

Sandwell Metropolitan Borough Council

Action Taken Under Delegated Powers

August 2018

**(Cradley Heath, Forge Lane – Foxoak Street)
Proposed Variation to the Existing Experimental Red Route Order**

1. Summary Statement

- 1.1 On the 22nd March 2017 the Director of Regeneration and Economy approved the implementation of an Experimental Red Route Order for Forge Lane – Foxoak Street, Cradley Heath
- 1.2 Since the making of the Experimental Traffic Regulation Order on 4th May 2017, the following proposal for amendments to the Experimental Traffic Regulation Order have been received:
- i) Provide a loading bay on the north side of Forge Lane to facilitate existing businesses.

An equality impact assessment was not required as the proposals concern legal procedures which are non-discriminatory in nature

Further details are attached for your information

2. Recommendation

2.1 That approval be given to undertake the necessary statutory consultation to amend the (Cradley Heath, Forge Lane – Foxoak Street) (Experimental Red Route Order) in the following manner:

- i) Provide a Loading bay on the north side of Forge Lane fronting M&H Fireplaces

this will be Loading Only at Any Time, Maximum Stay 20 minutes.

2.2 The Director of Governance be authorised to affix the common seal of the Borough Council of Sandwell to the (Cradley Heath, Forge Lane – Foxoak Street) (Experimental Red Route Order) Variation No.1 2018 into effect.

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



Amy Harhoff

Director of Regeneration and Growth

Date 8/8/2018

Contact Officer

Robin Weare
Service Manager Highways - 0121 569 4171



19/8/18

Mark Bodley Legal Manager

3. Strategic Resource Implications

Minimal cost of lining and two new signs, approximately £250 which will be met by the parking account ,

4. Legal and Statutory Implications

An Experimental Traffic Order is made under section 9 and section 10 of the Road Traffic Regulation Act 1984 ,

Experimental Orders are used in situations that need monitoring and reviewing. These can last no more than eighteen months before they are abandoned, amended or made permanent.

There is no public consultation required prior to the making of an experimental order, however there is a 6 month public consultation period from the date of making the order, that allows representations to be submitted based on the experience of the traffic scheme in operation. After that period, the scheme may be modified or varied in which case there will be a further 6 months consultation period, or revoked if it fails to achieve its stated objective, or made permanent.

5. Implications for the Council's Corporate Priorities

There are no Implications for the Council's Corporate Priorities.

6. Background Details

Request for loading bay arose through ongoing liaisons between the businesses and Sandwell engineers regarding the problem with drivers refusing to stop to load unload on the red route when the vehicles were unable to stop on the business frontage due to the size of vehicle, therefore affecting the normal running of the business. The experimental order expires on the 4th November 2018 at which time it will be decided whether to abandon or make the order permanent.

Source Documents

None.