

SANDWELL METROPOLITAN BOROUGH COUNCIL

The A34 (Metropolitan Borough of Sandwell) (Red Route) Order 2009

Sandwell Metropolitan Borough Council ("the Council") in exercise of its powers under Sections 9 and 10(2) of the Road Traffic Regulation Act 1984 (as amended) ("the Act") and of all other enabling powers and after consulting the Chief of Police in accordance with Part III of Schedule 9 to the Act, hereby makes the following Order: -

Commencement and citation

1. This Order may be cited as the "The A34 (Metropolitan Borough of Sandwell) (Red Route) Order 2009", and shall come into operation on the 7th July 2009.

Interpretation

2. (1.) In this Order: -
 - (a) a reference to an article followed by a number is a reference to the article of this Order so numbered;
 - (b) "authorised person" means an employee or agent of the Council authorised to exercise all or any of the functions of the Council under this Order;
 - (c) "licensed taxi" has the same meaning as in Section 13(3) of the Transport Act 1985;
 - (d) "bus" has the same meaning as in regulation 22 of the Traffic Signs Regulations and General Directions 2002;
 - (e) "red route bus stop clearway" means a part of the red route indicated by a continuous red line 300mm wide at the edge of the carriageway;
 - (f) "red route bus stop" means a part of the red route bounded by the broken yellow lines comprised in the road marking in diagram 1025.1, 1025.3 or 1025.4 in Schedule 6 to the Traffic Signs Regulations and General Directions 2002 on which the words "bus stop" are marked;
 - (g) "red route bus stand" means a part of the red route bounded by the broken yellow lines comprised in the road marking in diagram 1025.1, 1025.3 or 1025.4 in Schedule 6 to the Traffic Signs Regulations and General Directions 2002 on which the word "bus stand" are marked;
 - (h) "carriageway" has the same meaning as in section 329 (1) of the Highways Act 1980;
 - (i) "cause" includes permit, and causing shall be construed accordingly;
 - (j) "disabled person's badge" and "parking disc" have the same meaning as in regulation 3 (1) of the Local Authorities' Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000, and "relevant position" has the same meaning as in regulation 4 of those regulations;
 - (k) "pedal cycle" and "local service" and "taxi rank" have the same meaning as in regulation 4 of the Traffic Signs Regulations and General Directions 2002;

- (l) "the Plan Index" means the (sealed) sheet with that title in this Order, that records plans that are current for the purposes of interpretation of this Order;
 - (m) "the plan" means a plan the number of which is recorded as current in the plan index; "restricted hours", "specified hours", "maximum period" and "no return interval" means the times and durations specified on the plans in this Order;
 - (n) "Shading Type 1", "Shading Type 2", "Shading Type 3", "Shading Type 4", "Shading Type 5", "Shading Type 6" and "Shading Type 7" mean the types of shading so described on the plans in this Order;
 - (o) "the red route" means the areas of roads enclosed within the marking on the plans in this Order;
 - (p) "vehicle" includes any part of a vehicle.
- (2) The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

General prohibition of stopping

3. Subject to the provisions of articles 4, 5, 6, 7, 8, 9 and 10 no person shall cause any vehicle to stop in the red route during the restricted hours.

Additional prohibition of stopping

4. (1) Subject to the provisions of articles 4, 5, 6, 7, 8, 9 and 10 no person shall cause any vehicle to stop at any time in any part of the red route shown by shading Type 1 on the plans in this order.
- (2) Subject to the provisions of articles 9 and 10(1), (3), (4) and (5) no person shall cause any vehicle to stop at any time in a red route bus clearway shown by shading Type 2 on the plans in this order.

Exemptions for parking

5. The controls specified in articles 3 and 4(1) do not apply in respect of a person causing a vehicle to be parked at the edge of the carriageway on a part of the red route shown by shading Type 3 on the plans in this Order, during the specified hours for parking, for a period not exceeding the maximum period of parking, provided that not less than the no return interval has elapsed since the vehicle was last parked on any part of the same area of the red route.

Miscellaneous exemptions for parking

6. (1) Buses: The controls specified in articles 3 and 4(1) do not apply in respect of a person causing a bus to be parked at the edge of the carriageway on a part of the red route shown by shading Type 4 and identified as bus parking on the plans in this Order, during the specified hours for parking, for a period not exceeding the maximum period of parking, provided that not less than the no return interval has elapsed since the vehicle was last parked on any part of the same area of the red route.
- (2) Doctors' vehicles: The controls specified in articles 3 and 4(1) do not apply in respect of a person causing a vehicle to be parked at the edge of the carriageway on a part of the red route shown by shading Type 4 and identified as doctor parking on the plans in this Order, during the specified hours for parking, provided that—
 - (a) there is displayed in the windscreen of the vehicle a permit issued by Sandwell Metropolitan Borough Council to a medical practitioner and which specifies—
 - (i) the name of the medical practitioner to whom it was issued, and
 - (ii) the premises in relation to which it applies; and
 - (b) the vehicle was parked by, or with the permission of, the medical practitioner whose name is specified on the permit and for so long only as the person who parked the vehicle is engaged in work at the premises specified on the permit.
- (3) Solo motor bicycles: The controls specified in articles 3 and 4(1) do not apply in respect of a person causing a motor bicycle without a side-car to be parked at the edge of the carriageway on a part of the red route shown by shading Type 4 and identified as motor cycle parking on the plans in this Order, during the specified hours for parking.

Exemptions for loading and unloading

7. The controls specified in articles 3 and 4(1) do not apply in respect of a person causing a vehicle which is being loaded or unloaded to stop at the edge of the carriageway on a part of the red route shown by shading Type 6 or Type 7 on the plans in this Order, during the specified hours for loading, as long as is needed to load or unload the vehicle or 20 minutes, whichever is less, provided that not less than 20 minutes has elapsed since the vehicle was last parked on any part of the same area of the red route.

Exemptions for disabled persons

8. (1) The controls in articles 3 and 4(1) do not apply in respect of a person causing a vehicle displaying a disabled person's badge in the relevant position to park at the edge of the carriageway on a part of the red route shown by shading Type 3 on the plans in the Order, during the specified hours for parking.
- (2) The controls specified in articles 3 and 4(1) do not apply in respect of a person causing a vehicle displaying a disabled person's badge in the relevant position to park at the edge of the carriageway on a part of the red route shown by shading Type 5 on the plans in this Order, during the specified hours for parking.

- (3) The controls specified in articles 3 and 4(1) do not apply in respect of a person causing a vehicle displaying a disabled person's badge in the relevant position, and a parking disc on which is shown the time at which the period of parking began, to park at the edge of the carriageway on a part of the red route shown by shading Type 7 on the plans in this Order, during the specified hours for loading, for a period of up to 3 hours not being a period separated by an interval of less than 1 hour from a previous period when that vehicle was parked in any part of the same area of the red route.

Exemptions at bus stops and stands

9. (1) The controls specified in article 4(2) do not apply in respect of a person causing:
- (a) a bus to stop within a red route bus stop for as long as may be required to enable passengers to board or alight; or
 - (b) a bus in the provision of a local service to stop within a red route bus stop or bus stand if being used for operational reasons or training drivers to allow such a service to be provided.
- (2) In this article "operational reasons" means:
- (i) to enable passengers to board and alight;
 - (ii) to enable crew changes to take place;
 - (iii) to maintain the scheduled timetable subject, in the case of a red route bus stop, to a maximum wait of two minutes.

Other general exemptions

10. (1) The controls in articles 3, and 4 do not apply in respect of a person causing a vehicle to stop if that person is-
- (a) required by law to cause the vehicle to stop or not to proceed;
 - (b) obliged to stop the vehicle so as to avoid an accident;
 - (c) prevented from proceeding in the vehicle by circumstances beyond the person's control;
 - (d) getting or giving help in consequence of an accident or an emergency, or otherwise taking action for public safety;
 - (e) opening or closing a gate or other barrier at the entrance to premises to which the vehicle is being driven or from which it has emerged if it is not reasonably practicable to cause the vehicle to stop elsewhere for the purpose;
 - (f) using the vehicle for fire brigade, ambulance or police purposes;
 - (g) using the vehicle in connection with the removal of any obstruction to traffic;
 - (h) using the vehicle in connection with the maintenance, improvement or reconstruction of any part of the red route.
- (2) The controls specified in articles 3 and 4(1) do not apply in respect of a person causing a vehicle to stop if that person is-
- (a) using a licensed taxi to:
 - a. stop on a designated taxi rank during the hours of operation or;
 - b. stop for so long only as may be required to enable passengers to get on or off the vehicle;
 - (b) using a vehicle displaying a disabled person's badge in the relevant position to stop for so long as may be required to enable a disabled person to get on or off the vehicle;

- (c) using the vehicle for the purpose of collecting refuse by or on behalf of a local authority.
- (3) The controls specified in articles 3 and 4 do not apply in respect of a vehicle which bears the livery of a universal service provider which is waiting at the edge of a carriageway for as long as may be necessary for the purposes of the provision of a universal postal service (as defined in the Postal Services Act 2000).
- (4) The controls specified in articles 3 and 4 do not apply to anything done with the permission of an authorised person or with the permission or at the direction of a police constable in uniform or a traffic warden.
- (5) The controls specified in articles 3 and 4 do not apply in respect of a person causing a pedal cycle to be parked at a facility specifically provided for the purpose of pedal cycle parking bay, or with the consent of the highway authority.

Power to modify or suspend this Order

- 11. In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, an authorised person may, if it appears to that person essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for the preserving or improving the amenities of the area through which any road affected by this Order runs, and after consulting with the Chief Officer of Police, modify or suspend any provision of this Order, save that no modification shall make an addition.

Traffic signs and suspension of existing orders

- 12. (1) Any provision of this Order shown on the plans shall take effect from the time at which traffic signs indicating that provision have been established.
- (2) Subject to paragraph (3) of this article, the orders listed in the Schedule are hereby suspended, in so far as their provisions have been established.
- (3) The suspension specified in paragraph (2) of this article shall take effect in respect of any provision contained in the orders listed in the Schedule only from the time at which the traffic sign indicating the effect of that provision has been obliterated.

SCHEDULE

Orders to be suspended in so far as their provisions relate to any part of the red route contained in this Order.

Table

(1) Ref. No.	(2) Name of Order
1.	The Ministry of Transport – The Trunk Road (Birmingham Road, Great Barr) (Prohibition of Waiting) Order, 1962
2.	The County Borough of West Bromwich (Various Traffic Signal-Controlled Junctions) (Prohibition of Waiting) Order 1969
3.	The Sandwell Borough Council (Service Road off Birmingham Road, Great Barr) (Prohibition of Waiting) Order 1990

THE COMMON SEAL OF THE
BOROUGH COUNCIL OF SANDWELL
was hereunto affixed this
2nd July 2009
In the presence of: -

N. Sharman
HEAD OF LEGAL SERVICES
(Authorised Signatory)

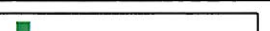



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Client:		Title:	Sandwell Metropolitan Borough Council The A34 (Metropolitan Borough of Sandwell) (Red Route) Order 2009 TRO Plans - Sheet 1 of 9		Design:	DTB	CAD:	AC	
Project:	A34 Red Route & Route 51 Bus Showcase				Chk'd:	SEB	App'd:	SS	
					Date:	08/11/07	Scale:	1:1000	
					No. 53693TBME/Phases 1, 3, 4/001			Rev:	-




Client:			Title:	Sandwell Metropolitan Borough Council The A34 (Metropolitan Borough of Sandwell) (Red Route) Order 2009 TRO Plans - Sheet 2 of 9		Design: DTB	CAD: AC	cm
Project:						Chk'd: SEB	App'd: SS	
						Date: 08/11/07	Scale: 1:1000	
						No. 53693TBME/Phases 1, 3, 4/002		
					Beaufort House, 94-96 Newhall Street, BIRMINGHAM, B3 1PB	Tel: +44 (0) 121 262 1900 Fax: +44 (0) 121 262 1999 www.fabermaunsell.com		

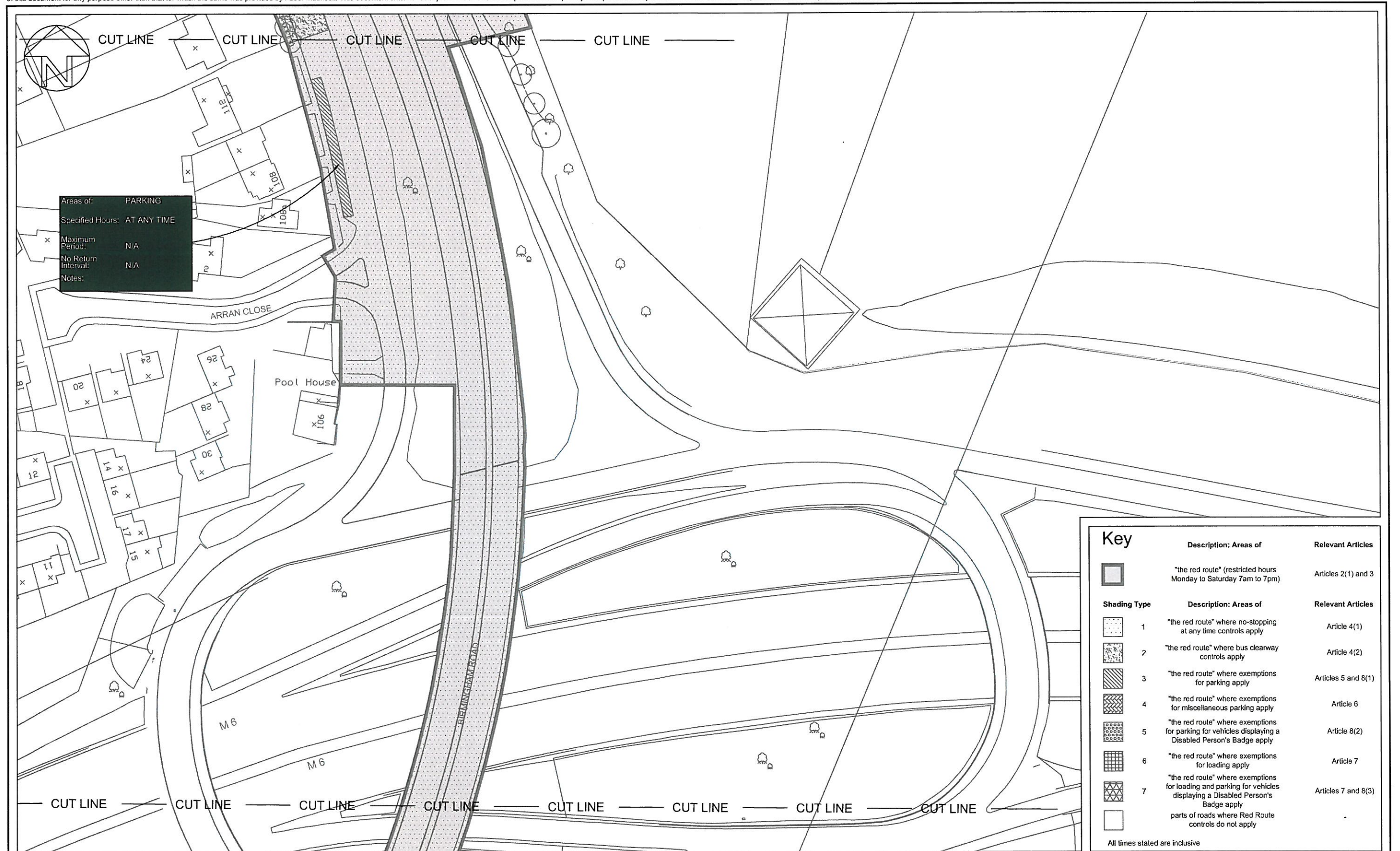



Key		Description: Areas of	Relevant Articles
		"the red route" (restricted hours Monday to Saturday 7am to 7pm)	Articles 2(1) and 3
Shading Type		Description: Areas of	Relevant Articles
	1	"the red route" where no-stopping at any time controls apply	Article 4(1)
	2	"the red route" where bus clearway controls apply	Article 4(2)
	3	"the red route" where exemptions for parking apply	Articles 5 and 8(1)
	4	"the red route" where exemptions for miscellaneous parking apply	Article 6
	5	"the red route" where exemptions for parking for vehicles displaying a Disabled Person's Badge apply	Article 8(2)
	6	"the red route" where exemptions for loading apply	Article 7
	7	"the red route" where exemptions for loading and parking for vehicles displaying a Disabled Person's Badge apply	Articles 7 and 8(3)
		parts of roads where Red Route controls do not apply	-
All times stated are inclusive			

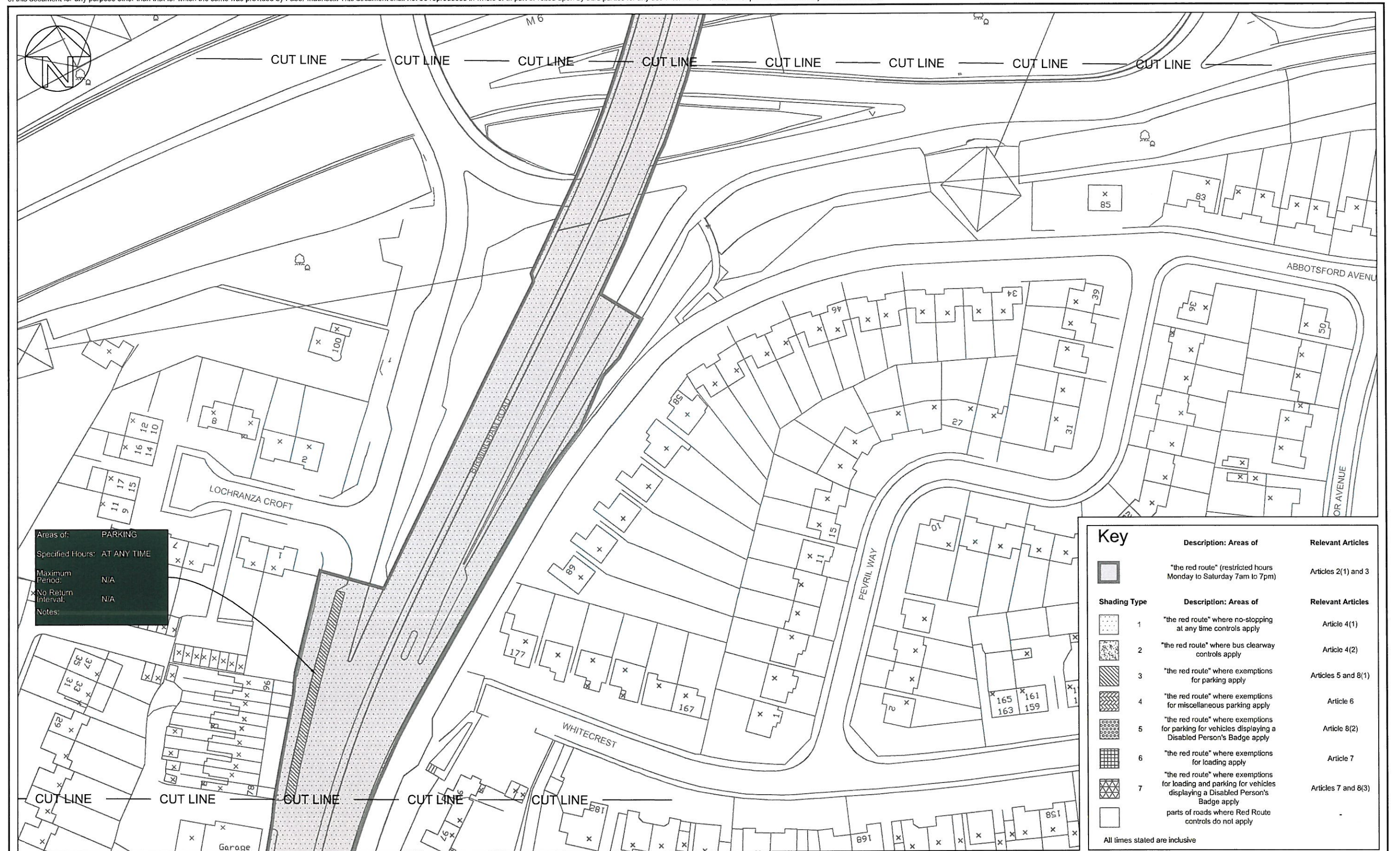
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Project: A34 Red Route & Route 51 Bus Showcase		FABER MAUNSELL AECOM		Chk'd: SEB		App'd: SS	
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Project: A34 Red Route & Route 51 Bus Showcase				Chk'd: SEB		App'd: SS	
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Project: A34 Red Route & Route 51 Bus Showcase				Chk'd: SEB		App'd: SS	
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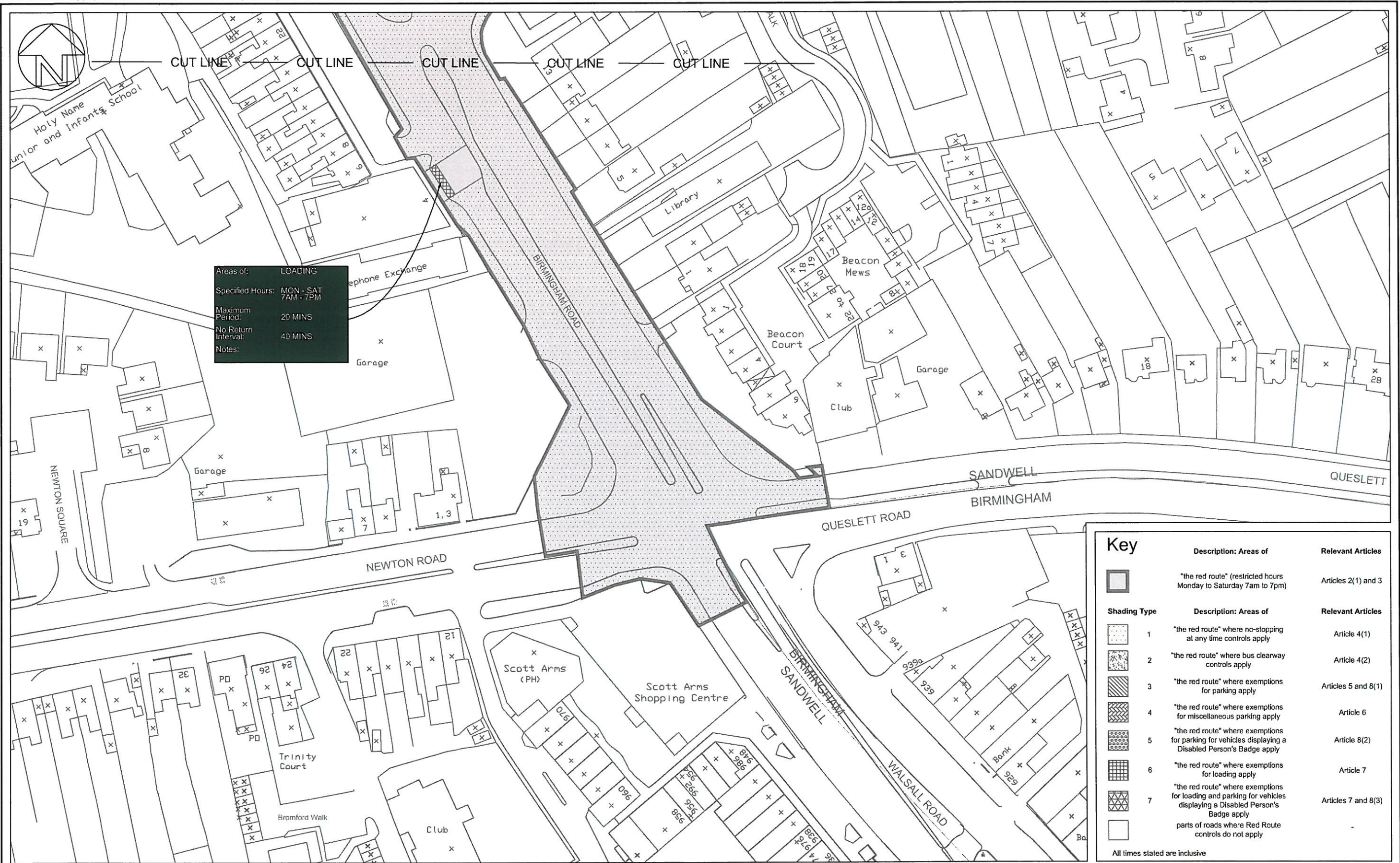
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