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**Halesowen Area Committee – Thursday 4<sup>th</sup> September 2008**

**Report of the Director of the Urban Environment**

**A456 Manor Way / Grange Road Roundabout**

**Purpose of Report**

- 1 To inform Committee of the results of the public consultation exercise and seek support to a modified scheme for the A456 / Grange Road roundabout and other safety initiatives for the A456 Manor Way and Hagley Road.

**Background**

- 2 The A456 Manor Way was de-trunked and responsibility for the road and the Grange Road roundabout passed to Dudley Council in April this year. Following negotiations with the Highways Agency funding was secured to develop and implement a safety scheme at the Grange Road roundabout to help address the injury accident problem.
- 3 As reported to the Area Committee in March this year, preliminary proposals for the junction have now been subject to a public consultation exercise. This involved a letter drop and questionnaire to all affected frontagers, and a plan of the proposals being displayed in Halesowen library between February and May this year. The Halesowen Town Centre Consultation Working Group have considered the proposal at its meeting on the 30<sup>th</sup> July. The Group Engineer will give a verbal update of their views at the Committee.
- 4 Generally, the proposals have been well received , but two main issues have been highlighted in the comments received, these being;
  - difficulty for pedestrians crossing at the junction
  - the excessive speed of traffic approaching the junction, particularly on the A456 – Manor Way approaches.
- 5 The scheme proposals have been modified as a result of the consultation feedback, and a revised layout is shown on Drawing No. T/2600/2 contained in Appendix 1. The main changes are as follows;
  - the introduction of controlled pedestrian crossing facilities on Grange Road and the A456 Manor way eastbound approach (from Hagley)
  - minor changes to the geometry, including the removal of the segregated left slip lane from Grange Road onto the A456 towards Birmingham.
  - Improvements to the footpath link to assist pedestrians travelling up and down Grange Hill

- 6 In addition, proposals have been developed to reduce the speed limit at the junction itself and the A456 – Manor way approaches to it, from 50mph down to 40mph as shown on Drawing No. T/2600/6 contained in Appendix 2. In order to achieve a consistent approach to speed limits along the length of the A456 route within the Dudley borough and help address the injury accident problem, a similar reduction in the speed limit approaching Hayley Green roundabout (towards Hagley) is also proposed, also shown on Drawing No. T/2600/6.
- 7 The Council will continue to develop the safety scheme for the junction and the associated speed limit changes with the aim of introducing them in 2009/10.
- 8 Area Committee have also previously asked officers to investigate the existing footpath links across the A456 Manor Way and Hagley Road to identify any improvements that would make it easier for pedestrians to cross the road and also highlight the existence of the crossing points to oncoming vehicles.
- 9 A package of measures, including signage and minor physical works has been identified for trial at selected sites to be agreed with Ward members. A typical detail of the measures is illustrated on Drawing No. T/2600/7 at Appendix 3 to this report. Larger scale colour copies of all drawings will be on display at the Area Committee meeting.
- 10 Sustainable Transport

The contents of this report support the Council's Transport Policy by developing measures which contribute to improved highway and pedestrian safety to the benefit of the local community.

## **Finance**

- 11 The implementation of proposals for the safety scheme and associated speed limit changes outlined in this report can be funded from the £750,000 grant received from the Highways Agency together with additional funding already identified in the 2009/10 Local Transport Plan Integrated Transport Block Minor Improvements Programme.
- 12 The measures proposed to improve the footpath links across the A456 Manor Way are estimated to cost of up to £100k. Whilst there is currently no budget in place to cover the cost of these works in the current year the scheme will be taken forward for consideration in the 2009/10 Local Safety Scheme Programme.

## **Law**

- 13 The Council is empowered to improve Highways under Section 62 of the Highways Act 1980. Traffic Regulation Orders are made under powers contained in Section 1 of the Road Traffic Regulation Act 1984. The Traffic Calming Act 1992 amends the Highways Act 1980 to allow works to be carried out to promote safety and to preserve the environment. Section 111 of the Local Government Act 1972 authorises the Council to do anything which is calculated to facilitate or is conducive or incidental to the discharge of any of its statutory functions.

## **Equality Impact**

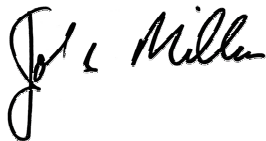
- 14 The proposals contained within this report comply with the Council's Equality and Diversity Policy whilst also seeking to introduce measures that will be of direct benefit to children and some of the most vulnerable road users in the community.

## **Recommendation**

- 15 That the Area Committee support the modified scheme proposals as shown on Drawing No. T/2600/2 in Appendix 1.

That the Area Committee support the advertising of modifications to the speed limits on the A456 as shown on Drawing No. T/2600/6 in Appendix 2.

The Area Committee note the trial measures identified to improve the footpath links across the A456 Manor Way based on the typical detail shown on Drawing No. T/2600/7 at Appendix 3.



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## **List of Background Papers**

1 – Halesowen Area Committee Report 'Halesowen Town Centre Development' – Agenda Item No. 12 (12 March 2008)

2 – The Cabinet Meeting on 13<sup>th</sup> February 2008 relating to the joint report of the Director of the Urban Environment and the Director of Finance on the Transport Strategy & Settlement, Proposed Transport Capital Programme and Road Safety Grant for 2008/09 – 2010/11.

## Appendix 1

### Proposed Junction Improvement

## Appendix 2

### Proposed Speed Limits

## Appendix 3

### Typical Crossing Detail