

Meeting of the Cabinet – 12th February 2007

Joint Report of the Director of the Urban Environment and the Director of Finance

Transport Settlement proposed Transport Capital Programme for 2007/08 and Road Safety Grant

Purpose

- 1 To inform the Cabinet of the allocation of monies to the Council from the West Midlands Local Transport Plan (LTP2) settlement for 2007/8.
- 2 To seek approval to the Transport Capital Programme for 2007/8 and the allocation of funding associated with the Road Safety Grant.

Background

- 3 The 2007/8 LTP Transport Capital Settlement was announced by the Government Office of the West Midlands on Monday 18th December - a copy of the decision letter is on deposit in the Members' Library. In a separate letter the West Midlands also received details of a new specific Road Safety Grant. from the Department for Transport.(DfT)
- 4 The settlement letter gives feedback on both the LTP 1 Delivery Report (2001-2006) and LTP2, submitted in April 2006, together with the capital settlement figures for 2007/08 and the introduction of a Road Safety Grant.
- 5 The assessment by the Department for Transport for the LTP2 is 'excellent', and for 5 year delivery 2001 - 2006 'very good'.
- 6 By achieving an 'excellent' score for the LTP2 and a 'very good' score for the Delivery Report the West Midlands Integrated Block allocation has been increased by 12.5% (£5.477m) above the planning guideline of £43.816m to £49.293m for 2007/08. This is £6.926m more to the West Midlands than last year.
- 7 Funding for Major Projects is now taken from a regional allocation.
- 8 In their letter dated the 7th December 2006 the Department for Transport indicated that Ministers had agreed full approval to a funding contribution to the Brierley Hill Sustainable Access Network (BHSAN) in the sum of £20.32m. Preparations are now in hand to mobilise in March.
- 9 The Secretary of State approved programme entry with conditions for the Burnt Tree Major Scheme in July 2006. The conditions associated with

programme entry were accepted by Dudley and Sandwell Council's in September 2006. Preparation costs associated with Burnt Tree island in the sum of £265,000 has been funded from local resources.

DISTRIBUTION OF ALLOCATION

- 10 The West Midlands Joint Committee at its meeting of 24th January 2007 agreed the allocation of the Integrated Transport block settlement between Authorities and the allocation of the Road safety Grant.
- 11 As in previous years, a "top slice" of package allocation for Integrated Transport has been agreed in the sum of £11.8m in order to support bus showcase, joint priorities and demonstrate partnership working to a common strategy. These joint funding arrangements are seen as fundamental to the success of the LTP and are well supported by DfT.

DUDLEY SETTLEMENT

- 12 After adjustment the integrated transport block is £3.139m compared to £2.553m last year
- 13 The picture on Structural Maintenance is not as good as allocations have been set at the lower DfT guideline figure that represents a reduction from £2.863m last year (that included a supplementary approval for A491 High Street culvert in the sum of £0.5m) to £1.808m.
- 14 Whilst the Maintenance allocation is disappointing, overall Dudley has received £19.318m investment for Transport Schemes from DfT in 2007/08 which is good news.

Highway Structures

- 15 The highway structures allocation £0.798m (£1.494m last year – see paragraph 13) will be combined with local resources funded from prudential borrowing of £150,000 to enable urgent work to be undertaken on highway structures as identified from risk assessment. Appendices 2 – 5 indicate the programmes of structural work that require to be addressed.

Principal Road Network

- 16 The LTP settlement for 2007/2008 includes an amount of £206,000 (£287,000 last year) allocated to the maintenance of the PRN. This is very disappointing and is considered to be insufficient to carry out any major schemes. It is therefore not intended to facilitate any planned schemes in the next financial year and for the funding to be used as required on smaller unnamed schemes.

Non-Principal Roads

- 17 The LTP settlement for 2007/2008 includes an amount of £0.804m (£1.082m last year) allocated to the maintenance of local roads. This will be combined with local resources funded from prudential borrowing of £2.0m. A

programme of roads and their treatments will be produced using the methodology and process previously agreed by the Select Committee for the Environment. The Cabinet Member for Transportation will be consulted on the final programme.

Footway Reconstruction

- 18 A programme of footway reconstruction works to be agreed with the Cabinet Member for Transportation in the sum of £497,000 has been made available from local resources.

Replacement of Worn Out Road Signs

- 19 The sum of £400,000 from local resources, funded from prudential borrowing, has been made available to improve the street scene by removing unnecessary clutter and rationalizing direction information.

Integrated Transport

- 20 The Integrated Transport Block has been assigned as set out in appendix 1 - being established to deliver the LTP2 outputs - and the programmes of work together with a brief narrative are as set out in Appendices 1 - 10.

ROAD SAFETY GRANT

- 21 Following changes to the Safety Camera Partnership arrangements that expire on 31st March, 2007, Safety Cameras and their funding are integrated into the LTP2 period (to 2010/2011), alongside other road safety measures. The 'Road Safety Grant' has been determined by the DfT in accordance with our road safety needs and recognises our good performance in this area.
- 22 The management arrangements for operating the Camera partnership are being developed in line with current practice and will take account of DfT guidelines for deployment.
- 23 The Dudley allocations amount to £19,680 capital and £83,856 revenue grants. The Capital Allocation will be used to compliment the proposed Local Safety Scheme and Safer Routes to School Programmes of work. The revenue allocation will be used to provide an increase in pedestrian and cycle training targeting the most vulnerable areas.

Finance

- 24 The Local Transport Plan Settlement is the means by which transport capital resources are distributed to Local Authorities.
- 25 For 2007/08, the Integrated Transport and Maintenance blocks will be funded by means of a combination of Single Pot Supported Capital Expenditure (Revenue) SCE(R) and direct grant. Major schemes will be funded by means of Transport Supplementary Grant.

Law

- 26 The Council's budgetary process is governed by Local Government Finance Acts 1988 and 1992, the Local Government and Housing Act 1989, The Local Government Act 2003.
- 27 The Council carries out its functions to provide, improve and maintain highways under Section 24, 41 and 62 of The Highways Act 1980 and exercises traffic regulatory powers under Section 1 of the Road Traffic Regulation Act 1984.
- 28 The acquisition for highway purposes of rights over land whether by agreement or by compulsion are dealt with under Part 12 of The Highways Act 1980.
- 29 Pedestrian crossings are provided under powers contained in Section 23 of the Road Traffic Regulation Act 1984, subject to regulations laid down by the Secretary of State for Transport.
- 30 The provision of a Local Transport Plan is a requirement of The Transport Act 2000.

Equality & Diversity policy

- 31 The shared priorities agreed with DfT aim to improve social inclusion, the access to opportunities and to enable individuals and communities to realise their potential.
- 32 The Capital Programme includes specific provision to benefit pedestrians and other vulnerable users of the highway; assist social inclusion and the mobility of the less able together with measures to both improve access for young people to schools
- 33 The Road safety grant will address the incidence of road casualties amongst young people.
- 34 Young people and children are consulted on a regular basis through pupil surveys and meetings with school councils. .Every school is being encouraged to write a school travel plan and every secondary school plan requires a questionnaire to be completed by each pupil. For Primary aged children the questionnaire goes to the parents.
- 35 The school Councils of both primary and secondary schools are invited to champion school travel and safety matters.

Recommendations

- 36 That the Cabinet notes the Transport Capital Settlement for 2007/2008.

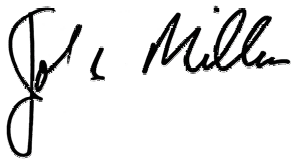
37 That the Cabinet approves the contents of this report and recommends to Council the allocation of Transport Capital Funding as set out in Appendix 1.

38 That the Cabinet agrees:

- 1) The schemes and programming identified in Appendix 2 – Bridge Strengthening and that advance work is undertaken on bridges not included in the current year.
- 2) The schemes and programming identified in Appendix 3 – Retaining Walls, that advance work is undertaken on walls not included in the current year and that the Director be authorised to bring construction work forward as funding permits.
- 3) The schemes identified in Appendix 4 – Railway Road Vehicle Incursion, that design work is undertaken as resources permit, and that the Director be authorised to bring forward construction as funding permits.
- 4) The schemes identified in Appendix 5 – Upgrading of Parapets, that design work is undertaken as resources permit and that the Director be authorised to bring forward construction as funding permits.
- 5) The schemes identified in appendix 6 – Bus Showcase and that the Director be authorised to undertake work as funding is made available.
- 6) The schemes and programming identified in appendix 7 – Local Safety Schemes and that the Director be authorised to undertake work from the reserve programme as funding permits.
- 7) The schemes and programming identified in appendix 8 – Proposed Safer Routes To School Measures and that the Director be authorised to undertake work from reserve programme as funding permits
- 8) The schemes and programming identified in appendix 9 – Pedestrian Crossing Programme 2005-06 and that the Director be authorised to undertake work from reserve programme as funding permits.
- 9) The acquisition of land and property purchase associated with approved schemes as funding allows.
- 10) That the Director of the Urban Environment continues to initiate studies into future minor improvement schemes.
- 11) That the Cabinet Member for Transportation in consultation with the Director of the Urban Environment be authorised to identify, and where appropriate, implement any remedial works to local safety schemes of a minor nature, the introduction of antiskid material and provision of variable speed message signs and mobile speed camera sites.
- 12) That the Director of Law and Property in conjunction with the Director Urban Environment commences property acquisition by negotiation for schemes

identified in appendix 1.

- 13) That any scheme within the Local Safety Schemes and Safer Routes to School programmes of work which can not be implemented within the relevant timescale or financial resources available for that particular programme of works be deferred and submitted for re-assessment for possible inclusion in a future programme of works.
- 14) That the Director of the Urban Environment continues to progress the highway improvement programme associated with outcomes from the Black Country Study and regeneration initiatives as set out in Appendices 1 & 10.
- 15) That the Cabinet Member for Transportation in consultation with the Director of the Urban Environment be authorised to approve the programme of Street Lighting improvement and the programme of Highway Maintenance.
- 16) That the Road Safety Grant be allocated as set out in the report.



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Director, Directorate of the Urban Environment - John B. Millar



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Director, Directorate of Finance, ICT and Procurement - Mike S. Williams

Contact Officer: J Anderson ext. 4460, Head of Engineering
J Croft ext. 5365, Urban Environment Accountant

Background documents used in the preparation of this report:-

Background papers can be found on DUE – Document Warehouse – Local Transport Plan – Settlement march 07 – background papers.
Settlement letter 2007/2008,
Letter from DfT Road Safety Grant
LTP2 Assessment
Delivery Report
Government Office – Scoring of LTP performance
Report to P&T Sub Committee 22nd January
Guidance for Local Transport Plans
Bridge Prioritisation
DfT - Accessibility Planning Guidance Summary
Regional Funding Allocation.

TRANSPORT CAPITAL PROGRAMME 2007/08 - LTP2 SETTLEMENT

BLOCK	BUDGET HEAD	£000'S	£000'S	DESCRIPTION
Major Schemes	Brierley Hill Sustainable Access Network	14371	14371	BHSAN main works (Dft Grant)
TOTAL MAJOR SCHEMES			14371	
Bridge Assessment and Strengthening	Bridge Assessment & Strengthening Programme	20		General Systems maintenance & monitoring
	Tipton Road Rail Bridge	100		Completion of payments to Network Rail
	Brettell Lane Rail Bridge	75		Completion of payments to Network Rail
	Leys Road Rail Bridge	125		Completion of payments to Network Rail
	Bull St Rail Bridge	35		Feasibility
	Moor St No. 1 Rail Bridge	20		Feasibility
	Parkfield Rail Bridge	10		Measures to apply permanent weight limit
	King St Footbridge	50		Completion of refurbishment
	Retaining Wall Strengthening	200		Himley Road, Redhill Close & Whitehall Drive
	Farmers Bridge	60		Feasibility / Commence design
	Primrose Bridge	60		Feasibility / Commence design
	Advancing Schemes	33		Preparatory works
Primary Route Network PRN Strengthening	High Street, Wordsley	10	798	Completion of culvert renewal costs
Carriageway Maintenance	Principal Road Network	206		Programmes to be agreed with Cabinet Member
	Non Principal Road Network	804	1010	
TOTAL MAINTENANCE BLOCK			1808	

BLOCK	BUDGET HEAD	£000'S	£000'S	DESCRIPTION
Minor Improvements	Enville Street, Stourbridge	115		Scheme Complete - Outstanding committed expenditure
	Halesowen Bus Station enabling works	500		Queensway Realignment - Commence construction works
	A491 / Brierley Hill Road, Wordsley	336		Junction Improvement - Complete Construction
	A491 / Lawnswood Road, Wordsley	25		Junction Improvement – see appendix 10
	High Street, Pensnett	25		Junction Improvement - see appendix 10
	Mill Street / Mount Pleasant, Brierley Hill	25	1026	Junction Improvement - see appendix 10
Local Safety Schemes	Local Safety Schemes (LSS) & Remedials	450	450	Local Safety Scheme Programme – see Appendix 7
Other Public Transport	Travel Plan Co-ordination	60	60	Workplace Travel Co-ordination & Promotion
Vulnerable Users	Pedestrians	225		Crossing facilities & subway upgrades – see Appendix 9
	Cycling	74		Expansion of cycle network & cycle facilities
	Safer Routes to School (SRTS)	89		Safer Routes to School Programme – see Appendix 8
	Education, Training & Publicity	30		Road Safety & Travel Awareness
	Disabled Facilities	100	518	Dropped kerbs & general aids to mobility / DDA compliance
Highways Efficiency	Network Management Strategy	70		Development of Network Management Strategy
	Traffic Regulation Orders	120		Traffic Management
	Signs, Markings & Guardrails	150		Traffic Management
	Traffic Signals / Urban Traffic Control	80		Traffic Management
	Transport Strategy	100		Development and delivery of a Transport Strategy
	Monitoring	75		LTP Monitoring
	Contingency	65	660	Contingency to cover unallocated risk
Safe & Healthy Communities	Street Lighting	120	120	Street Lighting replacement & upgrading
Regeneration	Advancing Network Improvements	205	205	Development of Initiatives to enable regeneration
Other	Contingency for unfunded costs of BHSAN	100	100	Currently funded from local resources
TOTAL INTEGRATED TRANSPORT BLOCK			3139	

BLOCK	BUDGET HEAD	£000'S	£000'S	DESCRIPTION
Road Safety Grant	Capital Funding	20	20	Additional LSS & SRTS Investment.
TOTAL ROAD SAFETY GRANT (Capital)			20	

TRANSPORT CAPITAL PROGRAMME 2007/08 - LOCAL RESOURCES

BLOCK	BUDGET HEAD	£000'S	£000'S	DESCRIPTION
Major Schemes	A4123/A461 - Burnt Tree Island	265	265	Preparation Costs to full approval
Carriageway Maintenance	Non Principal Road Network	2000	2000	Programme to be agreed with Cabinet Member
Footway Maintenance	Footway Reconstruction	497	497	Programme to be agreed with Cabinet Member
Highway Structures	Bridge Assessment & Strengthening	150	150	Urgent works to structures as identified in Appendices 2 - 5 as budget and circumstances permit
Street Signage	Street Signage Replacement	400	400	(Growth £400k) Replacement of worn out street signs
TOTAL LOCAL RESOURCES			3312	

SUMMARY OF THE TRANSPORT CAPITAL PROGRAMME 2007/08

LTP SETTLEMENT BLOCKS	£000'S
TOTAL MAJOR SCHEME BLOCK	14371
TOTAL MAINTENANCE BLOCK	1808
TOTAL INTEGRATED TRANSPORT BLOCK	3139
TOTAL TRANSPORT CAPITAL PROGRAMME	19318
TOTAL ROAD SAFETY GRANT	20
LOCAL RESOURCES	£000'S
MAJOR SCHEME - Burnt Tree	265
CARRIAGEWAY MAINTENANCE - Non Principal	2000
FOOTWAY RECONSTRUCTION	497
HIGHWAY STRUCTURES	150
STREET SIGNAGE	400
TOTAL LOCAL RESOURCES	3312

Programme for Bridge Reconstruction/Strengthening

The bridge programme for reconstruction/strengthening to meet the EU loading standards for 40 tonnes has been reassessed to remove bridges where work has already been carried out and take into account further local factors.

The programme has been reviewed taking into account route priority together with the need to service industrial areas requiring vehicles of a greater loading capacity. The time taken to obtain the necessary rail possessions (required from Network Rail to allow work to proceed on a live railway) associated with the work has also been included as an important factor.

Revised Programme

Bridge	Number	Owner	Work required	Provisional year for construction
Moor Street No 1 Rail Bridge BH	32039	Network Rail	Replacement of the bridge deck	2008/09
Farmers Bridge Moor Street BH	30075	Dudley MBC	Reconstruction of bridge over canal	2009/10
Primrose Bridge Netherton	33017	British Waterways	Reconstruction and possible road realignment of bridge over canal	2010/11
Bull Street Brierley Hill	32037	Network Rail	Reconstruction including widening of rail bridge	2011/12
Rumbow Bridge	30014	Dudley MBC	Reconstruction of bridge over River Stour	2013/14
Griffin Bridge Netherton	33021	British Waterways	Deck replacement of bridge over canal	2014/15
Bower Lane Quarry Bank	30052	Dudley MBC	Deck Strengthening of bridge over River Stour	2015/16
Glasshouse Bridge Wordsley	33008	British Waterways	Deck strengthening possible future widening	2016/17

Notes:-

1. Parkfield Rail Bridge, Stourbridge – assessment by Network rail is now complete and it has been proposed that a permanent weight limit (7.5T with exception for Public Service Vehicles) can be applied avoiding the cost of a deck replacement together with minor adjustments to kerb line to discourage traffic from contravening the existing one way order.
2. Leys Road Rail Bridge – Strengthening works in progress.

Accidental Wheel loading

In addition to the 40 tonnes loading (as above) the edges of five rail bridges require strengthening to accommodate an accidental wheel loading requirement which will have to be fitted into future years programmes as expenditure allows.

These bridges are:-

- a. Moor Street No 2, Moor Street Brierley Hill
- b. May Pole Hill Rail Bridge, Quarry Bank
- c. Vicarage Road, Amblecote
- d. New Road, Dudley
- e. Gorstybank Road, Brierley Hill

APPENDIX 3 **Retaining Walls**

The list below comprises 18 of the most vulnerable Council owned retaining walls out of total number of 175 and has been drawn up following inspections and a prioritisation ranking based on an assessment of their condition, location and the level of risk to the Council.

The walls are monitored and their priority ranking modified as necessary and where opportunities and finance arises works carried out in preparation for the main works and in mitigation of any increased risk.

Wall/Road Name	Wall Number	Work Required	Priority Ranking	Programming
Church Street/Church Hill Brierley Hill	35058	Rebuild/Major Strengthening	1	2007/09
Red Hill Close Stourbridge	35129	Complete Rebuild/Major Strengthening	2	2006/07-2007/08
Whitehall Drive Rumbow, Halesowen	35127	Strengthening	3	2009/10
Belle Vale Station (Shelton Inn) Cradley	35103	Part Rebuild	4	
Belle Vale/Shelton Lane, Cradley	35118	Rebuild	5	
Himley Road	35110	Strengthen	6	2007/08
Hawne Lane, Halesowen	35091	Strengthening	7	
Butchers Lane (Hillbank, Cradley	35194	Rebuild	8	
Halesowen Road, Netherton	35177	Upgrade parapet	9	
Brettell Lane (Old Crown PH) Brierley Hill	35184	Rebuild	10	
New Road Stourbridge	35026	Rebuild	11	
Wolverhampton Road Sedgley	35106	Strengthening	12	
The Promenade (South) Brierley Hill	35074	Upgrade parapet	13	
Heywood Canal Bridge Parapet Halesowen	35180	Upgrade parapet	14	
Cinderbank Netherton	35125	Upgrade parapet	15	
Hagley Road Stourbridge	35131	Rebuild	16	
Colman Hill	35134	Rebuild	17	
Dibdale Street/Corser Street Dudley	35123	Rebuild	18	

APPENDIX 4

UPGRADING APPROACHES

All of the road over rail bridges have been inspected and assessed in accordance with the requirements set out in DfT guidelines.

The priority scores have been evaluated in conjunction with Network Rail and mitigation works agreed to the higher risk sites and schemes will be progressed as funding opportunities arise from slippage in the main programme identified in appendix 1.

<u>Priority Number</u>	<u>Reference Number</u>	<u>Name</u>	<u>Railtrack Reference</u>	<u>Score</u>
1	002/DD14	Worcester Lane	123 OWW	99
2	025/DU01	Engine Lane	49 GSJ2	91
3	014/DU02	Hungary Hill	51 GSJ2	89
4	031/DU402	Mogul Lane	44 GSJ2	88
5	067/DU408	Central Drive	62 RBS2	87
6	004/DD01	Hagley Road	125 OWW	86
7	033/DU401	Maypole Hill	43 GSJ2	85
8	021/DD10	Dudley Road (Lye Station)	48 GSJ2	84
9	009/DU08	Junction Road	3-S72 SJS	83
10	056/	Castle Hill	DPJ	81
11	068/DU409	Bayer Street	63 RBS2	77
12	054/DU407	New Road	163 OWW	74
13	032/DU404	Vicarage Road	137 OWW	73
14	003/DU06	Redlake Road	124 OWW	66
15	039/DU406	Moor Street No 1	146 OWW	64

APPENDIX 5

UPGRADING PARAPETS

Many bridges have parapets that are substandard compared to current standards on vehicle containment and following inspections a priority list has been drawn up based on the level of containment, location and risk to the Council.

Some of these works will be tackled as part of the bridge reconstruction/strengthening programme and others will be carried out as funding opportunities arise from slippage in the main programme identified in appendix 1..

<u>Priority Number</u>	<u>Bridge Name</u>	<u>Bridge Number</u>
1	Grange Lane Subway	30010
2	Laurel Lane Subway	30007
3	Furnace Hill Bridge	30031
4	Hill Street Bridge	30060
5	High Street, Pensnett	30056
6	Worcester Street Subway	30021
7	New Road Subway	30015
8	Furnace Lane Subway	3001
9	Court Street Subway	30022
10	St Johns Road Subway	30025
11	Foster Street Subway	30026
12	Shelton Lane Bridge	30030
13	Mears Coppice Bridge	30044
14	Lye River Bridge	30047
15	Black Delph Bridge	30064
16	Swan Lane Bridge	30070
17	Rumbow Bridge	30014
18	Forge Lane, Halesowen	30020
19	Bower Lane Bridge	30052
20	Coalbourne Brook	30053

BUS SHOWCASE PROGRAMME 2007/08

Route	Road	Detail	Corridor
9	A458	Investigation and provision of complementary facilities for bus station on Foster Street East, Stourbridge.	Halesowen - Stourbridge
9	A458	Completion of outstanding Bus showcase upgrades.	Halesowen - Stourbridge
311	-	Completion of remaining Bus stop, Pensnett Road and completion of outstanding Bus priority works.	Dudley - Stourbridge
311	A491	Vicarage Road - continuing investigation of junction improvement.	Dudley - Stourbridge
Route 9 spurs -19,140,417	Local	Completion of Bus stop upgrades and mini shelters (Bus showcase spur network).	Halesowen - Stourbridge
558	A459	Investigation of Bus showcase/spurs, highway improvements/Bus Priority measures and Targeted investment schemes.	Dudley - Sedgley
9	A458	Traffic Management Study/Targeted investment schemes.	Halesowen - Stourbridge

The Bus Showcase programme is designed to deliver comprehensive infrastructure improvements on selected routes. The programme identified above, in conjunction with improvements to the bus fleet provided by operators will assist in contributing to the delivery of the LTP bus based targets where ongoing decline in patronage is a cause for concern.

Bus showcase is funded from the centrally administered bus showcase programme from the top sliced joint priorities.

PROPOSED LOCAL SAFETY SCHEME PROGRAMME 2007/08

No.	LOCATION	Total Relevant Accidents	Total Relevant Casualties	COMMENTS
1	High Street, Quarry Bank	9	14	Sheffield Street/Victoria Road build-outs and highlighting. Chapel Street one way
2	Brook Street/Tipton Road, Woodsetton	8	18	Junction highlighting & anti-skid pelican approaches & signals
3	Birmingham Road, Dudley	12	21	Improved warning signs, road markings & anti-skid surfacing
4	Oldnall Road, Wollescote	5	17	Anti-skid surfacing through bends, centre line road studs & review speed limit
5	Hillfields Road, Amblecote	4	6	Anti-skid surfacing at Sandringham Way junction & approaches to mini roundabout
6	The Boulevard, Merry Hill	5	5	Raised pelican crossing & anti-skid surfacing. Possible 20mph speed limit.
7	Racecourse Lane, Stourbridge	5	8	Centre line hatching and road studs, Anti-skid on bends, improved signs & markings
8	A458 / Balds Lane, Lye	7	11	Anti-skid surfacing, improved signs and road markings
9	Bryce Road, Pensnett	3	4	Anti-skid highlighting and improved signs and road markings
10	Lister Road, Netherton	4	6	Build-outs, review of street lighting & junction layout with New Rd & Adshead Rd

RESERVE LIST

11	The Parade, Dudley	6	9	Anti-skid surfacing to pelican crossing/junction and guard railing
12	Bower Lane/Saltbrook Road, Quarry Bank	6	9	Mini Roundabout and associated signs/markings
13	High Street/Dreadnought Road, Pensnett	5	6	Cycle Lane through junction, pedestrian refuge and signing
14	Castle Street/Tunnel Street Roundabout, Coseley	4	7	Cycle priority lanes, splitters and larger central island

The allocation for Local Safety Schemes will allow works at the local safety scheme locations listed above up to and including priority number 10, as agreed with the Cabinet and Shadow Cabinet Members for Transportation. The locations have been prioritised to have greatest impact on reducing personal injury accidents within the available funding. However, as some schemes may be delayed or modified as a result of the consultation processes, approval is also being sought to use any residual funding to progress/implement the remaining schemes shown on the reserve list.

It is also intended that part of this allocation will be used as necessary to undertake minor modification works to previously constructed local safety schemes and also accommodate the introduction of anti-skid treatments to a number of more general sites which may not normally meet the local safety scheme criteria. This allocation will also allow any speed management initiatives to be undertaken such as further mobile speed camera sites, and temporary variable speed message signs as a road safety tool.

PROPOSED SAFER ROUTES TO SCHOOL MEASURES 2007/2008

	LOCATION		COMMENTS
1	Cotwall End Primary School, Sedgley		Improved pedestrian safety through segregation of traffic movements
2	Ridgewood High School, Stourbridge		Improved drop-off points for alternate access off Dunsley Road
3	Rufford Primary School, Lye		Street lighting to new footway link off Stourbridge Road
4	Summerhill School, Kingswinford	- Phase 2	Continuation of measures to provide improved pedestrian/cycle links
5	The Wordsley School, Wordsley		Improved footway links

The allocation for Safer Routes to School will allow consideration to be given to the locations listed above up to and including number 5 for the development of schemes in consultation with the local schools, and these have been agreed with the Cabinet and Shadow Cabinet Members for Transportation. However, as not all of the detailed consultations have yet been completed, it is not possible at this stage to confirm how many locations shown can be funded from the proposed allocation. Approval is therefore being sought for further consideration of the Reserve List below.

RESERVE LIST

The following works are currently being considered as part of separate initiatives but would clearly be complementary to this programme of works. At this stage, therefore, it is proposed that these initiatives should also be identified as part of a Reserve list of the Safer Routes to School programme

6	Cradley Schools, Cradley		Improved cycle/footway link near pelican crossing at Park Road/Barrack Lane
7	Dudley College, Dudley		Review of opportunities to improve cycle links near signals at The Broadway/Ednam Road

PROPOSED PEDESTRIAN CROSSING PROGRAMME 2007/2008

	LOCATION	COMMENTS
1	Harding Street, Coseley @ Skidmore Road	Upgrade existing signals to include pedestrian stage
2	Coppice Lane, Quarry Bank @ Coppice Close	Upgrade existing crossing to include high level signal heads
3	Wollaston Road, Amblecote	Pedestrian facilities
4	Tower Street, Dudley near Stone Street	Zebra Crossing
5	Norton Road, Stourbridge near Stanley Road	Pedestrian Refuge

RESERVE LIST

	LOCATION	COMMENTS
6	Blowers Green Road, Dudley @ Aston Road	Upgrade existing signals to include a pedestrian stage
7	Springfield Road, Halesowen near Olive Hill Primary School	Zebra Crossing
8	High St, Wollaston between Vicarage Road & Apley Road	Pelican Crossing

The pedestrian element of the vulnerable users allocation will allow a continued programme of pedestrian crossing facilities at locations 1 to 5 above and these have been agreed with the Cabinet and Shadow Cabinet Members for Transportation. However, as some schemes may be delayed or modified as a result of the consultation processes, approval is also being sought to use any residual funding to progress/implement schemes shown on the reserve list.

In addition the pedestrian budget includes funding allocated for:-

Works in preparation for the re-decking and widening of Hungary Hill Rail Bridge to include the provision of improved footways.
Improvements to the pedestrian subways at Stourbridge Ring Road/ High St Amblecote subway, and/or the Earls Way Roundabout subway in Halesowen as funding permits

MINOR IMPROVEMENT SCHEMES 2007/08 -2011/12**APPENDIX 10**

SCHEME	2007/08 £ 000's	2008/09 £ 000's	2009/10 £ 000's	2010/11 £ 000's	2011/12 £ 000's
Existing Schemes					
Enville Street	115	0	0	0	0
Halesowen Bus Station Enabling Works	500	10	0	0	0
A491 / Brierley Hill Road	336	17	0	0	0
Future Schemes (2007/08 – feasibility & preliminary design)					
A491 / Lawnswood Road	25	1077	98		
High Street, Pensnett	25	25	475	775	1353
Mill Street / Delph Road / Mount Pleasant	25	25	700	660	90
A456 / Grange Road			25	25	200
Total	1026	1154	1298	1460	1643

The Future Schemes in the Minor Improvement Programme have been identified following a prioritisation exercise that assessed each potential scheme against the DfT's four shared priorities for transport. The assessment considered each scheme in terms of it's;

- Contribution to improving safety
- Contribution to journey time improvement
- Contribution to improving accessibility
- Improvement to air quality
- Deliverability