

Individual Executive Decision Notice

Report title	Princess Street Bus Gate and Queen Street 7.5 Tonnes Weight Limit	
Decision designation	GREEN	
Cabinet member with lead responsibility	Councillor Steve Evans Cabinet Member for City Environment	
Wards affected	East Park; Park; St Peter's;	
Accountable Director	Ross Cook, Service Director, City Environment	
Originating service	Transportation	
Accountable employee	Nick Broomhall	Service Lead - Traffic & Road Safety
	Millard	
	Tel	01902 555723
	Email	Nick.Broomhall@wolverhampton.gov.uk
Report to be/has been considered by	N/A	

Summary

Whilst work is undertaken along Pipers Row to construct the Metro track extension, Traffic Regulation Orders will be required to facilitate diversion routes through the City Centre.

Recommendations for decision:

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

1. Approves the proposed 24-hour bus gate Traffic Order Regulation (TRO) at Princess Street, with an exemption for cyclists, hackney carriages, private hire vehicles, buses, heavy goods vehicles 7.5 tonnes and above, loading/unloading on Princess Street, access to King Street for loading/unloading/off street premises, doctors, the national blood service and emergency service vehicles as shown on the attached plan.
2. Approves the proposed revocation of the existing "pedestrian zone" TRO relating to Princess Street.

3. Approves the proposed 7.5 tonnes weight limit to Queen Street as shown on the attached plan.
4. Authorises the Director of Governance to advertise the above TRO's under the Road Traffic Regulation Act 1984 and subject to there being no unresolved objections, to subsequently implement the orders.

Signature

Date:

Signature

Date:

1.0 Background

- 1.1 Whilst work is undertaken along Pipers Row to construct the new Metro track, traffic will be diverted via Market Street, Queens Street and Berry Street. Vehicles above 7.5 tonnes (including buses) cannot physically turn left from Queen Street at the Pipers Row junction into Berry Street due to restriction of the road layout.

2.0 Progress.

- 2.1 A new 24-hour bus gate will operate northbound along Princess Street between the junction with Queen Street and the junction with King Street. The bus gate will include an exemption that will allow the bus gate to be used by cyclists, hackney carriages, private hire vehicles, buses, heavy goods vehicles 7.5 tonnes and above, loading/unloading on Princess Street, access to King Street for loading/unloading/off street premises, the national blood service, doctors and emergency service vehicles. The permanent TRO will facilitate enforcement of the bus gate should the bus gate be subject to abuse.
- 2.2 A 7.5 tonnes weight restriction is proposed along Queen Street from its junction with Market Street to its junction with Pipers Row. This is to prevent vehicles over 7.5 tonnes from driving along Queen Street only to be unable to exit onto Berry Street during the Pipers Row Metro works.

3.0 Evaluation of alternative options

- 3.1 Other routes through the City Centre have been considered but are not suitable due to existing pedestrian zones and road alignments.
- 3.2 It is not possible to modify the Queen Street/Berry Street junction to allow vehicles 7.5 tonnes and above to make the left turn.

4.0 Reasons for decisions

- 4.1 The existing pedestrian zone along Princess Street does not permit vehicles between 9.30am-4.00pm. Therefore, unless the existing TRO is revoked, any vehicle permitted to drive along Princess Street via the Bus Gate TRO will be in contravention of the existing Pedestrian Zone TRO.
- 4.2 If a 7.5 tonnes weight limit is not introduced to Queen Street then vehicles above 7.5 tonnes who cannot make the left turn into Queen Street will be trapped at this junction with no other available exit other than through the Metro works zone.

5.0 Financial implications

- 5.1 Advertisement costs for the proposed 24-hour bus gate Traffic Order Regulation at Princess Street and the proposed 7.5 tonnes weight limit to Queen Street are anticipated to total in the region of £3,000.

- 5.2 These costs will be fully funded by the Midland Metro Alliance as part of the enabling works package for the Metro extension project. The installation of the line and signs work for the TRO are to be implemented by the Midland Metro Alliance.
- 5.3 In accordance with Section 55 of the Road Traffic Act any funds secured through the enforcement of Bus Gates are used to meet the associated operational costs incurred by the council in the provision of the enforcement service.
- 5.4 Surplus funds in excess of the operational costs of the enforcement service are held in a specific revenue reserve and reinvested, in line with corporate priorities; to meet costs incurred in the provision or operation of, or the facilities for, public passenger transport services and for the purposes of highway improvement projects within the City of Wolverhampton.

[TT/23012018/J]

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 provides that the Council may 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 traffic regulation order may be brought into force.
- 6.3 The Bus Lane Contraventions (Approved Local Authorities) (England) (Amendment) (No. 8) Order 2006 (SI No. 2006/3419) enables the Council to enforce bus lane contraventions and as such, the City of Wolverhampton is an approved local authority for the purposes of section 144 of the Transport Act 2000 (civil penalties for bus lane contraventions). The Road Traffic (Permitted Parking Area and Special Parking Area) (City of Wolverhampton) Order 2006 (SI. No. 3420) enables Wolverhampton City Council to enforce parking contraventions.
- 6.4 The proposed scheme supports the Council’s statutory duty under the Traffic Management Act 2004.
- 6.5 The operation of CCTV systems must be undertaken with due regard to the following legislation and practices:
- The Data Protection Act 1998

- The Human Rights Act 1998
- The Regulation of Investigatory Powers Act 2000
- The Freedom of Information Act 2000
- The Civil Enforcement of Parking Contraventions (Approved Devices) (England) Order 2007

6.6 Although the management responsibility rests with transportation, the TROs would be enforced by the Council's bus lane CCTV system which Parking Services will be responsible for as part of its City-wide enforcement responsibilities.

[RB/19012018/A]

7.0 Equalities implications

7.1 The proposed TROs will be subject to extensive public consultation, including with groups representing people with disabilities. To reduce any adverse impact relating to the implementation of the scheme, publicity and consultation will be a fundamental aspect. The needs of all disability groups will be fully assessed as part of any temporary alterations to the street scene on Princess Street.

7.2 Consultation and communication will be an important element of the successful implementation of this scheme and a communication plan will be used to ensure appropriate consultation and communication with Councillors, members of the public, businesses and other key stakeholders. Media briefings and press releases to publicise and advertise the objectives of the scheme will also be undertaken.

8.0 Environmental implications

8.1 The proposed TRO's will assist in ensuring the safe and efficient operation of the highway and contribute to the avoidance of traffic congestion and the consequent polluting effects of stationary vehicles.

9.0 Human resources implications

9.1 Yes, parking services as resources will be required when issuing tickets.

10.0 Corporate Landlord implications

10.1 No implications.

11.0 Schedule of background papers

11.0 None.

12.0 Appendices

12.1 Princes Street Proposed Bus Gate Order Plan

12.2 Queen Street Proposed 7.5 Tonnes Weight Limit Plan