

Halesowen Area Committee – 12th March 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 Halesowen 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.

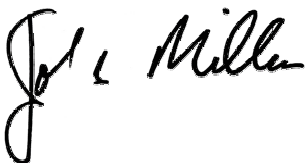
12. Guardrails may be provided under Section 66 of the Highways Act 1990.
13. Pedestrian crossing facilities are provided under powers contained in Section 23 of the Road Traffic Regulation Act 1984, subject to Regulations made by the Secretary of State.
14. Section 111 of the Local Government Act 1972 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 school children 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 respectively.



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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

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|----|--------------------|---|
| 1. | Park Lane, Cradley | Bend highlighting, marker posts
Improved markings/sign |
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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. | Bower Lane/Saltbrook Road
Quarry Bank | Consider possible mini-roundabout and
warning signs |
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PEDESTRIAN CROSSING

Unlike previous years, there are no specific Pedestrian Crossing Schemes for the Halesowen Area in the provisional 2008/9 Programme of Works, 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) may include measures that in themselves improve pedestrian crossing facilities.

However, elsewhere in the Halesowen Area, the work currently being undertaken in and around the Queensway as part of the Bus Station Enabling Works, improvements for pedestrian crossing facilities will see the introduction of 4 new Puffin installations resulting from the upgrading of 2 existing Pelican Crossings, the upgrading and relocation of an existing Zebra Crossing and the provision of a completely new facility.

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. | Netherend Lane
Near Apperly Way | New Zebra |
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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. | Hasbury C. of E. Primary School
School Lane, Halesowen | Visual carriageway reduction and improved signing including 'Premark' (or similar) road symbols |
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RESERVE SCHEME

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. | Olive Hill Primary School
Springfield Road, Halesowen | Introduction of 20 mph to complement existing vertical traffic calming scheme |
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