



Wellington Station Area Review

Consultation



NM17-79/
CON/02

February 2019



1 Introduction

Concerns have been raised regarding the availability of residential parking near to Wellington Rail Station particularly in the areas around Albert Road & Constitution Hill. As well as availability, there is also concern regarding general road safety due to parked cars, excess speed and school related traffic. Telford & Wrekin Council working in partnership with Councillor Lee Carter, Ward Member for College Ward, have committed to reviewing these concerns and have identified a number of options to take forward to public consultation.



Figure 1.1 – Review Area (Google)



2 Existing Situation - Parking

In order to support this report, a survey was conducted on the 7th and 8th November 2017 to assess the amount of available spaces throughout the day from 7am to 7pm. Albert Road was broken down into eight sections and was reviewed every half hour throughout the survey period. The eight areas are shown in figure 2.1 below.

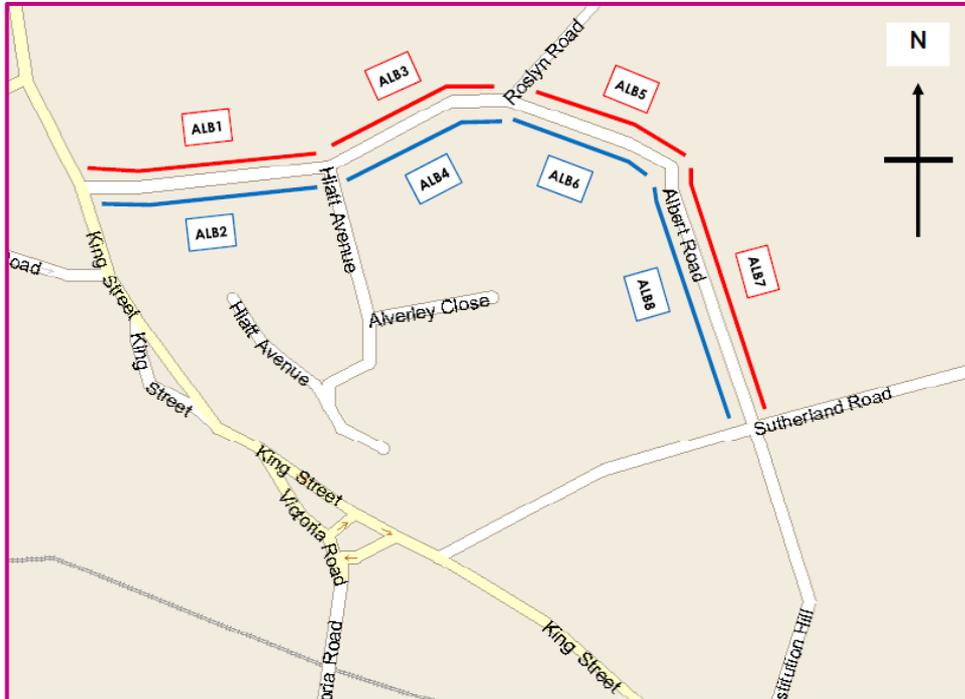


Figure 2.1 – Beat Survey Areas

Table 2.1 and Table 2.2 provide a summary of the survey results for each survey area. This data shows that vehicles generally park on the north and east side of Albert Road (red areas shown above) and are usually at or close to full capacity during the peak times. However, the data also shows that at all times there are some spaces available within different areas of Albert Road even when some areas reach capacity.

This means that whilst residents may not always be able to park directly outside their properties, there should always be spaces available for their vehicles to be parked. However, it is acknowledged that residents would prefer to have the ability to park closer to their properties.

7 th November 2017			
Beat Area	Number of Spaces Available	% Full at Peak Time	Minimum Number of Free Spaces
ALB1	8	100%	0
ALB2	4	25%	3
ALB3	7	43%	4
ALB4	6	0%	6
ALB5	10	70%	3
ALB6	10	0%	10
ALB7	15	87%	2
ALB8	13	0%	13

Table 2.1 – 7th November Summary

8 th November 2017			
Beat Area	Number of Spaces Available	% Full at Peak Time	Minimum Number of Free Spaces
ALB1	8	100%	0
ALB2	4	25%	3
ALB3	7	100%	0
ALB4	6	0%	6
ALB5	10	50%	5
ALB6	10	10%	9
ALB7	15	100%	0
ALB8	13	15%	11

Table 2.2 – 8th November Summary

As a result of the above, a number of options have been put forward for consultation that look to introduce different levels of restrictions.



3 Existing Situation – Road Safety

Telford and Wrekin Council, working alongside Councillor Lee Carter, are aware of a number of concerns in relation to road safety. Specific concerns have been raised about excess speed on Roslyn Road and generally throughout the 20mph zone, crossing facilities on Sutherland Road as well as the safety concerns that are exacerbated by high parking occupancy levels and inconsiderate parking (e.g. parking too close to junctions, causing an obstruction, etc).

3.1 Collision Data

The last five years of Personal Injury Collision data has been reviewed for the survey area shown in Figure 1.1. This data shows that there has been a total of six collisions during this period. Five of these collisions were slight in nature and one was serious. The location of these collisions is shown in Figure 3.1.

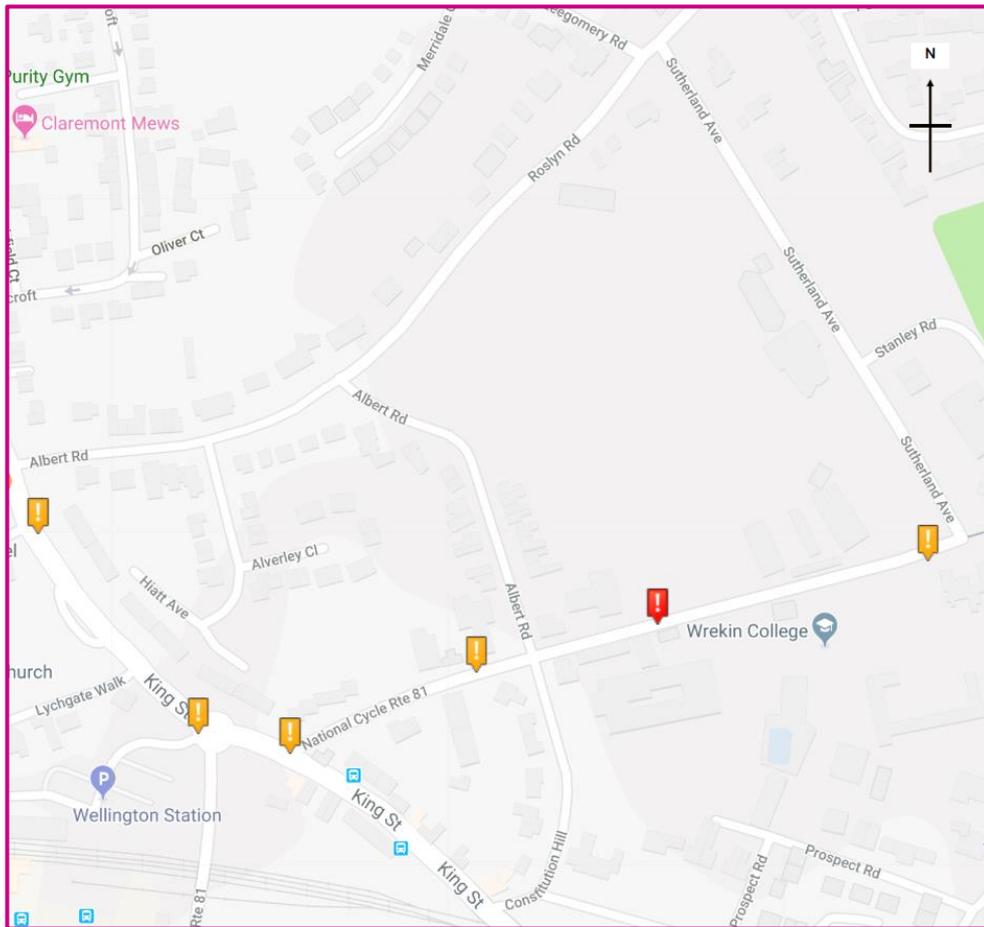


Figure 3.1 – Collision Locations (Crashmap.co.uk)

Three of the collisions occurred within the residential roads of Constitution Hill and Sutherland Avenue which is the focus of this review. Two of these collisions involved a pedestrian and one involved a pedal cyclist.



3.2 Speed Data

We have collected speed data on Roslyn Road at two locations following concerns relating to excess speed. This data is summarised in Table 3.1. This data was collected using Speed Indicator Devices.

Location	Date	Average Speed	85 th Percentile Speed
Roslyn Road between Albert Road and Sutherland Avenue	03/07/2018 to 02/08/2018	20.9 mph	27 mph
Roslyn Road near Albert Road junction	21/09/2018 to 28/09/2018	23.5 mph	30 mph

Table 3.1 – Speed Data

The above data shows that average speeds are marginally above the 20mph speed limit that is currently in force. In addition to this, 85th percentile speeds (speeds at which 85% of vehicles are travelling at or below) as slightly higher than the speeds we would expect for a 20mph road (usually around 24/25 mph).



4 What changes are proposed?

To mitigate the concerns discussed above, a number of options have been developed for consultation.

4.1 Option 1 – Prohibition of waiting restrictions

This option would involve the extension of existing 24 hour parking restrictions (double yellow lines) to restrict where parking is permitted to prevent unsafe parking and allow the free flow of traffic. Such restrictions would be targeted at areas of concern, but also consider where traffic may migrate onto nearby routes.

At the detailed design stage exact locations for potential restrictions would be considered. However the following sketch shows an initial approximation of where these restrictions could be placed on site.



Advantages & Benefits:	Disadvantages & Risks:
<ul style="list-style-type: none"> Prevention of parking in unsafe areas in the closest residential streets next to Wellington Station and the Town Centre. 	<ul style="list-style-type: none"> Does not discriminate between residential parking and other users, therefore careful consideration would need to be given to residential parking and the impact on these users, particularly where there is no off street parking available. This scheme in isolation may not resolve all of the road safety issues.



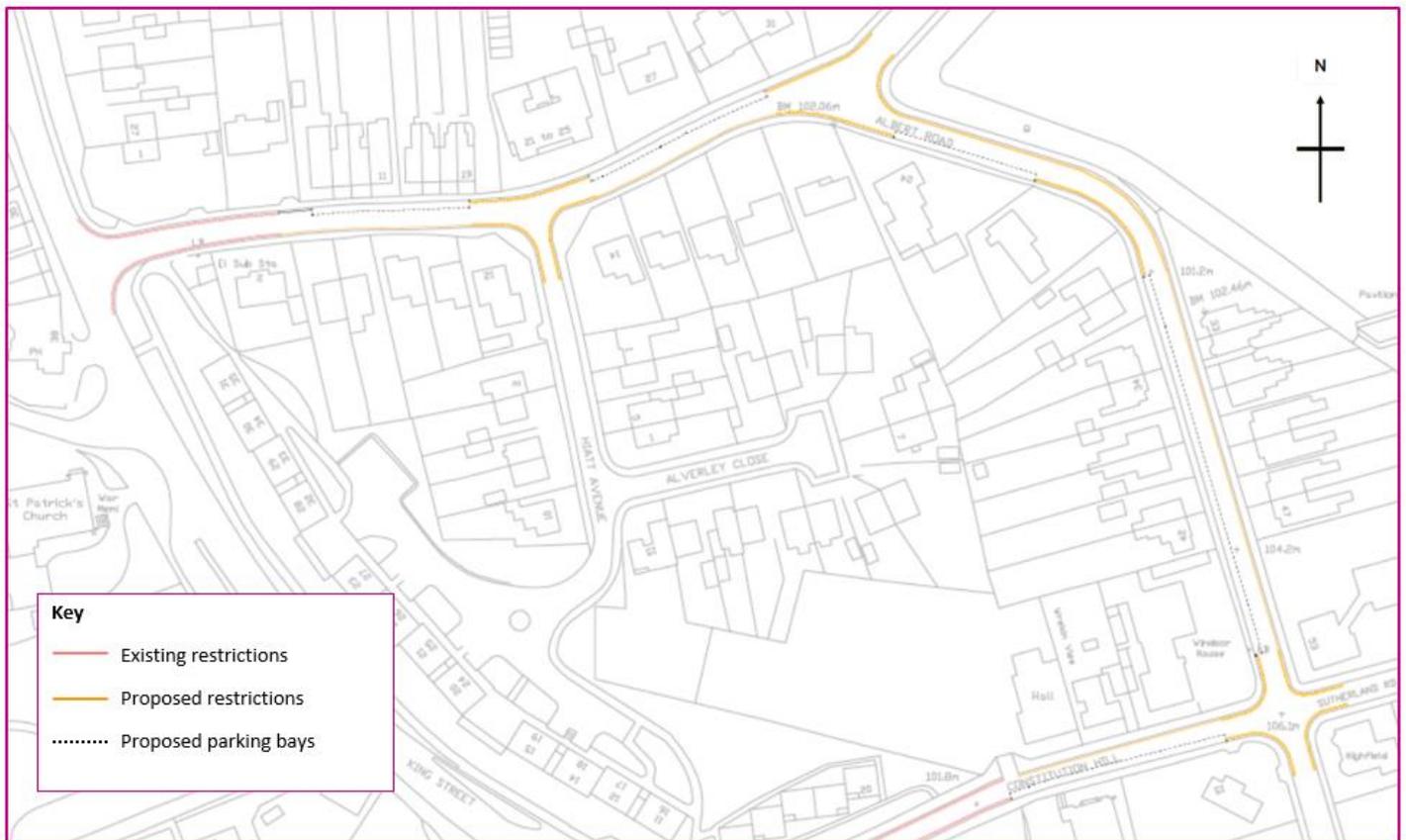
4.2 Option 2 - Restricted waiting restrictions and/or limited waiting restrictions

This option would look to combine the following restriction types to restrict and also manage where parking is permitted to prevent unsafe parking and allow the free flow of traffic. Such restrictions would be targeted at areas of concern, but also consider where traffic may migrate onto nearby routes.

The potential restriction types would likely be:

- Prohibition of waiting – Double Yellow Lines with a 24 hour restriction, 7 days a week
- Restricted Waiting – Single yellow lines with limited hours of operation, such as 6pm to 8am Monday to Friday
- Limited Waiting – Parking areas with a restricted stay and limited hours of operation, such as 2 hour maximum stay with no return in 2 hours, between 8am and 6pm Monday to Friday

At the detailed design stage exact locations for potential restrictions would be considered. However the following sketch shows an initial approximation of where these restrictions could be placed on site.



Advantages & Benefits:	Disadvantages & Risks:
<ul style="list-style-type: none"> • Prevention of parking in unsafe areas • Provide more flexibility by allowing parking where safe to do so, but also discouraging users who may park there all day and not be visiting the street. • Makes parking in the closest residential streets next to Wellington Station and the Town Centre less attractive. 	<ul style="list-style-type: none"> • Does not discriminate between residential parking and other users, therefore careful consideration would need to be given to residential parking and the impact on these users, particularly where there is no off street parking available. • This option could disadvantage resident parking during the day, and also visitors to properties on the street, particularly where there is no off street parking at a property. • This scheme in isolation may not resolve all of the road safety issues.



4.3 Option 3 – One Way systems with permitted parking

This option would look to combine the following restriction types to restrict and also manage where parking is permitted to prevent unsafe parking, and allow the free flow of traffic by providing a one way system. Such restrictions would be targeted at areas of concern including reducing the current congestion issues.

The potential restriction types would likely be:

- Prohibition of waiting – Double Yellow Lines with a 24 hour restriction, 7 days a week
- Restricted Waiting – Single yellow lines with limited hours of operation, such as 6pm to 8am Monday to Friday
- Limited Waiting – Parking areas with a restricted stay and limited hours of operation, such as 2 hour maximum stay with no return in 2 hours, between 8am and 6pm Monday to Friday
- One Way – Vehicular travel would only be permitted in one direction along Albert Road and Constitution Hill. The direction of the one way restrictions could be reversed if required.

At the detailed design stage exact locations for potential restrictions would be considered. However the following sketch shows an initial approximation of where these restrictions could be placed on site.



Advantages & Benefits:	Disadvantages & Risks:
<ul style="list-style-type: none"> • Prevention of parking in unsafe areas • Provide more flexibility by allowing parking where safe to do so, but also discouraging users who may park there all day and not be visiting the street • Makes parking in the closest residential streets next to Wellington Station and the Town Centre less attractive • Reduce congestion where it is currently difficult for two way traffic to pass. 	<ul style="list-style-type: none"> • Does not discriminate between residential parking and other users, therefore careful consideration would need to be given to residential parking and the impact on these users, particularly where there is no off street parking available. • This option could disadvantage resident parking during the day, and also visitors to properties on the street, particularly where there is no off street parking at a property. • One way restriction may result in higher vehicle speeds so may require additional measures to reduce speed. • This scheme in isolation may not resolve all of the road safety issues.



4.4 Option 4 – Residential Parking Scheme

This option would look to reserve suitable parking areas for residents and possibly their visitors only by displaying a permit to park. This would need to be combined with restrictions in areas where parking currently causes issues around junctions and narrow sections.



Alternatively, the area could be signed as a controlled parking zone where only vehicles with a valid parking permit are able to park within the entire area. This may reduce the need for additional parking restrictions. However, it is suggested that this form of restriction is generally not well understood and without a significant amount of education prior to implementation and enforcement post implementation, that this option may not prove to be successful.

Advantages & Benefits:	Disadvantages & Risks:
<ul style="list-style-type: none"> • Prevention of parking in unsafe areas • Provide more flexibility by allowing parking where safe to do so, but also discouraging users who may park there all day and not be visiting the street • Makes parking in the closest residential streets next to Wellington Station and the Town Centre unavailable to non-residents and their visitors • Less congestion likely in location • Increased availability for parking for residents** 	<ul style="list-style-type: none"> • This type of restriction would require some support by The Police in order to identify suitable / enforceable permits and also confirmation that they would enforce this type of restriction* • Visitors to the streets would require a visitor permit to enable them to park. • Additional measures required to tackle the road safety concerns.

* Potentially mitigated if enforcement powers are transferred to Telford & Wrekin Council through Civil Enforcement Powers.

** There may be administration costs associated with this type of scheme that residents may be required to pay – to be confirmed through detailed design and further consultation if this option is supported.



4.5 Option 5 – Permanent Speed Indicator Devices

This option would look to install a number of permanent speed indicator devices (SIDs) that act as a reminder to drivers of the speed limit and give a warning if they are exceeding the 20mph speed limit. These devices have been installed at a number of locations across the Borough and we have received positive feedback in relation to the effectiveness of these signs.

Below is an example of the signs in operation in another 20mph zone in Telford.



Advantages & Benefits:	Disadvantages & Risks:
<ul style="list-style-type: none"> • Visible reminder of the speed limit and whether the driver is exceeding the limit. • Have been effective in other locations when installed. • Will record speed data which will allow on-going reviews. • Generally more favourable than physical measures such as speed cushions. 	<ul style="list-style-type: none"> • May not be as effective as physical measures. • May become familiar to regular users of the road and may therefore become less effective.



4.6 Option Summary

Following concerns being raised relating to the availability of on-street parking and road safety a number of options have been considered to help mitigate these concerns.

Below is a summary of each option.

Option		Summary
1	Prohibition of waiting only (double yellow lines)	<p>The provision of restrictions at locations where parking causes issues with the free flow of traffic and road safety concerns.</p> <p>This option is unlikely to overcome the concerns relating to the availability of residential parking or speed related concerns.</p>
2	Prohibition of waiting (double yellow lines) & time limited parking bays	<p>The provision of restrictions at locations where parking causes issues with the free flow of traffic and road safety concerns. This option will also provide areas where vehicles are able to park for a specified period of time.</p> <p>This option will overcome all day parking from rail users but may be unpractical for residents as they may be required to move their vehicles throughout the day during the operational hours. It may not overcome the road safety concerns if delivered in isolation.</p>
3	Prohibition of waiting (double yellow lines), restricted waiting (single yellow line), time limited parking bays and a one way system	<p>The provision of restrictions at locations where parking causes issues with the free flow of traffic and road safety concerns. This will be supported by a one way system to reduce the need for vehicles to pass throughout the area. This option will also provide areas where vehicles are able to park for a specified period of time.</p> <p>This option will overcome all day parking from rail users but may be unpractical for residents as they may be required to move their vehicles throughout the day during the operational hours. It may not overcome the road safety concerns if delivered in isolation.</p>
4	Prohibition of waiting (double yellow lines) and resident only parking	<p>The provision of restrictions at locations where parking causes issues with the free flow of traffic and road safety concerns. This option will also provide areas where only residents and their visitors can park when displaying a valid permit.</p> <p>This option is likely to resolve the availability of parking issues but may not fully resolve the road safety concerns in isolation.</p>
5	Permanent Speed Indicator Devices	<p>The provision of a number of permanent Speed Indicator Devices to tackle the concerns in relation to road safety and excess speed. They have successfully been delivered and well received at other locations across Telford and Wrekin.</p>

Options 1 to 4 above will require some enforcement to ensure their success, and will require a legal traffic regulation order prior to implementation. Any scheme will be subject to a statutory consultation process where any objections would have to be overcome prior to bring the restrictions into force. Option 5 could be implemented if supported as part of this consultation without further consultation.



5 How do I comment on the proposals?

The current consultation is being undertaken to ensure there is support for this proposal prior to the commencement of any work on site. Therefore, should you have any comments to make on this proposal please send your comments in by 15th March 2019. Your comments can be sent to the following addresses:

- Online – Visit Telford.gov.uk/Traffic
- Post – Network Management, Addenbrooke House, Ironmasters Way, Telford, TF3 4NT

6 What will happen next?

The outcomes of this consultation will be reviewed in detail and a decision will be made based on the content of the comments received in the context of the wider transport network. Factors that will be taken into account will include, but not necessarily be limited to:

- Road safety
- Network operation
- Level of support
- Detail of any objections

What will happen if the proposals are not supported?

The content of any objection will be considered and responded to accordingly. Should the proposals receive a high level of objection, it is unlikely that the proposals will be taken forward and alternative options may be considered. The format of any alternative proposal would be based on the content of any objections and what is possible from an engineering perspective. Any alternative scheme would then be put forward as part of a future years Capital Programme and would need to be prioritised alongside other similar schemes, and will be subject to the necessary funding being identified.