

Sandwell Metropolitan Borough Council

The Borough Council of Sandwell
(Sandwell Borough, Waiting and Loading Restrictions)
(Traffic Regulation Order No.13) 2017.

Action Taken Under Delegated Powers

21st March

Review of Parking Restrictions

1. Summary Statement

1.1 Approval is sought to introduce changes to Waiting restrictions in parts of the Borough to control parking where problems have been brought to the Councils attention.

1.2 The proposed restrictions are;

- Alwin Road, Blackheath. Introduce No Waiting at any time fronting 33-34 to protect rear access and prevent obstructive parking.
- Anville Walk, West Bromwich. Introduce No Waiting at any time from its junction with Carden Close both sides to prevent obstructive parking and improve road safety, and replace existing No Waiting Mon-Sat 8am to 6pm with No Waiting at Any Time on the south side of Carden Close.
- Bleakhouse Road . Extend existing No Waiting at any time on the west side to cover the unrestricted section between the junctions with Causeway and Regis Road.
- Bleakhouse Road and Broadway Junction. Extend No Waiting at any time both sides east and south and replace existing No waiting Mon – Fri 8am-9.30am and 3pm-4.40pm with No waiting At any time to prepare for the introduction of a traffic light controlled junction.
- Cardale Street, Blackheath. Extend existing No Waiting at any time in a south-easterly direction from its junction with Park Street to prevent obstructive parking and improve visibility and road safety.

- Harcourt Road, Cradley Heath at its junction with Codsall Road and Trejon Road. Introduce No Waiting at any time to protect the junction and prevent obstructive parking.
- Cokeland Place, Cradley Heath. Introduce a loading bay on the west side and No Waiting at any time at its junction with Graingers Lane to prevent obstructive parking and improve road safety.
- Cornwallis Road, West Bromwich. Introduce additional No Waiting at any time on the west side to protect works access and improve road safety.
- Denbigh Road, Tipton. Introduce No Waiting at Any Time both sides adjacent to the junction with Horseley Heath to protect the works access and improve road safety.
- Elm Terrace, Tividale. Introduce No Waiting at any time both sides on the bend fronting No's 13 and 14 to improve visibility and prevent obstructive parking.
- Timbertree Road, Cradley Heath. Introduce No Waiting at Any Time at its western junction with Haden Park Road to protect the junction and improve road safety.
- Halesowen Road, Cradley Heath. Remove a section of No Waiting Mon – Sat 8am – 6pm fronting No's 4-10 and introduce the same on the opposite side of the road from Bluebell Road to the Borough Boundary.
- Heath Street, Rowley Regis. Introduce No Waiting at any time on the west side fronting the church and covering the road opposite the junction with Cross Street to prevent obstructive parking.
- Hoylake Drive, Tividale. Extend the existing No Waiting At Any Time restriction on the south side from its junction with Oakham Road to its junction with Sunningdale Drive to prevent obstructive parking.
- Lyttleton Street, West Bromwich. Introduce No Waiting at any time on the south side fronting 14-21 and at its junction with Blacksmith Way to protect access and prevent obstructive parking.
- Moat Road, Oldbury. Relocate existing School Entrance markings to cover new entrances and extend time period from 8am-4pm to 7am-6pm.
- Matty Road, Oldbury. Introduce No Waiting at any time at the new school car park entrance to prevent obstructive parking.

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- Orchard Close, Rowley Regis. Extend the existing No Waiting at Any Time approximately 18m on the east side to prevent obstructive parking.
- Pleasant Street, West Bromwich. Introduce No Loading Mon-Sat 8am-6pm at its junction with Newhall Street to prevent obstructive parking.
- Regent Road, Tividale. Extend existing No Waiting Mo-Fri 8am-4pm to cover 59-61 to protect residents access.
- Sandgate Road, Tipton. Introduce No Waiting at any time on the west side from and including its junction with Henn Street to the residents parking bay at its northern extent to prevent obstructive parking.
- Saxon Drive Rowley Regis. Introduce No Waiting at any time both sides on the bend to prevent obstructive parking and improve visibility and road safety.
- Station Street, Cradley Heath. Extend existing No Waiting at Any Time on the north side to cover access to 12-19 and introduce another length to cover access to No10 to protect works access points.
- Cradley Road, Cradley Heath. Reduce the limited waiting time on all three bays from 2hrs no return within 3hrs to 1hr no return within 2hrs. to increase the turnover in parking for the businesses.
- The Grove, Rowley Regis. Introduce No Waiting at Any Time at its junction with Central Avenue to protect the junction and improve road safety.
- Titford Road, Oldbury. Introduce No Waiting at any time around the turning head at the rear of 9-15 Broad Street to prevent obstructive parking and protect accesses.
- Tromans Close, Cradley Heath. exiting No Waiting at any time both sides up to and including its junction with Barrs Road to prevent obstructive parking and improve road safety.
- Vicarage Street, Oldbury. Introduce No Waiting at any time at its junction with Vicarage to prevent obstructive parking protect access points and improve road safety, also Introduce No Waiting at any time between 1 and 1a to protect access to garages.
- West Avenue, Tividale. Introduce No Waiting at any time at the end of the road to prevent obstructive parking and protect residents access.

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- Whitehall Road, Cradley Heath. Introduce No Waiting at any time at the entrance to Macarthur Gardens to prevent obstructive parking and improve road safety.

All changes are shown on drawing set 39,249 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 amend the Traffic Regulation Orders including advertising, new signs and lining would be in the region of £7,500 and would be funded from the Parking Account.

Further details are attached for your information

2. **Recommendation**

- 2.1 That proposed restrictions in the Borough Council of Sandwell (Sandwell Borough, Waiting and Loading Restrictions) (Traffic Regulation Order No.13) 2017 be made to include the waiting restrictions as detailed in 1.2 and shown drawing set 39,249 S/4.
- 2.2 That the proposed restrictions in the Borough Council of Sandwell (Sandwell Borough, Waiting and Loading Restrictions) (Traffic Regulation Order No.13) 2017 are advertised for the statutory consultation.
- 2.3 That the Director of Regeneration & Economy submits a report to the Cabinet Member for Highways and Environment on unresolved matters.
- 2.4 That the Director - Governance be authorised to seal the Borough Council of Sandwell (Sandwell Borough, Waiting and Loading Restrictions) (Traffic Regulation Order No.13) 2017

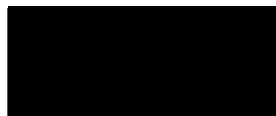
In accordance with the authority delegated to Directors to act on matters within the authority delegated to them under Part 3 of the Council's Constitution, I intend to take the action(s) recommended above.

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


Nick Bubalo
Director of Regeneration & Economy

Date 22/3/17

Contact Officer
Robin Weare –
Service Manager Highways –
0121 569 4171



21/3/17

The Borough Council of Sandwell (Sandwell Borough, Waiting and Loading Restrictions) (Traffic Regulation Order No.13) 2017.

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 £7500 and would be funded from the Parking account.

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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 Proposed Restrictions taken from 'TRO Requests' List
- 6.2 Implementation of waiting and loading restrictions involves consulting statutory undertakers, emergency services, local ward members and frontages directly affected.