

# Individual Executive Decision Notice

<b>Report title</b>	Transportation Network Miscellaneous Traffic Regulation Orders	
<b>Decision designation</b>	GREEN	
<b>Cabinet member with lead responsibility</b>	Councillor Steve Evans City Environment	
<b>Wards affected</b>	(All Wards);	
<b>Accountable Director</b>	Ross Cook, Service Director, City Environment	
<b>Originating service</b>	Transportation	
<b>Accountable employee</b>	Nick Broomhall Tel Email	Service Lead – Traffic and Road Safety 01902 555723 <a href="mailto:Nick.Broomhall@wolverhampton.gov.uk">Nick.Broomhall@wolverhampton.gov.uk</a> , <a href="mailto:ian.walker@wolverhampton.gov.uk">ian.walker@wolverhampton.gov.uk</a>
<b>Report to be/has been considered by</b>	Not applicable	

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## 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, taking account of representations and an objection received, to implement waiting and loading restrictions to parts of Colman Avenue, Haden Crescent, Lawrence Avenue, Perry Hall Road, Whittingham Grove as shown on plan T3/973A appended to this report.
2. Approves the recommended action to implement waiting and loading restrictions to parts of Old Fallings Lane, Sandy Lane, Leacroft Avenue as shown on plan T3/985D appended to this report.

3. Approves the recommended action, taking account of representations and an objection received, to implement waiting and loading restrictions to parts of Alamein Road, Arnhem Road, Hill Road, Vaughan Road as shown on plan T4/3902C appended to this report.
4. Approves the recommended action to implement waiting restrictions to parts of Brewery Road as shown on plan T4/3928 appended to this report.
5. Approves the recommended action to implement waiting and loading restrictions to parts of Richmond Road, Finchfield Road as shown on plan T4/3948 appended to this report.
6. Approves the recommended action to implement waiting restrictions to parts of Beccles Drive, Dilloways Lane, Hawkswell Drive, Rockland Gardens, Rollesby Drive as shown on plan T4/3975 appended to this report.
7. Approves the recommended action to implement waiting and loading restrictions to parts of Tonadine Close, Bargery Road as shown on plan T4/3977 appended to this report.
8. Approves the recommended action, taking account of representations and an objection received, to implement waiting and loading restrictions to parts of Stafford Road, Newbury Road, Marsh Lane and Three Tuns Lane as shown on plan T4/3979 appended to this report.
9. Approves the recommended action to overrule an objection received and implement waiting restrictions to parts of Gough Street, Little Park Street as shown on plan T4/4011 appended to this report.
10. Approves the recommended action, taking account of representations received, to implement waiting restrictions to parts of Ormes Lane, Church Road, The Holloway, Wood Road as shown on plan T4/4031 appended to this report.
11. Approves the recommended action to implement waiting restrictions to parts of St James Street as shown on plan T4/4040 appended to this report.
12. Approves the recommended action to implement waiting restrictions to parts of Springhill Lane as shown on plan T4/4041 appended to this report.
13. Approves the proposed revocation (in part) of existing TROs (Traffic Regulation Orders) in Colman Avenue, Brewery Road, Gough Street, and St James Street where necessary to allow the implementation of the new TROs.
14. Authorises the Director of Governance to implement the relevant traffic regulation orders.

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Signature

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Signature

Date:

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**

### **Colman Avenue, Haden Crescent, Lawrence Avenue, Perry Hall Road, Whittingham Grove – Waiting and Loading Restrictions (Plan T3/973A)**

- 2.1 In October/November 2018, proposals for 'no waiting at any time and no loading at any time' in parts of Colman Avenue, Haden Crescent, Lawrence Avenue, Perry Hall Road and Whittingham Grove, 'no waiting and no loading Monday to Thursday 8am to 9.30am and 2.30pm to 4.30pm, Friday 8am to 9.30am and 12.45pm to 2.15pm and 'no stopping Monday to Thursday 8am to 9.30am and 2.30pm to 4.30pm and Friday 8am to 9.30am and 12.45pm to 2.15pm on school entrance markings' in parts of Colman Avenue were formally advertised.
- 2.2 The restrictions are required as concerns had been expressed regarding inappropriate school gate parking along Colman Avenue, Haden Crescent, Lawrence Avenue, Perry Hall Road and Whittingham Grove. The proposed TRO will help to protect children on their way to and from school each day. An existing Order for a school keep clear marking along Colman Avenue is to be revoked.
- 2.3 One objection was received during the consultation from a resident on Colman Avenue who would not be able to park outside their property at the times of the restrictions and does not have access to off street parking. It is recommended to overrule this objection as the resident can park on the unrestricted, opposite side of the road, when the limited waiting/loading restriction is in operation and the safety of school children must be the priority.
- 2.4 A representation was made from a resident who agrees that some level of restriction is needed but is concerned about the overall parking restrictions as visitors would not be able to park. A second representation was made from a resident who was pleased that action is being taken but was concerned that the restrictions may lead to people parking on the verges/footways. As with the introduction of all new TRO's, the restrictions will be monitored for six months and if required amendments can be made.
- 2.5 It is therefore recommended that these restrictions are implemented as shown on plan T3/973A.

### **Old Fallings Lane, Sandy Lane, Leacroft Avenue – Waiting and Loading Restrictions (Plan T3/985D)**

- 2.6 In October/November 2018, proposals for 'no waiting at any time and no loading at any time' in parts of Old Fallings Lane, Sandy Lane, Leacroft Avenue were formally advertised.

- 2.7 The restrictions are required as concerns had been expressed regarding inappropriate school gate parking along Old Fallings Lane, Sandy Lane, Leacroft Avenue. The proposed TRO will help to protect vulnerable road users.
- 2.8 A representation was made by a resident's daughter whose mother is visited by carers four times a day and indicated that the property had no off street parking, voicing concerns that carers would not be able to park as the restrictions would be directly outside the mother's property. In accordance with Rule 243 of the Highway code, motorists should not park within 10 metres of a junction of which this property falls within the 10 metres. The proposals will leave most of Sandy Lane, Leacroft Avenue and Old Fallings Lane unrestricted providing sufficient on-street parking for visitors to properties.
- 2.9 A second representation was made voicing concerns that the new restrictions will displace vehicles to park in front of his property. A third representation was made voicing concerns that the proposal does not go far enough and the restrictions need to be extended further. As with the introduction of all new TRO's, the restrictions will be monitored for six months and if required amendments can be made.
- 2.10 It is therefore recommended that these restrictions are implemented as shown on plan T3/985D.

#### **Alamein Road, Arnhem Road, Hill Road, Vaughan Road – Waiting and Loading Restrictions (Plan T4/3902C)**

- 2.11 In November 2018, proposals for 'no waiting at any time and no loading at any time' in parts of Alamein Road, Arnhem Road, Hill Road and Vaughan Road, no waiting / no loading Monday to Friday 8am to 9.30am and 2.30pm to 4.30pm in parts of Alamein Road and Hill Road. 'No stopping Monday to Friday 8am to 9.30am and 2.30pm to 4.30pm on school entrance markings' in parts of Hill Road and 'no stopping Monday to Friday 11.15am to 12.45pm on school entrance markings' in part of Vaughan Road were formally advertised.
- 2.12 The restrictions are required as concerns have been expressed regarding inappropriate school gate parking and inconsiderate parking along parts of Alamein Road, Arnhem Road, Hill Road and Vaughan Road. The proposed TRO will help to protect vulnerable road users and ensure the free flow of traffic at the junctions and along the lengths of road listed.
- 2.13 One letter of support was received during the formal consultation.
- 2.14 A representation was made by a resident on Alamein Road who is concerned that the restrictions will mean that services like meals on wheels cannot park and that tradesmen etc. cannot park due to the restrictions. In accordance with Rule 243 of the Highway code, motorists should not park within 10 metres of a junction. Sections of Alamein Road have been left unrestricted to facilitate parking for residents and visitors.
- 2.15 A representation was made from a resident of Alamein Road asking for a section of road to have 'limited waiting Monday to Friday 8am to 9.30am and 2.30pm to 4.30pm and no

loading Monday to Friday 8am to 9.30am and 2.30pm to 4.30pm'. This request has been actioned as per plan T4/3902C.

- 2.16 An objection was received from a resident voicing concerns that the resident will not be able to park their cars/caravan outside their house. Although the resident would not be able to park outside their house during the morning and afternoon 'School Restriction' times there is unrestricted parking on the opposite side of the road within 20 metres of their property. As with the introduction of all new TRO's, the restrictions will be monitored for 6 months and if required amendments can be made.
- 2.17 It is therefore recommended that the objection is overruled and the revised restrictions are implemented as shown on plan T4/3902C.

### **Brewery Road – Waiting Restrictions (Plan T4/3928)**

- 2.18 In November 2018, proposals for 'no waiting at any time', 'limited waiting 2 hours no return 2 hours Monday to Saturday 8am to 6.30pm in parts of Brewery Road were formally advertised.
- 2.19 The restrictions are required as concerns have been expressed regarding inappropriate parking leading to access and visibility issues.
- 2.20 No objections were received during the formal consultation. It is therefore recommended that these restrictions are implemented as shown on plan T4/3928.

### **Richmond Road, Finchfield Road – Waiting and Loading Restrictions (Plan T4/3948)**

- 2.21 In November 2018, proposals for 'no waiting at any time and no loading at any time' in parts of Richmond Road, Finchfield Road were formally advertised.
- 2.22 The restrictions are required as concerns have been raised over inappropriate junction parking causing access and visibility issues.
- 2.23 Two letters of support were received which asked for additional junctions to be protected with restrictions and for the restrictions to be extended.
- 2.24 A representation was made by a resident who felt that the restrictions were in the wrong place and needed to be extended along Richmond Road.
- 2.25 A second representation was made by a resident who felt that the restrictions would make things worse and that speeding and being able to cross the road to gain access to the local park should be the priority.
- 2.26 In accordance with Rule 243 of the Highway code, motorists should not park within 10 metres of a junction. As with the introduction of all new TRO's, the restrictions will be monitored for six months and if required amendments can be made. It is therefore recommended that these restrictions are implemented as shown on plan T4/3948.

**Beccles Drive, Dilloways Lane, Hawkswell Drive, Rockland Gardens, Rollesby Drive – Waiting Restrictions (Plan T4/3975)**

- 2.27 In November 2018, proposals for ‘no waiting at any time’ in parts of Beccles Drive, Dilloways Lane, Hawkswell Drive, Rockland Gardens, Rollesby Drive were formally advertised.
- 3.0 The restrictions are required as concerns have been raised over inappropriate junction parking causing access and visibility issues.
- 3.1 One email of support was received.
- 3.2 One representation was received from a resident voicing concerns that they would not be able to park outside of their property. In accordance with Rule 243 of the Highway code, motorists should not park within 10 metres of a junction. The property falls within 10 metres of the junction of Rollesby Drive/Beccles Drive and the restrictions cannot be shortened.
- 3.3 It is therefore recommended that these restrictions are implemented as shown on plan T4/3975.

**Tonadine Close, Bargery Road – Waiting and Loading Restrictions (Plan T4/3977)**

- 3.4 In October/November 2018, proposals for ‘no waiting at any time and no loading at any time’ in parts of Tonadine Close, Bargery Road were formally advertised.
- 3.5 The restrictions are required as concerns have been raised over inappropriate junction parking causing access and visibility issues.
- 3.6 Two representations were received from residents voicing concerns that the scheme was not required. In accordance with Rule 243 of the Highway code, motorists should not park within 10 metres of a junction. The scheme only protects the junctions in accordance with the Highway Code and the restrictions cannot be shortened.
- 3.7 It is therefore recommended that these restrictions are implemented as shown on plan T4/3977.

**Stafford Road, Newbury Road, Marsh Lane, Three Tuns lane – Waiting and Loading Restrictions (Plan T4/3979)**

- 3.8 In October/November 2018, proposals for ‘no waiting at any time and no loading at any time’ in parts of Newbury Road, Stafford Road, Marsh Lane, Three Tuns Lane ‘no waiting Monday to Friday 7.30am to 9am, 2.30pm to 6.30pm and no loading Monday to Friday 7.30am to 9am, 2.30pm to 6.30pm’ in parts of Stafford road were formally advertised.
- 3.9 The restrictions are required as concerns have been expressed regarding inappropriate school gate parking and inconsiderate parking along parts of Marsh Lane, Newbury Road, Stafford Road and Three Tuns Lane. The proposed TRO will help to protect

vulnerable road users and ensure the free flow of traffic at the junctions and along the lengths of road listed.

- 3.10 Two representations were made questioning whether school buses would be able to stop. The restrictions will still allow for the pick-up and drop-off of passengers as this is deemed as boarding and alighting and is different to waiting.
- 3.11 One objection was received from a resident who felt that life was being made more difficult for residents by the restrictions and that pavement parking should be permitted. Rule 244 of the Highway Code states that you must not park partially or wholly on the pavement in London and should not do so elsewhere unless signs permit it. Parking on the pavement can obstruct and seriously inconvenience pedestrians, people in wheelchairs or with visual impairments and people with prams or pushchairs. This is a particularly sensitive location, close to a school entrance on a key traffic route into Wolverhampton, where pavement parking would not be appropriate. The limited waiting and loading restrictions are restricted to short periods of the day to coincide with peak traffic times and school travel times. Waiting and loading on the main carriageway is permitted outside of the times of operation.
- 3.12 It is therefore recommended that the objection is overruled on the grounds of road safety and the restrictions are implemented as per plan T4/3979.

#### **Gough Street, Little Park Street – Waiting Restrictions (Plan T4/4011)**

- 3.13 In October/November 2018, proposals for 'no waiting at any time' in parts of Gough Street, Little Park Street were formally advertised.
- 3.14 The restrictions are required as concerns have been raised over large vehicles struggling to access premises on Gough Street and Little Park Street.
- 3.15 One objection was received from Her Majesty's Prison and Probation Service voicing concerns that the removal of the parking will lead to staff not being able to park close to the office and could lead to parking in residential streets. A vehicle tracking exercise has been carried out which confirms that the large vehicles struggle to access premises on Gough Street and Little Park Street and that the restrictions are required to permit access. In this instance the proposals only reduce on street parking by approximately one vehicle.
- 3.16 It is therefore recommended that the objection is overruled on the grounds of road safety and the restrictions are implemented as per plan T4/4011.

#### **Ormes Lane, Church Road, The Holloway, Wood Road – Waiting Restrictions (Plan T4/4031)**

- 3.17 In November 2018, proposals for 'no waiting at any time' in parts of Ormes Lane, Church Road, The Holloway, Wood Road were formally advertised.
- 3.18 The restrictions are required as concerns have been raised over inappropriate junction parking causing access and visibility issues.

- 3.19 A total of eight representations were made.
- 3.20 Of these five representations were in support of the scheme.
- 3.21 Two representations were received voicing concerns over how effective the proposals would be.
- 3.22 One representation was made voicing concerns that this proposal would appear to place more importance on increased traffic speed and provide more space for overtaking and taking the bend at speed than the right of local inhabitants to park near or outside their own homes.
- 3.23 In accordance with Rule 243 of the Highway code, motorists should not park within 10 metres of a junction. The scheme protects the junctions in accordance with the Highway Code. As with the introduction of all new TRO's, the restrictions will be monitored for 6 months and if required amendments can be made.
- 3.24 It is therefore recommended that these restrictions are implemented as shown on plan T4/4031.

#### **St James Street – Waiting Restrictions (Plan T4/4040)**

- 3.25 In November 2018, proposals for 'limited waiting 1 hour no return 1 hour Monday to Saturday 8.30am to 6.30pm' in parts of St James Street were formally advertised.
- 3.26 The restrictions are required to provide parking more suited for activities of people visiting local businesses and residents to properties on sections of St James Street.
- 3.27 No objections were received during the formal consultation. It is therefore recommended that these restrictions are implemented as shown on plan T4/4040.

#### **Springhill Lane – Waiting Restrictions (Plan T4/4041)**

- 3.28 In November 2018, proposals for 'limited waiting 2 hours no return 1 hour Monday to Saturday 8.30am to 6.30pm' in part of Springhill Lane and 'disabled badge holders only 3 hours no return 1 hour Monday to Saturday 8.30am to 6.30pm' in part of Springhill Lane was formally advertised.
- 3.29 The restrictions are required to improve parking for customers visiting the shops along this section of Springhill Lane by limiting the waiting to 2 hours with no return with 1 hour and providing a Disabled parking place limited to 3 hours no return 1 hour.
- 3.30 One representation in support of the proposals was received.
- 3.31 No objections were received during the formal consultation. It is therefore recommended that these restrictions are implemented as shown on plan T4/4041.



#### **4.0 Evaluation of alternative options**

- 4.1 The alternative option would be to leave the highway free from waiting and loading restrictions, 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 to the detriment of highway safety.

#### **5.0 Reasons for decision**

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

#### **6.0 Financial implications**

- 6.1 The TRO's as detailed in this report are estimated to cost £12,000. There is an approved capital budget for TRO's, under the Local Safety Schemes element of the Transportation capital programme, from which these costs will be met.  
[HM/04042019/O]

#### **7.0 Legal implications**

- 7.1 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".
- 7.2 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.
- 7.3 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.
- 7.4 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.  
[TS/27032019/Q]

## **8.0 Equalities implications**

- 8.1 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.

## **9.0 Environmental implications**

- 9.1 The proposed TROs will assist in ensuring the safe and efficient operation of the highway.

## **10.0 Human resources implications**

- 10.1 There are no human resource implications.
- 10.2 The work required to deliver the various orders will be absorbed by staff within the in-house legal team.
- 10.3 The Traffic Regulation Orders will be enforced by the Council's Parking Services team as part of their city-wide enforcement responsibilities.

## **11.0 Corporate Landlord implications**

- 11.1 There are no corporate landlord implications.

## **12.0 Health and Wellbeing Implications**

- 12.1 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.

## **13.0 Schedule of background papers**

- 13.1 None.

## **14.0 Appendices**

- 14.1 T3 973A TRO Plan
- 14.2 T3 985D TRO Plan
- 14.3 T4 3902C TRO Plan
- 14.4 T4 3928 TRO Plan
- 14.5 T4 3948 TRO Plan
- 14.6 T4 3975 TRO Plan

14.7 T4 3977 TRO Plan

14.8 T4 3979 TRO Plan

14.9 T4 4011 TRO Plan

14.10 T4 4031 TRO Plan

14.11 T4 4040 TRO Plan

14.13 T4 4041 TRO Plan