

**Sandwell Metropolitan Borough Council**

The Borough Council of Sandwell  
(Consolidation of Waiting and Loading Restrictions)  
(Traffic Regulation Order No.14) 2018.

**Action Taken Under Delegated Powers**

**March 2018**

**Review of Parking Restrictions**

**1. Summary Statement**

**1.1** Approval is sought to consolidate and 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;

- Bloomfield Terrace, Tipton. Introduce No Waiting at any time on the inside corner fronting No28, to prevent obstructive parking and improve road safety.
- Catherton Close, Tipton. Introduce No waiting at any time at its junction with and including Farmer Way to protect the junction and improve road safety.
- Century Road, Oldbury. Introduce no waiting at any time at its junctions with and including Polar Road and Mckean Road to protect junctions and improve road safety.
- Coneygree Road, Tipton. Introduce further No waiting at any time on the west side filling in any remaining gaps from the junction with Sedgley Road east as far as the junction with Fisher Street to prevent obstructive parking adjacent to the new school.
- Doughty Close, Tipton. Introduce No waiting at any time in the turning head to protect access to parking areas for properties 1 to 60.

- Great Bridge , Tipton. Reduce the existing waiting time on the north side fronting No's 49 to 67 from 2 hours no return within 3 hours to 1 hour no return within 2 hours in order to increase the turnover in short stay parking.
- Green Street, Oldbury. Remove a 14.5 metre section of residents parking replacing it with No waiting at any time to protect access to off street parking places fronting Crown House.
- Greets Green Road, West Bromwich. Introduce No Waiting at any time across entrance to Queens Court Trading Estate to prevent obstructive parking improve visibility and road safety.
- Hales Way, Oldbury. Extend existing No Waiting time on the north-eastern side for its entire length and around the turning head to prevent obstructive parking and improve road safety.
- Hallbridge Way, Tipton. Introduce no waiting at any time across the access to Cross Quays Business Park to prevent obstructive parking.
- Heath Street, Blackheath. Fill the gap in the existing No waiting at any time on the east side between the junctions with Beeches Road and Nash Close to prevent obstructive parking and improve road safety.
- Heritage Way, Tipton. Introduce No waiting at any time at the junction with Churchyard Road to protect the junction and improve road safety.
- High Street, Princes End. Introduce a length of No Waiting at any time to protect access to business premises and improve road safety.
- John's Lane, Oldbury. Introduce No Waiting at any time on the east side from the existing Red Route to cover the access to the car park preventing obstructive parking and improving road safety.
- Kesteven Road, West Bromwich. Introduce No Waiting at any time on the west side from its junction with Clarkes Lane for 100 metres and at and including the junctions with Clarkes Lane and Essex Avenue to prevent obstructive parking and improve road safety.
- Lissimore, Drive Tipton. Introduce No Waiting At Any time at and including the junction with Groveland Road to prevent obstructive parking and improve road safety.
- Lombard Street, West Bromwich. Remove existing disabled parking bay and extend the existing Pay and Display to replace it.

- Marsh Lane, West Bromwich. Remove existing (redundant) School Entrance restriction and extend existing no waiting at any time from the junction with Clarkes Lane to replace it.
- New Meeting Street, Oldbury. Introduce No Waiting at any time both sides from its junction with Queen Street in an easterly direction for the entire (adopted) length.
- Phoenix Street, West Bromwich. Introduce No Loading Mon – Sat 7am to 7pm on the east side from the junction with Carden Close covering the existing No Waiting at any time restriction up to and including a section of Ryders Green Road to prevent obstructive parking and improve road safety.
- Roebuck Lane, West Bromwich. Introduce a section of No Waiting at any time opposite the junction with Devereux Road to protect access to business premises and improve road safety.
- Roway Lane, Oldbury. Introduce No Waiting at any time across the junction with Astle Drive to improve Road safety and visibility
- Summerfield Avenue, West Bromwich. Rezone residents parking from WB1 to WB13 to prevent permit abuse by residents from other areas with same zone using it for free shopping parking.
- Thunderbolt Way, Tipton. Introduce No Waiting at any time on the inside bend fronting 54 – 56 Thunderbolt Way to prevent obstructive parking and improve road safety.
- Tipperary Walk, Oldbury. Extend / Introduce No Waiting at Any time at junctions and introduce a length of No Waiting Mon to Fri 8am to 4pm on the west side adjacent to No.1 to prevent obstructive all day parking.
- Toll End Road, Ocker Hill. Introduce No Waiting at any time on the east side fronting No's 111 - 114 to prevent obstructive parking on build out and access to parking area to rear improving visibility and road safety.
- Trinity Road North, West Bromwich. Introduce section of No waiting at any time on the east side between No's 2 and 10 to protect access to business premises.
- Vicarage Road, Oldbury. Introduce No Waiting and No Loading at any time at and including its junction with Vicarage Street to protect the junction and improve road safety.

- Watery Lane, Tipton. Extend existing No Waiting at any time at its junction with Alexandra Road and the entire length on the east side. To prevent obstructive parking and protect access to business premises.
- West Bromwich Street, Oldbury. Introduce a 19 metre long limited waiting bay (Mon to Sat 8am to 6pm 30mins no return within 1hour) on the west side from the end of the existing Red Route to facilitate a quick turnover in order to service the mobile café.
- Western Drive, Tipton. Introduce No Waiting at any time at and including its junction with Farmer Way to protect the junction and improve road safety.

All changes are shown on drawing set 39,418 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 (Consolidation of Waiting and Loading Restrictions) (Traffic Regulation Order No.14) 2018 be made to include the waiting restrictions as detailed in 1.2 and shown drawing set 39,418 S/4.
- 2.2** That the proposed restrictions in the Borough Council of Sandwell (Consolidation of Waiting and Loading Restrictions) (Traffic Regulation Order No.14) 2018 are advertised for the statutory consultation.
- 2.3** That the Executive Director Neighbourhoods submits a report to the Cabinet Member for Highways and Environment on unresolved matters.
- 2.4** That the Director – Monitoring Officer be authorised to seal the Borough Council of Sandwell (Consolidation of Waiting and Loading Restrictions) (Traffic Regulation Order No.14) 2018

[IL1: PROTECT]

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



**Dr. Alison Knight**  
**Executive Director Neighbourhoods,**

Date

Contact Officer

Robin Weare –

Service Manager Highways -\_0121 569 4171

Signature:



**The Borough Council of Sandwell (Consolidation of Waiting and Loading Restrictions) (Traffic Regulation Order No.14) 2018.**

**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.

#### **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.