



Individual Executive Decision Notice

Report title	Transportation Network – Miscellaneous Traffic Regulation Orders Cleveland Road	
Decision designation	GREEN	
Cabinet member with lead responsibility	Councillor Steve Evans Cabinet Member for City Environment	
Wards affected	Ettingshall;	
Accountable Director	Ross Cook, Director of City Environment	
Originating service	Transportation	
Accountable employee	Amanda Millard Tel Email	Professional Lead Highway Adoptions 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 Cleveland Road to improve safety, encourage sustainable travel and contribute to the effective management of the highway network.

Recommendation 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 Cleveland Road (Plan T4/4382).
2. Approves the proposed revocation (in part) of existing Traffic Regulation Orders (TROs) in Cleveland Road where necessary to allow the implementation of the new TROs.
3. Authorises the Director of Governance to implement the relevant traffic regulation orders.

This report is PUBLIC
[NOT PROTECTIVELY MARKED]

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

Cleveland Road - Waiting Restrictions (Plan T4/4382).

- 2.1 In November and December 2020, proposals for 'no waiting at any time on any day' and 'no waiting for a period longer than 4 hours with no return within 2 hours Monday to Saturday between 8.30am to 6.30pm' in parts of Cleveland Road was 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 and to provide limited waiting parking bays for people to use whilst visiting shops situated within the 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 T4/4382.

3.0 Reasons for decision

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

4.0 Financial implications

- 4.1 The overall total cost for the TRO listed in this report is £6,000. The developers have provided funds to cover the costs of these works.

[SB/25012021/Y]

5.0 Legal implications

- 5.1 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".
- 5.2 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.

- 5.3 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/09022021/Q]

6.0 Equalities implications

- 6.1 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.

7.0 All other Implications

Climate change and environmental implications

- 7.1 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.

Human resources implications

- 7.2 There are no human resource implications arising from the recommendations in this report.
- 7.3 The work required to deliver the various orders will be absorbed by staff within the in-house legal team.
- 7.4 The Traffic Regulation Orders will be enforced by the Council's Parking Services Team as part of their city-wide enforcement responsibilities.

Health and Wellbeing Implications

- 7.5 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 Schedule of background papers

- 8.1 None.

9.0 Appendices

9.1 T4 4382 TRO PLAN