

**Proposed Decision to be taken by the
Portfolio Holder for Transport and Planning
on or after 20 September 2013**

**THE WARWICKSHIRE COUNTY COUNCIL (WOOTTON STREET,
BEDWORTH) (ONE WAY TRAFFIC) ORDER 2013**

Recommendations

That the Portfolio Holder for Transport and Planning approves that the Warwickshire County Council (Wootton Street, Bedworth)(One Way Traffic) Order 2013 is made as advertised.

1.0 Key Issues

- 1.1 Wootton Street between the B4029 and the junction of Johnson Road/Regent Street/Furnace Road is a narrow residential road, with parking on both sides: the existing carriageway width is further restricted by parked vehicles on both sides of the road.
- 1.2 Through discussions with residents and with the support of the Local County Councillor Cllr J Jackson a scheme was put forward to introduce a One Way system on Wootton Street, Bedworth.
- 1.3 Proposals for changes to make Wootton Street one way in a northerly direction between its junctions with the B4029 Bulkington Road and Johnson Road/Regent Street/Furnace Road, were advertised in the Nuneaton Tribune on 14 March 2013.
- 1.4 A number of objections were received to the proposed one way traffic order. This report considers the objections and comments received and recommends how they should be dealt with.
- 1.5 The statutory criteria for decisions on making Traffic Regulation Orders/Parking Orders are included as **Appendix A**.

2. Objections

The following objections have been received

2.1 Objection [1]

I am very concerned about the lack of consideration for cyclists when you have proposed this traffic order. This route is a back street way that cyclists

can go from the north east of Bedworth to the Bulkington Road. The only alternative through routes are either unsafe or blocked off. The idea that southbound cyclist have to go via Rye Piece Ringway is just stupid. Bedworth has almost zero cycling provision. Cyclists should not be forced to take long diversions due to problems of too many cars. Having a “No Entry” except for cycles would be done in Holland and should become the norm in Warwickshire.

Response

Approximately 100 yards west of the junction of Johnson Road/Regent Street/Furnace Road there is another residential road that is nearly parallel to Wootton St, Tewksbury Drive which is currently designated as the Sustrans National Cycle Route 52. The cycle route serves cyclists travelling from the North of Bedworth to access Bedworth Railway station situated on Bulkington Road. The road is a residential road with off street parking along its length.

We are currently investigating whether Warwickshire County Council can develop a policy around the use of “One Way except for cycles” signs now that they have recently been successfully trialled in the UK. Sustrans is helping us with this by providing information on the current guidance and best practice examples from around the country.

Unfortunately we are not in a position to instigate a “one way except for cycles” on Wootton Street at present, but it may be possible to revisit this in the future dependent upon the outcome of our investigation.

2.2 Objection (1)

Living at the top of Wootton Street it means I will have to go all the way to the Johnson Road junction which is amore awkward junction to exit than the Bulkington Road junction. I am sure if you asked the people living near the top of the street they would be against this plan.

Response

The proposed direction of the One Way system for Wootton Street from Bulkington Road to its junction with Johnson Road/Regent Street/Furnace Road is the preferred option that residents have put forward.

2.3 Letter of Support

I am a resident of Wootton Street, Bedworth and I have noticed that a few posters have been put up informing that this road will become a one way system, which I think is a great idea and has been a long time coming.

2.4. Recommendation

That the Portfolio Holder for Transport and Planning approves that the Warwickshire County Council (Wootton Street, Bedworth) (One Way Traffic) Order 2013 is made as advertised. These recommendations can be implemented from within 2013/14 budget provisions.

3.0 Associated Timescales

- 3.1 The aim will be for the One Way proposals for Wootton Street to be implemented within 10-12 weeks of the decision.

4.0 Background Papers

- 4.1 One letter of objection, E mail objection, letter of support and Plan No TP/8778/004

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APPENDIX A

The Road Traffic Regulation Act 1984 enables the Council to implement Traffic Regulation Orders (TROs) for one or more of the following purposes:-

- a) avoiding danger to persons or traffic;
- b) preventing damage to the road or to buildings nearby;
- c) facilitating the passage of traffic;
- d) preventing use by unsuitable traffic ;
- e) preserving the character of a road especially suitable for walking and horseriding;
- f) preserving or improving amenities of the area through which the road runs;
- g) for any of the purposes specified in section 87(1)(a) to (c) of the Environment Act 1995 in relation to air quality.

TROs are designed to regulate, restrict or prohibit the use of a road or any part of the width of a road by vehicular traffic or pedestrians. Permanent TROs remain in force until superseded or revoked.

TROs must not have the effect of preventing pedestrian access at any time or preventing vehicular access for more than 8 hours in 24 to premises on or adjacent to the road. This restriction does not apply if the Council states in the order that it requires vehicular access to be limited for more than 8 hours in 24.

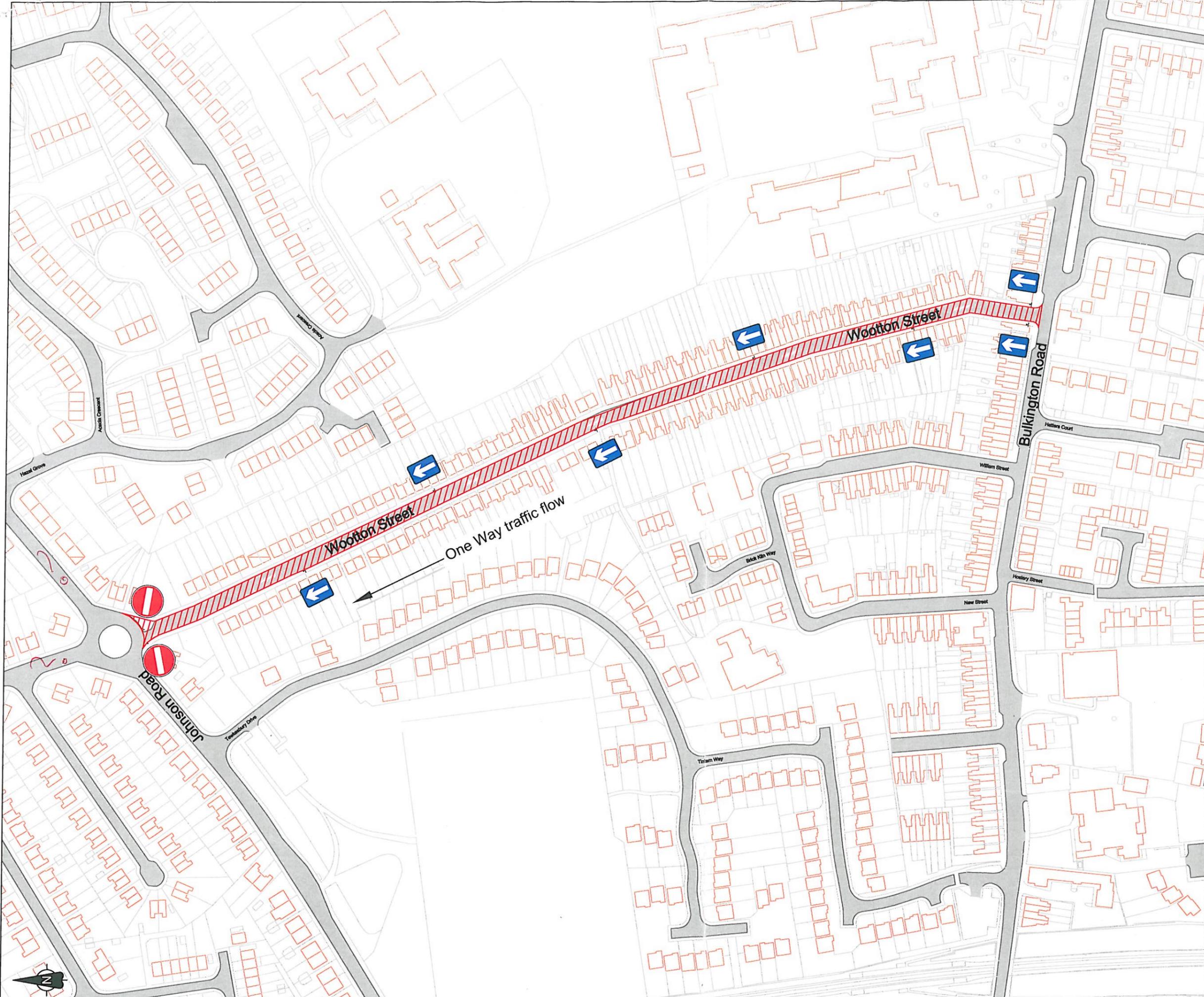
In deciding whether or not to make a TRO, the Council is required to have regard to the matters set out in section 122 of the 1984 Act. Section 122(1) requires the Council to exercise the functions conferred on it by the 1984 Act as (so far as practicable having regard to the matters specified in section 122(2)) 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.

The matters to which the Council must have regard are:-

- the desirability of securing and maintaining reasonable access to premises
- the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run
- the national air quality strategy prepared under section 80 of the Environmental Protection Act 1995

- the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles
- and any other matters appearing to the Council to be relevant

Therefore whilst the overall objective of the Council must be to secure the expeditious convenient and safe movement of vehicular traffic this will sometimes need to give way to the objectives in section 122(2) and a balance has to be achieved between the overall objective and the matters set out in section 122(2).



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NOTES

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 Warwickshire County Council.

AMENDMENT	DATE	BY	CHK
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Drawn by **PM** Checked by **GVS**
 Date **February 2013**
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**One-Way Traffic
 Wootton Street
 Bedworth**

Project title
Wootton Street, Bedworth - One-Way