

WARDS: Amblecote; Brierley Hill: Brockmoor and Pensnett; Kingswinford North and Wall Heath; Kingswinford South; Quarry Bank and Cradley; Wordsley;

**DUDLEY METROPOLITAN BOROUGH COUNCIL**

**BRIERLEY HILL AREA COMMITTEE - 7<sup>th</sup> JULY, 2004**

**REPORT OF THE DIRECTOR OF THE URBAN ENVIRONMENT**

**HIGHWAYS MINOR WORKS CAPITAL PROGRAMME FOR 2004/2005**

**1.0 PURPOSE**

To seek Committee's support for the proposed programmes of work for Local Safety Schemes, Pedestrian Crossings and Safer Routes to School within the Brierley Hill Area for the 2004/2005 financial year.

**2.0 BACKGROUND**

2.1 At its meeting on the 17<sup>th</sup> March 2004, the Council's Executive Committee approved the Transport Capital Settlement and Proposed Minor Works Capital Programme for 2004/2005. The meeting of the Full Council on the 19<sup>th</sup> April 2004 subsequently ratified the proposed Capital Programme for 2004/2005.

2.2 Appendices A, B and C attached to this report reflect proposals within the Highways Minor Works Capital Programme for this Committee's area in relation to Local Safety Schemes, Pedestrian Crossings and Safer Routes to School respectively.

2.3 In terms of public consultation, schemes included within the Council's Minor Works Capital Programme are generally divided into two categories, namely:

**SCHEMES SUBJECT TO PUBLIC CONSULTATION**

Those schemes incorporating physical measures or traffic regulation orders which will have a greater impact on local residents and/or property owners, such as traffic calming measures, Traffic Regulation Orders which, may supplement schemes, are subject to Statutory advertisement and objection periods. Pedestrian Crossings are also subject to the publication of Statutory Notices of intention to install such facilities

Schemes falling into this category have been indicated in the relevant Appendices attached to this report and any feedback from the consultation processes that has been collected prior to the committee date will be reported at the meeting.

Accordingly, any feedbacks received after the committee date will be reported to a future meeting

ii) SCHEMES NOT SUBJECT TO PUBLIC CONSULTATION

Those schemes which do not include physical measures or traffic regulation orders but may consist of, for example, a combination of road signs and markings, anti-skid/coloured surfacing or stand alone speed camera initiatives.

Whereas schemes falling into this category would not involve a consultation exercise, it would still be normal practice to advise Local Ward Members prior to the commencement of any works on site.

2.4 The principle of only carrying out public consultation on schemes incorporating physical measures was initially agreed by the Lead Member for Transportation with the 'Shadow' Lead Members at a meeting held on the 20<sup>th</sup> March 2001, and it has subsequently been found to have provided an acceptable template for taking schemes forward so as to minimise delay in implementation.

Subsequent meetings of the Lead and 'Shadow' Lead Members for Transportation have endorsed a continuation of this approach.

2.5 The proposals outlined in the Appendices attached to this report may be subject to minor variations, amendments or modifications arising as result of the consultation/design process, for example, the location of speed humps

Any variations or modifications resulting in a material or significant departure from the original scheme concept would be subject to the agreement of the Lead Member for Transportation in consultation with the Director of the Urban Environment.

2.6 Sustainable Transport

The contents of this report support the Council's Transport Policy by considering measures which could contribute to improved highway and pedestrian safety to the benefit of the local community.

### **3.0 PROPOSALS**

3.1 That having due regard to the views and comments received for those schemes for which consultation, where necessary, has been undertaken, the Area Committee support the proposed Local Safety Schemes, Pedestrian Crossings and Safer Routes to School initiatives outlined in Appendices A, B and C respectively and shown on the appropriate plans.

### **4.0 FINANCE**

4.1 The implementation of proposals outlined within this report can be funded under the respective budget heads of the approved 2004/2005 Highways Minor Works Capital Programme.

### **5.0 LAW**

5.1 Traffic Regulation Orders are made under powers contained in Section 1 of the Road Traffic Regulation Act 1984.

5.2 Traffic signs are provided under powers contained in Section 64 of the Road Traffic Regulation Act 1984, subject to regulations made by the Secretary of State for Transport.

5.3 The Council is empowered to improve highways under Section 62 of the Highways Act 1980.

5.4 Guardrails may be provided under Section 66 of the Highways Act 1990.

5.5 Pedestrian crossing facilities are provided under powers contained in Section 23 of the Road Traffic Regulation Act 1984, subject to Regulations made by the Secretary of State.

5.6 Section 111 of the Local Government Act 1972 empowers the Council to do anything calculated to facilitate or is conducive or incidental to the discharge of any of its functions.

5.7 The Traffic Calming Act 1992 amends the Highways Act 1980 to allow works to be carried out to promote safety and to preserve or improve the environment.

5.8 The Highways Act 1980, as amended by the Road Traffic Act 1991 requires the installation of road humps to be advertised on-street and in the local newspaper for objections.

### **6.0 EQUAL OPPORTUNITIES**

6.1 The proposals contained within this report comply with the Council's Equal Opportunities Policy.

**7.0 RECOMMENDATION**

7.1 That the proposals set out in Section 3.0 of this report be approved.

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**J. B. Millar - Director of the Urban Environment**

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**BACKGROUND PAPERS USED IN THE COMPILATION OF THIS REPORT**

- 1) The Executive Committee Meeting on 17<sup>th</sup> March, 2004 relating to the joint report of the Director of the Urban Environment and the Chief Finance Officer on the Transport Capital Settlement and Proposed Capital Programme.
- 2) Full Council Meeting 19<sup>th</sup> April, 2004.

**LOCAL SAFETY SCHEMES**

- i) Thorns Road, Quarry Bank - Mobile Speed Cameras and associated signs.  
anti-skid Improved warning signs, markings and
- iii) Wolverhampton Road, Kingswinford - Pedestrian refuge, centre line hatching  
anti-skid on A491 approaches to traffic signals
- iii) Amblecote Road, Quarry Bank - Mobile Speed Cameras and associated  
signs. Improved warning signs, markings and  
anti-skid

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The following site was also included on a reserve list of schemes to be implemented subject to the necessary funding being available. It has, however, already been possible to implement this scheme with additional resources made available from other budgets within the Highways Minor Works Capital Programme.:-

- i) Standhills Road, Kingswinford - junction highlighting at key junctions  
with advanced warning signs.

**PEDESTRIAN CROSSINGS**

i) Bromley Lane, Kingswinford, west of Dingle Road - Zebra

ii) Delph Road, Brierley Hill, near Amblecote Road - Pelican

**Note: All pedestrian crossing schemes are subject to a statutory consultation process**

## APPENDIX C

### SAFER ROUTES TO SCHOOL

schemes which are carried out under the Council's Safer Routes to School Programme reflect measures that aim to improve the safety aspects of the local environment for children travelling to and from school and also seek to encourage greater use of the more sustainable forms of transport such as walking, cycling and public transport.

However, by its very nature, and in order to have the greatest chance of the measures being successful, it is preferable to seek the active involvement of the schoolchildren themselves and this approach, coupled with the variance in timetables between the school's academic year and the Council's financial year regularly means that the consultation process is not always conducive to being able, at this stage, to report in detail the final proposals that are to be undertaken as part of the Minor Works Capital Programme.

Therefore in order to overcome this anomaly, the Council has currently identified a list of 13 schools across the Borough from which its Safer Routes to School Schemes will subsequently emerge.

Clearly, not all of the proposals can be implemented within the timescale and funding available but within the area covered by this Area Committee, the following locations will at least form a basis for further consultation and consideration:-

i) Church of the Ascension Road - Improved pedestrian facilities in Dudley

#### **Wall Heath**

ii) Dawley Brook, Kingswinford - Improved signing/road markings/highlighting in the vicinity of school entrance

iii) Dingle Primary, Kingswinford - Pedestrian crossing to school and shops

iv) St. Mary's Primary, Brierley Hill - Improve crossing facilities for School Crossing Patrol

v) Summerhill, Kingswinford

- Liaise with Highways Agency for footway and cycleway improvements along A449. Reduce speed limit along Lodge Lane from A449 and investigate improvements to street lighting, crossing facilities and footways. Footway improvements at Lodge Lane/ Swindon Road

**Note: Where appropriate, any necessary statutory consultation procedures will complement the public consultation processes outlined in paragraph 2.3 of this report**

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