of alternative options

- 3.1 The alternative option would be to leave the highway free from waiting restrictions at Bhylls Lane, which may result in inappropriate parking, restricted visibility at pedestrian crossings, restricted visibility of pedestrian and vehicles and restricted vehicular access. This would potentially have a negative impact on pedestrian safety and the effective management of the highway network by increasing the risk for vulnerable road users.

4.0 Reasons for decision

- 4.1 The introduction of this TRO will improve road safety in the vicinity of Bhylls Acre Primary School, encourage children to walk, cycle and scoot to and from school therefore promoting modes of active travel and improving levels of physical activity by preventing parking at locations where high volumes of child age pedestrians are experienced, maintain good visibility of pedestrians and vehicles and support the movement of vehicular traffic.

5.0 Financial implications

- 5.1 The TRO for Bhylls Lane as detailed in this report are estimated to cost in the region of £3,000. This will met from the approved Transportation Safer Routes to School capital budget for Bhylls Acre Primary School. [ES/03042024/Z]

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.

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.

[TC/04042024/A]

7.0 Equalities implications

- 7.1 The proposed waiting restrictions will improve road safety and operational efficiency of the highway network for all road users and support physical measures implemented through the Safe Routes to School Capital Programme. Safer Routes to School aims to improve safety for children to walk, cycle and scoot to and from school therefore promoting modes of active travel and improve levels of physical activity therefore reducing school drop off / pickup journeys by car and school gate parking issues.

8.0 All other Implications

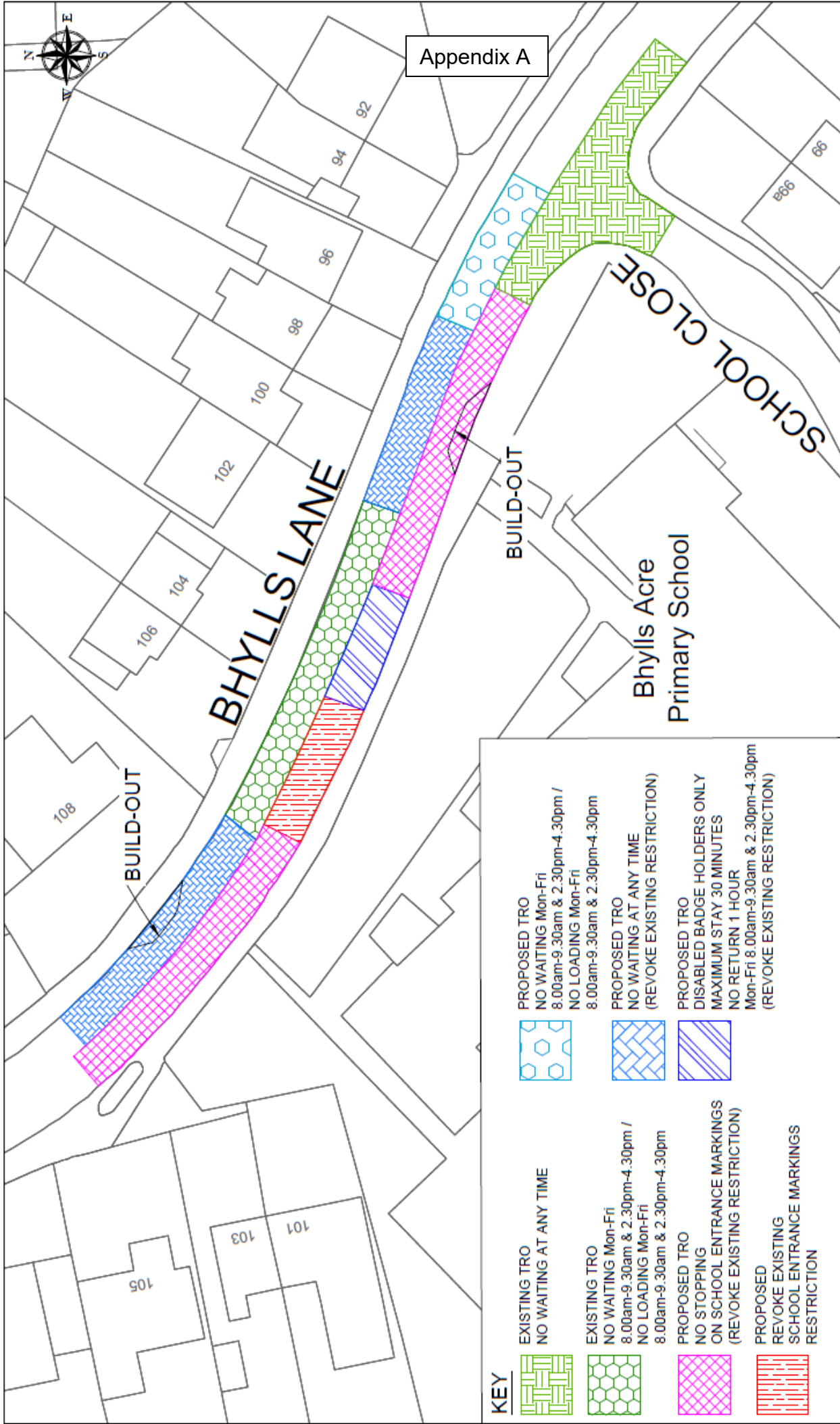
- 8.1 The proposed TROs will assist in ensuring the safe and efficient operation of the highway and so help in reducing emissions.
- 8.2 The work required to deliver the various orders will be absorbed by staff within the in-house legal team.
- 8.3 The Traffic Regulation Orders will be enforced by the Council's Parking Services Team as part of their city-wide enforcement responsibilities.
- 8.4 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.

9.0 Schedule of background papers

- 9.1 NA

10.0 Appendices

- 10.1 Appendix A: T4/4584_01 TRO PLAN
- 10.2 Appendix B: Representations received in response to TRO consultation.



Appendix A

Date 07/11/2023

Scale 1:500

Drwg. No. T4/4584_01

BHYLLS LANE PROPOSED WAITING, LOADING AND PROHIBITION OF STOPPING RESTRICTIONS PLAN

KEY	
	EXISTING TRO NO WAITING AT ANY TIME
	EXISTING TRO NO WAITING Mon-Fri 8.00am-9.30am & 2.30pm-4.30pm / NO LOADING Mon-Fri 8.00am-9.30am & 2.30pm-4.30pm
	PROPOSED TRO NO STOPPING ON SCHOOL ENTRANCE MARKINGS (REVOKE EXISTING RESTRICTION)
	PROPOSED REVOKE EXISTING SCHOOL ENTRANCE MARKINGS RESTRICTION
	PROPOSED TRO NO WAITING Mon-Fri 8.00am-9.30am & 2.30pm-4.30pm / NO LOADING Mon-Fri 8.00am-9.30am & 2.30pm-4.30pm
	PROPOSED TRO NO WAITING AT ANY TIME (REVOKE EXISTING RESTRICTION)
	PROPOSED TRO DISABLED BADGE HOLDERS ONLY MAXIMUM STAY 30 MINUTES NO RETURN 1 HOUR Mon-Fri 8.00am-9.30am & 2.30pm-4.30pm (REVOKE EXISTING RESTRICTION)

City of Wolverhampton Council
Transportation Services,
Place, Civic Centre,
St Peter's Square,
Wolverhampton,
WV1 1RP

1	I am in favour	<p>Thank you for your representation in relation to Bhylls Lane Proposed Waiting, Loading and Prohibition of Stopping Restrictions TRO consultation.</p> <p>All comments will be considered as part of the decision-making process and a response will be issued to respondents following this stage.</p>
<u>2</u>	I am in favour	<p>Thank you for your representation in relation to Bhylls Lane Proposed Waiting, Loading and Prohibition of Stopping Restrictions TRO consultation.</p> <p>All comments will be considered as part of the decision-making process and a response will be issued to respondents following this stage.</p>