

Brierley Hill Area Committee – 3rd April 2008

Report of the Director of the Urban Environment

Highways Safety Schemes Capital Programme for 2008/2009

Purpose

1. 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 2008/2009 financial year.

Background

2. The Transport Capital Settlement and associated Capital Programme for 2008/2009 was approved by the Council at its meeting on the 25th February 2008.
3. Appendices A, B and C attached to this report reflect those proposals that fall within this Committee's area in relation to Local Safety Schemes, Pedestrian Crossings and Safer Routes to School respectively.
4. In terms of public consultation, schemes are generally divided into two categories, namely:

- i) **SCHEMES SUBJECT TO PUBLIC CONSULTATION**

Schemes incorporating physical measures which will have a greater impact on local residents and/or property owners, such as traffic calming measures

Pedestrian Crossings and Traffic Regulation Orders which may supplement schemes are subject to statutory advertisement and objection periods.

In addition to any necessary Statutory Notices being advertised, the consultation process for schemes falling into this category will also provide for feedback from the local residents/frontagers who would be most directly affected by the proposals, together with the emergency services, bus operators and Local Ward Members.

Speed cameras do not directly form part of the Council's own programme of works outlined in this report although it would still be normal practice to

consult with the respective Ward Members and local residents prior to any speed cameras being introduced in their area.

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/markings and anti-skid/coloured surfacing.

It is normal practice to advise Local Ward Members prior to the commencement of any works on site.

5. The principle of only carrying out public consultation on schemes incorporating physical measures and/or Traffic Regulation Orders has been agreed by the Cabinet and 'Shadow' Cabinet Members for Transportation.
6. The proposals outlined in the Appendices attached to this report may be subject to minor variations, amendments or modifications arising as a result of the consultation/design process.

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

7. **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.

Finance

8. The implementation of proposals outlined within this report are funded from the Council's Capital Programme.

Law

9. Traffic Regulation Orders are made under powers contained in Section 1 of the Road Traffic Regulation Act 1984.
10. 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.
11. The Council is empowered to improve highways under Section 62 of the Highways Act 1980.

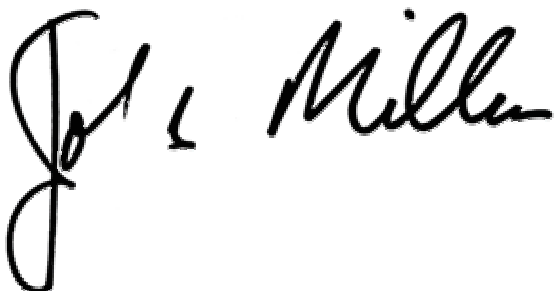
12. Guardrails may be provided under Section 66 of the Highways Act 1990.
13. Pedestrian crossing facilities are provided under powers contained in Section 23 of the Road Traffic Regulation Act 1984, subject to Regulations made by the Secretary of State.
14. Section 111 of the Local Government Act 1972 empowers the Council to do anything calculated to facilitate or is conducive or incidental to the discharge of any of its functions.
15. 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.
16. 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.

Equality Impact

17. The proposals contained within this report comply with the Council's Equality and Diversity Policy whilst also seeking to introduce measures that will be of direct benefit to children and some of the most vulnerable road users in the community including young children, the elderly, pedestrians, and those with impaired mobility.
18. The Council's Road Safety and Travel Awareness Officers liaise directly with School's Council's, which includes representatives from the schoolchildren themselves, in the preparation of School Travel Plans and the identification of measures that could be introduced as part of a Safer Routes to School initiative.

Recommendation

19. That the Cabinet Member for Transportation be informed that the Area Committee support the proposed Local Safety Schemes, Pedestrian Crossings and Safer Routes to School initiatives outlined in Appendices A, B and C.

A handwritten signature in black ink, appearing to read 'John Millar', with a stylized, cursive script.

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John Millar
Director of the Urban Environment

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List of Background Papers

1. Meeting between Cabinet and Shadow Cabinet Members for Transportation on 17th December 2007.
2. The Cabinet Meeting on 13th February 2008 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.
3. The Council Meeting on 25th February 2008.
4. LTP2

LOCAL SAFETY SCHEMES

- | | | |
|----|---------------------------------------|--|
| 1. | Stallings Lane, Kingswinford | Yellow Box markings or Keep Clear at Junctions/access + Vehicle Activated Signs and/or Warning Signs |
| 2. | Enville Road/Swindon Road, Wall Heath | Bend Centre Line highlighting and reactive 30 mph signs |

RESERVE SCHEMES

The following site has also been included on a Reserve List of Schemes to be implemented subject to the necessary funding being available.

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|----|--|--|
| 1. | High Street/Dreadnought Road, Pensnett | Cycle Lane through junction, pedestrian refuge and signing |
|----|--|--|

PEDESTRIAN CROSSING

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|----|----------------------------|---|
| 1. | High Street, Brockmoor | New Pelican
(Near Norwood Road and Public House) |
| 2. | Brierley Hill Road, Audnam | New Pedestrian Refuge
(Near Watery Lane) |
| 3. | Commonside, Pensnett | Upgrade existing Zebra to Pelican
(Near Bromley) |

RESERVE SCHEMES

The following site has also been included on a Reserve List of Schemes to be implemented subject to the necessary funding being available.

- | | | |
|----|---------------------------|-----------------------------------|
| 1. | Mill Street/The Promenade | Upgrade existing Zebra to Pelican |
|----|---------------------------|-----------------------------------|

NOTE: Pedestrian Crossing Schemes are subject to the posting of a Statutory Notice of an intention to construct and residents within the immediate area of the proposed crossing will also be notified.

SAFER ROUTES TO SCHOOL

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|----|--|---------------------------------------|
| 1. | St. Mary's R.C. Primary School,
Mill Street, Brierley Hill | Pelican Crossing |
| 2. | Church of Ascension Primary School
Foundry Road, Wall Heath | Improvement of link to Playing Fields |