

Individual Executive Decision Notice

Report title	Transportation Network Traffic Regulation Order at Ward Grove and Sunset Place	
Decision designation	GREEN	
Cabinet member with lead responsibility	Councillor Steve Evans Cabinet Member for City Environment and Climate Change	
Wards affected	Spring Vale;	
Accountable Director	Ross Cook, Director of City Housing and Environment	
Originating service	Transportation	
Accountable employee	Amanda Millard	Professional Lead Highway Adoptions
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Report to be/has been considered by	Not applicable.	

Summary

This report seeks to agree the implementation of measures at Ward Grove and Sunset Place, to improve safety, encourage sustainable travel and contribute to the effective management of the highway network.

Recommendation for action or decision:

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

1. Approves the recommended action to implement waiting and loading restrictions to parts of Ward Grove and Sunset Place (Plan T4 4416A).
2. Authorises the Chief Operating Officer to implement the relevant traffic regulation orders.
3. Approve an increased capital budget to cover the traffic regulation order fully funded through developer contributions

Signature
Name of Cabinet Member

Date:

Signature
Name of Director

Date:

Signature
Name of Cabinet Member

Date:

Signature
Name of Director

Date:

1.0 Background

- 1.1 This report seeks to agree the implementation of a Traffic Regulation Order (TRO) at Ward Grove and Sunset Place, to improve safety, encourage sustainable travel and contribute to the effective management of the highway network.

2.0 Detail

Ward Grove and Sunset Place - Waiting and Loading Restrictions (Plan T4 4416A)

- 2.1 In October 2021, proposals for 'no waiting at any time on any day/no loading and unloading at any time on any day' in parts of Ward Grove and Sunset Place 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 new children's day nursery.
- 2.3 No objections or representations were received. It is therefore recommended that these restrictions are implemented as shown on plan T4 4416A.

3.0 Evaluation of alternative options

- 3.1 The alternative option would be to leave Ward Grove and Sunset Place free from any restrictions. 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 will allow better flow of traffic and will reduce delays for all vehicles. It will also ensure that the area close to the nursery will be kept free from parked vehicles which will make it safer for children arriving and leaving the nursery with their parents.

5.0 Financial implications

- 5.1 The overall total cost for the TRO listed in this report is £6,000. Approval is sought to increase the Transport Capital Programme budget for TROs to cover these costs on the basis this is fully funded through agreed developer contributions for both the TRO and cost of lining.

[ES/17112021/G]

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/03112021/A]

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 4416A TRO PLAN.