

Individual Executive Decision Notice

Report title	Transportation Network – Miscellaneous Traffic Regulation Orders (Batch 4)	
Decision designation	GREEN	
Cabinet member with lead responsibility	Councillor Steve Evans Cabinet Member of City Environment	
Wards affected	Bilston North; Blakenhall; Fallings Park; Heath Town; Oxley; Park; Tettenhall Regis; Tettenhall Wightwick;	
Accountable Director	Ross Cook, Director of City Environment	
Originating service	Transportation	
Accountable employee	Nick Broomhall Tel Email	Service Lead – Traffic & Safety Tel: 01902 555660 nick.broomhall@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 Director of City Environment:

1. Approves the recommended action to implement waiting and stopping restrictions to parts of Mountford Lane in response to comments received during public consultation and implement as shown on plan T4/4177 appended to this report.

2. Approves the recommended action to implement waiting restrictions to parts of The Drove in response to comments received during the public consultation and implement as shown on plan T4/4171 appended to this report.
3. Approves the recommended action to implement waiting restrictions to parts of School Road, Tanfield Close, Woodland Avenue and Long Lake Avenue in response to comments received during public consultation and implement as shown on plan T4/4237 appended to this report.
4. Approves the recommended action to implement waiting and stopping restrictions to parts of Rakegate Close in response to comments received during public consultation and implement as shown on plan T4/4205 appended to this report.
5. Approves the recommended action to implement waiting restrictions to parts of Park Road East and Park Road West in response to comments received during public consultation and implement as shown on plan T3/1114 appended to this report.
6. Approves the recommended action to implement waiting restrictions to parts Church Hill Road and Clifton Road in response to comments received during public consultation and implement as shown on plan T4/4036 appended to this report.
7. Approves the recommended action to implement waiting restrictions in parts of Whistler Grove and Carlyle Road in response to comments received during public consultation and implement as shown on plan T4/4079A appended to this report.
8. Approves the recommended action to implement waiting restrictions in parts of Sunbeam Street in response to comments received during public consultation and implement as shown on plan T4/4283 appended to this report.
9. Approves the recommended action to implement waiting restrictions in parts of Hazelwood Drive in response to comments received during public consultation and implement as shown on plan T4/4291A appended to this report.
10. Authorises the Director of Governance to implement the relevant traffic regulation orders and revoke existing traffic regulation orders where specified.

Signature

Date:

Signature

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

Mountford Lane – Waiting and Stopping Restrictions (Plan T4/4177).

2.1 In March/April 2020 a local ward councillor and the school head teacher raised concerns about inappropriate parking outside Villiers Primary School at the beginning and end of the school day. In response the following restrictions on parts of Mountford Lane as shown on Plan T4/4177 were formally advertised:

- 'No waiting in a disabled person's parking place unless there is displayed on that vehicle in the relevant position a valid disabled person's badge for a longer period than 3 hours on any day',
- 'No stopping between 8am to 9.30am and 2.30pm to 4.30pm Monday to Friday on school entrance markings',
- 'No waiting for a period longer than 1 hour between 8am and 6pm Monday to Friday'.

2.2 The restrictions are required to prevent inappropriate parking leading to access and visibility issues around Villiers Primary School. In addition, restrictions are also required to facilitate parking availability for blue badge holders.

2.3 No representations or objections were received during the formal consultation. It is therefore recommended that these restrictions are implemented as shown on plan T4/4177.

The Droveaway – Waiting Restrictions (Plan T4/4171).

2.4 In March/April 2020, proposals for 'no waiting at any time on any day' in parts of The Droveaway were formally advertised. This was in response to a request from an MP representing the concerns of a local resident.

2.5 The restrictions are required to prevent inappropriate parking along The Droveaway, causing access issues along footways and problems with boarding and alighting vehicles for residents and visitors.

2.6 No representations or objections were received during the formal consultation. It is therefore recommended that these restrictions are implemented as shown on plan T4/4171.

School Road, Tanfield Close, Woodland Avenue and Long Lake Avenue – Waiting and Restrictions (Plan T4/4237).

- 2.7 In March/April 2020, in response to a request from a local housing developer, proposals for 'no waiting at any time' in parts of School Road, Tanfield Close, Woodland Avenue and Long Lake Avenue and 'no waiting between 8am and 6.30pm, Monday to Saturday' in parts of School Road were formally advertised.
- 2.8 The restrictions are required to prevent inappropriate parking along School Road, Tanfield Close, Woodland Avenue and Long Lake Avenue.
- 2.9 Two representations were made to the consultation by residents who lived on the new private housing development on School Road/Tanfield Close, there were no objections to the proposed restrictions, however the respondents queried whether a TRO could be introduced to prevent parents of children attending the local school from parking within the new development. The respondents have been informed that as the parking area referred to is on private land (not adopted highway) that a restriction cannot be introduced in that area by the council.
- 2.10 No formal objections were received during the formal consultation. It is therefore recommended that these restrictions are implemented as shown on plans T4/4237.

Rakegate Close – Waiting and Stopping Restrictions (Plan T4/4205).

- 2.11 In March/April 2020, following requests from a local Ward Councillor and local residents, proposals for 'no stopping at any time on school entrance markings' in parts of Rakegate Close and 'no waiting for a period longer than 30 minutes with no return within 2 hours between 8am to 9.30am and 2pm to 4.30pm, Monday to Friday' in parts of Rakegate Close were formally advertised.
- 2.12 The restrictions are required to prevent inappropriate parking within Rakegate Close and to ensure the existing free parking bays on Rakegate Close are used appropriately.
- 2.13 One representation was received from a resident who is in support of the proposed restrictions.
- 2.14 No formal objections were received during the formal consultation. It is therefore recommended that the restrictions are implemented as shown on plan T4/4205.

Park Road East and Park Road West – Waiting Restrictions (Plan T3/1114).

- 2.15 In March/April 2020, following requests from the local school head teacher and parking services, the following waiting and loading restrictions were formally advertised:
- 'No waiting in a disabled person's parking place unless there is displayed on that vehicle in the relevant position a valid disabled person's badge for a longer period than 3 hours with no return within 1 hour on any day' in parts of Park Road East and Park Road West
 - 'No waiting at any time on any day' in parts of Park Road West
 - 'No waiting for a period longer than 30 minutes with no return within 1 hour between 8am to 10am and 2pm to 4pm, Monday to Friday' in parts of Park Road East
 - 'No waiting for a period longer than 3 hours with no return within 2 hours between 8am and 6pm, on any day' in parts of Park Road West and
 - 'No waiting for a period longer than 4 hours with no return within 2 hours between 9am and 2pm, Monday to Friday' in parts of Park Road East and Park Road West
- 2.16 The restrictions are required as concerns have been expressed regarding inappropriate school related parking causing access and visibility issues especially at school drop-off and pick-up times. The restrictions will also help to maintain availability for blue badge holders around West Park and to ensure visitors access to West Park is not restricted by all day parking.
- 2.17 Two representations were received from a resident and the local school, both in favour of the proposed restrictions.
- 2.18 No formal objections were received during the consultation. It is therefore recommended that these restrictions are implemented as shown on plan T3/1114.

Church Hill Road, Clifton Road – Waiting Restrictions (Plan T4/4036).

- 2.19 In March/April 2020, following a request from a resident, proposals for 'no waiting at any time on any day' in parts of Church Hill Road and Clifton Road, were formally advertised.
- 2.20 The restrictions are required as concerns have been expressed regarding inappropriate parking leading to access and visibility issues.
- 2.21 No representations or objections were received during the formal consultation. It is therefore recommended that these restrictions are implemented as shown on plan T4/4036.

Whistler Grove, Carlyle Road – Waiting Restrictions (Plan T4/4079A)

- 2.22 In March/April 2020, following requests from a resident, proposals for 'no waiting at any time on any day' in parts of Whistler Grove and Carlyle Road, were formally advertised.

- 2.23 The restrictions are required as concerns have been raised over inappropriate parking causing access and visibility issues.
- 2.24 Two representations were made by residents, both of those initially objected to the proposed restrictions as the area taken by the no waiting restrictions would impact visitors and care workers who frequently visit Whistler Grove. The proposals have been amended to accommodate the concerns raised by reducing the restriction area and correspondingly the residents that objected have subsequently indicated the revised plans were acceptable.
- 2.25 As there are no on-going objections, it is therefore recommended that these restrictions are implemented as shown on revised plan T4/4079A.

Sunbeam Street – Waiting Restrictions (Plan T4/4283)

- 2.26 In March/April 2020, following requests from local business and the Police, proposals for 'no waiting at any time on any day' in parts of Sunbeam Street, were formally advertised.
- 2.27 The restrictions are required as concerns have been raised over inappropriate parking causing access and visibility issues along Sunbeam Street.
- 2.28 One representation was made during the consultation by a local business, who did not object to the restriction but was concerned with whether the proposed restriction would impact on their business requirement to have loading and unloading on Sunbeam Street, the business was informed that the restriction was to restrict waiting only and that loading was unaffected.
- 2.29 As there were no objections, it is therefore recommended that these restrictions are implemented as shown on plan T4/4283.

Hazelwood Drive – Waiting Restrictions (Plan T4/4291A)

- 2.30 In March 2020 in response to a request from a resident, proposals for 'wait at any time on any day' in parts of Hazelwood Drive, were formally advertised.
- 2.31 The proposed restrictions are required following concerns being raised over inappropriate parking leading to access issues to properties on Hazelwood Drive during the day.
- 2.32 Three representations from residents were made, one of those was in favour of the restrictions but also had doubts over restriction enforcement. Enforcement will be undertaken in line with current enforcement regimes by parking services. A further representation from a resident of a local street did not object to the restrictions but raised concerns about which users of the highway the proposed restrictions would apply to, and how would they be enforced. The respondent has been informed that proposed restrictions, if implemented, would apply to all users of the highway and that parking services would enforce any new restrictions.

- 2.33 One objection from a resident was received, that highlighted that the issue is in the daytime and that they opposed the restrictions as it would impact visitor parking and stopped them parking outside their own garage where they stated a current Keep Clear road marking already in place was a sufficient deterrent. The proposals have been amended to accommodate the concerns raised by a) modifying the proposed restriction in one area so the no waiting restriction is only in the hours between 8am to 9.30am and 2.30pm to 5pm, b) also reducing the area of the remaining no waiting at any time restriction area but still leaving enough area so that access to Hazelwood Drive could not be totally blocked during the above times. Correspondingly, the resident that objected stated that they would be happy with the revised proposal and withdrew their objection.
- 2.34 As there are no longer any objections, it is therefore recommended that these restrictions are implemented as shown on revised plan T4/4291A.

3.0 Evaluation of alternative options

- 3.1 The alternative option would be to leave the highway free from stopping, waiting and loading restrictions at Mountford Lane, The Droveaway, School Road, Tanfield Close, Woodland Avenue, Long Lake Avenue, Rakegate Close, Park Road East, Park Road West, Church Hill Road, Clifton Road, Whistler Grove, Carlyle Road, Sunbeam Street and Hazelwood Drive 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 stopping, 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

The TRO's for Mountford Lane, The Droveaway, School Road, Tanfield Close, Woodland Avenue, Long Lake Avenue, Rakegate Close, Park Road East, Park Road West, Church Hill Road, Clifton Road, Whistler Grove, Carlyle Road, Sunbeam Street and Hazelwood Drive 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.

[SB/23072020/V]

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.

[Legal Code: TS/22072020/W]]

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 arising from the recommendations of this report.

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 Covid Implications

12.1 There are no Covid implications arising from the recommendations of this report.

13.0 Schedule of background papers

13.1 None.

14.0 Appendices

14.1 Appendix 1: T4 4177 TRO PLAN

14.2 Appendix 2: T4 4171 TRO PLAN

14.3 Appendix 3: T4 4237 TRO PLAN

14.4 Appendix 4: T4 4205 TRO PLAN

14.5 Appendix 5: T3 1114 TRO PLAN

14.6 Appendix 6: T4 4306 TRO PLAN

14.7 Appendix 7: T4 4079A TRO PLAN

14.8 Appendix 8: T4 4283 TRO PLAN

14.9 Appendix 9: T4 4291A TRO PLAN