

MEETING OF THE CABINET – 8th FEBRUARY 2006

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

TRANSPORT CAPITAL SETTLEMENT AND PROPOSED HIGHWAYS CAPITAL PROGRAMME FOR 2006/2007

PURPOSE OF REPORT

1. To inform the Cabinet of the allocation of monies to the Council from the Local Transport Plan (LTP) settlement for 2006/2007.
2. To seek the Cabinet's approval to the recommended detailed Highways Capital Programme for 2006/2007.

BACKGROUND

3. The 2006/7 settlement was announced on 14th December - a copy of the decision letter is on deposit in the Members' Library.
4. The Annual Progress Report (APR) on the LTP was submitted in July 2005 and this, together with the 2003 LTP formed the basis for LTP Capital funding for 2006/2007. The APR also reported on progress in the delivery of the LTP programme and its objectives.
5. Funding for major schemes is now drawn from a regional allocation, being £29.33m for committed schemes and £29.26m for new schemes, (as approved on the 18th January by the Regional Assembly [RA])

LTP PERFORMANCE

6. 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 "fair". This is a mark down on last year's assessment which was classified as "average" and has resulted in the 5% cut in the guideline allocation see above.
7. Whilst the performance on delivering the programme of work and meeting road safety targets was good not meeting targets in respect of cycling, bus and metro patronage resulted in the assessment being marked down.

8. The development of the final LTP2, as reported previously on this agenda, has sought to raise the DfT assessment from “promising to “very promising” if this is achieved extra funding, above the guideline figure, for future years of 12.5% will be forthcoming.
9. Similarly delivery progress measured through the APR allows for additional funding of up to 12.5% for delivery that is categorised as “excellent” (Good +5%, fair – 5%, weak -12.5%).
10. Against this background performance management of LTP2 has been brought within the remit of the P&T Monitoring Sub Committee who will be scrutinising individual authorities IT Block expenditure to ensure it demonstrably contributes towards LTP2 targets.

DISTRIBUTION OF ALLOCATION

11. The WM Joint Committee at its meeting of 25th January 2005 agreed the allocation of the Integrated Transport block settlement between programmes and Authorities. Dudley’s share of that allocation is £2.553m.
12. 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.
13. The “top slice” element, of which £997k 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 Management System
 - Central core team
 - LTP Technical development.
14. The allocations for major schemes and maintenance are allocated directly to the Authority concerned.

BUS SHOWCASE

15. 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.
16. Showcase funds are held and managed by Centro on behalf of the WMs Authorities.

17. Showcase Schemes proposed in Dudley are set out in appendix 6;
18. Detail allocations will be determined when WM demands on the budget have been prioritised.

DUDLEY SETTLEMENT

19. After adjustment the integrated transport block is £2.553m (£2.657m last year).
20. The maintenance block is £2.863m (£2.215m). Within the block, Principal Road Network PRN Maintenance budget £287k (£270k), non principal roads, £1.082m (£1.018m) and bridges £1.494k (£927k).
21. The allocation of Transport Capital Funding is set out in Appendix 1

MAJOR SCHEMES

BRIERLEY HILL SUSTAINABLE ACCESS NETWORK (BHSAN)

22. The BHSAN scheme was provisionally approved by GOWM in the December 2004 settlement letter and was approved for inclusion in 2006/07 by the Regional Assembly on the 18th January. The December 2005 settlement letter made reference to only two schemes being on track and budget BHSAN being one of the schemes.
23. An Early Contractor Involvement Partnering Contract has been entered into with Mowlem to deliver the LTP Capital programme and BHSAN is being progressed through this partnership and this enables a foreshortening of the Government approval process seeking to avoid the usual 12 month delay for contract formalities following the Public Inquiry. This is wholly in line with guidelines issued for consultation by DfT and it is hoped that this will enable an early approval.
24. It is considered that given the change in emphasis by Government on the funding for Transportation Schemes that BHSAN has the best chance of securing Government support in the 2006/7 financial year as in future years there will be greater competition as a considerable number of other schemes across the Region receive provisional acceptance and if government spending becomes more constrained.
25. BHSAN was subject to a Public Inquiry on 10th January - this closed on the 13th January and it is pleasing to report that agreement was reached with all the objectors with no representations being made.
26. A successful outcome to the Inquiry will enable the Secretary of State to issue a final approval - subject to DfT approving the final business case submission at an estimated total cost of £17.38m this to be submitted in March.

27. As no confirmed approval is yet in place (although the comment in the settlement letter is heartening), and being mindful of the need to secure the scheme in the programme, a risk assessment was undertaken that assessed the expenditure profile against latest dates for full approval. This indicated that a realistic figure for 2006/7 was £8.5m and this was submitted as part of the regional prioritisation process. This will require a start on site in October at the latest being after what is to be considered the final date for 2006/7 year approvals from DfT. It is hoped that an earlier approval will enable a start in the summer.
28. The capital Programme included £1.7m for advance work associated with the scheme in 2005/6 and a further £0.4m is required in 2006/7 to cover scheme development costs to be incurred prior to full approval being received.

A461/A4123 - BURNT TREE

29. A submission was made to Government in June 2005 and a response is awaited.

MAINTENANCE

BRIDGE ASSESSMENT AND STRENGTHENING

30. The LTP settlement for bridge assessment and strengthening in 2006/7 is £1494k including £500k for A491 High Street Wordsley culvert strengthening.
31. The capital programme has been prioritised to take into account the priorities outlined in the LTP2 guidance and available resources. Appendix 2 sets out the proposed programme for 2006/2007 – 2010/11.
32. 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.
33. To facilitate delivery of the programme it is proposed to undertake advance design and investigation works in connection with the bridges in the programme.
34. Work on retaining walls, parapets and approaches to rail bridges are 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.
35. The Council are responsible for 161 retaining walls and appendix 3 indicates those that are considered to be of highest risk. Notwithstanding this, the asset management process can identify walls that have deteriorated at a faster rate than anticipated and require more urgent attention. Against this background authority is sought for the Cabinet Member for Transportation to include such work in the programme.

HIGHWAYS MAINTENANCE

Principal Road Network

36. The LTP settlement for 2006/2007 includes an amount of £287K 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 year and for the funding to be used as required on unnamed schemes.

Non-Principal Roads

37. The LTP settlement for 2006/2007 includes an amount of £1.082m allocated to the maintenance of local roads. This will be combined with local resources funded from prudential borrowing of £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. The Cabinet and Shadow Cabinet Members for Transportation will be consulted on the final programme.

INTEGRATED TRANSPORT

MINOR SCHEMES

38. Allocations from integrated transport are proposed to commence the construction of A491 Brierley Hill Road highway improvement and the realignment of the highway at Queensway, Halesowen to enable the expansion of Halesowen bus station by Centro.

LOCAL SAFETY

39. 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 number 14, which has been agreed with the Cabinet and Shadow Cabinet Members for Transportation. The locations have been prioritised 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 also shown in Appendix 7.
40. 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.

41. This allocation will also allow any speed management initiatives to be undertaken such as further mobile speed camera sites, and temporary variable speed message signs as a road safety tool.
42. The road safety, education, training a publicity budget will allow continuation of child road safety and travel awareness education, “kerbcraft” and other child safety education in line with LTP objectives.

OTHER PUBLIC TRANSPORT

43. 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 co-ordination and promotion.

VULNERABLE USERS

44. 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. However, as not all of the detailed consultations have yet been completed, it is not possible at this stage to confirm how many of the locations shown can be funded from the proposed allocation. Approval is therefore being sought to progress/implement the current proposals and for the Cabinet Member for Transportation in consultation with the Director of the Urban Environment to bring forward any additional locations as funding and circumstances may permit.
45. 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.

HIGHWAYS EFFICIENCY

46. The highway efficiency allocation will allow more rigorous LTP monitoring, continued feasibility work, and reviews of completed schemes and day to day management and improvement of highway network.

47. Given the worrying and sustained abuse of the King Street Bus Mall, particularly at the Flood Street central reservation gap, it is proposed that this allocation be used to remove the “gap”. The existing pedestrian stage within the signals will be removed and a stand alone pelican crossing will be provided to King Street near to Long Entry. This crossing will be provided on a raised table to further influence a reduction in vehicle speeds.

SAFE AND HEALTHY COMMUNITIES

48. The street lighting allocation is intended for the relighting of Cinder Bank from its junction with Dudley Southern Bypass to its junction with Cradley Road. The installation has been identified by previous surveys, funded from the Capital Programme, as requiring urgent replacement. This will be combined with local resources funded from prudential borrowing to address column structural deterioration. A programme will be produced from a prioritised risk assessment to be agreed by the Cabinet Member for Transportation.

REGENERATION

49. The Transport Innovation Fund (TIF) see paragraph 54 deals with demand management in the longer term, The Regeneration budget will enable consideration and development of delivery needs associated with the shared priorities (safety, congestion, accessibility, air quality) including;
- Demand management proposals particularly associated with car parking provision and enforcement - seeking to ease congestion, improve accessibility and facilitate public transport.
 - Development work associated with the Highway Improvement Strategy arising from the Black Country Study.
 - Integration and development of highway improvement proposals associated with regeneration initiatives, in particular Town Centre Master Planning,
 - Developing schemes in the Highway improvement programme as indicated in appendix 10.
 - Development of alternative schemes that deliver LTP objectives should slippage occur in other schemes.
50. From the initial findings of the Black Country Study, associated with the ambition to designate Brierley Hill as a centre, measures are required to deliver the degree of public transport improvements necessary to sustain the centres growth to 2031. Against this background, and in light of the Select Committee's views, detailed in the LTP2 Report, it is proposed to progress a quality bus network focused on Brierley Hill. This will also have the added benefit of addressing performance associated with declining bus patronage.

CAR PARKING STRATEGY

51. As part of the Regeneration block, a strategy for Car Park provision and pricing is being produced. This will set out a strategy for the future parking provision and management within Dudley based on; a comprehensive understanding of the parking supply and demand position, the quality of the existing and planned parking stock and current parking management regimes. Considerable information has been collected on the existing car parking situation in preparation of the development of a comprehensive Strategy. It is expected that the document will be complete and consulted upon during this year.
52. Forming part of the overall strategy, will be a complementary document - 'Draft Planning Guidance on parking standards and travel plans'. This is intended to inform the operation of the Development Control process, and to provide a guide for developers and land use managers about the general principles applicable to parking and how these are to be considered through the planning process. It is intended that this will be subject to consultation and review and that, during this year, it will be refined to become a Supplementary Planning Document within the 'Local Development Framework'.

DELIVERY

53. 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 2-9 to be progressed as circumstances and funding permits.

DEMAND MANAGEMENT (TRANSPORT INNOVATION FUND (TIF)).

54. As reported previously on this agenda the DfT has awarded the West Midlands £2.6m over 2 years, through the TIF, to undertake a feasibility study (reporting in summer 2006) that examines predicted levels of congestion and examines all the options for tackling it.

FINANCE

55. The Local Transport Plan Settlement is the means by which transport capital resources are distributed to Local Authorities.
56. 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 full grant contributions (Transport Supplementary Grant for road schemes and S56 grant for public transport as was previously the case).

57. The Transport Innovation Fund was established following “The Future of Transport” (July 2004) to give delivery partners incentives to develop and deploy smarter, innovative, local and regional transport strategies.

LAW

58. 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.
59. 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.
60. The tendering process is governed by the Council’s Contract Standing Orders which are established under Section 135 of The Local Government Act 1972.
61. 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.
62. 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.
63. 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.
64. The provision of a Local Transport Plan is a requirement of The Transport Act 2000.
65. 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”.

EQUALITY IMPACT

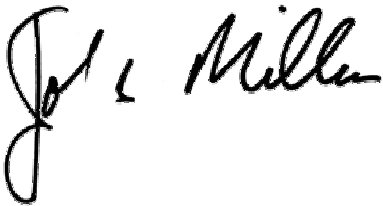
66. The shared priorities agreed with DfT aim to improve social inclusion, the access to opportunities and to enable individuals and communities to realise their potential.
67. The Capital Programme includes specific provision to benefit pedestrians and other vulnerable users of the highway; assist social inclusion and the mobility of the less able.

RECOMMENDATION

68. That the Cabinet notes the Transport Capital Settlement for 2006/2007.
69. That the Cabinet approves and recommends to Council the contents of this report and the allocation Transport Capital Funding as set out in Appendix 1.
70. That the Cabinet agrees and recommends to Council:
- 1) The schemes identified in Appendix 2 – Bridge Strengthening and that advance work is undertaken on bridges not included in the current year.
 - 2) The structural schemes indicated in Appendix 3 – Retaining Walls, Appendix 4 – Upgrading approaches and Appendix 5 – Upgrading of Parapets, that advance work is undertaken on highway structures not included in the current year, that The Director of The Urban Environment be authorised to bring construction work forward as funding permits in respect of the schemes identified and that The Cabinet Member for Transportation in consultation with the Director of The Urban Environment urgent work on walls not included in the appendix.
 - 3) The scheme to relight Cinder Bank and that the Cabinet Member for Transportation in consultation with the Director of the Urban Environment be authorised to approve the programme of Street Lighting improvement and the programme of Highway Maintenance as set out in the report.
 - 4) The Bus Showcase schemes identified in appendix 6 and that The Director of The Urban Environment be authorised to undertake work on bus showcase schemes as funding is made available.
 - 5) The work identified at King Street, as set out in the report and schemes identified in appendix 7 – Local Safety Schemes, appendix 8 – Proposed Safer Routes To School, appendix 9 – Pedestrian Crossing Programme, and that The Director of The Urban Environment be authorised to undertake work from the reserve programme as funding permits.
 - 6) That the Director of Law and Property in conjunction with the Director of The Urban Environment acquires land and property associated with approved schemes as funding allows.
 - 7) That the Director of The Urban Environment continues to progress the highway improvement programme associated with outcomes from the Black Country Study and regeneration initiatives as set out in the report.
 - 8) That the Director of the Urban Environment supports demand management as part of the West Midlands Transportation Innovation Fund Study and a further report be submitted in due course.
 - 9) 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.

- 10) 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, the introduction of antiskid material and provision of variable speed message signs and mobile speed camera sites as set out in the report.
- 11) That to enable the Brierley Hill Scheme to be progressed finance up to £2.1m 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.
- 12) That the funding bid of £8.5m included in the Regional Prioritisation for the Brierley Hill Scheme be confirmed.
- 13) Development of a bus quality network for Brierley Hill.



Director of the Urban Environment - John B Millar



Director of Finance - Mike Williams

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Background documents used in the preparation of this report:-

Settlement letter 2005/2006,
Core Support Team 11/01/05 – LTP Planning Guidelines
Annual Progress Report 2005

Government Office – Scoring of LTP performance
Report to P&T Sub Committee 13th January
Reports to West Midlands Leaders
Shorter Guidance for Local Transport Plans
Bridge Prioritisation
Reports to CEPOG
DfT - Accessibility Planning Guidance Summary
DfT website TIF guidance

HIGHWAYS CAPITAL PROGRAMME - 2006/2007

BLOCK	BUDGET HEAD	£000	£000
Major Schemes	Brierley Hill Sustainable Access Network	8500	8500
<u>TOTAL MAJOR SCHEMES</u>		8500	<u>8500</u>
Bridge Assessment and Strengthening	Bridge Assessment and Strengthening Programme Leys Rd rail bridge Retaining Walls – Church Hill Retaining Walls – Red Hill Close	169 475 100 250	
PRN Strengthening	High Street, Wordsley	500	1494
Carriageway Maintenance	Principal Non-principal	287 3082	3369
<u>TOTAL MAINTENANCE</u>			<u>4863</u>
Minor Improvements	Enville Street A491 Brierley Hill Road Queensway Realignment, Halesowen Town Centre	380 230 375	985
Local Safety	Schemes and Remedials Education Training and Publicity	435 15	450
Other Public Transport	Travel Plan Co-ordination	40	40
Vulnerable Users	Pedestrians Cycling Safe Routes to School Disabled Facilities	150 70 85 20	325
Highways Efficiency	Feasibility and Review Traffic Regulation Orders Signs, Markings and Guardrails Traffic Signals/UTC Monitoring	108 110 130 50 50	448
Safe and Healthy Communities	Street Lighting	110	110
Regeneration	Demand Management/Advancing network improvements	195	195
<u>TOTAL INTEGRATED TRANSPORT</u>			<u>2553</u>
<u>TOTAL HIGHWAYS CAPITAL PROGRAMME</u>			<u>15916</u>

APPENDIX 2

PROGRAMME FOR BRIDGE RECONSTRUCTION/STRENGTHENING

Bridge	No.	Owner	LTP Ranking Total *1	Delivery Risk *2	Programming
Leys Road Rail Bridge	32047	Network Rail	14	Low	2006-07
High Street, Wordsley	30069	Dudley MBC	13	Low	2006-07
Primrose Bridge, Netherton	33017	British Waterways	14	Medium	2007-08
Farmers Bridge, BH	30075	Dudley MBC	14	Medium	2008-09
Moor Street No. 1, BH	32039	Network Rail	11	Low	2008-09
Rumbow Bridge, Halesowen	30014	Dudley MBC	11	Medium	2009-10
Griffin Bridge, Netherton	33021	British Waterways	9	Low	2009-10
Bull Street, BH	32037	Network Rail	8	Low	2007-8
Bower Lane, Netherton	30052	Dudley MBC	9	High	20010-11
Parkfield Rail, Stourbridge	32013	Network Rail	8	Medium	2010-11
Glasshouse Bridge, Wordsley	33008	British Waterways	13	High	2010-11

*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	2005-06-07
Red Hill Close, Stourbridge	36029	Rebuild/Major Strengthening	2	2005-06-07
Whitehall Drive/Rumbow, Halesowen	36027	Strengthening	3	2007-08
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
New Road Stourbridge	35055	Rebuild	10	2006-7
Wolverhampton Road, Sedgley	36006	Strengthening	11	2011-12
The Promenade (South), Brierley Hill	35074	Upgrade parapet	12	2011-12
Heywood Canal Bridge Parapet Halesowen	36080	Upgrade parapet	13	2011-12
Cinderbank, Netherton	36025	Upgrade parapet	15	2012-13
Hagley Road, Stourbridge	36031	Rebuild	16	2013-14
Colman Hill, Cradley	36034	Rebuild	17	2013-14
Dibdale Street/Corser Street, Dudley	36023	Rebuild	18	2013-14

APPENDIX 4
UPGRADING APPROACHES

<u>Priority Number</u>	<u>Reference Number</u>	<u>Name</u>	<u>Railtrack Reference</u>	<u>Score</u>
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	Black Delph Bridge	30064
16	Swan Lane Bridge	30070
17	Rumbow Bridge	30014
18	Forge Lane, Halesowen	30020
19	Bower Lane Bridge	30052
20	Coalbourne Brook	30053
21	Farmers Bridge	30075
22	Severn Road Bridge	30036
23	Great Cornbow Bridge	30009
24	Bowling Green Road	30068
25	Leys Bridge	30076
26	Dogkennel Lane Bridge	30012
27	Furnace Coppice Bridge	30035
28	Cradley Road Bridge	30065
29	Halesowen Road, Cradley	30073

Route	Road	Detail	Corridor
9	A458	Investigation of complementary facilities for bus station on Foster Street	Halesowen-Stourbridge
9	A458	Improvement to junction at Richmond Street, Hawne	Halesowen-Stourbridge
9	A458	Replacement of pedestrian crossing at Windmill Hill	Halesowen-Stourbridge
311	-	Potential widening of Pensnett Road	Dudley - Stourbridge
311	A491	Vicarage Road – Investigation of junction improvement	Dudley - Stourbridge
Route 9 spurs (19,140,417)	Local	Completion of Bus stop upgrades and mini shelters (Bus showcase spur network)	Halesowen-Stourbridge
140 spur	B4373	Traffic management study – Dudley Town Centre	Dudley-Halesowen
558	A459	Investigation of Bus showcase highway improvements	Dudley-Sedgley

No.	LOCATION	Total Relevant Accidents	Total Relevant Casualties	COMMENTS
1	A458/a4034 Mucklow Hill Roundabout	10	11	Halesowen Road approach – Guardrailing and Antiskid
2	Birmingham Road, Dudley	11	15	Improved road markings, signing and Antiskid surfacing
3	New Road/Worcester Street, Stourbridge	6	9	Antiskid surfacing on deceleration lane/speed management*
4	Queens Cross/Wellington Road, Dudley	6	13	Modifications to right turn lanes/Antiskid surfacing/red light cameras*
5	Colley Gate/Maple Tree Lane/Furlong Lane, Cradley	13	17	Junction highlighting and improved signing/markings
6	Bowling Green Road, Netherton	4	5	Mobile speed camera/signing/reactive speed sign
7	The Parade, Dudley	9	15	Yellow Box markings/Antiskid/improved road markings
8	A459/A463 High Street/Townsend Avenue, Sedgley	4	6	Antiskid surfacing and junction highlighting
9	A458 New Road/High Street, Halesowen	5	6	Conversion to humped Pelican Crossing/Antiskid/Guardrailing
10	B4176 Himley Road near Coopers Bank Road, Gornal	5	7	Improved lighting/ forward visibility/Junction highlighting
11	Oakham Road, Dudley	9	6	Mini Roundabout/lighting/antiskid/pedestrian refuge improvements
12	Buffery Road, Netherton	10	14	Junction/Rdbt. highlighting/modifications/Antiskid/ped. refuge imps.
13	Himley Road, Dudley	3	3	Gateway treatment/improved signs & markings
14	Central Drive/Bridge Street/Martin Close, Coseley	5	10	Junction highlighting/improved signs & markings

* Note: Schemes marked with an asterisk (*) may include proposals for some form of speed management measures or enforcement cameras which now come under the control of the West Midland Casualty Reduction Partnership and, as such, their implementation as part of the proposed programme of Local Safety Schemes will be subject to a separate approval.

RESERVE LIST

No.	LOCATION	Total	Total	COMMENTS
15	Bower Lane/Saltbrook Road, Quarry Bank	5	8	Mini roundabout/antiskid surfacing
16	Russell Street/Wellington Road, Dudley	6	9	Junction highlighting and improved siging/road markings
17	Blackacre Road/Bean, Road, Dudley	2	2	Raised table at junction
18	A458 Birmingham Street/Ring Road, Stourbridge	7	8	Improved signing/markings/antiskid

APPENDIX 8
PROPOSED SAFER ROUTES TO SCHOOL MEASURES

	Location	Comments
1	Ashwood Park Primary, Wordsley	Rear Access and footway links
2	Cradley Schools, Cradley (Cradley High, Cradley C of E Primary, Colley Lane Primary)	20mph zone/modifications to traffic calming measures/ footway & cycleway improvements
3	Dawley Brook Primary, Kingswinford	Improved street lighting to footway link off Dubarry Avenue
4	St. Edmund and St. John/St. Joseph's, Dudley	Complementary traffic calming measures
5	Summerhill School, Kingswinford	Improvements to footway/cycle links

APPENDIX 9
PEDESTRIAN CROSSING PROGRAMME 2006-7

	LOCATION	COMMENTS
1	Park Road, Woodsetton,	Puffin
	near Bramford Primary School	
2	Wellington Road, Dudley,	Puffin
	north side of Russell Street	
3	Bromley, Pensnett,	Puffin
	Outside Bromley Primary School	
4	Red Hill, Stourbridge,	Zebra
	Between Parkfield Road & Junction Road	
5	Wollescote Road, Stourbridge	Zebra
	Near Walker Avenue	

RESERVE LIST

	LOCATION	COMMENTS
6	Buffery Road, Dudley Near School Drive	Pelican
7	Alexandra Road, Halesowen, Between Margaret Avenue & Sunbury Road	Pedestrian Refuge
8	Overfield Road, Dudley, In front of Russells Hall Primary School	Zebra
9	Milking Bank, Dudley, Near Corncrake Road	Pelican
10	Mill Street, Brierley Hill, Near Corbett Road	Peliican
11	Bells Lane, Wordsley, In vicinity of Ashwood Park Primary School	Zebra

APPENDIX 10
MINOR IMPROVEMENT SCHEMES 2006/7-2010/11

	2006/7	2007/8	2008/9	2009/10	2010/11
	£'000	£'000	£'000	£'000	£'000
Existing schemes					
Enville Street	380				
Halesowen Town Centre	375	25			
Brierley Hill Road, Wordsley	230	750	15		
Future schemes					
Lawnswood Road, Wordsley	25	175	975	25	
Sedgley Centre	50	50	100	800	800
High Street/High Oak, Pensnett		72	100	400	400
Manor Way/Grange Road, Halesowen				39	128
Total	1060	1072	1190	1264	1328