

Individual Executive Decision Notice

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| Report title | Transportation Network – Miscellaneous Traffic Regulation Orders July 2017 | |
| Decision designation | GREEN | |
| Cabinet member with lead responsibility | Councillor Steve Evans City Environment | |
| Wards affected | Bilston East; Blakenhall; Tettenhall Regis | |
| Accountable director | Ross Cook, Service Director, City Environment | |
| Originating service | Transportation | |
| Accountable employee(s) | Nick Broomhall Tel Email | Traffic and Road Safety 01902 555723 nick.broomhall@wolverhampton.gov.uk |
| Report to be/has been considered by | N/A | |

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.

Recommendation(s) for action or decision:

That the Cabinet Member for City Environment, in consultation with the Service Director, City Environment,

1. Approves the recommended action to implement waiting restrictions to parts of Blackburn Avenue, Burland Avenue, Knights Avenue, Codsall Road, Pendeford Avenue as shown on plan T4/3491 appended to this report.
2. Approves the recommended action to overrule objections to waiting restrictions to parts of Malins Road and Greenly Road in response to comments received during public consultation, and implement as shown on plan T4/3322A appended to this report.
3. Approves the recommended action to implement waiting and loading restrictions to parts of Hall Street as shown on plan T4/3688A appended to this report.

Signature

Date:

Signature

Date:

1.0 Detail

1.1 Blackburn Avenue, Burland Avenue, Knights Avenue, Codsall Road, Pendeford Avenue – Waiting Restrictions (Plan T4/3491)

- 1.1.1 In February/March 2017, proposals for 'no waiting at any time' in parts of Blackburn Avenue, Burland Avenue, Knights Avenue, Codsall Road and Pendeford Avenue were formally advertised.
- 1.1.2 This was in response to concerns from Councillors and residents regarding inappropriate parking near the roundabout of Blackburn Avenue/Knights Avenue/Codsall Road/Pendeford Avenue and the junction of Blackburn Avenue and Burland Avenue leading to access issues, visibility issues and affecting the free flow of traffic.
- 1.1.3 A representation was made from a business on Pendeford Avenue raising concerns that if we implement the proposed restrictions their car park will be abused by non-customers and that their customers will struggle to park due to the restrictions.
- 1.1.4 Overall the issues of inappropriate parking, safety and the free flow of traffic at the junctions of roundabout of Blackburn Avenue/Knights Avenue/Codsall Road/Pendeford Avenue and the junction of Blackburn Avenue and Burland Avenue are considered to outweigh the possible inconvenience to customers who may have to park further away. It is therefore recommended that the restrictions are implemented.

1.2 Malins Road and Greenly Road – Waiting and Loading Restrictions (Plan T4/3322A)

- 1.2.1 In July 2016, proposals for 'no waiting at any time/no loading at any time' and limited waiting parts of Malins Road and Greenly Road, Blakenhall was formally advertised.
- 1.2.2 This was in response to concerns regarding inappropriate school parking from the Head Teacher of St Teresa's Catholic Primary Academy leading to access and visibility issues.
- 1.2.3 Two objections were received during the formal consultation on the grounds that residents would not be able to park outside of their homes. A petition was also received from residents also objecting to the proposals. However this petition was not admissible because a previous petition relating to the same subject had already been dealt with by the Petitions Committee.
- 1.2.4 The restrictions on Malins Road and Greenly Road will improve the safety of child pedestrians who have to frequently walk in the road due to parents parking on both sides of the road blocking the footway.
- 1.2.4 It is therefore proposed to overrule the objections and implement these restrictions. The effects of the new restrictions on the surrounding roads will be monitored once they are implemented and action taken should any safety issues arise.

1.3 Hall Street – Waiting Restrictions (Plan T4/3688A)

- 1.3.1 In June 2017, proposals for ‘no waiting at any time’ in part of Hall Street, Bilston were formally advertised.
- 1.3.2 This is in order to assist with the enforcement of the Hall Street bus gate.
- 1.3.3 No objections were received during the formal consultation. It is therefore recommended that these restrictions are implemented.

2.0 Financial implications

- 2.1 The TRO’s detailed in this report are anticipated to cost in the region of £10,000. These costs will be met from an existing capital allocation of £50,000 for TRO’s, under the Local Safety Schemes element of the approved Transportation capital programme.
[TT/10072017/I]

3.0 Legal implications

- 3.1 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”.
- 3.2 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.
- 3.3 The Traffic Regulation Orders will be enforced by the Council’s Parking Services team as part of their City wide enforcement responsibilities. [RB/19072017/S]

4.0 Equalities implications

- 4.1 There are no equalities implications.

5.0 Environmental implications

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

6.0 Human resources implications

6.1 There are no human resource implications.

7.0 Corporate landlord implications

7.1 There are no corporate landlord implications.

8.0 Schedule of background papers

8.1 None.