



# Individual Executive Decision Notice

<b>Report title</b>	Transportation Network – Miscellaneous Traffic Regulation Orders Section 278 and 38 Agreements	
<b>Decision designation</b>	GREEN	
<b>Cabinet member with lead responsibility</b>	Councillor Councillor Steve Evans Cabinet Member for City Environment	
<b>Wards affected</b>	Bushbury North; Bushbury South and Low Hill; Ettingshall; Heath Town; Park; St Peter's; Wednesfield South;	
<b>Accountable Director</b>	Ross Cook, Director of City Environment	
<b>Originating service</b>	Transportation	
<b>Accountable employee</b>	Amanda Millard Tel Email	Professional Lead Highways Adoption 01902 551799 amanda.millard@wolverhampton.gov.uk
<b>Report to be/has been considered by</b>	Not applicable.	

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## 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 Mill Street; Hickman Road (Plan T4/4339A).
2. Approves the recommended action to overrule an objection to waiting and loading restrictions to parts of Wolverhampton Road; New Cross Avenue; Graiseley Lane; in response to comments received during public consultation and implement as shown on Plan T4/4360B.

3. Approves the recommended action to implement waiting and loading restrictions to parts of St Andrews Close; Craddock Street; Hordern Road; Hunter Street (Plan T4/4354E).
4. Approves the recommended action to implement waiting and loading restrictions to parts of Stafford Road (Plan T4/4362).
5. Approves the recommended action to implement a one-way traffic to part of Stafford Road (Plan T4/4361).
6. Approves the recommended action to implement waiting and loading restrictions to parts of Donnington Grove, Silverstone Drive, Oulton Drive; Knockhill Gardens; Mercury Drive; Akron Drive; Cadwell Crescent; Hermes Close; Ranger Drive; Goodwood Drive; Croft Gardens; Snetterton Gardens; Mayflower Gardens; Resolute Drive; Rockingham Close; Ripon Road; Bushbury Lane; Shaw Close; Daytona Grove; Mallory Road; Indianapolis Gardens (Plan T4/4310F and T4/4311D).
7. Approves the recommended action to implement a 20mph speed limit to parts of Hermes Close; Indianapolis Gardens; Daytona Grove; Mallory Road; Brands Hatch Gardens; Seiberling Drive; Le Mans Gardens; Silverstone Drive; Donnington Grove; Goodwood Drive; Rockingham Close; Oulton Drive; Knockhill Gardens; Mercury Drive; Cadwell Crescent; Columbia Crescent; Thruxton Avenue; Snetterton Gardens; Resolute Drive; Reliance Place; Croft Gardens; Ranger Drive; Ohio Gardens; Macon Grove; Enterprise Crescent; Mayflower Gardens; Rainbow Avenue; Europa Gardens; Akron Drive (Plan T3/1262B).
8. Approves the recommended action to implement a prohibition of driving to part of Hermes Close (Plan T4/4357).
9. Approves the proposed revocation (in part) of existing Traffic Regulation Orders (TROs) in Wolverhampton Road; New Cross Avenue; Graiseley Lane; St Andrews Close; Craddock Street; Hordern Road; Hunter Street; Ripon Road; where necessary to allow the implementation of the new TROs.
10. Authorises the Director of Governance to implement the relevant traffic regulation orders.

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Signature

Date:

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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**

### **Mill Street; Hickman Road - Waiting and Loading Restrictions (Plan T4/4339A).**

- 2.1 In September 2020, proposals for 'no waiting at any time on any day/no loading at any time on any day' in parts of Mill Street and Hickman Road were formally advertised.
- 2.2 The restrictions are required in to prevent inappropriate parking which may lead to access and visibility issues resulting from a new residential development.
- 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 plan T4/4339A.

### **Wolverhampton Road; New Cross Avenue; Graiseley Lane - Waiting and Loading Restrictions (Plan T4/4360B).**

- 2.4 In September 2020, proposals for 'no waiting at any time on any day/no loading at any time on any day' in parts of Wolverhampton Road; New Cross Avenue; Graiseley Lane were formally advertised.
- 2.5 Two objections were received during the formal consultation from two adjacent businesses located on Wolverhampton Road who were concerned that the proposed 'no waiting at any time/no loading at any time' restrictions will make the delivery and collection of goods impossible for them and their suppliers. The proposed loading ban is to support the existing 'no waiting at any time', by ensuring the free flow of traffic by preventing inappropriate parking. We have been made aware of issues with the free flow of traffic during peak times along Wolverhampton Road particularly as Wolverhampton Road is a bus route. The existing 'no waiting at any time' currently permits loading as only waiting is prohibited. However, to address the concerns in the two objections, it is proposed to leave the existing 'no waiting at any time' in place and to introduce a peak time loading restriction so that no loading is permitted between 7.30am to 9.30 am and 4.30pm to 6.30pm. Both businesses were contacted over the revised restrictions and confirmed that a peak hour loading prohibition does not work for their businesses as most customers send/collect goods during peak hours.
- 2.6 The matter has been reviewed internally with Urban Traffic Control and it is therefore recommended that the objection is overruled, and these restrictions are implemented as shown on Plan T4/4220B to keep traffic on the highway moving particularly as Wolverhampton Road is a bus route and provides access to the main hospital entrance/exit.

**St Andrews Close; Craddock Street; Hordern Road; Hunter Street - Waiting and Loading Restrictions (Plan T4/4354E).**

- 2.7 In September 2020, proposals for 'no waiting at any time on any day' in parts of St Andrews Close; 'no waiting at any time on any day/no loading at any time on any day' in parts of St Andrews Close; Craddock Street; Hordern Road; Hunter Street; 'no waiting for a period longer than 20 minutes with no return within 2 hours Monday to Saturday between 8.30am to 5.00pm' in parts of St Andrews Close; and 'no waiting in a disabled person's parking place for a longer period than 3 hours with no return within 1 hour' in part of St Andrews Close were formally advertised.
- 2.8 The restrictions are required as there is a lack of formalised disabled parking spaces on street in this area. The Order will provide two dedicated spaces for blue badge holders to use. The restrictions are also required to prevent inappropriate parking which may lead to access and visibility issues and to provide limited waiting parking bays for people to use whilst visiting local shops.
- 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 T4/4354E.

**Stafford Road - Waiting and Loading Restrictions (Plan T4/4362).**

- 2.10 In September 2020, proposals for 'no waiting at any time on any day/no loading at any time on any day' in part of Stafford Road were formally advertised.
- 2.11 The restrictions are required in to prevent inappropriate parking which may lead to access and visibility issues.
- 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 T4/4362.

**Stafford Road - One-Way Traffic (Plan T4/4361).**

- 2.13 In September 2020, proposals for one-way traffic in part of Stafford Road was formally advertised.
- 2.14 The restrictions are required in to contribute to the effective management of the highway network and enable enforcement of the restrictions in order to facilitate the safe and efficient operation of the highway.
- 2.15 No objections/representations were received during the formal consultation for the one-way traffic. It is therefore recommended that these restrictions are implemented as shown on plan T4/4361.

**Donnington Grove, Silverstone Drive, Oulton Drive; Knockhill Gardens; Mercury Drive; Akron Drive; Cadwell Crescent; Hermes Close; Ranger Drive; Goodwood**

**Drive; Croft Gardens; Snetterton Gardens; Mayflower Gardens; Resolute Drive; Rockingham Close; Ripon Road; Bushbury Lane; Shaw Close; Daytona Grove; Mallory Road; Indianapolis Gardens – Waiting and Loading Restrictions (Plans T4/4310F and T4/4311D).**

- 2.16 In September/October 2020, proposals for 'no waiting at any time on any day' in parts of Donnington Grove, Silverstone Drive, Oulton Drive; Knockhill Gardens; Mercury Drive; Akron Drive; Cadwell Crescent; Hermes Close; Ranger Drive; Goodwood Drive; Croft Gardens; Snetterton Gardens; Mayflower Gardens; Resolute Drive; Rockingham Close; 'no waiting at any time on any day/no loading at any time on any day' in parts of Ripon Road; Bushbury Lane; Hermes Close; Shaw Close; Daytona Grove; Mallory Road; Indianapolis Gardens; 'no waiting between 8am to 9.30am and 2.30pm to 4.30pm Monday to Friday/no loading between 8am to 9.30am and 2.30pm to 4.30pm Monday to Friday' in parts of Indianapolis Gardens; 'no waiting for a period longer than 30 minutes with no return within 2 hours between 8.00am to 4.00pm Monday to Friday' in parts of Ripon Road; and 'no stopping between 8am to 9.30am and 2.30pm to 4.30pm Monday to Friday on school entrance markings' in parts of Ripon Road; Indianapolis Gardens; were formally advertised.
- 2.17 The restrictions are required to prevent inappropriate parking which may lead to access and visibility issues resulting from the new residential development.
- 2.18 One objection was received during the formal consultation from a resident who did not want the restrictions outside of their property. The restrictions were revised to reduce the length of proposed restrictions, but still ensured compliance with Rule 243 of the Highway Code which states that you must not stop or park opposite or within 10 metres (32 feet) of a junction or on a bend. The home owner was happy with the revised restrictions as they addressed the concerns that they had raised, and no further action is required.
- 2.19 A representation was received over turning the grass verges into parking due to the lack of off-street parking available. This is not possible as the parking spaces per house were set at the planning stage and the verges are required to add greenery to the estate.
- 2.20 A representation was received supporting the restrictions and asking for additional parking restrictions at the junction of Croft Gardens and Columbia Crescent (on both sides of the junction) due to inappropriate parking. As with the introduction of any waiting restrictions, we will monitor the restrictions after implementation & should further amendments be required then we will revisit the restrictions.
- 2.21 A representation was received concerning enforcement of the proposed and existing restrictions. The enforcement of the double yellow lines is carried out by the City Councils Parking Services Civil Enforcement Officers and the resident's concern was passed on to Parking Services.
- 2.22 A representation was received from a resident who was concerned that their visitors would not be able to park outside of their property due to the proposed restrictions. The original restrictions did prevent parking outside the resident's house but still permitted

loading. However, the plan has been revised to reduce the length of the proposed restrictions, but still complies with Rule 243 of the Highway Code which states that you must not stop or park opposite or within 10 metres (32 feet) of a junction.

2.23 A representation was made over contactors and building traffic causing access issues and not residents; turning the grass verges into parking spaces; lack of enforcement concerning the existing restrictions outside Aldi; lack of off-street parking leading to parking on street; the location of the restrictions and why the estate was chosen for the proposed restrictions. The police and emergency services have previously expressed concerns that as the Goodyear development is built out, the current levels of parking on the Estate could lead to access issues for emergency service vehicles. The developer has funded the money to advertise & implement these restrictions as part of the agreement with the City Council for this estate. The lack of off-street parking is a wide spread issue across the City & one that the City Council receives numerous complaints on. We have introduced restrictions where we are aware of issues & to comply with Rule 243 of the Highway Code which states that you must not stop or park opposite or within 10 metres (32 feet) of a junction or on a bend. As with the introduction of any waiting restrictions, we will monitor the restrictions after implementation & should further amendments be required then we will revisit the restrictions.

2.24 It is therefore recommended that these restrictions are implemented as shown on plans T4/4310F and T4/4311D.

**Hermes Close; Indianapolis Gardens; Daytona Grove; Mallory Road; Brands Hatch Gardens; Seiberling Drive; Le Mans Gardens; Silverstone Drive; Donnington Grove; Goodwood Drive; Rockingham Close; Oulton Drive; Knockhill Gardens; Mercury Drive; Cadwell Crescent; Columbia Crescent; Thruxton Avenue; Snetterton Gardens; Resolute Drive; Reliance Place; Croft Gardens; Ranger Drive; Ohio Gardens; Macon Grove; Enterprise Crescent; Mayflower Gardens; Rainbow Avenue; Europa Gardens; Akron Drive - 20mph Speed Limit (Plan T3/1262B).**

2.25 In September/October 2020, proposals for a 20mph speed limit in parts Hermes Close; Indianapolis Gardens; Daytona Grove; Mallory Road; Brands Hatch Gardens; Seiberling Drive; Le Mans Gardens; Silverstone Drive; Donnington Grove; Goodwood Drive; Rockingham Close; Oulton Drive; Knockhill Gardens; Mercury Drive; Cadwell Crescent; Columbia Crescent; Thruxton Avenue; Snetterton Gardens; Resolute Drive; Reliance Place; Croft Gardens; Ranger Drive; Ohio Gardens; Macon Grove; Enterprise Crescent; Mayflower Gardens; Rainbow Avenue; Europa Gardens; Akron Drive was formally advertised.

2.26 The restrictions are required to reduce the speed of vehicles travelling in a residential area.

2.27 A representation was received regarding enforcement of the speed limit. The 20mph Speed Limit is enforced by the Police. The City Council has to advertise & have a legal Order in place for the speed limit otherwise the Police cannot carry out enforcement. The

City Council does not have the power to carry out speeding enforcement & the resident was advised that the Police would need contacting to request speed checks be carried out.

- 2.28 It is therefore recommended that these restrictions are implemented as shown on plan T3/1262B.

### **Hermes Close – Prohibition of Driving (Plan T4/4357).**

- 2.29 In September/October 2020, proposals for a 'prohibition of driving' in part of Hermes Close was formally advertised.
- 2.30 The restrictions are required to prevent Hermes Close from being used as a short cut by motor vehicles on to the Goodyear residential estate.
- 2.31 No objections/representations were received during the formal consultation for the prohibition of driving. It is therefore recommended that these restrictions are implemented as shown on plan T4/4357.

## **3.0 Evaluation of alternative options**

- 3.1 The alternative option would be to leave the highway free from waiting and loading restrictions at Mill Street, Hickman Road, Wolverhampton Road, New Cross Avenue, Graiseley Lane, St Andrews Close, Craddock Street, Hordern Road; Hunter Street, Stafford Road, Donnington Grove, Silverstone Drive, Oulton Drive, Knockhill Gardens, Mercury Drive, Akron Drive, Cadwell Crescent, Hermes Close, Ranger Drive, Goodwood Drive, Croft Gardens, Snetterton Gardens, Mayflower Gardens, Resolute Drive, Rockingham Close, Ripon Road, Bushbury Lane, Shaw Close, Daytona Grove, Mallory Road, Indianapolis Gardens, 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.
- 3.2 Without the one-way traffic system on Stafford Road, vehicles will be able to exit on to Stafford Road, leading to vehicle conflicts. This would have a negative impact on the effective management of the highway network, lead to increased journey times and lead to access issues for drivers.
- 3.3 To leave the 30mph speed limit in place along Hermes Close, Indianapolis Gardens, Daytona Grove, Mallory Road, Brands Hatch Gardens, Seiberling Drive, Le Mans Gardens, Silverstone Drive, Donnington Grove, Goodwood Drive, Rockingham Close, Oulton Drive, Knockhill Gardens, Mercury Drive, Cadwell Crescent, Columbia Crescent, Thruxton Avenue, Snetterton Gardens, Resolute Drive, Reliance Place, Croft Gardens, Ranger Drive, Ohio Gardens, Macon Grove, Enterprise Crescent, Mayflower Gardens, Rainbow Avenue, Europa Gardens, Akron Drive, may lead to inappropriate vehicle speeds which is not desirable. 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.

- 3.4 To introduce a 20mph speed limit along Hermes Close, Indianapolis Gardens, Daytona Grove, Mallory Road, Brands Hatch Gardens, Seiberling Drive, Le Mans Gardens, Silverstone Drive, Donnington Grove, Goodwood Drive, Rockingham Close, Oulton Drive, Knockhill Gardens, Mercury Drive, Cadwell Crescent, Columbia Crescent, Thruxton Avenue, Snetterton Gardens, Resolute Drive, Reliance Place, Croft Gardens, Ranger Drive, Ohio Gardens, Macon Grove, Enterprise Crescent, Mayflower Gardens, Rainbow Avenue, Europa Gardens, Akron Drive, without the installation of traffic calming would lead to higher than desirable vehicle speeds. This has already been confirmed by the data obtained by speed surveys. 20 mph zones are very effective at reducing collisions and injuries. Research has shown that overall average annual collision frequency may fall by around 60%, and the number of collisions involving injury to children may be reduced by up to two-thirds. 20 mph zones are predominantly used in residential areas, and near schools where there is high pedestrian or cyclist traffic.
- 3.5 Without the prohibition of driving in place along Hermes Close, vehicles would use Hermes Close as a short cut on to the Goodyear residential estate which would lead to unacceptable traffic flows on roads not designed for the increased flows.

#### **4.0 Reasons for decisions**

- 4.1 The introduction of the TRO's will allow better flow of traffic and will reduce delays for all vehicles.

#### **5.0 Financial implications**

- 5.1 The overall total cost for the TRO's listed in this report is £36,000. The developers have provided funds to cover the costs of these works.

[SB/23112020/K]

#### **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/17112020/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 arising from the recommendations in this report.
- 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 in this report.

## **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 arising from the recommendations of this report.

### **13.0 Schedule of background papers**

13.1 None.

### **14.0 Appendices**

14.1 T4 4339A TRO PLAN

14.2 T4 4360B TRO PLAN

14.3 T4 4354E TRO PLAN

14.4 T4 4362 TRO PLAN

14.5 T4 4361 ONE WAY PLAN

14.6 T4 4310F TRO PLAN

14.7 T4 4311D TRO PLAN

14.8 T3 1262B 20MPH PLAN

14.9 T4 4357 PROHIBITION OF DRIVING PLAN