

Individual Executive Decision Notice

Report title	Transportation Network – Miscellaneous Traffic Regulation Orders (Batch 3)	
Decision designation	GREEN	
Cabinet member with lead responsibility	Councillor Steve Evans City Environment	
Wards affected	Bushbury North; Bushbury South and Low Hill; Fallings Park; Heath Town; Park; St Peter's; Wednesfield North; Wednesfield South;	
Accountable Director	Ross Cook, Director of City Environment	
Originating service	Transportation	
Accountable employee	Nick Broomhall	Service Lead – Traffic and Safety
	Tel	01902 555723
	Email	ian.walker@wolverhampton.gov.uk
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 Service Director of City Environment:

1. Approves the recommended action to implement waiting restrictions to parts of Amos Lane and Wood Avenue in response to comments received during public consultation and implement as shown on plan T4/3978 appended to this report.
2. Approves the recommended action to overrule an objection to waiting restrictions to parts of Bargate Drive and Evans Street in response to comments received during public consultation and implement as shown on plan T4/4203 appended to this report.

3. Approves the recommended action to overrule an objection to waiting restrictions to parts of Patrick Gregory Road, Linthouse Lane and Olinthus Avenue in response to comments received during public consultation and implement as shown on plan T4/3980 appended to this report.
4. Approves the recommended action to overrule an objection to waiting restrictions to parts of Ringwood Road and Bushbury Lane in response to comments received during public consultation and implement as shown on plan T4/3983 appended to this report.
5. Approves the recommended action to implement waiting and stopping restrictions to parts of Wood End Road, Orchard Road and Jayne Close as shown on plan T4/4089 appended to this report.
6. Approves the recommended action to overrule an objection to waiting and loading restrictions and prohibitions to parts of Springfield Road, Langsett Road, Monsal Avenue and Edensor Close in response to comments received during public consultation and implement as shown on plan T4/4119 appended to this report.
7. Approves the recommended action to implement waiting and loading restrictions to parts of Blackwood Avenue, Harper Avenue, Guest Avenue, Bradburn Road as shown on plan T4/4110 appended to this report.
8. Approves the recommended action to overrule an objection to waiting restrictions to parts of Wootton Avenue, Ridge Lane, Duckhouse Road, Thomas Mason Close, Springhill Road and Prestwood Avenue in response to comments received during public consultation and implement as shown on plan T4/4167 appended to this report.
9. Authorises the Director of Governance 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

Amos Lane and Wood Avenue – Waiting Restrictions (Plan T4/3978).

- 2.1 In June/July 2019 following a request from a local MP regarding residents' concerns about inappropriate parking at this junction, proposals for 'no waiting at any time on any day' in parts of Amos Lane and Wood Avenue were formally advertised.
- 2.2 The waiting restrictions are required to prevent inappropriate parking which at times leads to access and visibility issues at this junction in this predominantly residential area.
- 2.3 One representation was received during the formal consultation for the proposals in which the consultee misinterpreted the proposals. An email clarifying that parking would remain unrestricted in front of their property was sent to the consultee.
- 2.4 No formal objections were received during the formal consultation. It is therefore recommended that these restrictions are implemented as shown on plans T4/3978.

Bargate Drive and Evans Street – Waiting Restrictions (Plan T4/4203).

- 2.5 In June/July 2019, proposals for 'no waiting at any time on any day/no loading at any time on any day' in parts of Bargate Drive and Evans Street were formally advertised. This was as a result of requests from Councillors, the Police and Parking Services due to parked cars obstructing the access to the busy car park serving the Avion Centre shops.
- 2.6 The restrictions are required to prevent inappropriate parking along Bargate Road, the access road to the Avion Centre Shops car park, causing congestion and visibility issues along this stretch of road.
- 2.7 Two representations, both from local businesses, were received during the formal consultation. One was in favour of the proposals and the second was from a business who regularly use Bargate Drive to park vehicles in connection with their business. This representation queried the necessity of the proposals and requested that the restrictions did not cover the area directly outside their site. A site visit and meeting took place with a representative of the business that had raised concerns. At the meeting various issues were discussed including confirmation that the proposals would not affect loading and unloading for the business. Additionally, the potential for the business to take up an offer to use alternative off street parking on the library car park via a permitting arrangement was discussed.
- 2.8 It is not possible to reduce the extent of the proposed restrictions on Bargate Drive without significantly impacting upon the aims of the proposals to keep the access road to

the Avion Centre Car Park free from obstruction. It is therefore recommended that these restrictions are implemented as shown on plan T4/4203.

Patrick Gregory Road, Linthouse Lane and Olinthus Avenue – Waiting and Loading Restrictions (Plan T4/3980).

- 2.9 In June/July 2019, in response to requests from local businesses, proposals for 'no waiting at any time on any day in parts of Patrick Gregory Road, Linthouse Lane and Olinthus Avenue were formally advertised.
- 2.10 One representation was made to the consultation by a business owner who is in support of the scheme but drew our attention to the extent of his businesses access gateway and that this should be incorporated into the final lining scheme. The proposals have been amended to accommodate this request.
- 2.11 No formal objections were received during the formal consultation. It is therefore recommended that these restrictions are implemented as shown on plans T4/3980.

Ringwood Road and Bushbury Lane – Waiting and Loading Restrictions (Plan 4/3983).

- 2.12 In June/July 2019, following requests from a local Ward Councillor and residents, proposals for 'no waiting at any time/no loading at any time' in parts of Ringwood Road and Bushbury Lane were formally advertised.
- 2.13 The Traffic Regulation Orders are required to prevent inappropriate parking and to ensure the free flow of traffic on the highway and improve pedestrian safety by removing parked vehicles from behind the pedestrian guardrail.
- 2.14 One representation was received from a resident who, whilst is in support of the restrictions, is concerned that displaced parking may cause issues with parking outside of their property. As with any new TRO, the restrictions are monitored for six months and if required, amendments will be made.
- 2.15 A number of objections including an informal petition were received during the formal consultation. These came from a number of the shops / businesses situated adjacent to the proposals. All were concerned that their customers would no longer be able to park on the road directly outside their businesses. It is apparent though that all of the shops have the benefit of off-road parking directly on their frontage. The intention of the restrictions is to improve pedestrian safety in the vicinity of the bus stop this will in turn give the enforcement team the ability to effectively police the footways in front of the shops. Presently along this stretch of road vehicles regularly park up behind the pedestrian barrier obstructing the footway. Within the existing layout of the highway at this location there are a number of existing features including a pedestrian crossing, a bus stop and four dropped vehicle crossings. The resultant loss of parking, should this proposal be implemented, would equate to three to four cars only.

- 2.16 It is therefore recommended that these objections be overruled and that the restrictions are implemented as shown on plan T4/3983.

Wood End Road, Orchard Road and Jayne Close – Waiting, Loading and Stopping Restrictions (Plan T4/4089).

- 2.17 In June/July 2019, following requests from the school and parents, proposals for ‘no waiting at any time, no loading at any time and no stopping on school entrance markings Mon-Fri 8am – 9.30am and 2.30pm - 4.30pm’ in parts of Wood End Road, Orchard Road and Jayne Close, were formally advertised.
- 2.18 The restrictions are required as concerns have been expressed regarding inappropriate junction parking causing access and visibility issues together with inappropriate parking close to the school access points especially at school drop-off and pick-up times.
- 2.19 One representation was received from a resident who whilst is in support of the restrictions, is concerned that the restrictions do not extend far enough to totally solve the issue of parking. As with any new TRO, the restrictions are monitored for six months and if required, amendments will be made in the future.
- 2.20 No formal objections were received during the consultation. It is therefore recommended that these restrictions are implemented as shown on plan T4/4089.

Springfield Road, Langsett Road, Monsal Avenue and Edensor Close – Waiting and Loading Restrictions (Plan T4/4119).

- 2.21 In June/July 2019, following requests from Woden Primary School and parents, proposals for ‘no waiting at any time, no loading at any time and no waiting Mon-Fri 8am – 9.30am and 2.30pm - 4.30pm’ in parts of Springfield Road, Langsett Road, Monsal Avenue and Edensor Close, were formally advertised.
- 2.22 The restrictions are required as concerns have been expressed regarding inappropriate parking leading to access and visibility issues especially at school drop-off and pick-up times.
- 2.23 No representations or objections were received during the formal consultation. It is therefore recommended that these restrictions are implemented as shown on plan T4/4119.

Blackwood Avenue, Harper Avenue, Guest Avenue and Bradburn Road – Waiting and Loading and Stopping Restrictions (Plan T4/4110)

- 2.24 In June/July 2019, following requests from Long Knowle Primary School and parents, proposals for ‘no waiting at any time, no loading at any time and no stopping on School entrance markings’ in parts of Blackwood Avenue, Harper Avenue, Guest Avenue and Bradburn Road were formally advertised.

- 2.25 The restrictions are required as concerns have been raised over inappropriate junction parking causing access and visibility issues together with the existing School Entrance Makings not being of sufficient length to protect the School access points.
- 2.26 No representations or objections were received during the formal consultation. It is therefore recommended that these restrictions are implemented as shown on plan T4/4110.

Wootton Avenue, Ridge Lane, Duckhouse Road, Thomas Mason Close, Springhill Road and Prestwood Avenue – Waiting and Loading Restrictions (Plan T4/4167)

- 2.27 In June/July 2019 in response to a request, from a local councillor, proposals for 'no waiting at any time and no loading at any time' restrictions in parts of Wootton Avenue, Ridge Lane, Duckhouse Road, Thomas Mason Close, Springhill Road and Prestwood Avenue were formally advertised.
- 2.28 The proposed restrictions are required following concerns being raised over inappropriate parking at junctions both on street and the footway causing access and visibility issues for all road users.
- 2.29 Four responses were received in support of the proposed restrictions.
- 2.30 Three responses were received highlighting perceived issues with the proposals and road users not being able to park in front of their homes but stopped short of formally objecting to the proposals.
- 2.31 One objection was however received, that complained where a resident stated that they would not be able to park in front of their property. This objection is from a property owner who lives on the corner of one of the junctions and appears to park his vehicle on the footway within the visibility splay of the junction. An email response was sent to the objector pointing out Rule 243 of the highway code that stipulates vehicles should not be parked within 10 metres of a junction. Furthermore, the section of Duckhouse Road along the side of the objector's property is unrestricted and therefore available for parking of the resident's vehicle(s).
- 2.32 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 the formal objection is overruled and that the restrictions are implemented as shown on plan T4/4167

3.0 Evaluation of alternative options

- 3.1 The alternative option would be to leave the highway free from waiting and loading restrictions at Amos Lane, Wood Avenue, Bargate Drive, Evans Street, Patrick Gregory Road, Linthouse Lane, Olinthus Avenue, Ringwood Road, Bushbury Lane, Wood End Road, Orchard Road, Jayne Close, Springfield Road, Langsett Road, Monsal Avenue,

Edensor Close, , Blackwood Avenue, Harper Avenue, Guest Avenue, Bradburn Road, Wootton Avenue, Ridge Lane, Duckhouse Road, Thomas Mason Close, Springhill Road and Prestwood Avenue 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.

4.0 Reasons for decision

4.1 The introduction of the TRO's to restrict waiting and loading will allow better flow of traffic and will reduce delays for all vehicles. The restrictions will also protect the highway from inappropriate parking which would lead to access and visibility issues.

5.0 Financial implications

5.1 The TRO's for Amos Lane, Wood Avenue, Bargate Drive, Evans Street, Patrick Gregory Road, Linthouse Lane, Olinthus Avenue, Ringwood Road, Bushbury Lane, Wood End Road, Orchard Road, Jayne Close, Springfield Road, Langsett Road, Monsal Avenue, Edensor Close, Blackwood Avenue, Harper Avenue, Guest Avenue, Bradburn Road, Wootton Avenue, Ridge Lane, Duckhouse Road, Thomas Mason Close, Springhill Road and Prestwood Avenue as detailed in this report are estimated to cost in the region of £12,000 which will be met from existing Transportation Capital Programme budgets. [KP/03102019/P]

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.

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/02102019/R]

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, it will also help keeping people healthy in general by encouraging people to walk.

8.0 Climate Change and 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 3978 TRO PLAN

13.2 T4 4203 TRO PLAN

13.3 T4 3980 TRO PLAN

13.4 T4 3983 TRO PLAN

13.5 T4 4089 TRO PLAN

13.6 T4 4119 TRO PLAN

13.7 T4 4110 TRO PLAN

13.8 T4 4167 TRO PLAN