

# Report to Cabinet

**21 June 2023**

<b>Subject:</b>	Parking Charges Policy with Hybrid Working Benefits
<b>Cabinet Member:</b>	Cabinet Member for Environment and Highways, Councillor Danny Millard
<b>Director:</b>	Director of Borough Economy, Alice Davey
<b>Key Decision:</b>	Yes
<b>Contact Officer:</b>	Assistant Director, Highway Services, Robin Weare robin_weare@sandwell.gov.uk

## 1 Recommendations

- 1.1 That the decisions of the Cabinet taken on 20 July 2022 in relation to the review of parking charges policy be updated to include the decisions below following representations at public consultation to accommodate the most significant concerns (see Minute No. 148/22).
- 1.2 That future reviews of the appropriate documents that make up the Sandwell Local Plan consider the appropriate level of parking provision in centres for the future, taking into account the level of redevelopment planned and implemented since the last review, climate change policy and facilitating modal shift through parking management.
- 1.3 That the proposed scales of parking charges are not applied to Sandwell Valley car parks.
- 1.4 That for off-street car parking, the scale of charges be reset including a new low cost 30 minute charge, removing the previous proposals for 2026 and 2027 (subject to the review) as follows:-



## Outside West Bromwich

Up to No. of Hours	2016 To 2023	2023	2024	2025
30 mins	40p	20p	30p	40p
1 hr	40p	50p	60p	70p
2 hrs	80p	£1.00	£1.10	£1.20
3 hrs	£1.20	£1.50	£1.60	£1.70
4 hrs	£1.60	£2.00	£2.10	£2.20
Day	£4.00	£4.00	£4.50	£5.00

## Within West Bromwich

Up to No. of Hours	2016 to 2023	2023	2024	2025
30 mins	40p	40p	60p	80p
1 hr	40p	£1.00	£1.20	£1.40
2 hrs	80p	£2.00	£2.20	£2.40
3 hrs	£1.20	£3.00	£3.20	£3.40
4 hrs	£1.60	£4.00	£4.20	£4.40
Day	£4.00	£8.00	£8.50	£9.00

- 1.5 That parking shall be free of charge at the following times with increased concessions over Christmas.
- On Sundays,
  - Overnight between the hours of 18.00 and 08.00.
  - For Blue badge holders and
  - For all Saturdays in December (except Sandwell Valley)
  - Every Saturday for season ticket holders (except Sandwell Valley)
- 1.6 That short stay on-street parking charges will remain unchanged.
- 1.7 That all long stay season tickets are valid for use at Sandwell Valley car parks on the nominated days covered by the season ticket.
- 1.8 That West Bromwich long stay Season Tickets are valid for all Council long stay car parking on the nominated days.
- 1.9 That the annual charges for long stay season tickets that operate on nominated days of the week be set, on the basis of one season ticket per vehicle, removing the previous proposals for 2026 and 2027 (subject to the review) and based on the representations received that the proposed increases within West Bromwich are reduced and aligned



more closely with charges across the Black Country Authorities as follows.

### Outside West Bromwich

No, of Days per Week	2015	2016 to 2023	2023	2024	2025
1	£175	£140	£40	£45	£50
2	£175	£140	£100	£115	£125
3	£175	£140	£200	£225	£250
4	£175	£240	£300	£330	£350
5	£175	£240	£400	£450	£500

### Within West Bromwich (also valid outside West Bromwich for the same nominated days)

No, of Days per Week	2015	2016 to 2023	2023	2024	2025
1	£390	£140	£60	£70	£80
2	£390	£140	£150	£170	£190
3	£390	£140	£300	£330	£360
4	£390	£240	£450	£490	£530
5	£390	£240	£600	£650	£700

- 1.10 That for all zero emission electric vehicles a 50% reduction in season ticket prices will apply.
- 1.11 That the monthly scales of season ticket charges will be levied at 10% of the annual scales of season ticket charges for car parks either within West Bromwich or outside West Bromwich as appropriate.
- 1.12 That at the few locations where long stay on-street parking charges are necessary, charges will be set to correspond with the off-street scale of hourly parking charges.
- 1.13 That the Off-Street Parking Places order is updated with the following changes.
  - Remove Bull Street Multi Storey, West Bromwich and Morrisons car park and Market Place car park, Wednesbury.
  - Include wording for paying by other means advertised where there is no functioning ticket machine, no refunds for season tickets and



spaces marked for electric vehicle recharging to only be used when actively recharging a vehicle.

- Include West Bromwich Street and Causeway Green Road car parks in the main Off Street Order and revoke the two individual orders.
- Change the operating times for New Street Disabled car park, West Bromwich. At present it is Monday to Saturday 8am to 6pm. New time 7 days a week at any time. This is to keep spaces available for blue badge holders in the evening.
- Include Roway Lane car park, Oldbury.
- Include wording so that bays marked for recharging electric vehicles, disabled badge holders and motorcycles operate at all times. This is to prevent others parking in these bays after 6pm.

1.14 That the income from parking charges is used to meet the cost of car park maintenance, electricity for lighting, business rates, parking management, operation and enforcement, implementation of Traffic Regulation Orders, traffic management and associated statutory road safety functions, to include parking enforcement in front of schools and working with schools to promote road safety and inform parents concerning inconsiderate parking and that the improvement work to car parks scheduled in Appendix A is completed by the end of 2024 and in the event that income exceeds these costs that any remaining funding would contribute to public passenger transport projects or the provision of electric charging points on car parks or active travel projects.

1.15 That the Director of Borough Economy in consultation with the Head of Human Resources and Chief Executive consider mitigations for any employees that are identified as being impacted to a significantly greater extent than others due to the requirements of their job.

1.16 That the Director of Borough Economy be authorised to undertake the necessary public and statutory consultation required to introduce and amend the necessary Traffic Regulation Orders (TRO's) for additional on-street parking restrictions where necessary;

1.17 That that the Cabinet Member for Highways and Environment, in consultation with the Cabinet Member for Finance and Resources, the Director of Borough Economy and the Director of Finance be authorised to review the benchmarking of parking charges against the prevailing rates across the Black Country in 2025 and either confirm that the increases scheduled for 2025 will continue at that level, or require public



consultation on increased rates for 2026 and 2027 to inform a further report to Cabinet for decision.

- 1.18 That the Director of Borough Economy be authorised to implement the approved scales of parking charges and approved recommendations as soon as possible and to implement the approved further increases at the earliest practical opportunity in January of each subsequent calendar year.
- 1.19 That the Director – Law and Governance and Monitoring Officer be authorised to undertake the necessary statutory procedures to bring the approved recommendations into effect.

## 2 Reasons for Recommendations

The reasons for each recommendation are given in sequence as follows

- 2.1 Adjustments are proposed to mitigate the major concerns raised during public consultation from 18<sup>th</sup> August 2022 to 30<sup>th</sup> September 2022 and at a public meeting on 1 February 2023. The recommendations seek to realign parking charges to support the objectives of Climate Change Policy, Carbon Reduction, Air Quality, sustainable transport choices, balancing available parking with demand and to meet the cost of providing and maintaining car parks, parking related services and sustainable transport projects. The recommendations are consistent with approved Council policy to support and facilitate Regional and National policy objectives.
- 2.2 To provide for consistency in future Policy reviews.
- 2.3 Sandwell Valley parking will be considered within a separate review as part of the development of the attraction and would be subject to a separate statutory public consultation.
- 2.4 To confirm the scales of day charges including a new low cost 30 minute charge to assist small businesses. The proposed increases for 2026 and 2027 have been withdrawn pending the review in 2025 detailed in 1.17 to mitigate concerns raised at public consultation.
- 2.5 Confirmation of concessions to assist small businesses with trade in town centres including Saturdays. Additional concessions allowing free



parking on every Saturday during December have been introduced to encourage town centre shopping during the most important trading month of the year.

- 2.6 Confirmation of proposals to maintain passing trade for businesses.
- 2.7 Recommendation 1.7 provides improved value for season tickets in mitigation of the price increases.
- 2.8 Recommendation 1.8 also provides improved value for season tickets in mitigation of the price increases.
- 2.9 The proposed increases within West Bromwich are reduced and aligned more closely with charges across the Black Country Authorities, as follows, to mitigate the concerns raised at public consultation. The proposed increases for 2026 and 2027 have been withdrawn at all locations pending the review in 2025, detailed in 1.17 and 2.17 to mitigate, concerns raised at public consultation.











No, of Days per Week	West Brom Proposed 2023	Walsall 2023	W'ton 2023 Average	Dudley 2023
1	£60	£660	£706	£600
2	£150	£660	£706	£600
3	£300	£660	£706	£600
4	£450	£660	£706	£600
5	£600	£660	£706	£600

- 2.10 A concession to support Climate Change, carbon reduction and air quality objectives by encouraging the use of zero emission vehicles.
- 2.11 To set the monthly scales of charges for season tickets.
- 2.12 To maintain the link between on-street and off-street charges.
- 2.13 To incorporate other updates to the Off-Street Parking Places Order.
- 2.14 To commit to undertaking scheduled improvement works to car parks set out in the appendix. Also, to confirm the approved uses of parking income in response to several objections and two expressions of conditional support for the use of income to be consistent with the policy objectives.
- 2.15 To provide mitigations to any exceptional adverse effects on employees associated with the special circumstances and requirements of the job, in particular Sandwell Children's Trust.
- 2.16 To implement on-street parking restrictions where necessary.
- 2.17 To respond to representations regarding the magnitude of future increases in the scales of parking charges against salary increases in the prevailing cost of living environment. Parking charges will be reviewed in 2025 to either confirm that the increases scheduled for 2025 will continue at that level, or review. A review would require public consultation on proposals to increase rates for the next term to inform a further report to Cabinet for decision.



- 2.18 To reset the implementation date for the approved recommendations. The earliest practical date in the stated months would be dependent on the availability of sub contract engineers and suitable weather conditions for applying new tariffs to display boards.
- 2.19 To implement the legal processes for the recommendations.

### 3. How does this deliver objectives of the Corporate Plan

	People live well and age well: The effective management of Parking and Traffic contribute to safe and efficient roads for local people and visitors, and to the health benefits of sustainable active travel.
	Strong resilient communities: Successful communities needs access to jobs, services and facilities to enable them to remain healthy and vibrant. Appropriate parking provision and the management of traffic on the highway network are an important enabler of this.
	Quality homes in thriving neighbourhoods: Both new and existing residential developments rely on good quality access and links to shops, services and leisure facilities in order for them to be successful. Balancing the demand and supply of on street and off street parking provision facilitates this.
	A strong and inclusive economy: The provision of a high quality, well managed highway network and car parks will reduce journey times and improve journey reliability for Sandwell business who rely on it to connect to their suppliers and customers.
	A connected and accessible Sandwell: The provision of a high quality, well managed highway network and parking is vital to enable Sandwell residents to access jobs, education and services both within and beyond the Borough's boundaries.
	People live well and age well: The effective management of Parking and Traffic contribute to safe and efficient roads for local people and visitors, and to the health benefits of sustainable active travel.

### 4 Context and Key Issues





- 4.1 On 20<sup>th</sup> July 2022 Cabinet gave approval to advertise changes to the Off-Street Parking Places Order, to undertake statutory public consultation and complete the statutory process to implement the approved revisions to the Order. The changes also included an increase in parking charges which also applied to the long stay on-street pay and display bays in West Bromwich and Wednesbury.
- 4.2 The proposed changes to the Off-Street Parking Places Order and long stay on-street parking bays in West Bromwich and Wednesbury were advertised 18<sup>th</sup> August 2022 to 30<sup>th</sup> September 2022. One hundred and sixteen objections have been received and two emails in support of the new charges.
- 4.3 A petition with 464 names was also submitted by the Member of Parliament for West Bromwich East. The petition was submitted after the end of the public consultation period but complies with the Council's Petition Scheme. Legal Services confirm that the petition can be considered by the Cabinet Member for Environment as a consultation response.
- 4.4 The representations were considered by the Cabinet Member for Environment at a public meeting on 1<sup>st</sup> February 2023. Further clarifications and more detail on the objections were provided by Unison on behalf of Council employees, representatives for Sandwell Children's Trust and the West Bromwich BID representing the towns businesses. These are briefly summarised in the Appendix to this report.
- 4.5 This report confirms and adjusts the recommendations approved in the Cabinet report of July 2022 in response to the public consultation representations

**The proposals are based on the following considerations, principles, policy and objectives of the Council.**

#### 4.6 Key Facts and Statistics

- Approximately 130,000 cars and vans are registered in Sandwell
- 48 car parks across the borough and 40 of these are in town centres
- There are 3,059 council operated car parking spaces in the borough
- Charges are applied on 2,798 spaces.
- Around 30% of Sandwell households do not have access to a car or van



- The cost of operating parking and traffic related services is most appropriately borne by those that benefit directly

#### 4.7 Key Policy, Principles and Objectives

- Policy founded on and in support of Statutory duties and functions
- Sustainable transport alternatives and Active travel
- Climate Change Emergency
- Reducing congestion in our town centres and reducing accidents
- Reduced journey times for businesses, commercial traffic, buses.
- Reducing carbon emissions and improving air quality,
- Public Health benefits as a Policy outcome
- To facilitate more working from home,
- The economic benefits of Policy have cross party support in the West Midlands region
- Sustainable Travel investment is a large part of the £168m 5-year capital regeneration programme funded by the DfT

#### 4.8 Alternative Travel Options

- Walking and cycling for short journeys
- Bus routes, frequent services and bus stations in towns
- Metro routes and Metro stations
- Car Share scheme <https://liftshare.com/uk/community/sandwell>
- Fleet/office vehicles available

#### 4.9 Town Centre Considerations

- Restrain long stay demand to free up available parking for short stay use by shoppers and visitors
- Good public transport options are available
- West Bromwich - 5 Metro stops, bus/rail station, Resident Parking Schemes, 20 mph zone, cycling and walking routes.
- New low cost 30-minute charge for short visits to town centres to support passing trade
- Until 2016 West Bromwich sustained parking charges at twice the level of other towns



- Retain existing concessions, Blue Badge, Sundays, Overnight, Christmas, discounts
- Retain 8 free car parks at in less busy towns
- Include free parking on Saturdays for all Season Ticket holders (except Sandwell Valley)

#### 4.10 Mitigations for Cost Increases

- Provide greater flexibility and choice through season tickets
- Discounted season tickets that operate on nominated days of the week.
- More season ticket options to accommodate car use on shopping days and multiple destinations.
- Benchmarked and compared with neighbouring authorities.
- First 3 years proposed charges in the range currently operating in Black Country.
- Income levels in Sandwell similar to other Black Country Authorities
- Car park users in other Black Country Authorities have adapted.
- Neighbouring authorities may increase parking charges in future years.
- 50% discount zero for emission vehicles consistent with whole life carbon emissions
- Review of benchmarking in 2025 to confirm increases for 2026 & 2027

#### 4.11 Use of Income

- The post pandemic costs of the parking service including inflation,
- Car park provision, operation, management, enforcement
- Maintenance, cleaning, electricity for lighting, Business and Water Rates
- Maintenance schedule appended to July 2022 Cabinet Report
- Traffic management related services on the network.
- Implementation and enforcement of Traffic Regulation Orders
- Some road safety functions and school gate parking.
- Public passenger transport projects and active travel projects.

#### 4.12 Mitigations for Sandwell Employees



Representations were made by Trade Unions which relate to specific groups of employees and these will be considered through the appropriate channels.

## 5 Alternative Options

- 5.1 To alternatively fund parking and traffic related services from the general fund would partly rely on subsidy from 30% of Sandwell households that do not have access to a car or van and have less ability to pay.
- 5.2 To leave parking charges unchanged is not recommended as it would miss the opportunity to support the strategic response to the declared Climate Change Emergency, would miss the opportunity to make the most of changes in travel behaviour as experienced during the pandemic, would fail to address supply and demand problems, would miss the opportunity to mitigate against the future increases in demand and associated impacts on safety, the environment, trade for small businesses and local economy and would fail to take the opportunity to encourage working from home and modal shift in transport choice.
- 5.3 The statutory public consultation process allows for the consideration of objections and the proposed adjustments to the recommendations approved by Cabinet in July 2022.
- 5.4 A further option in response to concerns about town centre trade might be to make a 30-minute stay, free for pay and display parking, to encourage passing trade. This not a recommended option as it would increase enforcement costs. This option would still require a no cost pay and display ticket to be issued and displayed (to record time of arrival) to avoid a penalty charge, leading to misunderstanding and an escalation of appeals. The total impact is difficult to estimate but could reduce income by £50,000 to £100,000 per year.



## 6 Implications

<b>Resources:</b>	<p>The response to the climate change emergency, impact of COVID 19, greater levels of home working and the modal shift objective for short journeys reduced parking incomes to levels well below the costs of providing the services for the previous 2 years. The parking account deficit in 2021/22 was £321,700. There are many variables that influence future income levels such as;</p> <ul style="list-style-type: none"><li>• the potential for future virus-related restrictions</li><li>• future trends for working from home</li><li>• the extent to which travel choices change</li><li>• the future viability of town centres</li><li>• the changing nature of town centre use</li><li>• the future economic outlook</li><li>• inflation in the costs of operation and maintenance</li><li>• comparative cost of car use and public transport</li></ul> <p>Amending fees and charges as a result of the public consultation is forecast to result in reduced income when compared with the fees and charges recommended in the Review of Parking Charges Policy Report of 20th July 2022. The extent of the reduction in income depends on the effect of the reduced incentives for modal shift and hybrid working and the reduced extent to which drivers make sustainable travel choices. However, the proposed scale of charges is expected to guard against future income deficits to the revenue account that is used to fund essential parking and traffic management related services. It is also expected that sufficient income would be generated to cover the cost of the £60,000 to £80,000 of maintenance work scheduled in the Appendix. Parking services income provides for the maintenance, operation and enforcement of car parks, enforcement on street, including around hospitals and schools gate parking, meeting requests for new traffic regulation orders, resident parking schemes, car park lighting electricity charges, business and water rates. In the event that there is a surplus of income, over the cost of parking and traffic related services, the surplus</p>
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	<p>would be used for purposes permitted by the Road Traffic Regulation Act 1984 such as projects to benefit public passenger transport, electric vehicle charging points on car parks and active travel schemes as an alternative to the use of the private car.</p> <p>The future economic outlook is less positive than in recent years with the expectation of significant post pandemic realignment of Government spending and taxation policies together with the effects of post pandemic inflation. The associated restraint in economic growth could offset benefits near term.</p>
<b>Legal and Governance:</b>	<p>Legal and Governance: Traffic Regulation Orders are made by the Highway Authority under the provisions of the Road Traffic Regulation Act 1984 that includes the permitted uses of income.</p> <p>The Council has powers under the Road Traffic (Permitted Parking Area and Special Parking Area) (Metropolitan Borough of Sandwell) order 2000, to carry out enforcement activities relating to parking contraventions within the Borough.</p> <p>The Road Traffic Regulations Act 1984 and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, applies for parking in car parks and on street parking.</p> <p>Sections 35C and 46A of the Road Traffic Regulation Act 1984 has been amended by the Parking Places (Variation of Charges) Act 2017. The Parking Places (Variation of Charges) Act 2017 requires the Highway Authority to undertake public consultation in addition to publishing and issuing a Notice of Variation under regulation 25 Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.</p>
<b>Risk:</b>	<p>There are no direct risk implications resulting from the course of action recommended in this report that seek to provide a sustainable solution to parking demand and funding for the service in a way that promotes sustainable transport, active travel and mitigates the climate change emergency.</p>
<b>Equality:</b>	<p>By initial inspection it is not believed that this decision discriminates against the protected characteristics. The requirements of the Equality Act 2010 are</p>





	included in Policy to draw attention to the detail of, and the need to comply with, the Act
<b>Health and Wellbeing:</b>	It is increasingly recognised that an appropriately managed and maintained and up to date sustainable transport provision is needed to support significant economic growth and the associated social well-being benefits. To maximise the benefits of economic investment programmes requires balancing parking demand with supply in a way that encourage active travel and deliver 2030 ambitions. The greater activity levels associated with using sustainable transport options promote healthy lifestyles. The air quality benefits of sustainable transport and reductions in congestion also have health benefits
<b>Social Value</b>	There are no implications for social value directly arising from this report.
<b>Climate Change:</b>	The recommendations seek to realign parking charges to support the objectives of Climate Change Policy, Carbon Reduction, Air Quality, sustainable transport choices, active travel and public health benefits. The recommendations are consistent with approved Council policy to support and facilitate Regional and National policy objectives.
<b>Corporate Parenting:</b>	A statutory public consultation has been undertaken to establish the views of all stakeholders. One hundred and eighteen representations from all stakeholders were set out in the decision-making report of 1 <sup>st</sup> February 2023 and considered by the Cabinet Member for Environment at a public meeting in making his decision.



## 7. Brief Summary of Points made at the Meeting on 1<sup>st</sup> February 2023

### TU Representatives - Unison Branch Secretary

Since 2010 pay in LG has reduced by 25% compared to cost of living  
In particular concerned about the costs of annual parking passes –  
penalises those staff who attend the workplace

The proposal of an increase outside West Brom of 150% adds to the  
pressure for staff.

West Bromwich is also affected in a significant way and this will impact  
staff adversely – how can a library assistant earning £22K per annum  
attending work afford to park a car with increases from £240 per annum  
to £1,200 p.a.

Not all live near to public transport – personal circumstances may make  
public transport unfeasible to use.

Inequity across Borough as those in West Brom will be affected  
adversely compared to those working on the same salary elsewhere.

### West Bromwich BID Manager

Proposals will affect businesses and shoppers who attend town centre –  
taking footfall away and this will not help businesses.

Regarding short of parking and car parks in West Brom. The increases  
in charges will reduce footfall in the town centre – increase will take  
shoppers away, businesses will suffer as there are already issues with  
the cost of living impact. Would like to see charges reduced.

### Sandwell Children's Trust

Access to car parking spaces - £108 for 1 person to park in car parks  
across Borough – staff visiting numerous locations. Expectation staff will  
be 3 days per week in office on a flexible basis so 3 day permit for  
nominated days does not work.

Equalities issues.

Recruiting social workers difficult where other Boroughs offer 2 hours  
free parking for first 2 hours.



## 8. Background Papers

Report to the Cabinet Member for Environment 1<sup>st</sup> February 2023 - Advertising Changes to The Off-Street Parking Places Order and Long Stay On-Street Parking Charges. Consultation Response.

Report to Cabinet on Parking Charges Policy – July 2022.



# APPENDIX

## Car Park Improvement & Maintenance Plan

Car Park	Town	Work Required
41 Pay and Display Car Parks	All	New tariff signs when parking charges change.
41 Pay and Display Car Parks	All	New software for ticket machines to allow for tariff changes.
John Street	West Bromwich	Paint lighting columns
Temple St/Frederick St	West Bromwich	Paint lighting columns
Thomas St/George St	West Bromwich	Paint lighting columns
Victoria Street	West Bromwich	Paint lighting columns
Corngreaves Road	Rowley	Paint lighting columns
Highgate Street North (Opp. 127)	Rowley	Paint lighting columns
Northgate/Prince St	Rowley	Paint lighting columns
Short Street	Rowley	Paint lighting columns
Hawkes Lane	Wednesbury	Paint lighting columns
Hill Top	Wednesbury	Paint lighting columns
Ridding Lane	Wednesbury	Paint lighting columns
Spring Head	Wednesbury	Paint lighting columns
Upper High Street	Wednesbury	Paint lighting columns
Gilbert Road (adj. 112) East	Smethwick	Paint lighting columns
Gilbert Road (adj. 108) West	Smethwick	Paint lighting columns
Shireland Road	Smethwick	Paint lighting columns
Stony Lane	Smethwick	Paint lighting columns
High St (Princes End) North	Tipton	Paint lighting columns
High St (Princes End) South	Tipton	Paint lighting columns
Market Place, Great Bridge	Tipton	Paint lighting columns
Whitehall Road, Great Bridge	Tipton	Paint lighting columns
Arden Grove	Oldbury	Paint lighting columns
Causeway Green Road	Oldbury	Paint lighting columns
Langley High Street	Oldbury	Paint lighting columns
Low Town	Oldbury	Paint lighting columns
Victoria Street	West Bromwich	Remark and alter layout to provide wider bays and improve space to access disabled bays. Repair fencing.
Arden Grove	Oldbury	Paint fencing
Langley High Street	Oldbury	Paint fencing
Roway Lane	Oldbury	New height barrier, fencing/bollards and lining bays. Cut back vegetation/remove weeds, new information sign.
West Bromwich Street	Oldbury	Repair triprail fence, possible speed humps, ongoing treatment of weeds damaging surfacing.
High Street (South) Princes End	Tipton	Repair fencing or replace with hoop barriers.
Market Place, Great Bridge	Tipton	Full resurface or patch repair with micro asphalt and remark with slight amendment to bays.
Corngreaves Road	Rowley	Repair triprail fence.
Graingers Lane	Rowley	Paint bollards
Lower High Street (East)	Rowley	Remark lining. Consider speed humps as car park used as 'short cut' to avoid queues at junction.
Park Street	Rowley	Patch repair and micro asphalt.
High Bullen	Wednesbury	Patch repairs and micro asphalt. Paint perimeter fence.
Ridding Lane	Wednesbury	Micro asphalt.
Spring Head	Wednesbury	Paint perimeter fence.
St Pauls Road	Smethwick	Remark

