

Individual Executive Decision Notice

Report title	Transportation Network – Miscellaneous Traffic Regulation Orders	
Decision designation	GREEN	
Cabinet member with lead responsibility	Councillor Steve Evans City Environment	
Wards affected	Bilston East; Blakenhall;	
Accountable Director	Ross Cook, Service Director, City Environment	
Originating service	Transportation	
Accountable employee	Amanda Millard	Professional Lead Highways Adoption
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Report to be/has been considered by	Not applicable	

Summary

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

Recommendations for decision:

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

1. Approves the recommended action to implement waiting and loading restrictions to parts of Cable Street and William Bayliss Drive (Plan T4/4027), 20mph speed limit to parts of William Bayliss Drive, Samuel Grove, Nuts and Bolts Road, Eureka Gardens and Rolling Mills Drive (Plan T3/1082), traffic calming to parts of William Bayliss Drive, Samuel Grove, Nuts and Bolts Road, Eureka Gardens and Rolling Mills Drive (Plan T3/1081).
2. Approves the recommended action to implement waiting and loading restrictions to parts of Millfields Road, Tarmac Road, Ward Street as shown on plan T4/4095 appended to this report.

3. Approves the recommended action to implement waiting and loading restrictions to parts of Bankfield Road, Carder Crescent, Dudley Street, Hatfield Drive, Himley Close, Kellingley Gardens, Linton Croft, Nettlefolds Way, Prosser Street, Pickwick Place (Plan T3/1091). 20mph speed limit to parts of Arldge Close, Bankfield Road, Barnett Close, Carder Crescent, Dudley Street, Hatfield Drive, Himley Close, Kellingley Gardens, Linton Croft, Nettlefolds Way, Prosser Street, Pickwick Place, Sheldon Close, Skemp Close (Plan T3/1092). Traffic calming to parts of Dudley Street, Nettlefolds Way (Plan T3/1093).
4. Approves the recommended action to implement waiting restrictions to parts of Camberley Crescent, Dovedale Road, Falcon Crescent, Grosvenor Road, Mount Road, Turner Avenue as shown on plan T4/3851A appended to this report.
5. Approves the proposed revocation (in part) of existing TROs (Traffic Regulation Orders) in Millfields Road, Tarmac Road, Ward Street, Bankfield Road, Carder Crescent, Dudley Street, Himley Close, Linton Croft, Nettlefolds Way, Prosser Street where necessary to allow the implementation of the new TROs.
6. Authorises the Director of Governance to implement the relevant traffic regulation orders.

Signature

Date:

Signature

Date:

1.0 Background

- 1.1 This report seeks to agree the implementation of Traffic Regulation Orders (TRO's) at various locations to improve safety, encourage sustainable travel and contribute to the effective management of the highway network.

2.0 Detail

Cable Street and William Bayliss Drive - Waiting and Loading Restrictions (Plan T4/4027). William Bayliss Drive, Samuel Grove, Nuts and Bolts Road, Eureka Gardens and Rolling Mills Drive - 20mph Speed Limit (Plan T3/1082). William Bayliss Drive, Samuel Grove, Nuts and Bolts Road, Eureka Gardens and Rolling Mills Drive - Traffic Calming (Plan T3/1081).

- 2.1 In November/December 2018, proposals for 'no waiting at any time on any day/no loading at any time' in parts of Cable Street and William Bayliss Drive, 20mph speed limit to parts of William Bayliss Drive, Samuel Grove, Nuts and Bolts Road, Eureka Gardens and Rolling Mills Drive and traffic calming to parts of William Bayliss Drive, Samuel Grove, Nuts and Bolts Road, Eureka Gardens and Rolling Mills Drive were formally advertised.
- 2.2 The various Traffic Regulation Orders are required to comply with a planning condition for the development.
- 2.3 No objections/representations were received during the formal consultation. It is therefore recommended that these restrictions are implemented as shown on plans T4/4027, T3/1082 and T3/1081.

Millfields Road, Tarmac Road, Ward Street – Waiting and Loading Restrictions (Plan T4/4095)

- 2.4 In November/December 2018, proposals for 'no waiting at any time on any day/no loading at any time on any day' in parts of Millfields Road, Tarmac Road, Ward Street were formally advertised.
- 2.5 This was in response to inappropriate school gate parking following the opening of the Khalsa Academy on Millfields Road. The inappropriate parking leads to access and visibility issues and causes congestion on Millfields Road.
- 2.6 No objections/representations were received during the formal consultation. It is therefore recommended that these restrictions are implemented as shown on plan T4/4095.

Bankfield Road, Carder Crescent, Dudley Street, Hatfield Drive, Himley Close, Kellingley Gardens, Linton Croft, Nettlefolds Way, Prosser Street, Pickwick Place – Waiting and Loading Restrictions (Plan T3/1091). Arlidge Close, Bankfield Road, Barnett Close, Carder Crescent, Dudley Street, Hatfield Drive, Himley Close, Kellingley Gardens, Linton Croft, Nettlefolds Way, Prosser Street, Pickwick Place, Sheldon Close, Skemp Close - 20mph speed limit (Plan T3/1092). Dudley Street, Nettlefolds Way - Traffic Calming (Plan T3/1093).

- 2.7 In November/December 2018, proposals for 'no waiting at any time on any day/no loading at any time' in parts of Bankfield Road, Carder Crescent, Dudley Street, Hatfield Drive, Himley Close, Kellingley Gardens, Linton Croft, Nettlefolds Way, Prosser Street, Pickwick Place were formally advertised.
- 2.8 The waiting and loading restrictions are required to comply with a planning condition for the new Loxdale Primary School which opens in September 2019 and to also protect the roads in the surrounding area from inappropriate school gate parking.
- 2.9 Four representations were received from residents during the formal consultation relating to the restrictions on parts of Himley Close, raising concerns that residents will not be able to park outside their houses. The restrictions are in accordance with the Highway Code of which Rule 243 states that 'do not stop or park opposite or within 10 metres (32 feet) of a junction' or 'on a bend'. A legal Order will enable the Council to carry out enforcement. It is therefore recommended that these restrictions are implemented as shown on plan T3/1091 in the interests of protecting the highway from inappropriate parking.
- 2.10 In November/December 2018, proposals for 20mph speed limit along Arlidge Close, Bankfield Road, Barnett Close, Carder Crescent, Dudley Street, Hatfield Drive, Himley Close, Kellingley Gardens, Linton Croft, Nettlefolds Way, Prosser Street, Pickwick Place, Sheldon Close, Skemp Close, were formally advertised.
- 2.11 The 20mph speed limit is being proposed in the interests of the safety of children on their way to and from the new Loxdale Primary School. No objections or representations were received, and it is recommended to implement as shown on T3/1092.
- 2.12 In November/December 2018, proposals for traffic calming measures along Dudley Street and Nettlefolds Way were formally advertised.
- 2.13 The traffic calming measures are required to comply with a planning condition for the new Loxdale Primary School and are being proposed to ensure adherence to the proposed 20mph speed limit.
- 2.14 One representation was made from a resident who voiced concerns that the traffic calming will accentuate an existing health issue. The traffic calming will be designed and installed in accordance with the Department for Transport specifications in terms of spacing and height of the individual cushions and raised table. Speed surveys have been carried out which have shown that vehicle speeds are higher than would be desirable

along Dudley Street and Nettlefolds Way. It is therefore recommended that these restrictions are implemented as shown on plan T3/1093 to self-enforce the 20mph speed limit to protect vulnerable road users travelling to and from the new Loxdale Primary School.

Dovedale Road, Falcon Crescent, Grosvenor Road, Mount Road, Turner Avenue, Camberley Crescent – Waiting and Loading Restrictions (Plan T4/3851A)

- 2.15 In September/October 2017, proposals for 'no waiting at any time/no loading at any time' in parts of Dovedale Road, Falcon Crescent, Grosvenor Road, Mount Road, Turner Avenue, Camberley Crescent were formally advertised.
- 2.16 This was in response to concerns being raised regarding inappropriate parking leading to problems for bus access along Falcon Crescent and visibility issues at junctions.
- 2.17 One objection was received during the formal consultation. The objector raised concerns that due to insufficient off-street parking, residents will have nowhere to park if the restrictions along Falcon Crescent are implemented. One letter of support, and five representations were also received from residents and businesses over the proposed restrictions in Dovedale Road, Falcon Crescent, Mount Road, Turner Avenue. The current parking issues along Falcon Crescent leads to access issues for the bus service that runs along this road. Visibility is compromised by vehicles parking on both sides of the road and at the junctions. It is therefore recommended that the objection is overruled, and these restrictions are implemented to comply with the requirements of the Highway Code, to address the poor visibility/access issues and to keep traffic on the highway moving.

3.0 Evaluation of alternative options

- 3.1 The alternative option would be to leave the highway free from waiting and loading restrictions at Cable Street, William Bayliss Drive, Millfields Road, Tarmac Road, Ward Street, Bankfield Road, Carder Crescent, Dudley Street, Hatfield Drive, Himley Close, Kellingley Gardens, Linton Croft, Nettlefolds Way, Prosser Street, Pickwick Place, Dovedale Road, Falcon Crescent, Grosvenor Road, Mount Road, Turner Avenue, Camberley Crescent, which would lead to inappropriate parking/access/illegal manoeuvres. This would have a negative impact on the effective management of the highway network, lead to increased journey times and lead to access and visibility issues for both pedestrians and drivers.
- 3.2 To leave the 30mph speed limit in place along Arlidge Close, Bankfield Road, Barnett Close, Carder Crescent, Dudley Street, Hatfield Drive, Himley Close, Kellingley Gardens, Linton Croft, Nettlefolds Way, Prosser Street, Pickwick Place, Sheldon Close, Skemp Close, William Bayliss Drive, Samuel Grove, Nuts and Bolts Road, Eureka Gardens and Rolling Mills, Drive may lead to inappropriate vehicle speeds which is not desirable. There is evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties, as collision frequency is lower at lower speeds; and where collisions do

occur, there is a lower risk of fatal injury at lower speeds. There is also clear evidence confirming the greater chance of survival of pedestrians in collisions at lower speeds.

- 3.3 To introduce a 20mph speed limit along Dudley Street and Nettlefolds Way without the installation of traffic calming would lead to higher than desirable vehicle speeds. This has already been confirmed by the data obtained by speed surveys. 20 mph zones are very effective at reducing collisions and injuries. Research has shown that overall average annual collision frequency may fall by around 60%, and the number of collisions involving injury to children may be reduced by up to two-thirds. 20 mph zones are predominantly used in residential areas, and near schools where there is high pedestrian or cyclist traffic.

4.0 Reasons for decision

- 4.1 The introduction of the TRO's to restrict waiting and loading will allow better flow of traffic and will reduce delays for all vehicles.

5.0 Financial implications

- 5.1 The TRO's for Cable Street, William Bayliss Drive, Samuel Grove, Nuts and Bolts Road, Eureka Gardens and Rolling Mills Drive as detailed in this report are estimated to cost in the region of £6,000. The developer has provided funds to cover the costs of these works.
- 5.2 The TRO's for Arlidge Close, Bankfield Road, Barnett Close, Carder Crescent, Dudley Street, Hatfield Drive, Himley Close, Kellingley Gardens, Linton Croft, Nettlefolds Way, Prosser Street, Pickwick Place, Sheldon Close, Skemp Close, as detailed in this report are estimated to cost in the region of £52,000 (including traffic calming installation costs). A capital allocation exists, within the Loxdale Primary School Education Capital Programme budget, from which these costs will be met.
- 5.3 The TRO for Camberley Crescent, Dovedale Road, Falcon Crescent, Grosvenor Road, Mount Road, Millfields Road, Tarmac Road, Ward Street and Turner Avenue as detailed in this report is estimated to cost in the region of £6,000. A capital allocation exists for TRO's, under the Local Safety Schemes element of the Transportation capital programme, from which these costs will be met.

[MK/16012019/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 £1000). 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.
[LW/02012019/L]

7.0 Equalities implications

- 7.1 The proposed waiting and loading restrictions will help parents with pushchairs and will safeguard children who are not so safety prone. It will help people in wheelchairs and it will help keeping people healthy in general by encouraging people to walk.

8.0 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.

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 Schedule of background papers

12.1 None.

13.0 Appendices

13.1 T4 4027 TRO PLAN

13.2 T3 1082 20MPH ORDER PLAN

13.3 T3 1081 TRAFFIC CALMING PLAN

13.4 T4 4095 TRO PLAN

13.5 T3 1091 TRO PLAN

13.6 T3 1092 20MPH PLAN

13.7 T3 1093 TRAFFIC CALMING PLAN

13.8 T4 3851A TRO PLAN