

## Individual Executive Decision Notice

<b>Report title</b>	Transportation Network – Miscellaneous Traffic Regulation Orders (Batch 6)	
<b>Decision designation</b>	GREEN	
<b>Cabinet member with lead responsibility</b>	Councillor Steve Evans Cabinet Member for City Environment and Climate Change	
<b>Wards affected</b>	Blakenhall; Graiseley; Merry Hill; Penn; St Peter's; Tettenhall Wightwick;	
<b>Accountable Director</b>	Ross Cook, Director of City Housing and Environment	
<b>Originating service</b>	Transportation	
<b>Accountable employee</b>	Nick Broomhall	Service Lead – Traffic and Road Safety
	Tel	01902 555723
	Email	Nick.Broomhall@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 or decision:

That the Cabinet Member for City Environment and Climate Change, in consultation with the Director of City Environment:

1. Approves the recommended action to implement waiting restrictions to parts of Castle Street as shown on plan T4/4028 appended to this report.
2. Approves the recommended action to implement waiting restrictions to parts of Butts Road and St Catherine's Crescent as shown on plan T4/4161A appended to this report.
3. Approves the recommended action to implement waiting restrictions to parts of Wychbury Road and Adams Road as shown on plan T4/4184 appended to this report.

4. Approves the recommended action to implement waiting restrictions to parts of Riley Crescent and Coalway Road as shown on plan T4/4197 appended to this report.
5. Approves the recommended action to implement waiting and loading restrictions to parts of Church Hill, Vicarage Road, Pennwood Lane and Wheathill Close as shown on plan T4/4233B appended to this report.
6. Approves the recommended action to implement waiting and loading restrictions to parts of Jeremy Road, Rosemary Crescent West and Park Avenue as shown on plan T4/4235 appended to this report.
7. Approves the recommended action to implement waiting and loading restrictions to parts of Cherry Street as shown on plan T4/4271A appended to this report.
8. Approves the recommend action to implement waiting restrictions to parts of Lea Manor Drive and Church Hill as shown on plan T4/4304 appended to this report.
9. Approves the recommended action to implement waiting and loading restrictions to parts of Claremont Road and Claremont Mews as shown on plan T4/4323 appended to this report.
10. Approves the recommended action to implement waiting and loading restrictions to parts of Linden Lea, Walnut Drive and Finchdene Grove as shown on plan T4/4330 appended to this report.
11. Approves the recommended action to implement waiting and loading restrictions to parts of Pencombe Drive, Park Hall Road and Broadstone Close as shown on plan T4/4384F appended to this report.
12. Authorises the Director of Governance to implement the relevant traffic regulation orders.

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Councillor Steve Evans  
Cabinet Member for City Environment and Climate Change

Date:

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Ross Cook  
Director of City Housing and Environment

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**

### **Castle Street – Waiting Restrictions (Plan T4/4028).**

- 2.1 In April/May 2021 following a request from the Council's Parking Services section regarding concerns about inappropriate parking on parts of Castle Street, proposals for 'no waiting at any time' in parts of Castle Street were formally advertised.
- 2.2 The restrictions are required to protect access arrangements for deliveries to local retailers.
- 2.3 No representations were received during the formal consultation, it is therefore recommended that these restrictions are implemented as shown on plan T4/4028.

### **Butts Road, St Catherine's Crescent – Waiting Restrictions (Plan T4/4161A).**

- 2.4 In April/May 2021 following a request from a resident of St Catherine's Crescent regarding concerns about access issues, proposals for 'no waiting at any time' in parts of Butts Road and St Catherine's Crescent were formally advertised.
- 2.5 The restrictions are required to facilitate appropriate access and visibility for the residents of St Catherine's Crescent when exiting the junction.
- 2.6 There were five representations received during the formal consultation period. Two of the respondents were concerned with the junction of Butts Road and Wakeley Hill, they were informed that proposed restrictions could not be extended in this consultation but that area would be considered in future for proposed restrictions, if we had further enquiries from local residents. One of residents raised existing issues about their driveway being blocked, they were advised that restrictions could not be extended just to cover a driveway but a wider proposal may be considered in future. As the enquirer's driveway already have an H Marking, arrangements have been put in place for the road markings to be refreshed.

- 2.7 Two representations were from residents who parked on part of the other side of St Catherine's Crescent entrance, they raised concerns as they usually parked there and indicated their use was required for night time emergency calls. They also indicated there had been no reported issues with their current parking in that location the last eight years. As the intention of the proposals is to alleviate issues for vehicles exiting St Catherine's Crescent which the current parking on the other side of the entrance does not impact, the plan was amended so that the restriction covered one side of St Catherine's Crescent only. The revised plans were deemed acceptable to those residents and they withdrew any objection to the proposed restrictions.
- 2.8 Given no outstanding objections to the restrictions, it is recommended that these restrictions are implemented as shown on plan T4/4161A. 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.

**Wychbury Road, Adams Road – Waiting Restrictions (Plan T4/4184).**

- 2.9 In April/May 2021 following a request from a resident of Wychbury Road regarding concerns about inappropriate parking, proposals for 'no waiting at any time' in parts of Wychbury Road and Adams Road were formally advertised.
- 2.10 The restrictions are required as concerns had been expressed regarding inappropriate parking leading to access and visibility issues around the junction area.
- 2.11 One representation was received during the formal consultation period. They were in favour of the proposals but had concerns that there may still be an issue as the proposed restrictions did not include the section of Adam's Road opposite the junction area. They were informed that we could not extend the proposed restrictions during this consultation. As with the introduction of all new TRO's, the restrictions will be monitored for six months and if required amendments could be made in future, if considered necessary.
- 2.12 No formal objections were received during the consultation. It is therefore recommended that these restrictions are implemented as shown on plan T4/4184.

**Riley Crescent, Coalway Road – Waiting Restrictions (Plan T4/4197).**

- 2.13 In April/May 2021 following a request from a resident of Riley Crescent regarding concerns about safety at the junction, proposals for 'no waiting at any time' in parts of Riley Crescent and Coalway Road were formally advertised.
- 2.14 The restrictions are required as concerns had been expressed regarding access and visibility at the junction area.
- 2.15 No formal representations or objections were received during the consultation. It is therefore recommended that these restrictions are implemented as shown on plan T4/4197.

**Church Hill, Vicarage Road, Pennwood Lane, Wheathill Close – Waiting and Loading Restrictions (Plan T4/4233B).**

- 2.16 In April/May 2021 following concerns raised by local residents and the School Crossing Patrol Service, 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 Vicarage Road, Wheathill Close, Church Hill and Pennwood Lane.
  - ‘No waiting between 8.00am to 9.00am and 3.00pm to 4.00pm Monday to Friday and No loading between 8.00am to 9.00am and 3.00pm to 4.00pm Monday to Friday’ in parts of Church Hill and Vicarage Road.
- 2.17 The restrictions are required as concerns have been expressed regarding inappropriate school related parking leading to access and visibility issues.
- 2.18 There were five representations received during the consultation, one of them approved, two of them did not object but were concerned that as the restrictions were only up to the junction point on Wheathill Close that it may cause issues for them, if implemented. They were informed that unfortunately we could not extend restrictions under this consultation, but the restrictions would be kept under review.
- 2.19 Two other representations who initially objected were from a resident and the local vicar who requested that the proposed restrictions were changed so there was no restrictions near their driveway and more unrestricted space available outside the church respectively. As the primary reason for the restrictions is to protect the junction areas and stop traffic congestion, the plan was updated so the restriction area was reduced around the residents driveway and more space was left unrestricted outside the church. The updated plan was then acceptable to the resident and the vicar and they withdrew any objection to the proposed restrictions.
- 2.20 Given the revised plan and no further objections received, it is recommended that these restrictions are implemented as shown on plan T4/4233B. 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.

**Jeremy Road, Rosemary Crescent West, Park Avenue – Waiting and Loading Restrictions (Plan T4/4235).**

- 2.21 In April/May 2021 following a request from a local ward councillor, proposals for ‘no waiting at any time and no loading at any time’ in parts of Jeremy Road, Rosemary Crescent West and Park Avenue were formally advertised.
- 2.22 The restrictions are required as concerns have been expressed regarding inappropriate school related parking leading to access and visibility issues.

2.23 There were no representations received during the formal consultation period, one representation from a local resident was received after the consultation period and was in favour of the proposals.

As no objections were received during the consultation, it is recommended that these restrictions are implemented as shown on plan T4/4235.

#### **Cherry Street – Waiting and Loading Restrictions (Plan T4/4271A).**

2.24 In April/May 2021 following a request from Nishkam Primary School, and 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 Cherry Street
- 'No waiting at any time on any day' in parts of Cherry Street
- 'No waiting between 8am to 9.30am and 2.30pm to 4.30pm Monday to Friday and No loading between 8am to 9.30pm and 2.30pm to 4.30pm Monday to Friday' in parts of Cherry Street
- 'No waiting for a period longer than 2 hours with no return within 2 hours between 8am to 5pm Monday to Friday' in parts of Cherry Street

2.25 The restrictions are required as concerns had been expressed regarding inappropriate school related parking along Cherry Street, leading to parking congestion issues. Along with reduced availability of parking at school drop off and pick up times.

2.26 There were two representations received during the consultation period. One was in favour of the proposals. The other raised an issue of needing to visit vulnerable relatives during the day and wanted some of the proposed restriction area (from property no.24 up to the start of the fields area) to remain unrestricted. As the reduction of the suggested restriction area would not impact upon the intention of lessening the congestion on Cherry Street, the plan was revised, with the respondent then finding the proposals acceptable.

2.27 Given the revised plan and no other objections received, it is recommended that the restrictions are implemented as shown on plan T4/4271A. 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.

#### **Lea Manor Drive, Church Hill – Waiting Restrictions (Plan T4/4304).**

2.28 In April/May 2021 following concerns raised by a councillor, proposals for 'no waiting at any time' in parts of Lea Manor Drive and Church Hill were formally advertised.

2.29 The restrictions are required as concerns have been expressed regarding inappropriate parking leading to access and visibility issues at the junction.

**2.30** No representations were received during the formal consultation, it is therefore recommended that these restrictions are implemented as shown on plan T4/4304.

**Claremont Road, Claremont Mews – Waiting and Loading Restrictions (Plan T4/4323).**

2.31 In April/May 2021 following a request from local residents, the following proposals were formally advertised:

- 'No waiting between 7.30am to 9.30am and 3pm to 6pm Monday to Friday and No loading between 7.30am to 9.30am and 3pm to 6pm Monday to Friday' in parts of Claremont Road and Claremont Mews
- 'No waiting at any time on any day and No loading at any time on any day' in parts of Claremont Road and Claremont Mews

2.32 The restrictions are required to address concerns that have been raised regarding inappropriate school related parking leading to traffic congestion, access and visibility issues.

2.33 There were five representations received during the consultation period, two of those from residents on Claremont Mews were in favour of the restrictions. These residents also enquired about warning signage being installed but the area they indicated was on private land. On this basis it was recommended that they contact the land owner in this regard.

2.34 One further representation was from a resident on Claremont Road who shares a communal driveway. Whilst not objecting to the proposals they were concerned that implementation would lead to more issues for them and their neighbours of inappropriate parking around their driveways. They therefore requested that the restrictions were extended to cover their driveway. They were informed that unfortunately we could not extend the proposed restrictions during this consultation but that they may want to consider applying for a H Marking (council web page link was provided).

2.35 The other two representations objected, one from a parent who uses the school and who thought the restrictions were not necessary, the other from a resident who highlighted that it would cause inconvenience to their family because they park on the road where the restrictions are proposed and also that the restrictions are unnecessary.

2.36 Given that without the proposed restrictions Claremont Road would remain congested during school opening and closing times, and that the safety of school children must be prioritised, it is recommended that the objections are overruled and that these restrictions are implemented as shown on plan T4/4323. 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.

**Linden Lea, Walnut Drive, Finchdene Grove – Waiting and Loading Restrictions (Plan T4/4330).**

- 2.37 In April/May 2021 following a request from the local school, and a member of the public, the following proposals were formally advertised:
- 2.38 '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 Linden Lea
- 2.39 'No waiting at any time on any day and No loading at any time on any day' in parts of Linden Lea, Walnut Drive and Finchdene Grove
- 2.40 The restrictions are required to address concerns that have been raised regarding inappropriate school related parking leading to access and visibility issues.
- 2.41 There were six representations received during the consultation period. Two of the representations which were from residents on Linden Lea who had initial reservations about the proposals, with questions about how the proposed restrictions would be enforced. Both of the residents were responded to with clarification of any issues. Neither of these representations objected to the proposals.
- 2.42 Two other representations did not object but wanted restrictions added in other locations, they were informed that unfortunately we cannot extend restrictions under the current consultation. One of the representations also did not explicitly object but thought the proposals were an overreaction.
- 2.43 One of the representations objected to the proposals with doubts about enforcement and requested a resident parking permit scheme or term time only restrictions. They were informed that the council do not currently implement parking permit schemes for school related parking issues and that a term time restriction could not be introduced as school term times can vary by region (a sign stating 'term time' restriction would not be known to visitors to the area so would not be enforceable).
- 2.44 Given that without the proposed restrictions the Linden Lea area would remain congested during school opening and closing times and that the safety of school children is paramount, it is recommended that the objections are overruled and that these restrictions are implemented as shown on plan T4/4330. 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.

**Pencombe Drive, Park Hall Road, Broadstone Close – Waiting and Loading Restrictions (Plan T4/4384F).**

- 2.45 In April/May 2021 following a request from local residents, proposals for 'no waiting at any time and no loading at any time' in parts of Pencombe Drive, Park Hall Road and Broadstone Close were formally advertised.

- 2.46 The restrictions are required as concerns have been expressed regarding inappropriate school related parking leading to access and visibility issues.
- 2.47 There were seven representations received during the consultation period. One of the respondents who was a resident on Park Hall Road approved of the proposals. Two of the respondents objected on the basis that if the proposed restrictions were implemented the impact would be that the problem of parents parking during school opening and closing times would just be moved to other unrestricted areas of Pencombe Drive.
- 2.48 Two other respondents initially had objections to the proposed restrictions area (around junction area covering properties 22-36), the plan was revised so the restriction in that area was reduced but still in accordance with the highway code (10 metres either side of the junction). The revised plan was then acceptable to those two respondents.
- 2.49 Two other respondents in the area around the turning point area on Pencombe Drive objected, on the basis that the restriction area would negatively impact them and there had not been that requirement of restrictions introduced in the approximately forty years they had lived there.
- 2.50 Considering the above comments, the plan has been revised so the proposed area around the turning point is reduced so that one side (next to properties 40-46) would remain restriction free. However, the turning point itself would still be covered by the restrictions. allowing vehicles to turn free from the obstruction of parked vehicles.
- 2.51 Given the modifications in the revised plan to accommodate the requests made by residents and the need to alleviate the access issues during the school opening and closing times, it is recommended that the objections are overruled and that these restrictions are implemented as shown on plan T4/4384F. 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.

### **3.0 Evaluation of alternative options**

- 3.1 The alternative option would be to leave the highway free from waiting and loading restrictions at Castle Street, Butts Road, St Catherines Crescent, Wychbury Road, Adams Road, Riley Crescent, Coalway Road, Church Hill, Vicarage Road, Pennwood Lane, Wheathill Close, Jeremy Road, Rosemary Crescent West, Park Avenue, Cherry Street, Lea Manor Drive, Church Hill, Claremont Road, Claremont Mews, Linden Lea, Walnut Drive, Finchdene Grove, Pencombe Drive, Park Hall Road and Broadstone Close, 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 Castle Street, Butts Road, St Catherines Crescent, Wychbury Road, Adams Road, Riley Crescent, Coalway Road, Church Hill, Vicarage Road, Pennwood Lane, Wheathill Close, Jeremy Road, Rosemary Crescent West, Park Avenue, Cherry Street, Lea Manor Drive, Church Hill, Claremont Road, Claremont Mews, Linden Lea, Walnut Drive, Finchdene Grove, Pencombe Drive, Park Hall Road and Broadstone Close 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 which will be monitored as part of the Council's routine monitoring.

[SB/08062021/G]

#### **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.

[JM/08062021/T]

## **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, reduce congestion and vehicle emissions.

## **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 4028 TRO PLAN

14.2 Appendix 2: T4 4161A TRO PLAN

14.3 Appendix 3: T4 4184 TRO PLAN

14.4 Appendix 4: T4 4197 TRO PLAN

14.5 Appendix 5: T4 4233B TRO PLAN

14.6 Appendix 6: T4 4235 TRO PLAN

14.7 Appendix 7: T4 4271A TRO PLAN

14.8 Appendix 8: T4 4304 TRO PLAN

14.9 Appendix 9: T4 4323 TRO PLAN

14.10 Appendix 10: T4 4330 TRO PLAN

14.11 Appendix 11: T4 4384F TRO PLAN