



Individual Executive Decision Notice

Report title	Transportation Network – Miscellaneous Traffic Regulation Orders (Batch 5)
Decision designation	GREEN
Cabinet member with lead responsibility	Councillor Steve Evans Cabinet Member for City Environment
Wards affected	Bilston East; East Park; Ettingshall; Spring Vale;
Accountable Director	Ross Cook, Director of City Environment
Originating service	Transportation
Accountable employee	Nick Service Lead – Traffic and Safety Broomhall Tel 01902 555723 Email 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 restrictions to parts of Dartmouth Street and implement as shown on plan T4/4295 appended to this report.
2. Approves the recommended action to implement waiting restrictions to parts of Hurst Road and implement as shown on plan T4/4159 appended to this report.
3. Approves the recommended action to implement waiting restrictions to parts of Wesley Street, Bilston and implement as shown on plan T4/4154A appended to this report.

4. Approves the recommended action to implement waiting restrictions to parts of Bradley Lane and Stirling Road and implement as shown on plan T4/4204 appended to this report.
5. Approves the recommended action to implement waiting and loading restrictions to parts of Kenilworth Crescent, Moreton Avenue and Hateley Drive and implement as shown on plan T3/1263 appended to this report.
6. Approves the recommended action to implement waiting and loading restrictions in parts of Wallace Road, School Drive and Pace Crescent and implement as shown on plan T4/4174 appended to this report.
7. Approves the recommended action to implement waiting and loading restrictions in parts of Thornton Road, Cavendish Road and Stow Heath Lane and implement as shown on plan T4/4247A appended to this report.
8. Authorises the Director of Governance to implement the relevant traffic regulation orders.

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

Dartmouth Street – Waiting Restrictions (Plan T4/4295).

- 2.1 In July/August 2020 following a request from a councillor regarding concerns about inappropriate parking at this location, proposals for 'no waiting at any time' in parts of Dartmouth Street were formally advertised.
- 2.2 The restrictions are required as concerns had been expressed regarding inappropriate parking leading to delivery access issues for the local business.
- 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 T4/4295.

Hurst Road – Waiting Restrictions (Plan T4/4195).

- 2.4 In July/August 2020, proposals for 'no waiting at any time' in parts of Hurst Road were formally advertised. This was as a result of an enquiry from a resident in the local area who raised issues of vehicle access to the shops on Hurst Road.
- 2.5 The restrictions are required to prevent inappropriate parking within the entrance and exit areas to the shops along Hurst Road, causing access issues for visitors.
- 2.6 One representation was made to the consultation by a local retailer on Hurst Road, they had no objection to the proposals but did not consider the access to entrance and exits as the issue. They did raise a concern about the residents who live within the vicinity parking inappropriately; using the currently unrestricted parking areas, intended for those attending the local shops and suggested that the service road should be made one way. As with the introduction of all new TRO's, the restrictions will be monitored for six months and if required amendments could be made, if considered necessary.
- 2.7 No formal objections were received during the consultation. It is therefore recommended that these restrictions are implemented as shown on plan T4/4195.

Wesley Street, Bilston – Waiting Restrictions (Plan T4/4154A).

- 2.8 In July/August 2020, following a request from an MP representing a local resident, proposals for 'no waiting at any time' in parts of Wesley Street were formally advertised.
- 2.9 The restrictions are required to prevent inappropriate parking and alleviate access and visibility issues within Wesley Street cul-de-sac locations.

- 2.10 Three representations were received during the consultation period, one was from a resident of a Wesley Street cul-de-sac who was in favour of the proposals. The other two representations were from residents who had initially objected to the proposals as the proposed no waiting restrictions included the area opposite the cul-de-sac junctions on Wesley Street, where there is no off-street parking for the flat residents or visitors.
- 2.11 As the original primary issue was based on accessing the cul-de-sac entrances and no issues reported with the opposite side of Wesley Street, the proposals have been amended to accommodate the concerns raised by reducing the no waiting restriction area. Consequently, the residents that objected when presented with the revised plan, have now indicated the proposals are acceptable.
- 2.12 As there are now no longer any objections, it is recommended that the revised restrictions are implemented as shown on revised plan T4/4154A.

Bradley Lane and Stirling Road – Waiting Restrictions (Plan T4/4204).

- 2.13 In July/August 2020, following a request from a ward councillor, proposals for ‘no waiting at any time’ in parts of Bradley Lane and Stirling Road were formally advertised.
- 2.14 The restrictions are required as concerns have been expressed regarding inappropriate parking leading to access and visibility issues.
- 2.15 No formal objections were received during the consultation. It is therefore recommended that these restrictions are implemented as shown on plan T4/4204.

Kenilworth Crescent, Moreton Avenue, Hateley Drive – Waiting and Loading Restrictions (Plan T3/1263).

- 2.16 In July/August 2020, following a request from Springvale Primary School Head Teacher, the following proposals were formally advertised:
- ‘No waiting and No loading at any time, on any day’ in parts of Morton Avenue, Hateley Drive and Kenilworth Crescent
 - ‘No waiting and No Loading between 8am to 9.30am and 2.30pm to 4.30pm Monday to Friday’ in parts of Morton Avenue and Kenilworth Crescent
- 2.17 The restrictions are required as concerns have been expressed regarding inappropriate parking leading to access and visibility issues.

- 2.18 Two representations were received (one within the consultation period and another just outside the consultation period). Both representations were from residents who live close to the proposed time limited waiting restrictions who objected to the proposals because of concerns that ongoing issues of driveways being blocked by parents of children attending the local school would increase if the proposals were implemented. Both residents have subsequently been advised that they could consider applying for an H Marking which may help alleviate their issue.
- 2.19 The waiting restrictions around the school opening and closing times are required as the current situation is leading to the highway being congested with vehicles coming to a standstill, the proposals are covering the minimum highway area required to allow the free flowing of traffic around the school entrances and not to be obstructed. 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.
- 2.20 It is therefore recommended that the valid objection received within the statutory consultation period is overruled, and these restrictions are implemented as shown on plan T3/1263.

Wallace Road, School Drive, Pace Crescent – Waiting and Loading Restrictions (Plan T4/4174)

- 2.21 In July/August 2020, following requests from Wolverhampton South East MP Pat McFadden's office, the following proposals were formally advertised:
- 'No waiting and No loading at any time on any day' in parts of Wallace Road, School Drive and Pace Crescent
 - 'No waiting and No loading between 8am to 9.30am and 2.30pm to 4.30pm Monday to Friday' in parts of Wallace Road
- 2.22 The restrictions are required as concerns have been raised over inappropriate school gate parking and inconsiderate parking along Wallace Road, School Drive and Pace Crescent and causing access and visibility issues.
- 2.23 One representation was made by a resident, who objected to the proposed restrictions at the junction of Pace Crescent because of concerns regarding ongoing issues of their driveway being blocked by parents of children attending the local school would increase if the proposals were implemented. The resident was advised that the restrictions around the junction area were within the highway code and could not be extended as that may raise parking issues by other residents and visitors parking on the highway in Pace Crescent, however they were also advised that they could consider applying for an H Marking which may help alleviate their issue.

- 2.24 The area of the proposed restrictions at the junction were made as there are visibility issues for pedestrians and access issues for drivers, these proposals would help alleviate those issues. 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.
- 2.25 It is therefore recommended that the objection is overruled, and these restrictions are implemented as shown on plan T4/4174.

Thornton Road, Cavendish Road, Stow Heath Lane – Waiting and Loading Restrictions (Plan T4/4247A)

- 2.26 In August/September 2020, following requests from residents and ward councillors, the following proposals were formally advertised:
- 'No waiting and No loading at any time on any day' in parts of Thornton Road, Cavendish Road and Stow Heath Lane
 - 'No waiting and No loading between 8am to 9.30am and 2.30pm to 4.30pm Monday to Friday' in parts of Thornton Road
- 2.27 The restrictions are required as concerns have been raised over inappropriate parking at school opening and closing times causing congestion and impacts to the flow of traffic on Thornton Road , leading to drivers attempting to circumvent the congestion by taking inappropriate routes on footways causing safety concerns to pedestrians and other drivers.
- 2.28 Three representations were made during the consultation, all those representations being objections to the proposals of the time limited parking restriction on the west side of Thornton Road. The representations highlighted concerns regarding the level of resident on-street parking on Thornton Road and stated that there would be nowhere to park if restrictions were imposed at that location. One of the residents who objected also stated that they had a disability which they claimed required a location near to their home to park their vehicle for access, which the proposals would impact.
- 2.29 To alleviate concerns over access to vehicles for disabled residents in the block of flats (30-32 Thornton Road), the plan has been revised and an advisory disabled bay for blue badge holders will be marked out on the road adjacent to the new restrictions.

- 2.30 The residents that objected, who reside near the junction with Cavendish Road, were advised that the proposals are in accordance with the highway code in that vehicles should not be parked within 10 metres either side of a junction or opposite the junction. There is still the option for those residents to park locally on public highway in the roads within the vicinity of the junction. Also, the Wolverhampton Homes car parking area on Stow Heath Lane is also available to residents of all the flats, and Wolverhampton Homes are investigating if any other parking facilities could be utilised by residents of the flats 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.
- 2.31 It is therefore recommended that the objections are overruled, and these restrictions are implemented as shown on plan T4/4247A.

3.0 Evaluation of alternative options

- 3.1 The alternative option would be to leave the highway free from waiting and loading restrictions at Dartmouth Street, Hurst Road, Wesley Street (Bilston), Bradley Lane, Stirling Road, Kenilworth Crescent, Moreton Avenue, Hateley Drive, Wallace Road, School Drive, Pace Crescent, Thornton Road, Cavendish Road and Stow Heath Lane, 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

- 5.1 The TRO's for Dartmouth Street, Hurst Road, Wesley Street (Bilston), Bradley Lane, Stirling Road, Kenilworth Crescent, Moreton Avenue, Hateley Drive, Wallace Road, School Drive, Pace Crescent, Thornton Road, Cavendish Road and Stow Heath Lane 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/12102020/T]

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/12102020/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 4295 TRO PLAN

14.2 Appendix 2: T4 4159 TRO PLAN

14.3 Appendix 3: T4 4154A TRO PLAN

14.4 Appendix 4: T4 4204 TRO PLAN

14.5 Appendix 5: T3 1263 TRO PLAN

14.6 Appendix 6: T4 4174 TRO PLAN

14.7 Appendix 7: T4 4247A TRO PLAN