

Sandwell Metropolitan Borough Council

(SMETHWICK, VARIOUS ROADS, PROHIBITION OF WAITING)
(TRAFFIC REGULATION ORDER) 2017

Action Taken Under Delegated Powers

21st March 2017

Review of Parking Restrictions

1. Summary Statement

1.1 Approval is sought to make Sandwell Metropolitan Borough Council, (Smethwick, Various Roads, Prohibition of Waiting) (Traffic Regulation Order)2017 to increase existing and introduce additional Waiting restrictions in parts of Smethwick, to control parking where problems have been brought to the Councils attention.

1.2 The proposed restrictions are;

- Abbey Road, Smethwick. Introduce a length of No Waiting at Any Time at the park entrance opposite Woodbourne Road to protect entrance and prevent obstructive parking.
- Adkins Lane, Smethwick. Extend existing No Waiting at Any Time on the north side in a westerly direction, up to and including the junction with Bishopton Road, to prevent obstructive parking on a narrow section of road, protecting the junction improving access, visibility and road safety.
- Beechwood Road, Smethwick. Introduce No Waiting at Any Time at its junction with Devon Road, to protect junction and improve road safety.
- Hamilton Road, Smethwick. Introduce No Waiting at Any Time at its junction with Rathbone Lane to protect the junction and improve road safety.

- Lightwoods Hill, Smethwick. Introduce No Waiting at Any Time at the 'pavilion' park entrance to prevent obstructive parking increase visibility and improve road safety.
- Messenger Road, Smethwick. Introduce No Waiting at Any Time both sides at the western end of the road to keep the turning area clear and prevent obstructive parking

As shown on drawing set 39,386 S/4

- 1.3** The changes are subject to consultation in conjunction with the advertising of the Traffic Regulation Order. Any unresolved objections would need to be reported back to the Cabinet Member for a decision.
- 1.4** The cost to implement the Traffic Regulation Orders including advertising, new signs and lining would be in the region of £4,000 and would be funded from the Local Transport Plan Account.

Further details are attached for your information

2. Recommendation

- 2.1 That the proposed restrictions shown on drawing set 39,386 S/4 are advertised for the statutory consultation.
- 2.2 That subject to no objections the Legal Services Manager be authorised to seal the relevant Order(s).
- 2.3 That the Director of Regeneration & Economy submits a further report to the Cabinet Member for Highways and Environment on unresolved Objections to the Traffic Regulation Order.

In accordance with the authority delegated to Directors to act on matters within the authority delegated to them under Part 3 of the Council's Constitution, I intend to take the action(s) recommended above.

I ~~do~~/do not have an interest to declare in this matter



Nick Bubalo
Director of Regeneration & Economy
Date 22 March 2017

Contact Officer

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21/3/17

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3. **Strategic Resource Implications**

- 3.1 The Corporate Risk Management Strategy has been complied with – to identify and assess the significant risks associated with this decision/project. This includes (but is not limited to) political, legislation, financial, environmental and reputation risks.
- 3.2 Based on the information provided, it is the officers' opinion that for the significant risks that have been identified, arrangements are in place to manage and mitigate these effectively. This assessment has identified there are no current "red" risks that need to be reported.
- 3.3 The costs to implement the Traffic Regulation Order will be in the region of £4000 and be funded from the Local Transport Plan Account.

4. Legal and Statutory Implications

- 4.1 Traffic Regulation Orders are made by the Highway Authority under the provisions of the Road Traffic Regulation Act 1984 and place various restrictions on traffic in their area.
- 4.2 Under the Road Traffic (Permitted Parking Area and Special Parking Area) (Metropolitan Borough of Sandwell) Order 2000 the Council has civil enforcement powers to carry out enforcement activities relating to parking contraventions within the Borough.

5. Implications for the Council's Scorecard Priorities

- 5.1 The principal benefits associated with Traffic Regulation Orders, that assist in meeting the Council's scorecard priorities, are mitigating unsafe, illegal and inconsiderate parking, reducing traffic congestion, maintaining good access and improving equality have a positive effect on Sandwell as a good place for local communities and visitors.

6 Background Details

- 6.1 Implementation of waiting and loading restrictions involves consulting statutory undertakers, emergency services, local ward members and frontages directly affected.

Requests directly from Councillors.