

Individual Executive Decision Notice

Report title	Transportation Network – Miscellaneous Traffic Regulation Orders (Batch 8)	
Decision designation	GREEN	
Cabinet member with lead responsibility	Councillor Steve Evans Cabinet Member for City Environment	
Wards affected	Bushbury North; Bushbury South and Low Hill; East Park; Heath Town; Park; St Peter's; Wednesfield North; Wednesfield South;	
Accountable Director	Ross Cook, Director of City Environment	
Originating service	Transportation	
Accountable employee	Nick Broomhall Tel Email	Service Lead – Traffic and Road Safety 01902 555723 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.

Recommendation(s) for action or 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 Ecclestone Road and Southall Road as shown on plan T4/4178 appended to this report.
2. Approves the recommended action to implement waiting and loading restrictions to parts of Hollington Road, Thornton Road, Ledbury Drive, Malvern Drive, Hurstbourne Crescent, Parklands Road and Woodstock Road as shown on plan T3/1207A appended to this report.

3. Approves the recommended action to implement waiting, loading and prohibition of stopping restrictions to parts of Vaughan Road as shown on plan T4/4370 appended to this report.
4. Approves the recommended action to implement waiting restrictions to parts of Devoran Close and Lowe Street as show on plan T4/4372A appended to this report.
5. Approves the recommended action to implement waiting restrictions to parts of Inkerman Street, Inkerman Grove, Freeman Street and Wyrley Street as shown on the plan T4/4377A appended to this report.
6. Approves the recommended action to implement waiting restrictions to parts of Giffard Road and Bushbury Lane as shown on plan T4/4379 appended to this report.
7. Approves the recommended action to implement waiting and loading restrictions to parts of St Jude's Road, St Jude's Road West, Tettenhall Road, Newbridge Crescent and Balfour Crescent as shown on the plan T3/1351 appended to this report.
8. Approves the recommended action to implement waiting and loading restrictions to parts of Shaw Road as shown on the plan T3/1346 appended to this report.
9. Approves the recommended action to implement waiting and loading restrictions to parts of Perry Hall Road, Colman Avenue and Silverton Way as shown on the plan T4/4374 appended to this report.
10. Approves the recommended action to implement waiting restrictions to parts of Gorsebrook Road, Dunstall Park, Carter Road and Glentworth Gardens as shown on the plan T3/1213A appended to this report.
11. Authorises the Director of Governance to implement the relevant traffic regulation orders.

Councillor Steve Evans
Cabinet Member for City Environment

Ross Cook
Director of City Environment

Date:

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

Ecclestone Road, Southall Road – Waiting and Loading Restrictions (Plan T4/4178).

2.1 In January/February 2021 following a request from Councillor Phillip Bateman, and the head teacher of Coppice High School, the following proposals were formally advertised:

- 'No waiting at any time on any day and No loading at any time on any day' in parts of Ecclestone Road and Southall Road.
- 'No waiting between 8.00am to 9.30am and 2.30pm to 4.30pm Monday to Friday and No loading between 8.00am to 9.30am and 2.30pm to 4.30pm Monday to Friday' in parts of Ecclestone Road.

2.2 The restrictions are required as concerns had been expressed regarding inappropriate school gate parking leading to access and visibility issues, for both pedestrians and other road users.

2.3 One representation was made to the consultation by a local resident on Ecclestone Road, they have no objection to the proposals but wanted restrictions to also cover their property further down Ecclestone Road as they believed that area was also an issue. They were informed that we could not extend the proposed restrictions area in this consultation but if implemented, 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.

2.4 No formal objections were received during the consultation. It is therefore recommended that these restrictions are implemented as shown on plan T4/4178.

Hollington Road, Thornton Road, Ledbury Drive, Malvern Drive, Hurstbourne Crescent, Parklands Road, Woodstock Road – Waiting and Loading Restrictions (Plan T3/1270A).

2.5 In January/February 2021 following a request from a number of local residents, the following proposals were formally advertised:

- 'No waiting at any time on any day and No loading at any time on any day' in parts of Hollington Road, Thornton Road, Hurstbourne Crescent, Ledbury Drive, Woodstock Road, Malvern Drive and Parklands Road.

- 'No waiting between 8am to 9.30am and 2.30pm to 4.30pm Monday to Friday and No loading between 8am to 9.30am and 2.30pm to 4.30pm Monday to Friday' in parts of Woodstock Road.
 - 'No waiting for a period longer than 2 hours with no return within 1 hour' in parts of Hollington Road.
- 2.6 The restrictions are required as concerns had been expressed regarding inappropriate school gate parking leading to access and visibility issues, for both pedestrians and other road users.
- 2.7 There were three representations received during the formal consultation, although those representations did not fundamentally object to the overall proposals, as they recognised there are issues with parking related to the school that need to be addressed, it was highlighted that there is not enough capacity in the existing garage facilities provided by Wolverhampton Homes to accommodate all the residents of the flats in the vicinity. Respondents stated that introducing the restrictions as proposed would cause parking issues for them. One of the representations was from a commercial tenant that also had concerns over receiving deliveries for the local shops. They were information that the proposed restrictions related to vehicle waiting only and that existing loading and unloading access outside the shops were not affected by this proposal.
- 2.8 Considering the issues highlighted from the consultation feedback, the proposed restrictions on Hollington Road have been modified, the modifications (as shown on the revised plan) being:
- The proposed limited waiting restriction area outside the local shops (which covers approximately 60 metres length) would now only apply Monday to Friday between 8am and 5pm (original proposal would have meant the restriction would have applied 24 hours a day and seven days a week).
 - The proposed limited waiting restriction area outside the flats 1-11 (approximately 20 metres length) would now remain unrestricted.
- 2.9 Given the above proposed restriction modifications to alleviate the concerns received over impact of the original proposals on available residents parking, it is recommended that these restrictions are implemented as shown on plan T3/1270A. 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.

Vaughan Road – Waiting, Loading and Prohibition of Stopping Restrictions (Plan T4/4370)

- 2.10 In January/February 2021 following a request from local residents, the following proposals were formally advertised:

- 'No waiting at any time on any day and No loading at any time on any day' in parts of Vaughan Road.
- 'No waiting between 8am to 9.30am and 2.30pm to 4.30pm Monday to Friday and No Loading between 8am to 9.30am and 2.30pm to 4.30pm Monday to Friday' in parts of Vaughan Road.
- 'No stopping between 7.30am to 9.30am and 11.15am to 12.45pm and 2.30pm to 4.30pm Monday to Friday on school entrance markings' in parts of Vaughan Road.

2.11 The restrictions are required as concerns had been expressed regarding inappropriate school related parking leading to access and visibility issues, for both pedestrians and road users.

2.12 There was one representation received during the formal consultation, from a resident asking if the proposed restriction area would impact on them parking on the footway. They were informed that they could not park on the footway and we could not reduce the proposed restriction area as the location was on a junction., It has been pointed out however that there will be unrestricted parking available near to the respondent's property if the proposals are implemented.

2.13 No objections were received during the formal consultation, it is therefore recommended that these restrictions are implemented as shown on plan T4/4370.

Devoran Close, Lowe Street – Waiting Restrictions (Plan T4/4372A)

2.14 In January/February 2021 following a request from a councillor regarding concerns about Devoran Close and from a resident regarding concerns around the turning point outside the Health Centre, proposals for 'no waiting at any time' in parts of Devoran Close and Lowe Street were formally advertised.

2.15 The restrictions are required to address inconsiderate parking around the turning head area on Lowe Street leading to driveway access and turning issues in that area, and to address inconsiderate parking around the junction of Devoran Close leading to access and visibility issues.

2.16 There were three representations received during the consultation period, one of the representations was regarding Devoran Close, they were in favour of the restrictions but wanted the restrictions extended to the drive way in front of their property, they were informed that unfortunately we could not extend the restrictions under this consultation but they may want to consider applying for a H Marking (although it was pointed out there is a one-off charge) in future.

- 2.17 The other two representations objected to the proposal of restrictions introduced all around the turning point, indicating that there wasn't an issue, and if restrictions were introduced they doubted that they would be adequately enforced as they had seen restrictions in other locations that did not appear to be effectively enforced. Also alternative suggestions were made that they thought maybe could alleviate the issue without restrictions, including refresh a now-faded Keep Clear road marking and that the Health Centre could more effectively communicate to visitors (pointing them to a route to their own car park rather than the turning head area on Lowe Street).
- 2.18 Taking into consideration the feedback received and the situation as it is now in March 2021 (the resident with the initial issue indicating the parking situation at the Lowe Street turning point still needs to be resolved), the plan has been revised so that the extent of proposed restriction has been reduced to cover the area around the turning point on one side only. This will reduce the impact on resident parking but will still protect the main area of the turning head
- 2.19 It is therefore recommended that the revised restrictions are implemented as shown on plan T4/4372A. 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.

Inkerman Street, Inkerman Grove, Freeman Street, Wyrley Street – Waiting Restrictions (Plan T4/4377A)

- 2.20 In January/February 2021 following a request from an MP who had raised concerns on behalf of a local resident, proposals for 'no waiting at any time' in parts of Inkerman Street, Inkerman Grove, Freeman Street and Wyrley Street were formally advertised.
- 2.21 The restrictions are required as concerns had been expressed regarding inappropriate parking leading to access and visibility issues around junctions and within the vicinity of the bridge on Inkerman Street.
- 2.22 There was one representation received during the formal consultation, that representation was from a resident highlighting the skip hire vehicles and large lorries in use in the area which were seen as a danger. They also asked whether restrictions could be extended to include further into Freeman Street and whether the proposed restriction went across their driveway.
- 2.23 The resident was informed that the area is a designated industrial use area so there was nothing that this proposal could do regarding the large lorry use, and that we could not extend the proposed restrictions further for Freeman Street area in this consultation, but would be looked at in future, if we received further enquiries regarding issues on Freeman Street. The proposed plan however was revised to accommodate the residents wishes, so the proposed restriction area would no longer cover their driveway, which they then approved of.

2.24 Given the revised plan and no other objections received, it is therefore recommended that these restrictions are implemented as shown on plan T4/4377A.

Giffard Road, Bushbury Lane – Waiting Restrictions (Plan T4/4379)

2.25 In January/February 2021, following constituent concerns raised by an MP and councillor, proposals for ‘no waiting at any time’ in parts of Giffard Road and Bushbury Lane were formally advertised.

2.26 The restrictions are required as concerns had been expressed regarding inappropriate parking around the junction leading to access and visibility issues.

2.27 There was one representation received, from a local resident who although stated they had no objection to the proposals, wanted the proposed restrictions extended to include covering their driveway as they had issues with obstruction. They were informed that we could not extend the restrictions under the current consultation, but they may want to consider applying for a H Marking which may help alleviate their stated issues.

2.28 Given there are no objections it is therefore recommended that these restrictions are implemented as shown on plan T4/4379.

St Jude’s Road, St Jude’s Road West, Tettenhall Road, Newbridge Crescent, Balfour Crescent – Waiting and Loading Restrictions (Plan T3/1351)

2.29 In January/February 2021, following school related parking issues and issues highlighted in a councillor ward walk, the following proposals were formally advertised:

- ‘No waiting at any time on any day and No loading at any time on any day’ in parts of St Jude’s Road, St Jude’s Road West, Tettenhall Road, Newbridge Crescent and Balfour Crescent.
- ‘No waiting at any time on any day and No loading between 8am to 9.30am and 2.30pm to 4.30pm Monday to Friday’ in parts of St Jude’s Road.
- ‘No waiting between 8am to 9.30am and 2.30pm to 4.30pm Monday to Friday and No loading between 8am to 9.30am and 2.30pm to 4.30pm Monday to Friday’ in parts of St Jude’s Road.
- ‘No waiting between 8am to 6.30pm Monday to Friday and No loading between 8am to 9.30am and 4.30pm to 6.30pm Monday to Friday’ in parts of Tettenhall Road.
- ‘No waiting between 8am to 9.30am Monday to Friday’ in parts of Tettenhall Road.
- ‘No waiting between 4.30pm to 6.30pm Monday to Friday’ in parts of Tettenhall Road.

- 2.30 The restrictions are required as concerns had been expressed regarding inappropriate school related parking leading to access and visibility issues, for both pedestrians (and in particular children travelling to Wolverhampton Girls High School) and other road users. Concerns had also been expressed by parking services regarding effective enforcement of existing restrictions in this section of Tettenhall Road.
- 2.31 There were eight representations received during the formal consultation period, five of the representations did not object to the proposals but some of those respondents raised concerns regarding coaches that stop on Tettenhall Road and the environmental impact (engines running) and potential impact to other road users (impacting visibility whilst stopped). Several respondents asked why the school drive couldn't be modified to accommodate the coaches to drop off and collect within their boundary. The respondents have been notified that the City Council do not have direct control of such matters but that the concerns will be passed on via the education team.
- 2.32 Three of the representations were objections, one of those being from a resident who stated they were a blue badge holder who believed that the restrictions should be relaxed on weekends to help residents without off-street parking. That resident was informed that, regarding the restrictions at the junctions they were in accordance with the Highway Code and not something we could compromise on, but on one entrance to Balfour Crescent we were actually proposing to reduce the existing restriction area (leaving an addition four metres unrestricted on either side of the road). It was also suggested as they were a blue badge holder, they may want to consider applying for an advisory disabled bay to be installed
- 2.33 The other two objections were from businesses (clinics) that are located either side of the junction point of Tettenhall Road and point out that they have vulnerable patients (elderly and disabled) and with the restrictions proposed at the junctions and on St. Jude's Road this will impact the availability of parking for their patients who require and have the expectation of parking in the vicinity of the clinics. They also point out with the current Covid-19 impact (people not encouraged to use public transport and single use vehicles) this also makes the situation worse, and there is also consultation on electric vehicle parking which would also take away potential available parking space.
- 2.34 Although the clinics highlighted concern for their vulnerable patients is important, the consideration of traffic and road safety for everyone is also of paramount importance, with Tettenhall Road being an arterial route for the city of Wolverhampton and the proposed restrictions for the junction areas being in accordance with the Highway Code. The restrictions are considered imperative for the safety of all road users and pedestrians in those areas. The other restrictions that were proposed are either merely extending existing restrictions to make the restrictions more effective to enforce in future, or as with the restriction area further along St Jude's Road, will stop the current issues of congestion around school opening and closing times.

- 2.35 On the highlighted issue of potential parking space impacted, although it may not be at the entrance of clinics, there is unrestricted on-street parking available on St. Jude's Road/St. Jude's Road West and also on Tettenhall Road during off peak periods.
- 2.36 Given the above considerations, it is recommended that the objections to the restrictions are overruled, and the restrictions are implemented as shown on plan T3/1351 on the grounds of road safety and the free flow of traffic.

Shaw Road – Waiting and Loading Restrictions (Plan T3/1346)

- 2.37 In January/February 2021 following the implementation of the experimental one way order to improve access arrangements at the Shaw Road Household and Waste Recycling Centre (HWRC), proposals for 'no waiting at any time on any day and no loading at any time on any day' in parts of Shaw Road were formally advertised.
- 2.38 The restrictions are required to prevent future obstruction to the flow of traffic on Shaw Road.
- 2.39 There were no representations within the formal consultation period. Several weeks after the consultation had finished, one representation was received from a company that enquired about how they would receive deliveries as they used Shaw Road for deliveries (although there is no dropped kerb in that location) and the proposal would mean no loading in that location. They were informed that the opposite side of the road from the location they normally used was not proposed to be restricted which they would need to use (if they still want to use Shaw Road as a delivery point).
- 2.40 As no objections were received during the formal consultation period, it is therefore recommended that these restrictions are implemented as shown on plan T3/1346.

Perry Hall Road, Colman Avenue, Silverton Way – Waiting and Loading Restrictions (Plan T4/4374)

- 2.41 In January/February 2021, following a site review by the Traffic and Road Safety Team the following proposals were formally advertised:
- 'No waiting for a period longer than 20 minutes with no return within 2 hours between 8am to 10am and 2pm to 4.30pm Monday to Friday' in parts of Perry Hall Road and Colman Avenue.
 - 'No waiting at any time on any day and No loading at any time on any day' in parts of Perry Hall Road, Colman Avenue and Silverton Way.
- 2.42 The restrictions are required as concerns had been expressed by Local Ward Councillors and the Head Teacher of Perry Hall Primary School regarding inappropriate parking in the vicinity of the school, leading to access and visibility issues for both pedestrians and road users.

- 2.43 There were two representations received (one inside the formal consultation period and one afterwards). One of the representations was from a school governor who did not object to the proposals but was concerned about existing TRO restrictions being adequately enforced. The other representation was also not objecting to the proposals but had concerns about any potential impact on their driveway access. They were informed that they may want to consider a H Marking in future.
- 2.44 As there were no objections, it is therefore recommended that these restrictions are implemented as shown on plan T4/4374.

Gorsebrook Road, Dunstall Park, Carter Road, Glentworth Gardens – Waiting Restrictions (Plan T3/1213A)

- 2.45 In January/February 2021, following concerns raised by a local resident and from the Police, the following proposals were formally advertised:
- ‘No waiting at any time on any day’ in parts of Gorsebrook Road, Dunstall Park, Carter Road and Glentworth Gardens.
 - Remove existing TRO restriction in parts of Gorsebrook Road cul-de-sac.
- 2.46 The restrictions are required as concerns had been expressed regarding inappropriate parking including obstruction of the footway, leading to access and visibility issues for both pedestrians and road users.
- 2.47 There were fourteen representations received, which all objected to the proposals. Two of those proposals were from local businesses who had concerns over the implementation of parking restrictions around the garage and little dessert shops as it would not leave available space for staff and visitors to park, which would affect the viability of the businesses in that location.
- 2.48 The other representations which were from residents in the local area all highlighted the area of Gorsebrook Road from property 119 to 123 up to the bus stop area, the respondents were concerned that if restrictions were implemented in that area it would not leave available room for residents to park their vehicles and thought the impact of increased crossing of the busy road if consequently having to park elsewhere would be an increased safety issue. The request for a possible residential parking scheme as a solution was mentioned by some of the representations but they were informed that due to previous experiences with resident parking schemes the Council would not currently consider introducing any further schemes.
- 2.49 Considering the feedback from the representations, the proposals have been revised, as follows:
- The area on Gorsebrook Road between property 119 to 123 and up to the bus stop would remain unrestricted to alleviate the concerns of the residents in the area.

- The area around the Gorsebrook Road cul-de-sac area was revised so now all the existing TRO waiting restrictions in that area would be revoked, which also corresponds with the north side of the road remaining restriction free. The south side however would remain restricted which is the minimum viable restriction area to allow for a viable turning point and to protect the monument and grassed areas. There is evidence of extensive parking by businesses on the pedestrian area surrounding the monument.
 - The area outside the garages (from under the bridge onwards) has been revised, although it would still have the footway restricted to alleviate issues with obstruction for pedestrians, there is realistically some parking space availability [not on footway area] that businesses or visitors could utilise.
- 2.50 All the representations were updated with the revised plan, there has been no adverse responses back from any of the residents which appears to indicate that the overall revision is acceptable to them. However, the two businesses responded to the revised plan highlighting that they have used the Gorsebrook Road cul-de-sac area for 15 years and the cul-de-sac area is used by the many local businesses staff as a viable parking area.
- 2.51 The businesses were informed that we could not revise the TRO proposals for the cul-de-sac area as we have already reduced restrictions in the revised plan to a minimum viable turning point, but if implemented the restrictions will be reviewed after six months that the restrictions become operational.
- 2.52 Given the overall acceptance by residents to the revised plan, it is recommended that the concerns of the businesses are overruled, and the restrictions are implemented as shown on plan T3/1213A.

3.0 Evaluation of alternative options

- 3.1 The alternative option would be to leave the highway free from waiting and loading restrictions at Ecclestone Road, Southall Road, Hollington Road, Thornton Road, Ledbury Drive, Malvern Drive, Hurstbourne Crescent, Parklands Road, Woodstock Road, Vaughan Road, Devoran Close, Lowe Street, Inkerman Street, Inkerman Grove, Freeman Street, Wyrley Street, Giffard Road, Bushbury Lane, St Jude's Road, St Jude's Road West, Tettenhall Road, Newbridge Crescent, Balfour Crescent, Shaw Road, Perry Hall Road, Colman Avenue, Silverton Way, Gorsebrook Road, Dunstall Park, Carter Road and Glentworth 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.

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 Ecclestone Road, Southall Road, Hollington Road, Thornton Road, Ledbury Drive, Malvern Drive, Hurstbourne Crescent, Parklands Road, Woodstock Road, Vaughan Road, Devoran Close, Lowe Street, Inkerman Street, Inkerman Grove, Freeman Street, Wyrley Street, Giffard Road, Bushbury Lane, St Jude's Road, St Jude's Road West, Tettenhall Road, Newbridge Crescent, Balfour Crescent, Shaw Road, Perry Hall Road, Colman Avenue, Silverton Way, Gorsebrook Road, Dunstall Park, Carter Road and Glentworth Gardens 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/19042021/L]

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 the authority making the order that it is expedient to make it".
- 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 made and 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 a Penalty Charge Notice may be served

[JM/19042021/K]

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 4178 TRO PLAN
- 14.2 Appendix 2: T3 1270A TRO PLAN
- 14.3 Appendix 3: T4 4370 TRO PLAN
- 14.4 Appendix 4: T3 4372A TRO PLAN
- 14.5 Appendix 5: T4 4377A TRO PLAN
- 14.6 Appendix 6: T4 4379 TRO PLAN
- 14.7 Appendix 7: T3 1351 TRO PLAN
- 14.8 Appendix 8: T3 1346 TRO PLAN
- 14.9 Appendix 9: T4 4374 TRO PLAN
- 14.10 Appendix 10: T3 1213A TRO PLAN