

Individual Executive Decision Notice

Report title	Transportation Network – Miscellaneous Traffic Regulation Orders (Batch 7)	
Decision designation	GREEN	
Cabinet member with lead responsibility	Councillor Steve Evans Cabinet Member for City Environment and Climate Change	
Wards affected	Oxley; Park; Tettenhall Regis; Tettenhall Wightwick;	
Accountable Director	Ross Cook, Director of City Housing and Environment	
Originating service	Transportation	
Accountable employee	Nick Broomhall	Service Lead – Traffic and Road Safety
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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.

Recommendations for 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 restrictions to parts of Limes Road, Grange Road and Cornwall Road as shown on plan T4/4030 appended to this report.
2. Approves the recommended action to implement waiting restrictions to parts of Earlswood Crescent, Clewley Drive and The Droveaway as shown on plan T4/3987 appended to this report.
3. Approves the recommended action to implement waiting restrictions to parts of Alameda Gardens and Sandy Lane as shown on plan T4/4033 appended to this report.

4. Approves the recommended action to implement waiting restrictions to parts of Kyle Close and Oxley Moor Road as shown on plan T4/4035 appended to this report.
5. Approves the recommended action to implement waiting restrictions to parts of Froyle Close and Regis Road as shown on plan T4/4083 appended to this report.
6. Approves the recommended action to implement waiting restrictions to parts of Cranmore Road as shown on plan T4/4085 appended to this report.
7. Approves the recommended action to implement waiting and loading restrictions to parts of Blackburn Avenue and Chester Avenue as shown on plan T4/4104A appended to this report.
8. Approves the recommended action to implement waiting and loading restrictions to parts of Paget Road, Clark Road and Hatton Road as shown on plan T4/4130A appended to this report.
9. Approves the recommended action to implement waiting restrictions to parts of Codsall Road and Tynninghame Avenue as shown on plan T4/4163 appended to this report.
10. Authorises the Director of Governance to implement the relevant traffic regulation orders.

Councillor Steve Evans
Cabinet Member for City Environment and Climate Change

Date:

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

Limes Road, Grange Road, Cornwall Road – Waiting Restrictions (Plan T4/4030)

- 2.1 In June/July 2021 following a request from a councillor regarding concerns raised by a constituent, proposals for 'no waiting at any time' in parts of Limes Road, Grange Road and Cornwall Road were formally advertised.
- 2.2 The restrictions are required as concerns had been expressed regarding inappropriate parking leading to access and visibility issues around the junction area.
- 2.3 One representation was received from a local resident during the consultation period, who approved of the proposals.
- 2.4 No formal objections were received during the consultation. It is therefore recommended that these restrictions are implemented as shown on plan T4/4030.

Earlswood Crescent, Clewley Drive, The Droveaway – Waiting Restrictions (Plan T4/3987)

- 2.5 In June/July 2021 following a request from a resident, proposals for 'no waiting at any time' in parts of Earlswood Crescent, Clewley Drive and The Droveaway were formally advertised.
- 2.6 The restrictions are required as concerns had been expressed regarding inappropriate parking leading to access and visibility issues around the junction areas.
- 2.7 There were three representations received during the consultation period, none of them had objections to the proposals. One of the representations however, wanted clarification on the length of the proposed waiting restriction area, which was provided. The two other representations did not see the need for waiting restrictions around the junction areas currently.
- 2.8 As no formal objections were received during the consultation, it is therefore recommended that these restrictions are implemented as shown on plan T4/3987.

Alameda Gardens, Sandy Lane – Waiting Restrictions (Plan T4/4033)

- 2.9 In June/July 2021 following a request from a resident regarding inappropriate parking, proposals for 'no waiting at any time' in parts of Alameda Gardens and Sandy Lane 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 and in parts of Alameda Gardens.
- 2.11 There were no representations received during the consultation period, however one representation was received from a local resident shortly after the consultation period had ended and they were in favour of the proposals. They also asked for restriction areas to be extended, they were informed that unfortunately we could not extent the proposed area in this consultation otherwise we would have to re-consult. However the resident was advised that the new restriction would be kept under review and any amendments made as necessary in the future.
- 2.12 As no formal objections were received during the consultation, it is therefore recommended that these restrictions are implemented as shown on plan T4/4033.

Kyle Close, Oxley Moor Road – Waiting Restrictions (Plan T4/4035)

- 2.13 In June/July 2021 following a request from a resident regarding inappropriate parking, proposals for 'no waiting at any time' in parts of Kyle Close and Oxley Moor Road were formally advertised.
- 2.14 The restrictions are required as concerns had been expressed regarding inappropriate parking (including obstructing the footway) leading to access and visibility issues around the junction area.
- 2.15 There were three representations received during the consultation period, two of them were from local residents who were in favour of the proposals, however one of them questioned the benefit of just having the restriction at the junction area and requested that the restrictions were extended to other areas of Oxley Moor Road. It was explained to the resident that the benefit was to aid access and visibility for the residents and visitors to Kyle Close and that unfortunately we could not extend the proposed restriction areas as part of this consultation.
- 2.16 The other representation was received via a local ward councillor on behalf of a local resident, where the resident was not objecting to the proposals but highlighted access issues and wanted clarification of the length of the proposed restriction into Kyle Close. They were informed that the proposed restriction was ten metres either side of the junction in accordance with the highway code. Following the information being provided, no further enquiry regarding the length of the restriction was received.
- 2.17 No formal objections were received during the consultation. It is therefore recommended that these restrictions are implemented as shown on plan T4/4035.

Froyle Close, Regis Road – Waiting Restrictions (Plan T4/4083)

- 2.18 In June/July 2021 following a request from a resident regarding inappropriate parking, proposals for 'no waiting at any time' in parts of Froyle Close and Regis Road were formally advertised.
- 2.19 The restrictions are required as concerns had been expressed regarding inappropriate parking around the junction area in the evening and weekends, leading to access and visibility issues.
- 2.20 One representation was received via a local ward councillor during the consultation period, where residents on Regis Road raised concerns about the extent of the proposed restrictions (as there are several properties on Regis Road where residents have no off-street parking available). They were informed that the area of the proposed restrictions was ten metres either side of the junction in accordance with the highway code, so should not adversely impact the residents on Regis Road. Following that information being provided, no further enquiry regarding the proposed restriction area was received.
- 2.21 As no formal objections were received during the consultation, it is therefore recommended that these restrictions are implemented as shown on plan T4/4083.

Cranmore Road – Waiting Restrictions (Plan T4/4085)

- 2.22 In June/July 2021 following a request from a resident regarding inappropriate parking, proposals for 'no waiting at any time' in parts of Cranmore Road were formally advertised.
- 2.23 The restrictions are required as concerns had been expressed regarding inappropriate parking around the turning point, stopping residents and visitors from being able to use the turning area.
- 2.24 There was one representation received during the consultation period from a local resident who was in favour of the proposals.
- 2.25 As no formal objections were received during the consultation, it is therefore recommended that these restrictions are implemented as shown on plan T4/4085.

Blackburn Avenue, Chester Avenue – Waiting and Loading Restrictions (Plan T4/4104A)

- 2.26 In June/July 2021 following concerns raised by parents of children using Claregate Primary School, the following proposals were formally advertised:
- 'No waiting at any time on any day and no loading between 8.00am to 9.30am and 2.30pm to 4.30pm' in parts of Blackburn Avenue and Chester Avenue.

- '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 Chester Avenue.
- 2.27 The revised restrictions are required as concerns had been expressed regarding inappropriate school gate related parking during school opening and closing times causing congestion and potential road safety issues. Adding a loading restriction will assist Civil Enforcement Officers in their duty in preventing inappropriate parking associated with school drop-off and pick-up.
- 2.28 There were six representations received during the consultation period (one of those not in writing), one of the representations from a local resident approved of the proposals.
- 2.29 Three representations from local residents did not object to the proposals but wanted clarification as to the benefit of the additional restrictions and who would enforce them. They were informed that Parking Services are responsible for enforcing the restrictions and the benefit of the additional loading restriction being proposed would mean that the Civil Enforcement Officers would not have to wait the five minutes observation time that they currently do for vehicles inappropriately parking, so the enforcement of the restrictions (during the stated restrictions times) would be more effective. Making the enforcement more effective will further help to protect vulnerable road users.
- 2.30 One other representation from a local resident (who did not make a representation in writing) did not object but thought the proposals were a waste of time and would not help local residents like themselves who lived outside of the proposed restriction areas. They were informed that the proposed restriction area was not changing from the current restriction area in Blackburn Avenue and Chester Avenue, and with the addition of the proposed loading restriction it would help make enforcement by the Civil Enforcement Officers more effective. It was also pointed out that unfortunately we could not propose extending the restrictions during the consultation as we would then need to re-consult.
- 2.31 One representation was made by the Headteacher of Claregate Primary School, who did not object to the proposals but pointed out that the school normally had deliveries from 9.15am and was concerned that the proposed no loading times may cause an issue. The Headteacher also wanted clarification as to the benefit of the proposed restrictions over the current restrictions. We informed the Headteacher that the benefit was in improvement of enforcement of restrictions in the area by Civil Enforcement Officers as the five-minute observation time would not be needed if the proposals were eventually implemented, and correspondingly we received a positive response from the Head Teacher.
- 2.32 Given the concern over the loading times that was highlighted by the Headteacher of Claregate Primary School, the TRO plan was revised so that the proposed no loading restriction would end at 9.15am (instead of 9.30am) which will now not impact the school deliveries if implemented.

2.33 As no formal objections were received during the consultation, it is therefore recommended that these restrictions are implemented as shown on revised plan T4/4104A. 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.

Paget Road, Clark Road, Hatton Road – Waiting and Loading Restrictions (Plan T4/4130A)

- 2.34 In June/July 2021 following concerns raised by School Crossing Patrol over effective enforcement, 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 Paget Road, Clark Road and Hatton Road.
 - 'No waiting at any time on any day and no loading between 8.00am to 9.30am and 2.30pm to 4.30pm Monday to Friday' in parts of Paget Road.
- 2.35 Three representations were received to the consultation. One of the representations from a local resident did not object to the proposals but wanted clarification as to the change in restrictions and what the benefit would be. They were informed that the change was an addition to the current restriction area of a no loading restriction, which means that enforcement of the restrictions could be more effective as the Civil Enforcement Officers currently have a five minute observation time before they can enforce, which they would not have to do if the proposed restrictions were implemented.
- 2.36 One representation from a local resident did not object to the proposals but enquired about the possibility of introducing a resident parking permit scheme. They were informed that unfortunately parking permit schemes (with a few exceptions) had not proved viable in Wolverhampton since the criteria set out in 2008 so the option was not currently available.
- 2.37 A resident from Hatton Road objected to the proposals, as the TRO plan proposed restrictions covering the entire area of Hatton Road. Upon investigation it appears that there was a historical discrepancy in the internal council GIS mapping (that the plan was based on), which incorrectly showed existing restrictions covering all of Hatton Road where the existing Traffic Regulation Order only covered part of it.
- 2.38 With the discrepancy being found, the plan was revised so only the existing restriction area on Hatton Road would be modified to have proposed loading restrictions added. The resident then approved of the revised plan and their objection was withdrawn.
- 2.39 Given no outstanding objections to the restrictions, it is recommended that these restrictions are implemented as shown on plan T4/4130A. 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.

Codsall Road, Tynninghame Avenue – Waiting Restrictions (Plan T4/4163)

- 2.40 In June/July 2021 following a request highlighted by a councillor on behalf of a resident concerning inappropriate parking, proposals for 'no waiting at any time' in parts of Codsall Road and Tynninghame Avenue were formally advertised.
- 2.41 The restrictions are required as been expressed regarding inappropriate parking around the junction area leading to access and visibility issues.
- 2.42 There was one representation received during the consultation period, from a local resident who was in favour of the proposals. They did also raise a concern over another section of Tynninghame Avenue but were informed that unfortunately we could not extend proposed restrictions as part of the consultation as we would need to re-consult.
- 2.43 No formal objections were received during the consultation. It is therefore recommended that these restrictions are implemented as shown on plan T4/4163.

3.0 Evaluation of alternative options

- 3.1 The alternative option would be to leave the highway free from waiting and loading restrictions at Limes Road, Grange Road, Cornwall Road, Earlswood Crescent, Clewley Drive, The Droveaway, Alameda Gardens, Sandy Lane, Kyle Close, Oxley Moor Road, Froyle Close, Regis Road, Cranmore Road, Blackburn Avenue, Chester Avenue, Paget Road, Clark Road, Hatton Road, Codsall Road and Tynninghame Avenue, 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 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 Limes Road, Grange Road, Cornwall Road, Earlswood Crescent, Clewley Drive, The Droveaway, Alameda Gardens, Sandy Lane, Kyle Close, Oxley Moor Road, Froyle Close, Regis Road, Cranmore Road, Blackburn Avenue, Chester Avenue, Paget Road, Clark Road, Hatton Road, Codsall Road and Tynninghame Avenue 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/16082021/I]

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.
[TC/12082021/V]

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 All other implications

- 8.1 The proposed TROs will assist in ensuring the safe and efficient operation of the highway and so help in reducing emissions.
- 8.2 The work required to deliver the various orders will be absorbed by staff within the in-house legal team.
- 8.3 The Traffic Regulation Orders will be enforced by the Council’s Parking Services Team as part of their city-wide enforcement responsibilities.
- 8.4 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.

9.0 Schedule of background papers

9.1 None.

10.0 Appendices

10.1 Appendix 1: T4 4030 TRO PLAN

10.2 Appendix 2: T4 3987 TRO PLAN

10.3 Appendix 3: T4 4033 TRO PLAN

10.4 Appendix 4: T4 4035 TRO PLAN

10.5 Appendix 5: T4 4083 TRO PLAN

10.6 Appendix 6: T4 4085 TRO PLAN

10.7 Appendix 7: T4 4104A TRO PLAN

10.8 Appendix 8: T4 4130A TRO PLAN

10.9 Appendix 9: T4 4163 TRO PLAN