



**Borough of Telford and Wrekin**  
**Communities Scrutiny Committee**  
**15 November 2022**  
**Road Safety and Traffic Engineering**

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<b>Cabinet Member:</b>	Cllr Lee Carter – Cabinet Member: Neighbourhood Services, Regeneration and the High Street
<b>Lead Director:</b>	Dean Sargeant – Director: Neighbourhood & Enforcement Services
<b>Service Area:</b>	Neighbourhood & Enforcement Services
<b>Report Author:</b>	Matt Powell – Service Delivery Manager: Strategic Transport & Highway Network Management
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<b>Wards Affected:</b>	All
<b>Key Decision:</b>	Not Key Decision
<b>Forward Plan:</b>	Not Applicable
<b>Report considered by:</b>	SMT – 1 November 2022

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## **1.0 Recommendations for decision:**

- 1.1 It is recommended that Communities Scrutiny Committee endorse the approach taken in prioritising the annual road safety and traffic improvements delivery programme while offering areas for further consideration.
- 1.2 It is recommended that Communities Scrutiny Committee note the proactive approach to improving road safety for all users across the borough.
- 1.3 It is recommended that Communities Scrutiny Committee note the challenges of delivering traffic engineering measures alongside compliance with national design standards.

## **2.0 Purpose of Report**

## Road Safety & Traffic Engineering

- 2.1 This report provides an update on the development of road safety and traffic engineering programmes while outlining the prioritisation process for project delivery.
- 2.2 This report also sets out the council's involvement in the Road Safety Partnership and the work that continues to improve road safety for all highway users.

### **3.0 Background**

- 3.1 Telford & Wrekin Council continues to deliver measures to improve road safety for all highway users across the borough. This year, the Council is investing £500,000 into projects that improve road safety for all users. This is alongside continued investment into Safer Routes School projects that has seen over £600,000 invested into providing cleaner, safer walking/cycling routes to school with further £250,000 improvements planned as part of the 'On Your Side' investment.
- 3.2 The council is an active member of the Road Safety Partnership working closely with Shropshire Fire & Rescue Service, West Mercia Police and their Roads Policing Team and the Safer Neighbourhood Teams to investigate road safety issues. This multi-agency partnership reviews issues that are reported with the aim of reducing road casualties and promoting active travel strategies. In addition, the partnership works with local communities on co-ordinating community speed watch and local enforcement activities across the Borough.
- 3.3 Using data supported by engagement with Members and residents/businesses, the Road Safety and Traffic Engineering Team develop and deliver:
  - Traffic & road safety capital programme including road safety schemes and traffic regulation orders (TRO's)
  - Installation of Speed Indicator Devices (SID's)
  - Measures to support/promote active travel
  - Deliver road safety education through independent travel training and Bikeability
  - Upgrades to traffic signals
  - Road marking and signing upgrades
- 3.4 Each year the Road Safety and Traffic Engineering Team receive around 300 to 400 requests for improvements to the highway. These requests range from installation of parking/weight restrictions to physical traffic calming features and measures that improve walking and cycling.

## Road Safety & Traffic Engineering

- 3.5 The annual delivery programme is prioritised using a number of factors including:
- Speed data
  - Recorded accident data (information obtained from West Mercia Police)
  - Enquiries/concerns from Members, Town/Parish Councils and residents/businesses
- 3.6 Typically, depending on complexity, 5-7 traffic improvement projects (such as traffic calming features/junction improvements) are delivered annually. Projects of this nature require detailed design and review that is supported by extensive consultation and engagement with local residents and statutory consultees such as the emergency services. Often, a project's scope can change as a result especially where objections to proposals are received. There are 10 projects planned for completion this financial year along with a number of other minor schemes funded by Town/Parish Councils or Section 106 contributions.
- 3.7 Traffic Regulation Orders (TRO's) provide the legal basis for bringing forward traffic restrictions such as parking, speed and vehicular movements. Delivery of such improvements is supported by a statutory consultation process that can either be undertaken prior to installation of proposed Orders or in parallel as in the case with Experimental Traffic Regulation Orders.
- 3.8 Typically, projects of this nature can take around 9 months to progress but can take longer depending on the complexity and strength of support locally. There are approximately 300 enquiries for signing and lining, TRO's and Safety Scheme requests awaiting assessment with 6 projects currently undergoing detailed consultation. There are over 60 TRO projects currently progressing through consultation and delivery for this financial year. In streamlining the approach to delivery while managing expectation locally, the Council has developed a TRO report for each Parish area where TROs are proposed to be delivered. This is intended to provide a holistic overview of such proposals in a concise document for ease of reference with delivery being subject to the outcome of local engagement. An example report can be found in appendix A.
- 3.9 The Council has delivered 45 advisory 20mph schemes, the majority of these in the past 5 years, with a further two planned as part of the capital programme for the coming 12 months. The majority of these schemes have been delivered in the vicinity of primary and high schools and work will continue to bring such speed limits forward outside schools where possible. Furthermore, there are 17 20mph zones across the borough with work continuing to explore opportunities to deliver further zones in residential areas, such as Brookside, Legomery, Sutton Hill and Woodside.
- 3.10 Enquires received are managed through an integrated system and can be sent to [highways@telford.gov.uk](mailto:highways@telford.gov.uk). When enquires are received this ensures that it is allocated to the correct team within a geographical area.
- 3.11 Going forward into financial year 2023/24, the intention is to develop local parish/town council working groups with ward members to deliver an annual

programme of work within each parish based on public enquiries and members' knowledge. The working group will provide opportunity for feedback on delivery while linking in to partners including West Mercia Police where road safety/traffic concerns are raised as part of their local policing commitments.

### **4.0 Summary of main proposals**

#### **Progress to date**

- 4.1 Subject to the outcome of on-going engagement and consultation, this financial year the Council is delivering 10 traffic management schemes while delivering 64 TRO's. The delivery of TROs has been bought together through the preparation of Parish/Town Council delivery reports (appendix A).
- 4.2 On-going delivery of 20mph zones and speed limits in the borough will be underpinned by the new 20mph Speed Strategy. This Strategy has been considered by Cabinet at their November 2022 meeting and once adopted will provide the foundation of delivering such schemes going forward.
- 4.3 Work continues with partners including Town/Parish Councils and West Mercia Police to deliver the Community Speed Watch Programme. The Council is committed to this programme and will work to secure over 100 volunteers to assist with monitoring as part of the community speed watch initiative.

### **5.0 Alternative Options**

- 5.1 The Council as Highway Authority is responsible for providing a safe and accessible highway for all. As set out in this report, projects are prioritised for delivery with engagement and consultation a key part of implementation.
- 5.2 The Council continues to explore opportunities and best practice to streamline the approach to delivering traffic and TRO related projects. The development of the Parish/Town TRO reports (appendix A) provide a clear example of this.

### **6.0 Key Risks**

- 6.1 Demand for implementation of such highway measures does far exceed what is deliverable within any given financial year. This is partly due to resources but also from consultation/engagement that can, in some cases, result in objections being received. Where objections are received, the Director for Neighbourhood & Enforcement Services in consultation with the Cabinet Member for Neighbourhood Services, Regeneration and the High Street has delegated authority to consider the objections and intentions of the proposals and make a final decision. In some cases this can delay delivery of a priority project resulting in the benefits being delivered later than originally envisaged.
- 6.2 Despite continued investment into measures to improve road safety and cycling/walking measures as part of Safer Routes to School, there is a risk that the transition from vehicles to more sustainable travel may not take place. This can be mitigated through continued engagement and promotion of such improvements

## Road Safety & Traffic Engineering

alongside dedicated Active Travel Schools Engagement Officer to promote and support children into active/sustainable travel to and from school.

### **7.0 Council Priorities**

7.1 Continued delivery of measures to improve road safety support the following priorities:

- Every child, young person and adult lives well in their community;
- All neighbourhoods are a great place to live;
- Our natural environment is protected, and the Council has a leading role in addressing the climate emergency;

### **8.0 Financial Implications**

8.1 Capital funding of £500,000 as part of the DfT Integrated Transport fund is allocated for 2022/23 and used to deliver improvement projects. This is complimented by £125,000 of Safer Routes to School funding for both 2022/23 and 2023/24.

8.2 Capital funding of £140,000 has been allocated for financial year 2022/23 to deliver two schemes that incorporate 20mph schemes in Oakengates and Horsehay.

### **9.0 Legal and HR Implications**

9.1 The Council in its capacity as Highway Authority has various powers under the Road Traffic Regulation Act 1984 to make Traffic Regulation Orders and Speed Limit Orders. The Council is also under a duty to maintain highways and the nature and speed of traffic using the highways is a relevant factor when considering the level of maintenance that is appropriate.

9.2 Any changes to existing speed limits, parking restrictions or vehicle movements are subject to the statutory process required for Traffic Regulation Orders or Speed Limit Orders which will include public notice and formal consultation with statutory bodies such as the Police.

9.3 The Council must also comply with the Traffic Signs Regulations and General Direction 2016 (as amended) in relation to the erection and maintenance of signage associated with traffic management projects and legal orders. This is particularly relevant when considering enforcement action and convictions for speed offences to be upheld.

9.4 There are no HR implications arising from this report.

### **10.0 Ward Implications**

10.1 This report covers the whole Borough and sets out how the Council will work in partnership with Town and Parish Council's as well as other organisations in delivering traffic and road safety improvements.

## **11.0 Health, Social and Economic Implications**

- 11.1 Delivery of traffic management projects and Traffic Regulation Orders in the right environment can improve road safety for all users but encourage active and sustainable travel. Those who may have concerns about cycling can become more likely to cycle than previously providing opportunity for residents to benefit from the council's wider investment into active travel.
- 11.2 Through encouraging more people to walk and cycle in these areas, wider benefits in terms of health and wellbeing can be realised whilst promoting more sustainable travel behaviours.
- 11.3 Poor air quality is the largest environmental risk to public health in the UK as it can cause chronic conditions such as cardiovascular and respiratory diseases as well as lung cancer, leading to reduced life expectancy. It particularly affects the most vulnerable in society: children, older people and those with pre-existing heart and lung conditions.
- 11.4 Road transport is the biggest source of nitrogen oxides (NOx) in the UK, and is the main source of exposure at the roadside. It also produces particulate matter (PM<sub>2.5</sub>), volatile organic compounds (VOCs) and sulphur dioxide (SO<sub>2</sub>), all known to cause harm.
- 11.5 Road transport in the Borough accounts for 42% of the total NOX emissions, and 13%/15% of the total PM10 and PM2.5 emissions respectively.
- 11.6 Delivery of traffic management not only contributes to the reduction in nitrogen oxides emissions across the borough but also contribute towards the reduction in the amount of harmful air pollutants such as those listed above.

## **12.0 Equality and Diversity Implications**

- 12.1 Continued delivery and highway improvements have the potential to improve accessibility for all by providing a safer highway which in-turn has the opportunity for safer cycling and walking.
- 12.2 The proposals are not thought to have any specific impacts on our armed forces community, other than through access to any improved infrastructure that would be available to all.

## **13.0 Climate Change and Environmental Implications**

- 13.1 In June 2019, the UK parliament passed legislation requiring the government to reduce the UK's net emissions of greenhouse gases by 100% related to 1990 levels by 2050. Transport is the single largest contributor to the UK carbon dioxide emissions, representing around 35% of the total emissions. As outlined above, continued delivery of traffic management projects and Traffic Regulation Orders provides opportunity to reduce vehicle emissions while improving road safety to support the transition to more sustainable modes of travel such as cycling and walking.

**14.0 Background Papers**

1 None

**15.0 Appendices**

1 Example Parish Traffic Regulation Document

**16.0 Report Sign Off**

<b>Signed off by</b>	<b>Date sent</b>	<b>Date signed off</b>	<b>Initials</b>
Legal	11/11/2022	14/11/2022	EH
Director	11/11/2022	11/11/2022	DRS

**Appendix A**





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## Parish of Hadley and Leegomery Proposed Traffic Regulation Orders

### Background

In response to a number of requests, Telford and Wrekin Council propose to implement waiting restrictions at the locations in this document.

### Have your say

We are seeking the views of Ward Members and the Parish Council, prior to public advertisement and consultation starting 7th October.

All comments, representations and objections will be considered prior to making a final decision on whether the proposed orders will be implemented.

To comment on the proposals, please submit in writing to [traffic.schemes@telford.gov.uk](mailto:traffic.schemes@telford.gov.uk)

If the proposals are not supported during public consultation, it may be possible to consider revised proposals, however it is also possible that the scheme would not be taken forward.

### Locations

- Cactus Drive
- Grainger Drive
- Haybridge Avenue
- Heatherdale
- Hortonwood 50
- Pool Farm Avenue
- Royal Oak Drive
- Waterloo Close

#### Internal Use Only

REMOVS	0
SY75	50
DY75	2600
W50	0
TRAFS	3



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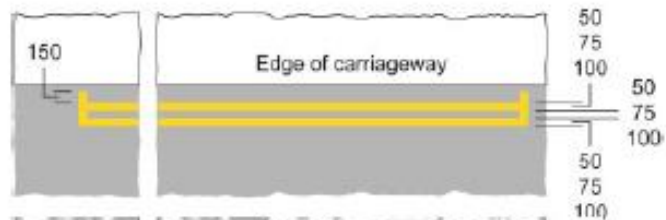
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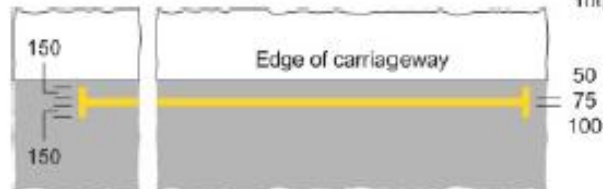
## Parish of Hadley and Leegomery Proposed Traffic Regulation Orders

### In this proposal

#### Double Yellow Lines



#### Single Yellow Lines



#### Note:

Due to the limitations of the system, existing restrictions which are not affected by the proposals are shown shaded in blue.

Where a restriction, such as an existing double yellow line is being modified, the whole length of the existing restriction, and the modifications, will be shown as "new" on the plan.



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