

Individual Executive Decision Notice

Report title	Transportation Network – Miscellaneous Traffic Regulation Orders	
Decision designation	GREEN	
Cabinet member with lead responsibility	Councillor Steve Evans City Environment	
Wards affected	(All Wards);	
Accountable Director	Ross Cook, Director of City Environment	
Originating service	Transportation	
Accountable employee	Nick Broomhall	Traffic and Road Safety Service Lead
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Report to be/has been considered by	Not applicable	

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 Director of City Environment:

1. Approves the recommended action to implement waiting restrictions to parts of Dovedale Road, as shown on plan T4/3854C appended to this report.
2. Approves the recommended action to implement waiting and loading restrictions to parts of Ettingshall Road, as shown on plan T4/4125 appended to this report.
3. Approves the recommended action to implement waiting restrictions to parts of Newbolt Road, Etruria Way, Mount Pleasant, as shown on plan T4/3972A appended to this report.

4. Approves the recommended action to implement waiting and loading restrictions to parts of Caledonia Road, Derry Street, Vicarage Road, Pond Lane, as shown on plan T4/3906 appended to this report.
5. Approves the recommended action to implement waiting restrictions to parts of Mayfield Road, Woodstock Road, Selbourne Crescent, East Park Way, Hurstbourne Crescent, Willenhall Road, as shown on plan T4/3974 appended to this report.
6. Approves the recommended action to implement waiting restrictions to parts of Lapper Avenue, Ward Grove, as shown on plan T4/3976 appended to this report.
7. Approves the recommended action to implement waiting and loading restrictions to parts of Talbot Place, Albany Crescent, as shown on plan T4/4037A appended to this report.
8. Approves the recommended action to implement waiting restrictions to parts of Dale Street (Bilston), as shown on plan T4/4132 appended to this report.
9. Approves the recommended action to implement waiting and loading restrictions to parts of Wilkinson Avenue, Bank Street, Lord Street, Jordan Place, as shown on plan T4/4094A appended to this report.
10. Authorises the Solicitor to the Council to implement the relevant traffic regulation orders.

Signature

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

Dovedale Road – Waiting Restrictions (Plan T4/3854C)

- 2.1 In February/March 2019, proposals to 'prohibit waiting for a period longer than 3 hours with no return within 1 hour' in parts of Dovedale Road were formally advertised.
- 2.2 The restrictions are required as concerns had been expressed by Councillors regarding parking availability for the local shops. The proposed TRO will help to improve parking for customers visiting the shops along Dovedale Road.
- 2.3 One objection was received during the consultation from an employee of one of the local businesses who expressed concern that the implementation of the restriction on Dovedale Road would remove any available restriction free parking needed by employees.
- 2.4 The waiting restrictions proposed are only located on one side of Dovedale Road which leaves the other side of Dovedale Road opposite the shops free of restrictions. As with the introduction of all new TRO's, the restrictions will be monitored for six months and if required amendments can be made if considered necessary.
- 2.5 It is therefore recommended that the objection is overruled and these restrictions are implemented as shown on plan T4/3854C.

Ettingshall Road – Waiting and Loading Restrictions (Plan T4/4125)

- 2.6 In February/March 2019, proposals for 'no waiting at any time and no loading at any time' in parts of Ettingshall Road were formally advertised.
- 2.7 The restrictions are required as concerns have been expressed regarding safety of children travelling to and from Manor Primary School due to inappropriate school gate parking along Ettingshall Road near the junction with Nally Drive. The proposed TRO will help to protect vulnerable road users and improve safety for pedestrians whilst also help alleviate congestion on Ettingshall Road.
- 2.8 Six representations were received during the consultation period, of those three of them were generally positive towards the proposed restrictions but were concerned about whether they would be adequately enforced. There were three objections to the proposals with the primary concerns being a) implementation of restriction would just move traffic issues to other areas b) do not believe introducing more restrictions on Ettingshall Road is necessary.

- 2.9 The proposed restriction on Ettingshall Road is opposite a junction and is in accordance with the Highway Code of which Rule 243 states that 'do not stop or park opposite or within 10 metres (32 feet) of a junction' or 'on a bend'. As with the introduction of all new TRO's, the restrictions will be monitored for six months and if required amendments can be made if considered necessary.
- 2.10 It is therefore recommended that the objections are overruled and that these restrictions are implemented as shown on plan T4/4125.

Newbolt Road, Etruria Way, Mount Pleasant – Waiting Restrictions (Plan T4/3972A)

- 2.11 In February/March 2019, proposals for 'no waiting at any time' in parts of Newbolt Road, Etruria Way, Mount Pleasant were formally advertised.
- 2.12 The restrictions are being proposed following concerns being raised by a resident regarding inappropriate parking leading to access and visibility issues at junctions.
- 2.13 No formal objections were received during the consultation however one representation was received from a resident relating to the proposed restrictions around Mount Pleasant and Newbolt Road, the resident was in favour of something being done about inappropriate vehicle parking at this junction.
- 2.14 It is therefore recommended that these restrictions are implemented as shown on plan T4/3972A.

Caledonia Road, Derry Street, Pond Lane, Vicarage Road – Waiting and Loading Restrictions (Plan T4/3906)

- 2.15 In February/March 2019, proposals for 'no waiting at any time and no loading at any time' in parts of Caledonia Road, Derry Street, Pond Lane and Vicarage Road were formally advertised.
- 2.16 The restrictions are proposed following concerns being raised by school crossing patrol regarding inappropriate parking found at this location leading to visibility issues at the junction of Caledonia Road, Derry Street, Vicarage Road and Pond Lane.
- 2.17 No objections/representations were received during the formal consultation.
- 2.18 It is therefore recommended that these restrictions are implemented as shown on plan T4/3906.

Mayfield Road, Woodstock Road, Selbourne Crescent, East Park Way, Hurstbourne Crescent, Willenhall Road – Waiting Restrictions (Plan T4/3974)

- 2.19 In February/March 2019, proposals for 'no waiting at any time' in parts of Mayfield Road, Woodstock Road, Selbourne Crescent, East Park Way, Hurstbourne Crescent and Willenhall Road were formally advertised.

- 2.20 The restrictions are being proposed following concerns being raised by residents regarding inappropriate parking leading to access and visibility issues at junctions.
- 2.21 There were four representations received during the consultation, none of them objected to the proposed restrictions but two of the representations raised issues of existing parking congestion in the locations of Woodstock Road and the junction area of Hurstbourne Crescent and Mayfield Road, with suggestions of an off-street parking facility being provided for Woodstock Road and a resident parking scheme being considered for Hurstbourne Crescent.
- 2.22 The original request for restrictions related to parking issues at the junctions on Mayfield Road, Hurstbourne Crescent, the proposed restrictions are in accordance with the Highway Code of which Rule 243 states that 'do not stop or park opposite or within 10 metres (32 feet) of a junction' or 'on a bend'. Therefore, there is no justification in extending proposals for other areas. As with the introduction of all new TRO's, the restrictions will be monitored for six months and if required amendments can be made if considered necessary.
- 2.23 It is therefore recommended that these restrictions are implemented as shown on plan T4/3974.

Lapper Avenue, Ward Grove – Waiting Restrictions (Plan T4/3976)

- 2.24 In February/March 2019, proposals for 'no waiting at any time' in parts of Lapper Avenue, Ward Grove were formally advertised.
- 2.25 The restrictions are being proposed following concerns being raised by a resident regarding inappropriate parking leading to access and visibility issues at the junction.
- 2.26 There were two representations made, one representation queried exactly where the restriction would be, the other from a resident objected to the proposed restriction as due to mobility issues would hinder access to their property.
- 2.27 The original request for restrictions related to visibility issues at the junction of Lapper Avenue, Ward Grove, the proposed restrictions are in accordance with the Highway Code of which Rule 243 states that 'do not stop or park opposite or within 10 metres (32 feet) of a junction' or 'on a bend'. As with the introduction of all new TRO's, the restrictions will be monitored for six months and if required amendments can be made if considered necessary.
- 2.28 It is therefore recommended that the objection is overruled and these restrictions are implemented as shown on plan T4/3976.

Talbot Place, Albany Crescent – Waiting and Loading Restrictions (Plan T4/4037A)

- 2.29 In February/March 2019, proposals for 'no waiting at any time and no loading at any time' in parts of Talbot Place, Albany Crescent were formally advertised.
- 2.30 The restrictions are required as concerns had been expressed by residents regarding inappropriate parking leading to access and visibility issues at the junction.
- 2.31 One representation was received during the consultation in favour of the proposed restriction.
- 2.32 It is therefore recommended that these restrictions are implemented as shown on plan T4/4037A.

Dale Street (Bilston) – Waiting Restrictions (Plan T4/4132)

- 2.33 In February/March 2019, proposals for 'no waiting at any time' in parts of Dale Street were formally advertised.
- 2.34 The restrictions are required as concerns have been raised by businesses over inappropriate parking leading to access and visibility issues on Dale Street.
- 2.35 One representation was received during the consultation with no preference expressed on the proposed scheme restriction but concern over inappropriate parking in another area of Dale Street off Vulcan Road.
- 2.36 The original request for restrictions related to parking issues in Dale Street around the Dale Street junction resulting in access issues causing vehicles having to take alternate routes which the proposed restriction would resolve, there is therefore currently no justification to extend the restrictions to additional locations, however further enquiries raised over the area of concern highlighted by the representation will be appropriately investigated in future. As with the introduction of all new TRO's, the restrictions will be monitored for six months and if required amendments can be made if considered necessary.
- 2.37 It is therefore recommended that these restrictions are implemented as shown on plan T4/4132.

Wilkinson Avenue, Bank Street, Lord Street, Jordon Place – Waiting and Loading Restrictions (Plan T4/4094A)

- 2.38 In February/March 2019, proposals for 'no waiting at any time and no loading at any time' in parts of Wilkinson Avenue, Bank Street, Lord Street and Jordon Place were formally advertised.
- 2.39 The restrictions are required as concerns have been raised by nearby residents regarding visibility at the junction.

- 2.40 There were two formal objections received during the consultation, one of the objections was from a resident on Jordan Place where the proposed restriction would entirely cover their property including their drive. The other objection was from a resident who stated they were representing the residents of the flats on Lord Street and highlighted previous issues with parking availability in that location and questioned the possibility of the council introducing a section of resident parking only or converting a grassed area in front of the flats into off-road parking.
- 2.41 In view of the representations, one of the objections was resolved by amending the proposals with the length of the restriction modified on Jordan Place as shown as per revised plan T4/4049A to the satisfaction of the objector. The original request for restrictions was specifically concerning access and visibility at the junction of Bank Street, Lord Street, Jordan Place and Wilkinson Avenue, there is therefore currently no justification to consider implementing alternative parking solutions. The proposed restrictions are in accordance with the Highway Code of which Rule 243 states that 'do not stop or park opposite or within 10 metres (32 feet) of a junction' or 'on a bend'. As with the introduction of all new TRO's, the restrictions will be monitored for six months and if required amendments can be made if considered necessary.
- 2.42 A legal Order will enable the Council to carry out enforcement, therefore in the interests of protecting the highway from inappropriate parking it is recommended that the remaining objection is overruled and the revised restrictions are implemented as shown on plan T4/4094.

3.0 Evaluation of alternative options

- 3.1 The alternative option would be to leave the highway free from waiting and loading restrictions at Dovedale Road, Ettingshall Road, Newbolt Road, Etruria Way, Mount Pleasant, Caledonia Road, Derry Street, Pond Lane, Vicarage Road, Mayfield Road, Woodstock Road, Selbourne Crescent, East Park Way, Hurstbourne Crescent, Willenhall Road, Lapper Avenue, Ward Grove, Talbot Place, Albany Crescent, Dale Street (Bilston), Wilkinson Avenue, Bank Street, Lord Street, Jordan Place, 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, visibility and road safety issues for both pedestrians and drivers.

4.0 Reasons for decision

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

5.0 Financial implications

- 5.1 The TRO's as detailed in this report are estimated to cost in the region of £12,000. A capital budget for TRO's has been included in the Transportation Capital Programme 2019-2020, from which these costs will be met. [KP/20082018/I]

6.0 Legal implications

- 6.1 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”.
- 6.2 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.
- 6.3 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.
- 6.4 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/16082019/F]]

7.0 Equalities implications

- 7.1 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.

8.0 Environmental implications

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

9.0 Human resources implications

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

10.0 Corporate Landlord implications

10.1 There are no corporate landlord implications.

11.0 Health and Wellbeing implications

11.1 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.

12.0 Schedule of background papers

12.1 None.

13.0 Appendices

13.1 T4 3854C TRO PLAN

13.2 T4 4125 TRO PLAN

13.3 T4 3972A TRO PLAN

13.4 T4 3906 TRO PLAN

13.5 T4 3974 TRO PLAN

13.6 T4 3976 TRO PLAN

13.7 T4 4037A TRO PLAN

13.8 T4 4132 TRO PLAN

13.9 T4 4094A TRO PLAN