

WARDS: All

AGENDA ITEM NO. 8

DUDLEY METROPOLITAN BOROUGH COUNCIL

CABINET – 9TH FEBRUARY 2005

JOINT REPORT OF THE DIRECTOR OF THE URBAN ENVIRONMENT AND THE DIRECTOR OF FINANCE

TRANSPORT CAPITAL SETTLEMENT AND PROPOSED HIGHWAYS CAPITAL PROGRAMME FOR 2005/2006

1.0 PURPOSE

- 1.1 To inform the Cabinet of the allocation of monies to the Council from the Local Transport Plan (LTP) settlement for 2005/2006.
- 1.2 To seek the Cabinet's approval to the recommended detailed Highways Capital Programme for 2005/2006.

2.0 BACKGROUND

- 2.1 The 2005/6 settlement was announced in December and in addition to the locally distributed Settlement Letters supplementary information was announced through the Department for Transport DfT website. A copy of the decision letter is on deposit in the Members' Library.
- 2.2 The Annual Progress Report (APR) on the LTP was submitted in July 2004 and this, together with the 2003 LTP formed the basis for bids for LTP Capital funding for 2005/2006. The APR also reported on progress in the delivery of the LTP programme and its objectives.
- 2.3 Dudley's bid within the APR totaled £9.938m, which included £1.772m for principal road maintenance; £1.129m for local road maintenance; £2.7m for bridge assessment and strengthening and £4.337m for integrated transport.
- 2.4 Despite the total national LTP allocation being reduced to £1.62bn, due to delays in scheme delivery, the West Midlands WM total allocation has increased by almost £10m to £117.219m. This increase is the result of extra major scheme funding. Capital funding for Integrated Transport and Structural Maintenance, have however, been reduced.

2.5 Change In Approach

2.5.1 This year's LTP settlement differs from previous years in that it brings in the concept of a Financial Planning Guideline FPG. LTP2, to be submitted later in the year, is being produced against the background of available resources and provisional FPGs have been set as part of this years settlement by DfT as set out in table 1;

Maintenance Block – Provisional Planning Guidelines						
£000's	2006/07	2007/08	2008/09	2009/10	2010/11	Total
Dudley	2,363	2,410	2,531	2,657	2,790	12,751
Total West Midlands	18,517	18,887	19,832	20,822	21,864	99,922
Adjusted Integrated Transport Block – Provisional Planning Guidelines						
£000	2006/07	2007/08	2008/09	2009/10	2010/11	Total
Dudley	2,736	2,736	2,880	3,224	3,388	14,964
Total West Midlands	32,693	32,693	34,299	36,009	27,835	173,529

Table 1

2.5.2 The LTP is no longer a bidding document as hitherto and the current years allocation reflects discussions between DfT and the WM on delivering agreed shared priorities.

2.5.3 It must be stressed that the figures for future years are indicative and gross and do not take account of top slicing or other local adjustments.

2.5.4 In deciding future year settlements, Government will assess what we intend to spend against the FPG and determine whether this accords with the shared priorities. Insofar as the £1.0bn reported as part of last year's settlement this is now to be made available subject to meeting the shared priorities and is, as a result, not as secure as initially announced.

2.5.5 Whilst the above figures have been given to enable forward planning DfT will be consulting later in the year on a formulaic approach to the FPG and will introduce from 2006/7 a performance criteria mechanism.

2.6 LTP Performance

2.6.1 The Settlement included an assessment of progress in delivering the LTP programme and comments on the quality of the APR submission, which this year has been assessed as "**average**". This is a mark down on last year's assessment which was classified as "above average".

- 2.6.2 The change in assessment arises from both a change in assessed criteria and a far more rigorous review having been undertaken than hitherto. The performance criteria mechanism establishes the importance of delivery of the LTP objectives and it is now the case that future funding to the WMs (from 2006/7) will be judged against the delivery of what the WM sets out to achieve – the WM stands to gain or lose 25% of the integrated transport block - this represents £17m to the WMs.
- 2.6.3 Government have made assessment of delivery more onerous as performance is now measured yearly - it will no longer be sufficient to deliver the overall programme within the term of the LTP as was previously the case.
- 2.6.4 A further aspect of performance that is under scrutiny and is reflected in CPA is commitment to transportation investment - the latest guidance on LTP's requires authorities to demonstrate that transport issues are at the heart of the Council's agenda and priorities.

2.7 WM Capital Monitoring System

- 2.7.1 As detailed in paragraph 2.5, the DfT has set out their requirements in respect of the delivery of the LTP objectives, and are developing performance pain/gain criteria.
- 2.7.2 Against the background of programme slippage in the WMLTP the Planning & Transportation Sub Committee held on 26th November expressed strongly the need for quality, realistic and coordinated project planning for all schemes.
- 2.7.3 The settlement letter indicated that there was *room for more improvement in attaining targets if delivery and spend were better programmed. It is pleasing to see that new management and monitoring procedures are being developed to minimise slippage.* The introduction of an integrated WM Capital Programme Monitoring System CPMS addresses this issue.
- 2.7.4 Accordingly Dudley's Head of Engineering, on behalf of the WMs, has been requested to procure a CPMS that would enable monitoring and control of the WMLTP.
- 2.7.5 The settlement letter approved a West Midlands Red Routes major scheme (for routes in Sandwell, Walsall, Birmingham and Solihull) to the sum of £28m with £3m to be spent in the current year. It has been agreed that the cost of implementing a CPMS be funded from this allocation.
- 2.7.6 Discussions are ongoing with a number of providers and a figure of £350k has been identified for provision of the system.

2.8 Shared Priorities

2.8.1 Delivery in the major urban areas is focusing on, and will be measured against, the four themes of safety, air quality, accessibility and congestion and in these four areas DfT are requiring that a template be completed that looks at, and sets out a framework for, performance. There is also a need to input measures for bus patronage, bus competitiveness with car, percentage of school population covered by travel plans, percentage of workforce covered by travel plans, modal shares to school, modal shares to work, number of cycling trips and local conditions, all of which will require extensive monitoring.

2.9 Supplementary Bids

2.9.1 As previously reported Dudley was successful in its application for exceptional funding through an SCA reallocation exercise for the strengthening of Tipton Road Rail Bridge in the sum of £1.2m this was particularly welcome as it frees up Tipton road for the future construction of Metro.

2.10 Distribution Of Allocation

2.10.1 The W M Joint Committee at its meeting of 26th January 2005 agreed the allocation of the Integrated Transport block settlement between programmes and Authorities. Dudley's share of that allocation is £2.657m.

2.10.2 As in previous years, a "top slice" of package allocation for Integrated Transport has been agreed in order to support 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.

2.10.3 The "top slice" element, of which £943k is from Dudley's allocation, will be used to centrally fund such items as:

- Bus showcase
- Post Implementation promotion
- Co-ordination of project management
- Network Information and Management
- Central core team
- LTP Technical development

2.10.4 The allocations for major schemes and maintenance are allocated directly to the Authority concerned.

2.11 Bus Showcase

- 2.11.1 The Bus showcase allocation, at £9.17m, forms the largest part of the “top slice” element and reflects the importance placed on buses as the preferred mode of public transport for local journeys. It does not include Red Routes that form part of the major schemes.
- 2.11.2 Showcase funds are held and managed by Centro on behalf of the WMs Authorities.
- 2.11.3 Showcase Schemes and Showcase Spur network schemes (which deal with accessibility themes) proposed in Dudley are set out in appendix 6;
- 2.11.4 Detail allocations will be determined when WM demands on the budget have been prioritised.

2.12 Dudley Settlement

- 2.12.1 After adjustment, the integrated transport block is £2.657m compared to £3.121m last year.
- 2.12.2 The maintenance block is £2.215m compared to £2.954m last year. Within the block, Principal Road Network PRN Maintenance budget shows a significant reduction from £1.308m to £270k, non principal roads, a reduction from £1.175m to £1.018m and bridges an increase from £471k to £927k. Whilst the recognition of the bridge strengthening is welcomed, the highways maintenance settlement is disappointing. Whilst the FPG continues this pattern to 2010/11 additional monies may be made available for PRN from 2007/8 depending on the results of condition surveys.

2.13 Major Schemes

2.13.1 Brierley Hill Sustainable Access Network (BHSAN)

The scheme received provisional acceptance in the 2004/2005 capital settlement and has been granted outline planning permission leaving only land issues to be resolved to satisfy the statutory procedures necessary to release the £17.370M of Government support - now anticipated in 2006/2007. Negotiations with key landholders are ongoing, however, it may still be necessary to instigate Compulsory Purchase procedures should these fail to secure the land by negotiation.

Work has continued on developing the scheme during the year, in conjunction with the Brierley Hill Master Plan. A partnering contract will shortly be let to finalise the detail design and construct the scheme and despite some slippage in the programme it is still envisaged that works will start in late summer 2006 and be substantially completed by 2008.

To sustain the scheme until Government support is available, allowing for the acquisition of land and property and the development of the design, it will be necessary to underwrite any costs by borrowing from the Councils capital resources. This borrowing will be repaid when Government capital support is available.

2.13.2 A461/A4123 - Burnt Tree

Work on preparing a submission to Government is ongoing and the scheme will be Included in the 2005 West Midlands LTP, the Councils share of developing the scheme being up to a total of £75k - costs being met out of the Regeneration budget.

The scheme has been well received by the Joint Committee and following a WM peer review is the only scheme that is considered to be both low risk for delivery and delivers LTP outputs.

2.14 Minor Schemes

2.14.1 Allocations from integrated transport are proposed to commence the construction of both Enville Street junction with A491/Bath Road, Stourbridge highway improvement and the realignment of the highway at Queensway, Halesowen to enable the expansion of Halesowen bus station by the West Midlands Passenger Transport Executive, "Centro".

2.15 Local Safety

2.15.1 The allocation for local safety will allow works at the local safety scheme locations shown in Appendix 7 of this report up to and including priority numbers 16, which has been agreed with the Cabinet and Shadow Cabinet Members for Transportation. The locations have been prioritized to have greatest impact on reducing personal injury accidents within the available funding. As some schemes may be delayed or modified as a result of the consultation processes, approval is also being sought for the Director of the Urban Environment to use any residual funding to progress/implement the remaining schemes shown on the reserve list in Appendix 7. It is also intended that part of the local scheme 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 would not normally meet the local safety scheme criteria. This allocation will also allow for any speed management initiatives to be undertaken such as further mobile speed camera sites in the borough.

The road safety, education, training and publicity budget will allow continuation of child road safety and travel awareness education, "kerbcraft" and other child safety education in line with LTP objectives.

2.16 Other Public Transport

- 2.16.1 To assist access to employment opportunities, aid social inclusion,, promote the use of more sustainable modes of transport and encourage walking and cycling, this allocation maintains the important role of workplace travel plan co-ordination and promotion.

2.17 Vulnerable Users

- 2.17.1 The vulnerable users allocation will allow a continued programme of pedestrian crossing facilities at locations shown in Appendix 9 attached to this report and again these have been agreed with the Cabinet and Shadow Cabinet Members for Transportation. The allocation will also allow continued programmes for the provision of cycle routes and provision of further facilities to assist the mobility of the less able and, in line with the recommendation to bolster funding in walking, will allow work to commence in respect of rights of way improvement plans and other related matters in an effort to encourage walking and allow management of the rights of way network to be featured fully in future LTPs in an effort to secure additional funding for improvements over the LTP period.

The allocation for safer routes to school will allow consideration to be given to the locations listed in appendix 8 attached to this report for the development of schemes in consultation with the local schools, again these have been agreed with the Cabinet and Shadow Cabinet Members for Transportation. As consultation has not yet taken place it is not possible at this stage to confirm how many of the locations shown can be funded from the proposed allocation, therefore approval is being sought to the programme as detailed and for Cabinet Member for Transportation, in consultation with the Director of the Urban Environment, to implement schemes as circumstances permit within the available budget with the remainder being given priority for future years' programmes and any savings in other budgets.

2.18 Highways Efficiency

- 2.18.1 The Highways Efficiency budget will facilitate improvements to Urban Traffic Control services at signalled junctions, the upgrading of traffic signal facilities including red lamp monitoring equipment (fault detection) and introduction of traffic signal cameras along the A491 corridor.

2.19 Safe And Healthy Communities

2.19.1 The street lighting allocation is intended for the improvement of street lighting at Stourbridge Road, Dudley between the junctions of Cochrane Road and Junction Street, Queens Cross and also to allow further investigations in respect of the structural testing of “at risk” steel lighting units. This is important in respect of being able to substantiate and justify future increased capital funding bids.

2.20 Regeneration

2.20.1 The Regeneration budget will enable consideration and development of delivery needs associate with the emerging shared priorities including;

- The highway improvement strategy,
- Demand management proposals particularly associated with car parking provision and enforcement - seeking to ease congestion, improve accessibility and facilitate public transport.
- Improvement schemes, including Burnt Tree, the junction of Brierley Hill Road and Lawnswood Road with the A491 High Street, Wordsley to be progressed.

2.20.2 An essential component is the development of alternative schemes that deliver LTP objectives should slippage occur in other schemes.

2.21 Car Parking Strategy

2.21.1 Considerable information has been collected on the existing car parking situation in preparation of the development of a comprehensive Strategy. However, further development of the strategy is awaiting the findings and recommendations of the Town Centres Master Planning studies currently in progress and the outcomes of the strategic modelling being undertaken for the Black Country Study.

2.22 Bridge Assessment And Strengthening

2.22.1 The FPG’s set out in paragraph 2.5.1 will enable forward planning of the bridge strengthening programme with a degree of certainty and it appears that circa £900k per annum will be available over the period - the figure for 2005/6 being £927k in addition to the £1.2m identified earlier for Tipton Rd. This is very welcome as it enables an informed programme to be developed.

2.22.2 Against this background the capital programme has been re-prioritised to take into account the priorities outlined in the LTP2 guidance and available resources. Appendix 2 sets out the proposed programme for 2005/2006 – 2010/11.

- 2.22.3 For bridges that are to be strengthened in future years there will be a need, where structural assessments are below loading standards, to consider the interim measures that need to be taken to safeguard The Council's position as Highway Authority in respect of bridges owned by The Council and others.
- 2.22.4 To facilitate delivery of the programme it is proposed to undertake advance design and investigation works in connection with the bridges in the programme.
- 2.22.5 Work on retaining walls, approaches to rail bridges and parapets identified in appendices 3,4 and 5 and have also been prioritised - as these are generally works of a much lesser value they are used as year in year balancing items and will be progressed as opportunities develop.
- 2.22.6 The prioritising exercise has indicated that Mears Coppice Bridge, that urgently requires replacement, does not deliver the LTP outputs and as such is currently programmed to be delivered beyond 2011 - it is not considered appropriate to bring this forward within the LTP programme. Accordingly an alternative scheme is under consideration that seeks to abandon the bridge and provide a new access to Mears Coppice. It is proposed that Development of this scheme be submitted for consideration in The Councils Regeneration Capital programme being funded from development opportunities.
- 2.22.7 Against the background of the success of the partnership contract currently in place and the need to secure critical mass for workload - given the loss of the Principal Road Network PRN work - it is proposed that the Council's approved partnering contractor will carry out bridge strengthening work as identified above, thereby enabling a template for future delivery to be developed.

2.23 Highways Maintenance

- 2.23.1 Work is on going to achieve Dudley's Local Public Service Agreement (LPSA) by April 2006. A highway maintenance target has been agreed to improve the condition of the PRN during 2004/2005. The LPSA target is to reduce a percentage of the network which has zero residual life from 35% to 28% as measured by deflectograph. As part of the LPSA, it is anticipated that a further £1m raised through unsupported borrowing will be combined with the LTP settlement to fund improvements to the road network.

2.23.2 Principal Road Network

The LTP settlement for 2005/2006 includes an amount of £270K allocated to the maintenance of the PRN. This is very disappointing and is considered to be insufficient to carry out required works. It is intended not to facilitate any planned schemes in the next financial and for the funding to be used as required on unnamed schemes.

2.23.3 Non-Principal Roads

The LTP settlement for 2005/2006 includes an amount of £1.018n allocated to the maintenance of local roads. This will be combined with prudential borrowing for highway structural maintenance of approximately £2m. A programme of roads and their treatments will be produced using the methodology and process previously agreed by the Select Committee for the Environment. Cabinet and Shadow Cabinet Members for Transportation will be consulted on the final programme.

2.24 Delivery

2.24.1 A risk assessment has been carried out to ensure that the schemes identified in the programmes are deliverable. It should be noted, however, that the nature of the work involved sometimes means delays can be caused by external influences. For this reason schemes may not necessarily be dealt with in strict priority order as changed circumstances may occur. Therefore, to ensure the best use of capital resources and to ensure deliverability, approval is sought for all schemes shown in the priority lists contained in Appendices 2-15 to be progressed as circumstances and funding permits.

3 PROPOSAL

3.1 That the Cabinet welcomes and notes the Transport Capital Settlement for 2005/2006.

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

3.3 That the Cabinet agrees:

- 1) The programmes identified in Appendix 1 and referred to in paragraphs 2.10 – 2.23. inclusive of this report and authorises the Director of the Urban environment to implement them accordingly.
- 2) The schemes and programming identified in Appendix 2 – Bridge Strengthening and that advance work is undertaken on bridges not included in the current year.
- 3) 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 Cabinet Member for Transportation in consultation with the Director of the Urban Environment be authorised to bring construction work forward as funding permits.

- 4) The schemes identified in Appendix 4 – Railway Road Vehicle Incursion, that design work is undertaken as resources permit, and that The Cabinet Member for Transportation in consultation with the Director of the Urban Environment be authorised to bring forward construction as funding permits.
- 5) The schemes identified in Appendix 5 – Upgrading of Parapets, that design work is undertaken as resources permit and that The Cabinet Member for Transportation in consultation with the Director of the Urban Environment be authorised to bring forward construction as funding permits.
- 6) The structural work identified in 1-4 above and various works in relation to Local Safety Schemes and Safe Routes to Schools be undertaken by The Council's Partnering contractor.
- 7) The schemes identified in appendix 6 – Bus Showcase and that The Cabinet Member for Transportation in consultation with the Director of the Urban Environment be authorised to undertake work in the light of consultation and as funding is made available.
- 8) That the Cabinet Member for Transportation in consultation with the Director of the Urban Environment be authorised to make amendments to the programmes shown in Appendix 7, 8 and 9 in the light of consultation and the availability of funding.
- 9) The acquisition of land and property purchase associated with approved schemes as funding allows.
- 10) That the Director of the Urban Environment be authorised to initiate studies into future minor improvement schemes and progresses the formulation of Demand Management initiatives including strategies for both car parking and highway improvements.
- 11) The West Midlands Capital Monitoring system as set out in the report.
- 12) That the Director of Law and Property continues to retain land in the Council's ownership adjacent to the corridors previously identified within the West Midlands Area Multi Modal Study.
- 13) 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 including the introduction of antiskid material and mobile speed camera sites as referred to in Paragraph 2.9.4.
- 14) That the Director of Law and Property in conjunction with the Director of the Urban Environment be authorised to commence property acquisition by negotiation or Compulsory Purchase procedures to facilitate

programmes identified in the highway capital programme.

- 15) That to enable the Brierley Hill Scheme to be progressed finance up to £1.7M is made available from the Councils Capital resources to be paid back in full following the satisfactory resolution of statutory procedures and the release of Government capital support for the scheme.

4 **FINANCE**

- 4.1 The Local Transport Plan Settlement is the means by which transport capital resources are distributed to Local Authorities.
- 4.2 Maintenance and block allocations will be issued as non-ring fenced, single pot Supplementary Capital Expenditure (Revenue) SCE(R). Major schemes allocations will be secured as half grant contributions (Transport Supplementary Grant for road schemes and S56 grant for public transport as was previously the case) and half ring fenced SCE (R).

5 **LAW**

- 5.1 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.
- 5.2 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.
- 5.3 The tendering process is governed by the Council's Contract Standing Orders which are established under Section 135 of The Local Government Act 1972.
- 5.4 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.
- 5.5 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.
- 5.6 Section 278 of The Highways Act 1980 enables the Council to agree with any person a contribution towards the cost of works on the highway if they will be of benefit to the public. Such contributions may cover the entire or part of the cost of such works.
- 5.7 The provision of a Local Transport Plan is a requirement of The Transport Act 2000.

5.8 The Countryside and Rights of Way Act 2000 allows the closure of Public Rights of Way for the prevention of crime and requires the formulation of "Rights of Way Improvement Plans".

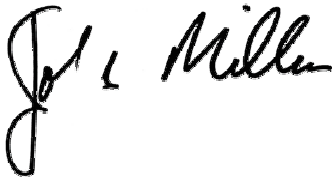
6 EQUAL OPPORTUNITIES

6.1 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.

6.2 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.

7 RECOMMENDATION

7.1 That the proposal set out in Section 3 of this report be approved.



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

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Background documents used in the preparation of this report:-

Background papers can be found on DUE – Document Warehouse – Local Transport Plan – Settlement march 05 – background papers.

Settlement letter 2004/2005,

DfT Website - Formulaic allocations for roads and bridges 2005/6 – 2007/8 -

Core Support Team 11/01/05 – LTP Planning Guidelines

Annual Progress Report 2004

Government Office – Scoring of LTP performance

Report to P&T Sub Committee 14th January

Report to West Midlands Leaders 5 November 2004

Shorter Guidance for Local Transport Plans

Bridge Prioritisation

Report to CEPOG 10/12/2004 LTP 2005 major Scheme Peer Review

DfT - Accessibility Planning Guidance Summary

Report of the Head of engineering to the Regeneration Working Group meeting 13 December 2004

APPENDIX 1

HIGHWAYS CAPITAL PROGRAMME - 2005/2006

BLOCK	BUDGET HEAD	£000	£000
Major Schemes	Brierley Hill Sustainable Access Network		1700
<u>TOTAL MAJOR SCHEMES</u>			<u>1700</u>
Minor Improvements	Enville Street, Stourbridge Queensway Realignment, Halesowen Town Centre	802 250	1052
Local Safety	Schemes and Remedials Road Safety Education Training and Publicity	435 37	472
Other Public Transport	Travel Plan Co-ordination	40	40
Vulnerable Users	Pedestrians Cycling Safe Routes to School Disabled Facilities	150 75 75 25	325
Highways Efficiency	Feasibility and Review Traffic Regulation Orders Signs, Markings and Guardrails Traffic Signals/UTC Monitoring	145 110 130 50 50	485
Safe and Healthy Communities	Street Lighting	100	100
Regeneration	Demand Management/Advancing network improvements	183	183
<u>TOTAL INTEGRATED TRANSPORT</u>			<u>2657</u>
Bridge Assessment and Strengthening	Bridge Assessment and Strengthening Programme Gawne Lane Retaining Walls – Church Hill Retaining Walls – Red Hill Close High Street, Wordsley Tipton Road Bridge (Reallocated SCA)	12 300 175 115 325 1200	2127
Carriageway Maintenance	Principal Non-principal	270 3018	3288
<u>TOTAL MAINTENANCE</u>			<u>5415</u>
<u>TOTAL HIGHWAYS CAPITAL PROGRAMME</u>			<u>9772</u>

APPENDIX 2

PROGRAMME FOR BRIDGE RECONSTRUCTION/STRENGTHENING

Bridge	No.	Owner	LTP Ranking Total *1	Delivery Risk *2	Programming
Tipton Road Rail Bridge	32057	Network Rail			2005-06
Leys Road Rail Bridge	32047	Network Rail	14	Low	2006-07
High Street, Wordsley	30069	Dudley MBC	13	Low	2005-06
Primrose Bridge, Netherton	33017	British Waterways	14	Medium	2006-07
Gawne Lane, Netherton	30059	Dudley MBC	12	Low	2005-06
Farmers Bridge, BH	30075	Dudley MBC	14	Medium	2007-08
Moor Street No. 1, BH	32039	Network Rail	11	Low	2007-08
Rumbow Bridge, Halesowen	30014	Dudley MBC	11	Medium	2008-09
Griffin Bridge, Netherton	33021	British Waterways	9	Low	2008-09
Bull Street, BH	32037	Network Rail	8	Low	2009-10
Bower Lane, Netherton	30052	Dudley MBC	9	High	2009-10
Parkfield Rail, Stourbridge	32013	Network Rail	8	Medium	2010-11
Glasshouse Bridge, Wordsley	33008	British Waterways	13	High	2010-11
Mears Coppice Bridge, Lye	30044	Dudley MBC	8	High	-

*1 LTP ranking based on a scored assessment of factors to meet the requirements of the LTP guidance. Factors used:

- 1) Congestion
- 2) Accessibility
- 3) Safety
- 4) Maintenance Issues
- 5) Ecological Issues
- 6) Benefits to the Community

*2 Delivery Risk – rating based on the likelihood of other factors affecting the likely delivery of the scheme.

- 1) Land Acquisition
- 2) Environment Agency
- 3) British Waterways
- 4) Archaeological
- 5) Environmental

APPENDIX 3
RETAINING WALLS

Wall/road name	Wall No.	Work required	Priority Ranking	Programming
Church Street/Church Hill, Brierley Hill	35058	Rebuild/Major Strengthening	1	2005-06
Red Hill Close, Stourbridge	36029	Rebuild/Major Strengthening	2	2005-06
Whitehall Drive/Rumbow, Halesowen	36027	Strengthening	3	2006-07
Belle Vale (Shelton Inn), Cradley	36003	Part rebuild	4	2007-08
Belle Vale/Shelton Lane, Cradley	36018	Rebuild	5	2007-08
Hawne Lane, Halesowen	35091	Strengthening	6	2008-09
Butchers Lane (Hillbank), Cradley	36094	Rebuild	7	2009-10
Halesowen Road, Netherton	36077	Upgrade parapet	8	2010-11
Brettell Lane (Old Crown PH), Brierley Hill	36084	Rebuild	9	2010-11
Wolverhampton Road, Sedgley	36006	Strengthening	10	2011-12
The Promenade (South), Brierley Hill	35074	Upgrade parapet	11	2011-12
Heywood Canal Bridge Parapet Halesowen	36080	Upgrade parapet	12	2011-12
Cinderbank, Netherton	36025	Upgrade parapet	13	2012-13
Halesowen Road, Netherton	35092	Rebuild	14	2012-13
Hagley Road, Stourbridge	36031	Rebuild	15	2013-14
Colman Hill, Cradley	36034	Rebuild	16	2013-14
Dibdale Street/Corser Street, Dudley	36023	Rebuild	17	2013-14

APPENDIX 4
APPROACHES TO RAIL BRIDGES

Priority Number	Reference Number	Name	Railtrack Reference	Score
1	002/DD14	Worcester Lane	123 OWW	93/99
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	84/85
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
16	024/DU04	Bromley Lane	6 KWD	64
17	037/DU405	Bull Street	143 OWW	61
18	028/DD02	Hayes Lane	46 GSJ2	60
19	045/DD12	Dudley Road (Round Oak)	152 OWW	53
20	027/DU403	Bromley Street	46a GSJ2	53
21	013/DU09	Parkfield	4S72-SJS	52
22	042/DU07	Gorsty Bank	149 OWW	50
23	070/DU410	Old Meeting Road (Avenue)	64 RBS2	47
24	048/DU03	Moor Street No 2	2 KWD	47
25	053/DD11	Dudley Road (A4101)	8 KWD	43
26	047/DU05	Leys Road (Brierley Hill Road)	3 KWD	31

APPENDIX 5
UPGRADING PARAPETS

<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	High Street, Wordsley	30069
16	Gawne Lane Bridge	30059
17	Black Delph Bridge	30064
18	Swan Lane Bridge	30070
19	Rumbow Bridge	30014
20	Forge Lane, Halesowen	30020
21	Bower Lane Bridge	30052
22	Coalbourne Brook	30053
23	Farmers Bridge	30075
24	Severn Road Bridge	30036
25	Great Cornbow Bridge	30009
26	Bowling Green Road	30068
27	Leys Bridge	30076
28	Dogkennel Lane Bridge	30012
29	Furnace Coppice Bridge	30035
30	Cradley Road Bridge	30065
31	Halesowen Road, Cradley	30073

Bus Route Number	Road	Detail	Corridor
9	A458	Completion of Bus Stop upgrading	Halesowen- Stourbridge
9	A458	Junction Improvement Belle Vale/Drews Holloway	Halesowen- Stourbridge
9	A458	Junction Improvement Foster St East	Halesowen- Stourbridge
9	A458	Traffic management Study – Colley Gate	Halesowen- Stourbridge
Route 9 Spurs 19,109,140, 417 (on behalf Sandwell)	Local	Mini shelters and stop enhancement (Bus showcase spur network)	Halesowen- Stourbridge
311	A491	Completion – Holly Hall/Pensnett Rd junction improvement	Dudley - Stourbridge

No.	LOCATION	Total Relevant Accidents	Total Relevant Casualties	COMMENTS
1	Pensnett Road, Brierley Hill	15	26	CL hatch, RT lanes, jct h'lighting & refuge, askid to zebra
2	New Farm Road, Lye	10	20	Bridge, bend & junction warning signs & antiskid
3	Hollyhock Road, Kates Hill, Dudley	3	3	Vertical traffic calming
4	Stourbridge Road, Brierley Hill	28	40	CL hatch & RT lane provision & h'lighting. Possible refuges
5	Dudley Road, Wallheath	5	6	Improved warning signs, markings & antiskid to bend
6	St Peters Road, Netherton	8	12	Improved signs & markings. Antiskid to rbt & sigs
7	Priory Road, Dudley	28	35	Build out jct rads for bays, cycle lanes, modify pelican
8	Yew Tree Lane / Summer Hill Road, Coseley	8	12	Zebra & jct warning signs & jct highlighting
9	Haysech Road & Hawne Lane, Halesowen	10	12	Bend & Jct warning signs. Possible street lighting upgrade
10	Mill Street / The Promenade, Brierley Hill	12	16	Zebra upgrade & antiskid to jct approach & yellow box
11	Bromley Lane, Kingswinford	3	3	Improved signs, markings & antiskid surfacing
12	Maple Green, Dudley	2	2	Raised zebra crossing o/s Health Centre
13	Moor Street, Brierley Hill	14	22	Mobile speed camera(s) & improved signs & markings
14	The Boulevard outside KFC, Merry Hill	8	10	Formalise right turn lane with CL hatching & poss refuge
15	Hurst Road / Upper Ettingshall Road, Coseley	5	10	Improved giveway signage & junction highlighting
16	Bridgnorth Road, Wollaston	12	13	Gateway boost, zebra upgrades, improved signing

APPENDIX 8

PROPOSED SAFER ROUTES TO SCHOOL MEASURES

Location	Comments	Area Committee
Alder Coppice Primary, Sedgley	Possible Peters Hill type stop and go area to avoid car park problems. Improvements rear footpaths & lighting.	ND
Ashwood Park Primary, Wordsley	Improvements to footpath/cycle routes, new gate entrance	B
Blowers Green Primary, Dudley	Improvements to rear entrance.	CD
Cradley Schools (Cradley High Cradley Cof E Primary Colley Lane Primary), Cradley	Pedestrian/ Cycle crossing and Cycle routes and cycle provision. 20 mph Slade road(Safety Scheme)	H
Ham Dingle Primary, Pedmore	New footpaths, one way system, Cycle facilities, new entrance clean up paths	S
Hillcrest Community College, Netherton	Review school entrance arrangements/traffic management	CD
Manor Way Primary, Halesowen	Imprint by road junctions, widening of footpath opposite school	H
St Edmund and St John Primary/ St Joseph's, Dudley	Cot Lane type facility on Hillcrest Road	CD
St Mary's RC, Brierley Hill	Improve crossing facilities for School Crossing Patrol and investigate alternative entrance off Boulevard	B
Summerhill School, Kingswinford	Improve Footway to A449 . New speed limits and lighting. Investigate ped/cycle facilities Cot Lane/Swindon Road/Lodge Lane. Traffic Refuge Swindon Road: Widen Footpath Lodge Lane(school side).Investigate Stop and Go area.	B
Thorns Primary and Community College,	Park Road to Thorns Road Upgrade footway & create cycle lane. Stockwell Ave to Thorns Road (path repairs and lighting, investigate Cycle lane and cycle storage) .	BS
Netherbrook School	Bowling Green Road Zebra Crossing	CD
Castle High	Stop and Go Zone Priory Road.	CD
Dudley College	Advanced Stop Line Broadway/ Ednam Road	CD

APPENDIX 9
PEDESTRIAN CROSSING PROGRAMME 2005-6

	LOCATION	TYPE OF CROSSING
1	Vicar Street, Sedgley, near Dudley Street/Kwik Save	Zebra crossing
2	Coppice Lane, Quarry Bank, in the vicinity of White City Road	Upgrade zebra crossing to pelican crossing
3	Bell Street, Stourbridge, in the vicinity of Crystal Leisure Centre	Pelican Crossing
4	Lawnswood Road, Wordsley, near Barnett Lane	Pelican Crossing
5	Northfield Road, Netherton, near Arts Centre & Library	Pelican Crossing
6	Hagley Road, Halesowen, in the vicinity of Rosemary Road	Pedestrian Refuge

RESERVE LIST		
	LOCATION	TYPE OF CROSSING
7	Lye Bypass, Lye, between Clinic Drive & Vicarage Road West	Puffin Crossing
8	Priory Road, Dudley, south of Limes Road & Woodland Avenue	Pelican Crossing
9	Harding Street, Coseley, at Skidmore Road	Pedestrian Stages at Traffic Signals
10	Sedgley Road, Woodsetton, near George Street	Pelican Crossing
11	Gospel End Street, Sedgley, between Cotwall End Road & Vicar Street	Pelican Crossing