

Individual Executive Decision Notice

Report title	Transportation Network – Miscellaneous Traffic Regulation Orders (Batch 9)	
Decision designation	GREEN	
Cabinet member with lead responsibility	Councillor Steve Evans Cabinet Member for City Environment and Climate Change	
Wards affected	Bushbury North; Bushbury South and Low Hill; East Park; Ettingshall; Heath Town; Merry Hill; Tettenhall Regis; Wednesfield South;	
Accountable Director	Ross Cook, Director of City Housing and 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.

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 Merstone Close and Wolverhampton Street as shown on plan T4/4297A appended to this report.
2. Approves the recommended action to implement waiting and loading restrictions to parts of Langley Road and Fareham Crescent as shown on plan T4/4383 appended to this report.

3. Approves the recommended action to implement waiting restrictions to parts of Sandy Lane, Aldersley Road, Lower Street, Codsall Road and Lothians Road as shown on plan T4/4424 appended to this report.
4. Approves the recommended action to implement waiting restrictions to parts of Moreton Road and Bushbury Lane as shown on plan T4/4426C appended to this report.
5. Approves the recommended action to implement waiting and loading restrictions to parts of Victoria Road and Bickford Road as shown on plan T4/4136B appended to this report.
6. Approves the recommended action to implement waiting restrictions to parts of Fordhouse Road, Elston Hall Lane, Three Tuns Lane, Wood Lane, Sherborne Road, Ringwood Road, Stanley Road, Purcell Road and Whetstone Road as shown on plan T3/1380 appended to this report.
7. Approves the recommended action to implement waiting and loading restrictions to parts of Helming Drive, Friesland Drive and Sigmund Close as shown on plan T4/4152A appended to this report.
8. Approves the recommended action to implement waiting and loading restrictions to parts of Lewis Grove and Lichfield Road as shown on plan T4/4312 appended to this report.
9. Approves the recommended action to implement waiting and loading restrictions to parts of Dace Road and Wednesfield Way as shown on plan T4/4150 appended to this report.
10. 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.
11. Authorises the Chief Operating Officer 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

Merstone Close, Wolverhampton Street – Waiting Restrictions (Plan T4/4297A)

- 2.1 In November 2021 following a request from a resident, proposals for 'no waiting at any time' in parts of Merstone Close and Wolverhampton Street 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. There have also been several collisions within the vicinity of the junction (according the Personal Injury Collision statistics as provided by the Police) in recent years.
- 2.3 Seven representations were received during the consultation period, four of those approved the proposals.
- 2.4 One of the representations who did not live directly in the vicinity of the proposed restrictions still had some concerns over the impact of the available unrestricted parking space if the proposals were to be implemented.
- 2.5 Two of the representations were from residents who live on the corners of the junction and would be directly impacted by the proposed restrictions. These raised concerns over available parking space if the proposed restrictions were implemented. Whilst it is unclear whether these properties have any off road parking provision within curtilage, there are long unrestricted sections of Wolverhampton Street and Merstone Close that are available for residents parking, including nearby parallel parking bays on Wolverhampton Street.
- 2.6 Considering the concerns raised the original proposals have been revised, so that the restrictions at the junction were reduced to the minimum 10 metres either side in accordance with parking guidance in the highway code.
- 2.7 One of the representations then advised that the revised plan was acceptable, but the other still had concerns regarding available on street parking space for themselves should the proposals go ahead.
- 2.8 Given that the proposed restrictions have revised as much as possible, and that the issue we are trying to alleviate includes collisions in the vicinity of the junction which cannot be ignored on road safety grounds, it is recommended that the revised restrictions are implemented as shown on plan T4/4297A. 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 appropriate.

Langley Road, Fareham Crescent – Waiting and Loading Restrictions (Plan T4/4383)

- 2.9 In November 2021 following an internal road safety review, proposals for 'no waiting at any time on any day and no loading at any time on any day' in parts of Langley Road and Fareham Crescent were formally advertised.
- 2.10 The restrictions are required to prevent inappropriate parking that could be affecting visibility for vehicles as it has been identified that there are concerning levels of Personal Injury Collisions in the proposal area.
- 2.11 Two representations were received during the consultation period, one of those who was from a resident who had lived in Langley Road for decades was in favour of the proposals.
- 2.12 The other representation did not directly object but raised concerns about access and parking for a disabled relative. The respondent requested an area in front of their property for a mobility vehicle to park.
- 2.13 We responded highlighting that blue badge holders can apply for an advisory on-street disabled bay, providing that certain criteria are met. It is also worth noting that the restrictions which are immediately nearest to the respondent's property are existing, with this proposal adding restrictions to other areas further away.
- 2.14 As no formal objections were received during the consultation, it is recommended that these restrictions are implemented as shown on plan T4/4383.

Sandy Lane, Aldersley Road, Lower Street, Codsall Road, Lothians Road – Waiting Restrictions (Plan T4/4424)

- 2.15 In November 2021 following requests from several residents and internally highlighted road safety concerns around the junctions, proposals for 'no waiting at any time' in parts of Sandy Lane, Aldersley Road, Lower Street, Codsall Road and Lothians Road were formally advertised.
- 2.16 The restrictions are required as concerns had been expressed regarding inappropriate parking leading to access and visibility issues around the junction areas.
- 2.17 Five representations were received during the consultation period, two of those being in favour of the proposals although these respondents requested that the restrictions to be more extensive.
- 2.18 The three further representations did not object, with one just having questions around the proposals and the other two indicating that they did not see the proposed restrictions as being necessary or would not make any difference.
- 2.19 As no formal objections were received during the consultation, it is recommended that these restrictions are implemented as shown on plan T4/4424.

Moreton Road, Bushbury Lane – Waiting Restrictions (Plan T4/4426C)

- 2.20 In November 2021 following a request from a resident, proposals for ‘no waiting at any time’ in parts of Moreton Road and Bushbury Lane were formally advertised.
- 2.21 The restrictions are required as concerns had been expressed regarding inappropriate parking leading to access and visibility issues around the junction area.
- 2.22 Six representations were received during the consultation period, one being in favour.
- 2.23 The other five representations had initially raised concerns or objected to the proposals as they thought the proposals would prevent access to their driveway or considered that the extent of the restrictions was too great which would cause them other issues.
- 2.24 In response to the above representations, the proposals were revised so that the restrictions in the vicinity of the properties were reduced in length but still at least 10 metres in accordance with the highway code.
- 2.25 The revised plan was circulated to relevant representors, who confirmed that their concerns had been addressed successfully. they subsequently withdrew their objections providing that the revised plan was to be implemented.
- 2.26 Given that there are no outstanding objections, it is recommended that these restrictions are implemented as shown on revised plan T4/4426C

Victoria Road, Bickford Road – Waiting and Loading Restrictions (Plan T4/4136B)

- 2.27 In November 2021 following a request from a resident, proposals for ‘no waiting at any time on any day and no loading at any time on any day’ in parts of Victoria Road and Bickford Road were formally advertised.
- 2.28 The restrictions are required as concerns had been expressed regarding inappropriate parking leading to access and visibility issues around the junction area.
- 2.29 Three responses were received during the consultation period, one being in favour.
- 2.30 One of the representations did not object to the proposals but raised the question of permit parking and use of an unused property in the vicinity for parking. The respondent was informed that permit parking schemes have not proved to be generally viable in Wolverhampton and that the suggestion regarding the use of an unused property is not something within the Highways Authority remit.
- 2.31 One of the representations was from the local shopkeeper on the corner of Bickford Road and Victoria Road who stated that the restrictions would directly impact their business viability as that location was vital to provide on-street parking to support their business.
- 2.32 Given the above feedback and not wanting to unduly impact the local community shop, the proposals were revised so that the proposed restriction directly in front of the shop on

Victoria Road was limited to six metres (leaving nine metres unrestricted in front of the shops). This compromise was offered in tandem with highlighting that white vans seen in the past parked near to the junction of Victoria Road and Bickford Road that could impact visibility for those leaving the junction, should in future try to utilise parking availability next to the shop on Bickford Road

- 2.33 The shopkeeper confirmed that the white vans were from a business on Cannock Road and are not connected to the shop, so a further option was developed and shared with the shopkeeper as shown on plan of T4/4136B. This option proposed changing the unrestricted nine metres in front of the shop to limited waiting 30 minutes no return 2 hours, Monday to Saturday 7am to 6pm. We subsequently received a response indicating that the revised plan was acceptable (with the hope that it would be better for everyone concerned), and consequently the objection was withdrawn.
- 2.34 As there are now no outstanding objections, it is recommended that the restrictions are implemented as shown on the revised plan T4/4136B. 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.

Fordhouse Road, Elston Hall Lane, Three Tuns Lane, Wood Lane, Sherborne Road, Ringwood Road, Stanley Road, Purcell Road, Whetstone Road – Waiting Restrictions (Plan T3/1380)

- 2.35 In November 2021 following several different requests from residents, proposals for 'no waiting at any time' in parts of Fordhouse Road, Elston Hall Lane, Three Tuns Lane, Wood Lane, Sherborne Road, Ringwood Road, Stanley Road, Purcell Road and Whetstone Road were formally advertised.
- 2.36 The restrictions are required as concerns had been expressed regarding inappropriate parking leading to access and visibility issues, including around the local shops, opposite the local car garage business, and housing area access in Purcell Road.
- 2.37 Only one representation was received during the consultation period (despite seventy consultation letters being distributed, and eighteen public notices displayed on lighting columns in the vicinity of the proposed restrictions). The representation received was in favour of the proposals.
- 2.38 No formal objections were received during the consultation. It is therefore recommended that these restrictions are implemented as shown on plan T3/1380.

Helming Drive, Friesland Drive, Sigmund Close – Waiting and Loading Restrictions (Plan T4/4152A)

- 2.39 In November 2021, following requests from several 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 Friesland Drive, Helming Drive and Sigmund Close.
 - 'No waiting at any time on any day' in parts of Friesland Drive.
- 2.40 The restrictions are required as concerns had been expressed regarding inappropriate parking leading to access and visibility issues.
- 2.41 Four representations were received during the consultation period, one of those were in favour of the proposals.
- 2.42 Two of the representations did not object to the proposals, but one had questions regarding the potential of extending the proposed restriction area and the other representation regarding whether future enforcement of restrictions would cover the footway. The respondents were informed that unfortunately the restrictions could not be extended during this current consultation and that the footway would be covered where the restrictions were being proposed as Traffic Regulation Orders apply to the full extent of the highway.
- 2.43 One of the representations objected who was a resident that stated their property is within the turning head area at the eastern end of Helming Drive. The respondent stated that they have no off-road parking and own a van that would need to be parked and would be directly impacted by the proposed restrictions and thought they were specifically being treated unfairly.
- 2.44 With the above information, additional investigations were undertaken, including liaison with other council departments regarding potential access/turning issues. No issues or concerns were raised in this regard.
- 2.45 Given the above, there does not currently appear to be a consistent or significant issue associated with parking in the turning head, the proposals were revised. The amended proposals were developed to meet the parking needs of the respondent but also to keep sufficient space clear in the turning head to accommodate vehicles turning to exit Helming Close.
- 2.46 The revised plan T4/4152A as appended to this report was shared with the respondent who subsequently confirmed that the revised plan was acceptable, and the objection was withdrawn.
- 2.47 As there are no outstanding objections, it is recommended that the restrictions are implemented as shown on the revised plan T4/4152A. 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.

Lewis Grove, Lichfield Road – Waiting and Loading Restrictions (Plan T4/4312)

- 2.48 In November 2021 following a request from a ward councillor and from 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 Lewis Grove and Lichfield Road.
 - ‘No waiting at any time on any day’ in parts of Lichfield Road.
- 2.49 The restrictions are required as concerns had been expressed regarding inappropriate parking leading to access and visibility issues around the junction area and over the bridge.
- 2.50 Four representations were received during the consultation period, all of which were in favour of the proposals.
- 2.51 Given that no formal objections were received during the consultation, it is recommended that these restrictions are implemented as shown on plan T4/4312.

Dace Road, Wednesfield Way – Waiting and Loading Restrictions (Plan T4/4150)

- 2.52 In November 2021 following a request from a resident representative, proposals for ‘no waiting at any time on any day and no loading at any time on any day’ in parts of Dace Road and Wednesfield Way were formally advertised.
- 2.53 The restrictions are required as concerns had been expressed regarding inappropriate parking leading to access and visibility issues around the junction area.

No representations were received during the formal consultation period. It is therefore recommended that these restrictions are implemented as shown on plan T4/4150.

3.0 Evaluation of alternative options

- 3.1 The alternative option would be to leave the highway free from waiting and loading restrictions at Merstone Close, Wolverhampton Street, Langley Road, Fareham Crescent, Sandy Lane, Aldersley Road, Lower Street, Codsall Road, Lothians Road, Moreton Road, Bushbury Lane, Victoria Road, Bickford Road, Fordhouse Road, Elston Hall Lane, Three Tuns Lane, Wood Lane, Sherborne Road, Ringwood Road, Stanley Road, Purcell Road, Whetstone Road, Friesland Drive, Helming Drive, Sigmund Close, Lewis Grove, Lichfield Road, Dace Road and Wednesfield Way, 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 and improve road safety. 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 Merstone Close, Wolverhampton Street, Langley Road, Fareham Crescent, Sandy Lane, Aldersley Road, Lower Street, Codsall Road, Lothians Road, Moreton Road, Bushbury Lane, Victoria Road, Bickford Road, Fordhouse Road, Elston Hall Lane, Three Tuns Lane, Wood Lane, Sherborne Road, Ringwood Road, Stanley Road, Purcell Road, Whetstone Road, Friesland Drive, Helming Drive, Sigmund Close, Lewis Grove, Lichfield Road, Dace Road and Wednesfield Way 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 for Local Safety Schemes – TROs / Signs & Guardrails / Road Markings.

[ES/20012022/H]

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/19012022/A]

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 4297A TRO PLAN

10.2 Appendix 2: T4 4383 TRO PLAN

10.3 Appendix 3: T4 4424 TRO PLAN

10.4 Appendix 4: T4 4426C TRO PLAN

10.5 Appendix 5: T4 4136B TRO PLAN

10.6 Appendix 6: T3 1380 TRO PLAN

10.7 Appendix 7: T4 4152A TRO PLAN

10.8 Appendix 8: T4 4312 TRO PLAN

10.9 Appendix 9: T4 4150 TRO PLAN