

Individual Executive Decision Notice

Report title	Transportation Network – Miscellaneous Traffic Regulation Orders Section 278 and 38 Agreements	
Decision designation	GREEN	
Cabinet member with lead responsibility	Councillor Steve Evans Cabinet Member for City Environment	
Wards affected	Bilston East; Merry Hill; Wednesfield South; Heath Town;	
Accountable Director	Ross Cook, Director of City Environment	
Originating service	Transportation	
Accountable employee	Amanda Millard Tel Email	Professional Lead Highways Adoption 01902 551799 amanda.millard@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 loading restrictions to parts of Warstones Drive; Glade Gardens; North Green (Plan T4/4254).
2. Approves the recommended action to implement waiting and loading restrictions to parts of Prosser Street; Ambergate Road; Babbington Drive; Bagshaw Close; Broad Lanes; Cairnhill Drive; Chaman Lal Gardens; Cardowen Place; Coseley Road; Elswick Close; Highfields Road; Ladymoor Road; Lowick Drive; Montagu Drive; Norman Davies Gardens; Welldale Grove (Plan T3/1216).

3. Approves the recommended action to implement 20mph Speed Limit to Norman Davies Gardens; Ambergate Road; Montagu Drive; Cardowen Place; Elswick Close; Cairnhill Drive; Chaman Lal Gardens; Babbington Drive; Welldale Grove; Lowick Drive; Bagshaw Close (Plan T3/1218).
4. Approves the recommended action to implement 7.5 Tonnes Weight Limit to Norman Davies Gardens; Ambergate Road; Montagu Drive; Cardowen Place; Elswick Close; Cairnhill Drive; Chaman Lal Gardens; Babbington Drive; Welldale Grove; Lowick Drive; Bagshaw Close (Plan T3/1219).
5. Approves the recommended action to implement Verge and Pavement Parking Order to Ambergate Road (Plan T3/1220).
6. Approves the recommended action to implement waiting and loading restrictions to parts of Lakefield Road; Lancaster Drive; Bernard Hall Avenue; John Sills Road; Victor Meade Drive; Gordon Rabbetts Crescent; Reginald Smith Crescent; Vincent Southworth Drive; Jennie Lee Avenue; Green Meadow (Plan T31244).
7. Approves the recommended action to implement 20mph Speed Limit to Bernard Hall Avenue, John Sills Road, Lancaster Drive, Victor Meade Drive, Gordon Rabbetts Crescent, Reginald Smith Crescent, Vincent Southworth Drive, Ronald O Donnell Gardens (Plan T3/1241).
8. Approves the recommended action to implement waiting restrictions to parts of Vicarage Road (Plan T4/4318).
9. Approves the proposed revocation (in part) of existing Traffic Regulation Orders (TROs) in Prosser Street where necessary to allow the implementation of the new TROs.
10. 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

Warstones Drive; Glade Gardens; North Green - Waiting and Loading Restrictions (Plan T4/4254).

- 2.1 In February/March 2020, proposals for 'no waiting at any time on any day/no loading at any time on any day' in parts of Warstones Drive, Glade Gardens and North Green were formally advertised.
- 2.2 The restrictions satisfy a planning condition relating to a residential development. The waiting and loading restrictions are required to protect the junctions of Warstones Drive with Glade Gardens and Warstones Drive with North Green from inappropriate parking that could lead to access and visibility issues at the junctions.
- 2.3 No objections/representations were received during the formal consultation for the waiting and loading restrictions. It is therefore recommended that these restrictions are implemented as shown on plans T4/4254.

Prosser Street; Ambergate Road; Babbington Drive; Bagshaw Close; Broad Lanes; Cairnhill Drive; Chaman Lal Gardens; Cardowen Place; Coseley Road; Elswick Close; Highfields Road; Ladymoor Road; Lowick Drive; Montagu Drive; Norman Davies Gardens; Welldale Grove - Waiting and Loading Restrictions (Plan T3/1216).

- 2.4 In February/March 2020, proposals for 'no waiting at any time on any day/no loading at any time on any day' in parts of Ambergate Road; Babbington Drive; Bagshaw Close; Broad Lanes; Cairnhill Drive; Chaman Lal Gardens; Cardowen Place; Coseley Road; Elswick Close; Highfields Road; Ladymoor Road; Lowick Drive; Montagu Drive; Norman Davies Gardens; Welldale Grove, 'no waiting at any time' in parts of Prosser Street; Lowick Drive, were formally advertised.
- 2.5 The restrictions are required to prevent inappropriate parking which may lead to access and visibility issues.
- 2.6 No objections/representations were received during the formal consultation for the waiting and loading restrictions. It is therefore recommended that these restrictions are implemented as shown on plan T3/1216.

Norman Davies Gardens; Ambergate Road; Montagu Drive; Cardowen Place; Elswick Close; Cairnhill Drive; Chaman Lal Gardens; Babbington Drive; Welldale Grove; Lowick Drive; Bagshaw Close - 20mph Speed Limit (Plan T3/1218).

- 2.7 In February/March 2020, proposals for 20mph speed limit in parts of Norman Davies Gardens; Ambergate Road; Montagu Drive; Cardowen Place; Elswick Close; Cairnhill Drive; Chaman Lal Gardens; Babbington Drive; Welldale Grove; Lowick Drive; Bagshaw Close, were formally advertised.
- 2.8 The restrictions are required to reduce the speed of vehicles travelling in a residential area.
- 2.9 No objections/representations were received during the formal consultation for the waiting and loading restrictions. It is therefore recommended that these restrictions are implemented as shown on plan T3/1218.

Norman Davies Gardens; Ambergate Road; Montagu Drive; Cardowen Place; Elswick Close; Cairnhill Drive; Chaman Lal Gardens; Babbington Drive; Welldale Grove; Lowick Drive; Bagshaw Close - 7.5 Tonnes Weight Limit (Plan T3/1219).

- 2.10 In February/March 2020, proposals for 7.5 tonnes weight limit in parts of Norman Davies Gardens; Ambergate Road; Montagu Drive; Cardowen Place; Elswick Close; Cairnhill Drive; Chaman Lal Gardens; Babbington Drive; Welldale Grove; Lowick Drive; Bagshaw Close, were formally advertised.
- 2.11 The restrictions are required to control heavy goods vehicle access.
- 2.12 No objections/representations were received during the formal consultation for the waiting and loading restrictions. It is therefore recommended that these restrictions are implemented as shown on plan T3/1219.

Ambergate Road - Verge and Pavement Parking Order (Plan T3/1220).

- 2.12 In February/March 2020, proposals for verge and pavement parking in parts of Ambergate Road were formally advertised.
- 2.13 The restrictions are required to prevent damage to the footway and verge by parked vehicles.
- 2.14 No objections/representations were received during the formal consultation for the waiting and loading restrictions. It is therefore recommended that these restrictions are implemented as shown on plan T3/1220.

Lakefield Road; Lancaster Drive; Bernard Hall Avenue; John Sills Road; Victor Meade Drive; Gordon Rabbetts Crescent; Reginald Smith Crescent; Vincent Southworth Drive; Jennie Lee Avenue; Green Meadow - Waiting and Loading Restrictions (Plan T3/1244).

- 2.15 In February/March 2020, proposals for 'no waiting at any time/no loading at any time' in parts of Lakefield Road; Lancaster Drive; Bernard Hall Avenue; John Sills Road; Victor Meade Drive; Gordon Rabbetts Crescent; Reginald Smith Crescent; Vincent Southworth Drive; Jennie Lee Avenue; Green Meadow, were formally advertised.

- 2.16 The waiting and loading restrictions are required to prevent inappropriate parking which may lead to access and visibility issues.
- 2.17 No objections/representations were received during the formal consultation for the waiting and loading restrictions. It is therefore recommended that these restrictions are implemented as shown on plan T3/1244.

20mph Speed Limit to Bernard Hall Avenue, John Sills Road, Lancaster Drive, Victor Meade Drive, Gordon Rabbetts Crescent, Reginald Smith Crescent, Vincent Southworth Drive, Ronald O Donnell Gardens (Plan T3/1241).

- 2.18 In February/March 2020, proposals for 20mph speed limit to Bernard Hall Avenue, John Sills Road, Lancaster Drive, Victor Meade Drive, Gordon Rabbetts Crescent, Reginald Smith Crescent, Vincent Southworth Drive, Ronald O Donnell Gardens were formally advertised.
- 2.19 The speed restriction is required to reduce the speed of vehicles travelling in a residential area, in the interests of road safety.
- 2.20 No objections/representations were received during the formal consultation for the 20mph speed restriction. It is therefore recommended that these restrictions are implemented as shown on plan T3/1241.

Vicarage Road - Waiting Restrictions (Plan T4/4318).

- 2.21 In March/April 2020, proposals for 'no waiting at any time on any day' in parts of Vicarage Road were formally advertised.
- 2.22 The restrictions satisfy a planning condition relating to a residential development. The waiting restrictions are required to protect the new junction on Vicarage Road from inappropriate parking and to prevent inappropriate parking leading to access and visibility issues on the bend of Vicarage Road.
- 2.23 No objections/representations were received during the formal consultation for the waiting restrictions. It is therefore recommended that these restrictions are implemented as shown on plans T4/4318.

3.0 Evaluation of alternative options

- 3.1 The alternative option would be to leave the highway unrestricted which would lead to inappropriate parking. 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.
- 3.2 If higher speed limits were in operation, it may lead to inappropriate vehicle speeds which would not be desirable in residential areas. There is evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties, as collision frequency is lower at lower speeds; and where collisions do occur, there is a lower risk of fatal injury at

lower speeds. There is also clear evidence confirming the greater chance of survival of pedestrians in collisions at lower speeds.

- 3.3 The main spine road through the Bilston Urban Village development encourages HGV traffic and without a weight limit in place this would lead to HGV traffic taking short cuts which is not acceptable in a built-up residential area.
- 3.4 The Bilston Urban Village development has been designed to provide greenery and enhance the street scene by having grass verges with trees planted. Vehicles parking on the verge will cause unsightly damage.

4.0 Reasons for decisions

- 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.
- 4.2 There is clear evidence confirming the greater chance of survival of pedestrians in collisions at lower speeds justify the introduction of the 20mph speed limit.
- 4.3 Without a 7.5 tonnes weight limit in place, HGV's will take short cuts through a residential street which could lead to a conflict between pedestrians and vehicles.
- 4.4 The Council are inundated with complaints relating to damaged grass verges. The verge and pavement parking order will prevent parking on the grass verges.

5.0 Financial implications

- 5.1 The overall total cost for the TRO's listed in this report is £24,000. The developers have provided funds to cover the costs of these works.

[SB/07102020/P]

6.0 Legal implications

- 6.1 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.

[TS/07082020/Q]

7.0 Equalities implications

- 7.1 The proposed waiting and loading restrictions will help parents with pushchairs and will safeguard children and other vulnerable road users. It will help people in wheelchairs and it will 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 and so minimise environmental impacts and contribute to the avoidance of traffic congestion and the consequent polluting effects of stationary vehicles.

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 waiting and loading restrictions will help parents with pushchairs and will safeguard children and other vulnerable road users. It will help people in wheelchairs and it will help keeping people healthy in general by encouraging people to walk.

12.0 Covid implications

- 12.1 There are no Covid implications.

13.0 Schedule of background papers

- 13.1 None.

14.0 Appendices

14.1 T3 1216 TRO PLAN

14.2 T3 1218 20 MPH SPEED LIMIT PLAN

14.3 T3 1219 7.5 TONNES WEIGHT LIMIT PLAN

14.4 T3 1220 VERGE AND PAVEMENT PARKING PLAN

14.5 T3 1241 20MPH PLAN

14.6 T3 1244 TRO PLAN

14.7 T4 4254 TRO PLAN

14.8 T4 4318 TRO PLAN