

WARDS: Coseley East

AGENDA ITEM NO.13

DUDLEY METROPOLITAN BOROUGH COUNCIL

NORTH DUDLEY AREA COMMITTEE – 26 JANUARY 2005

REPORT OF THE DIRECTOR OF THE URBAN ENVIRONMENT

**Proposed night-time (7PM – 7AM) 7.5 TONNE WEIGHT RESTRICTION
DAISY STREET, HARDING STREET, SUMMER HILL ROAD, AND
BRADLEYS LANE, COSELEY**

1.0 PURPOSE

1.1 To inform Committee of the results of advertising the above Order and to seek support for the introduction of the Borough of Dudley (Daisy Street, Harding Street Summer Hill Road and Bradleys Lane, Coseley) (Weight Restriction) Order 2004.

2.0 BACKGROUND

2.1 Bradleys Lane is a class 2 road forming part of the B4163 route. The classification means that it has a recognised strategic role in the transport infrastructure of the Borough, which supports the local economy. However, it is fairly narrow, with a mixture of residential and industrial premises, with an adjoining primary school.

2.2 For some time, residents of Bradleys Lane have been campaigning for a prohibition of heavy goods vehicles. This proposal met with strong opposition from the adjoining authorities of Sandwell Metropolitan Borough Council and Wolverhampton City Council, who were concerned about extra traffic on already congested roads and the risk of displaced HGV's rat-running through residential roads in their areas. The police also did not support a total ban, because of the link to the abnormal load route and because of the difficulty of enforcement. The Department for Transport confirmed that Bradleys Lane would not need to be de-classified in order for a weight restriction order to be implemented, but would only support such a proposal if our neighbouring authorities agreed, (which they did not). The Freight Transport Association also said they would object.

- 2.3 Previous reports also referred to the following issues:-
- It is a classified road
 - It is one of the few main roads in the North of the Borough without a height or weight restriction.
 - It is a convenient link to the 'high and heavy' abnormal load movement network.
 - It provides a link to local industry
 - Any weight limit would have to be 'except for access' and would therefore be difficult to enforce.
- 2.4 However, the effects of constant noise and vibration on the resident's quality of life are recognised and acknowledged. As the worst effects seemed to be taking place at night i.e. disturbed sleep or sleep deprivation, the idea of a night-time ban was mooted.
- 2.5 The proposal was put to our neighbouring authorities, who had some concerns about signing practicalities and maintenance, but did not object in principle. The police were also consulted, and whilst willing to assist in principle, pointed out that it would warrant a fairly low priority in terms of policing, as the hours of prohibition concur with some of the busiest times for policing demand.
- 2.6 Local Ward Members were consulted and the decision was made to advertise a night-time 7.5 tonne weight restriction. However, in order to try and deter rat-running of HGV's through residential roads, the proposed order was extended to cover the whole of the B4163 in Dudley, namely, Daisy Street, Harding Street, Summer Hill Road and Bradleys Lane.
- 2.7 During the advertising period, 2 petitions, 2 letters of objection and 10 letters of support were received.
- 2.8 One petition with 145 signatures was handed in to North Dudley Area Committee of 2nd November 2004. It is signed by residents of Summer Hill Road, Harding Street, Daisy Street and other adjoining roads, requesting that the Council stops HGV's using their roads. Obviously this cannot be considered as support for the proposed order, as the petitioners appear to be asking for a total prohibition.
- 2.9 The second petition has 65 signatures, mainly from residents of Round Road, which joins Daisy Street just north of the Borough Boundary. The petitioners are not objecting to the proposed order in principle, but are expressing their concern that HGV drivers may see the signs on Daisy Street and detour down Round Road, which is wholly unsuitable for HGV's. They do not feel that advance signing would be an adequate deterrent and have requested that the weight restriction be applied to Round Road also.
- 2.10 Although not an unreasonable request, in practical terms it would involve advertising the whole order again, as it is increasing the area of prohibition. Another option would be to extend the proposed order in Daisy Street to the junction of Round Road, so the signing would be in advance of this junction. However, this is beyond the borough boundary and would have to be undertaken

by Wolverhampton City Council. Again, should they agree to undertake this work, significant delays would be inevitable.

- 2.11 So that work on the proposed order can be progressed, whilst taking into account the concerns of the residents of Round Road, it is suggested that some “Unsuitable for Heavy Goods Vehicle” signs be erected in Round Road at the junction with Daisy Street. This will still require permission from Wolverhampton City Council, but will not require a Traffic Regulation Order. A traffic survey could also be carried out in Round Road to establish a ‘benchmark’ so that future levels of HGV’s can be monitored. Should there be any significant increase, appropriate action could be taken accordingly.
- 2.12 Of the two letters of objection to the proposed order, one is from a resident of Greenfield Croft, which is a cul-de-sac in a residential area off Rounds Road. The objector feels that signs in Daisy Street at the Borough Boundary will encourage HGV’s to rat-run through Round Road and other surrounding roads.
- 2.13 The other letter of objection is from the Road Haulage Association, and objects to the proposed order on the basis that it will impose an extra 3 miles on journeys, which could increase costs and impact on their members businesses.
- 2.14 It is felt that the extra signing as proposed in paragraph 2.11 will help to deter any rat-running. As the prohibition occurs 7pm to 7am, the level of HGV traffic should be significantly less. A 3 mile detour is not considered unreasonable in the context of the improvement in quality of life the order will bring to the residents.
- 2.15 All the letters received in support of the proposed order, are from residents of Bradleys Lane.
- 2.16 Consultation
- 2.16.1 Ward Members were consulted on 21st October 2004, and all were supportive of the proposals.
- 2.16.2 The police were consulted by letter on 6th August 2004, and their views are expressed in paragraph 2.5
- 2.16.3 The proposed order was advertised in the “Express and Star” newspaper on 10th November 2004 and advertised on-street from 10th November to 6th December 2004.
- 2.17 Sustainable Transport
- 2.17.1 Measures to improve the safety and environment of local communities are in line with the Council’s Sustainable Transport Policy.

3.0 PROPOSAL

- 3.1 That Committee supports the proposal and advises the Cabinet Member for Transportation to implement the Borough of Dudley (Daisy Street, Harding Street, Summer Hill Road and Bradleys Lane, Coseley)(Weight Restriction) Order 2004.
- 3.2 That Committee notes the concerns of the residents of Rounds Road and supports the introduction of additional signage and monitoring to deter potential rat-running by HVG drivers.

4.0 FINANCE

- 4.1 The cost of implementing the Order can be met from the Highways Minor Works Capital Budget allocation.

5.0 LAW

- 5.1 Traffic Regulation Orders are made under powers contained in Section 1 of the Traffic Regulation Act 1984 subject to regulations laid down by the Secretary of State.

6.0 EQUAL OPPORTUNITIES

- 6.1 There are no equal opportunities implications in this report.

7.0 RECOMMENDATION

- 7.1 That Committee support the proposals contained in paragraph 3.0 of this report.



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On behalf of DIRECTOR OF THE URBAN ENVIRONMENT

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Background documents used in the preparation of this report:-

