

## Individual Executive Decision Notice

<b>Report title</b>	Transportation Network – Traffic Regulation Order at Goldthorn Hill and Wolverhampton Road East	
<b>Decision designation</b>	GREEN	
<b>Cabinet member with lead responsibility</b>	Councillor Cabinet Member for City Environment and Climate Change Councillor Steve Evans	
<b>Wards affected</b>	Blakenhall;	
<b>Accountable Director</b>	Ross Cook, Director of City Housing and Environment	
<b>Originating service</b>	Transportation	
<b>Accountable employee</b>	Amanda Millard Tel Email	Professional Lead Highway Adoptions 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 Goldthorn Hill and Wolverhampton Road East, to improve safety, encourage sustainable travel and contribute to the effective management of the highway network.

### Recommendations for action or decision:

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

1. Approves the recommended action to implement waiting and loading restrictions to parts of Goldthorn Hill and Wolverhampton Road East (Plan T4/4409C).
2. Approves the proposed revocation (in part) of existing Traffic Regulation Orders (TROs) in Goldthorn Hill and Wolverhampton Road East 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]

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Signature

Name of Cabinet Member

Date:

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Signature

Name of Director

Date:

## **1.0 Background**

- 1.1 This report seeks to agree the implementation of a Traffic Regulation Order (TRO) at Goldthorn Hill and Wolverhampton Road East, to improve safety, encourage sustainable travel and contribute to the effective management of the highway network.

## **2.0 Detail**

### **Goldthorn Hill, Wolverhampton Road East - Waiting and Loading Restrictions (Plan T4/4409C)**

- 2.1 In June 2021, proposals for 'no waiting at any time on any day/no loading and unloading at any time on any day' in parts of Goldthorn Hill and Wolverhampton Road East was formally advertised.
- 2.2 The restrictions are required in to prevent inappropriate parking which may lead to access and visibility issues resulting from the widened vehicular store access to the Aldi Supermarket. There is an existing TRO for 'no waiting at any time/no loading Mon-Fri 8am-9.30am and 4.30pm-6.30pm which is being strengthened by prohibiting loading at all times to keep the area adjacent to the store free from parked vehicles.
- 2.3 One objection was received during the formal consultation for the waiting and loading restrictions. Number 24 Goldthorn Hill objected to the restrictions as they wouldn't be able to park outside of their house. The restrictions were subsequently reduced to cover their drive only and a revised plan was emailed to the householder to see if this would be acceptable. The householder objected to the restrictions covering their drive and confirmed that they did not want any restrictions outside of their property. The City Council has not had any complaints about parking outside number 24 and so it is recommended that the restrictions along this side will finish where they currently do so that the householder can still park. It is therefore recommended that these restrictions are implemented as shown on plan T4/4409C.

## **3.0 Evaluation of alternative options**

- 3.1 The alternative option would be to leave the existing TRO in place along Goldthorn Hill and Wolverhampton Road East which still permits loading/unloading at off peak times. 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 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 listed in this report is £6,000. The developer has provided funds to cover the cost of the TRO and cost of lining.

[SB/12072021/L]

## **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.

[TC/20072021/O]

## **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 All other Implications**

### **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.

### **Human resources implications**

- 8.2 There are no human resource implications arising from the recommendations in this report.

- 8.3 The work required to deliver the various orders will be absorbed by staff within the in-house legal team.
- 8.4 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**

- 8.5 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.

### **9.0 Schedule of background papers**

- 9.1 None.

### **10.0 Appendices**

- 10.1 T4 4409C TRO PLAN