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**BRIERLEY HILL AREA COMMITTEE – 5<sup>TH</sup> JULY 2007**

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

**HIGHWAYS MINOR WORKS CAPITAL PROGRAMME FOR 2007/2008**

**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 2007/2008 financial year.

**BACKGROUND**

2. The Transport Capital Settlement and Proposed Minor Works Capital Programme for 2007/2008 was approved by the Cabinet at its meeting on the 12<sup>th</sup> February 2007 and subsequently ratified by the Council at its meeting on the 26<sup>th</sup> February 2007.
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 included within the Council's Minor Works Capital Programme are generally divided into two categories, namely:

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

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

However, 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, the emergency services, bus operators and Local Ward Members.

- 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.

5. The principle of only carrying out public consultation on schemes incorporating physical measures and/or Traffic Regulation Orders was initially agreed by the Lead and 'Shadow' Lead Members for Transportation at a meeting held on the 20 March 2001, and it has subsequently been found to have provided an acceptable template for taking schemes forward.

Subsequent meetings of the former Lead and 'Shadow' Lead Members for Transportation between 2001 and 2004, followed since then by meetings of the Cabinet and 'Shadow' Cabinet Members for Transportation, most recently at their meeting on the 24<sup>th</sup>.January 2007, have endorsed a continuation of this approach.

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, 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 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 can be funded under the respective budget heads of the approved 2007/2008 Highways Minor Works Capital Programme.

## **LAW**

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

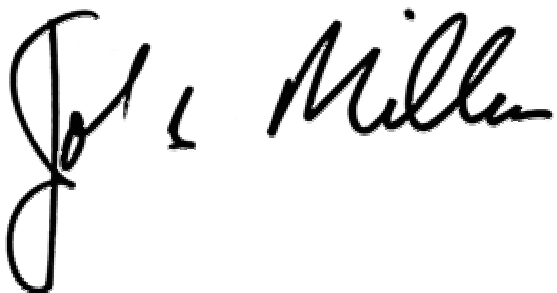
10. Traffic signs are provided under powers contained in Section 64 of the Road Traffic Regulation Act 1984, subject to regulations made by the Secretary of State for Transport.
11. The Council is empowered to improve highways under Section 62 of the Highways Act 1980.
12. Guardrails may be provided 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.

## **RECOMMENDATION**

18. 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 respectively.

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

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**John B Millar**  
**Director of the Urban Environment**

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### **List of Background Papers**

1. The Cabinet Meeting on 12<sup>th</sup> February 2007 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. The Council Meeting on 26<sup>th</sup> February 2007.

**LOCAL SAFETY SCHEMES**

- |    |                           |  |
|----|---------------------------|--|
| 1. | The Boulevard, Merry Hill | Raised Pelican Crossing and Anti-Skid surfacing. Possible 20 mph speed limit |
| 2. | Bryce Road, Pensnett      | Anti-Skid highlighting and improved signs and road markings                  |

**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**

Unlike previous years, there are no specific schemes within the provisional 2007/2008 Pedestrian Crossing Programme for the Brierley Hill Area, although it should be noted that other schemes identified elsewhere in this report under the headings of Local Safety Schemes (appendix A) and Safer Routes to School (Appendix C) do include measures which in themselves provide improved pedestrian facilities.

**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**

- |    |   |   |
|----|---|---|
| 1. | Summerhill School, Kingswinford – Phase 2 | Continuation of Phase 1 measures to provide improved pedestrian/cycle links |
| 2. | The Wordsley School, Wordsley             | Improved footway links  |