

Central Dudley Area Committee – 7th June 2011

Report of the Director of the Urban Environment

Highways Minor Works Capital Programme for 2011/2012

Purpose

1. To seek Committee's support for the proposed programmes of work for Local Safety Schemes, Safer Routes to School and Pedestrian Facilities within the Central Dudley Area for the 2011/2012 financial year.

Background

2. Preparation of this year's programmes of work has been delayed to accommodate the revised West Midlands Local Transport Plan 3. Therefore the programmes of work for Local Safety Schemes, Safer Routes to School and Pedestrian Facilities for 2011/2012 are yet to be considered by the Cabinet Member and Shadow Cabinet Member of Transportation.
3. As a result of this, and in order to satisfy the Committee deadline schemes that fall within the area covered by this Area Committee will be reported verbally at the meeting.
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 Facilities 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 consult Local Ward Members prior to the commencement of any works on site.

5. Subject to the endorsement of the Cabinet and Shadow Cabinet Member for Transportation the principle of only carrying out public consultation on schemes incorporating physical measures and/or Traffic Regulation Orders will be continued.
6. Scheme proposals may sometimes 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 proposed respective budget heads, subject to approval, for the 2011/2012 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 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 Area Committee note the proposed initiatives within 2011-2012 programmes of work for Local Safety Schemes, Safer Routes to School and Pedestrian Facilities, and that any observations be forwarded to the Cabinet Member for Transport.



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