

WARDS: Amblecote, Lye and Wollescote, Norton, Pedmore and Stourbridge East, Wollaston and Stourbridge West

AGENDA ITEM NO. 14

DUDLEY METROPOLITAN BOROUGH COUNCIL

STOURBRIDGE AREA COMMITTEE – 21 MARCH 2005

REPORT OF THE DIRECTOR OF THE URBAN ENVIRONMENT

HIGHWAYS MINOR WORKS CAPITAL PROGRAMME FOR 2005/2006

1.0 PURPOSE

- 1.1 To seek Committee's support for the proposed programmes of work for Local Safety Schemes, Pedestrian Crossings and Safer Routes to School within the Stourbridge Area for the 2005/2006 financial year.

2.0 BACKGROUND

- 2.1 At its meeting on the 9th February 2005, the Council's Executive Committee approved the Transport Capital Settlement and Proposed Minor Works Capital Programme for 2005/2006. The meeting of the Full Council on the 7th March 2005 subsequently ratified the proposed Capital Programme for 2005/2006.
- 2.2 Appendices A, B and C attached to this report reflect proposals within the Highways Minor Works Capital Programme for this Committee's area in relation to Local Safety Schemes, Pedestrian Crossings and Safer Routes to School respectively.
- 2.3 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 or Traffic Regulation Orders 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 Crossings are also subject to the publication of Statutory Notices of intention to install such facilities.

Schemes falling into this category have been indicated in the relevant appendices attached to this report and, in due course, any feedback from

the consultation processes, which normally includes the local residents/frontagers, emergency services, bus operators and local ward members will be reported to future meetings of the Committee.

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 advise Local Ward Members prior to the commencement of any works on site.

2.4 The principle of only carrying out public consultation on schemes incorporating physical measures and/or Traffic Regulation Orders was initially agreed by the Lead and 'Shadow' Lead Members for Transportation at a meeting held on the 20 March 2001, and it has subsequently been found to have provided an acceptable template for taking schemes forward.

2.5 Subsequent meetings of the Lead and 'Shadow' Lead Members for Transportation and, most recently, the meeting of the Cabinet and 'Shadow' Cabinet Members for Transportation at their meeting on the 19th. January 2005 have endorsed a continuation of this approach.

2.6 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, for example, the location of speed humps.

2.7 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.

2.8 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.

2.9 PELICAN CROSSINGS AND PUFFIN CROSSINGS

- 2.9.1 Pelican crossings have a fixed time response, once a pedestrian call button has been pressed. On a pelican crossing, the 'green walking man' aspect can be seen at all times.
- 2.9.2 Puffin crossings have a 'call cancel' pedestrian detection system, if pedestrians decide not to cross the road. A sensitive on-crossing pedestrian detector replaces the 'green walking man'. Puffin crossings are more appropriate on roads where actual vehicle speeds can vary.

3.0 PROPOSAL

- 3.1 That the Area Committee support the proposed Local Safety Schemes, Pedestrian Crossings and Safer Routes to Schools initiatives outlined in Appendices A, B and C respectively and shown on the appropriate plans.

4.0 FINANCE

The implementation of proposals outlined within this report can be funded under the respective budget heads of the approved 2005/2006 Highways Minor Works Capital Programme.

5.0 LAW

- 5.1 Traffic Regulation Orders are made under powers contained in Section 1 of the Road Traffic Regulation Act 1984.
- 5.2 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.
- 5.3 The Council is empowered to improve highways under Section 62 of the Highways Act 1980.
- 5.4 Guardrails may be provided under Section 66 of the Highways Act 1990.
- 5.5 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.
- 5.6 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.
- 5.7 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.

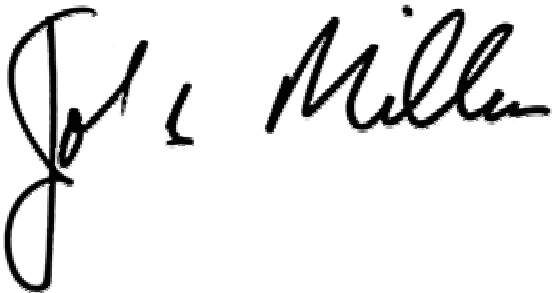
5.8 The Highways Act 1980, as amended by the Road Traffic Act 1991 requires the installation of road humps to be advertised on-street and in the local newspaper for objections.

6.0 EQUAL OPPORTUNITIES

The proposals contained within this report comply with the Council's Equal Opportunities Policy.

7.0 RECOMMENDATION

That the proposals set out in Section 3.0 of this report be approved.

A handwritten signature in black ink, appearing to read 'J. B. Millar'. The signature is written in a cursive style with a large initial 'J'.

. B. MILLAR – DIRECTOR OF THE URBAN ENVIRONMENT

Contact Officer: Graham Isherwood, Ext.5459
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 Peter Van Geersdale, Ext.5437

Background documents used in the preparation of this report:-

1. The Executive Committee Meeting on 9 February 2005 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.
2. The Council Meeting on 7 March 2005.

LOCAL SAFETY SCHEMES

1. New Farm Road, Lye - Bridge, bend and bend junction warning signs and anti-skid surfacing.
2. Bridgnorth Road, Wollaston - Gateway boost, zebra upgrades, improved signing.

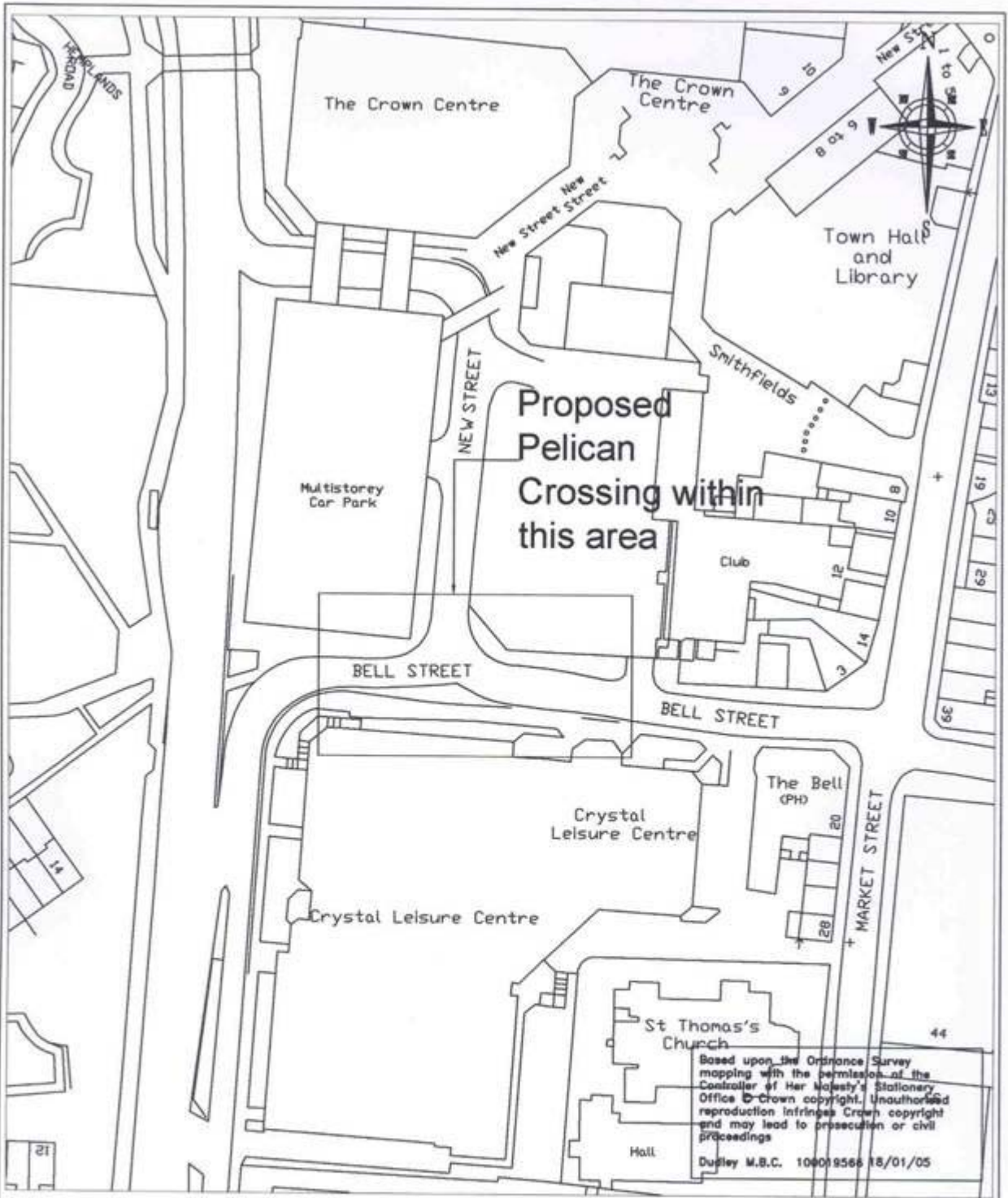
PEDESTRIAN CROSSINGS

1. Bell Street, Stourbridge,
In the vicinity of the Crystal Leisure Centre - Pelican Crossing

The following site has been included on a reserve list of schemes to be implemented subject to the necessary funding being available. This scheme has not yet been progressed to the detailed design stage but brief details are as follows:

1. Lye Bypass, Lye
Between Clinic Drive & Vicarage Road West - Puffin Type Crossing

NOTE: All pedestrian crossing schemes are subject to a statutory consultation Process.

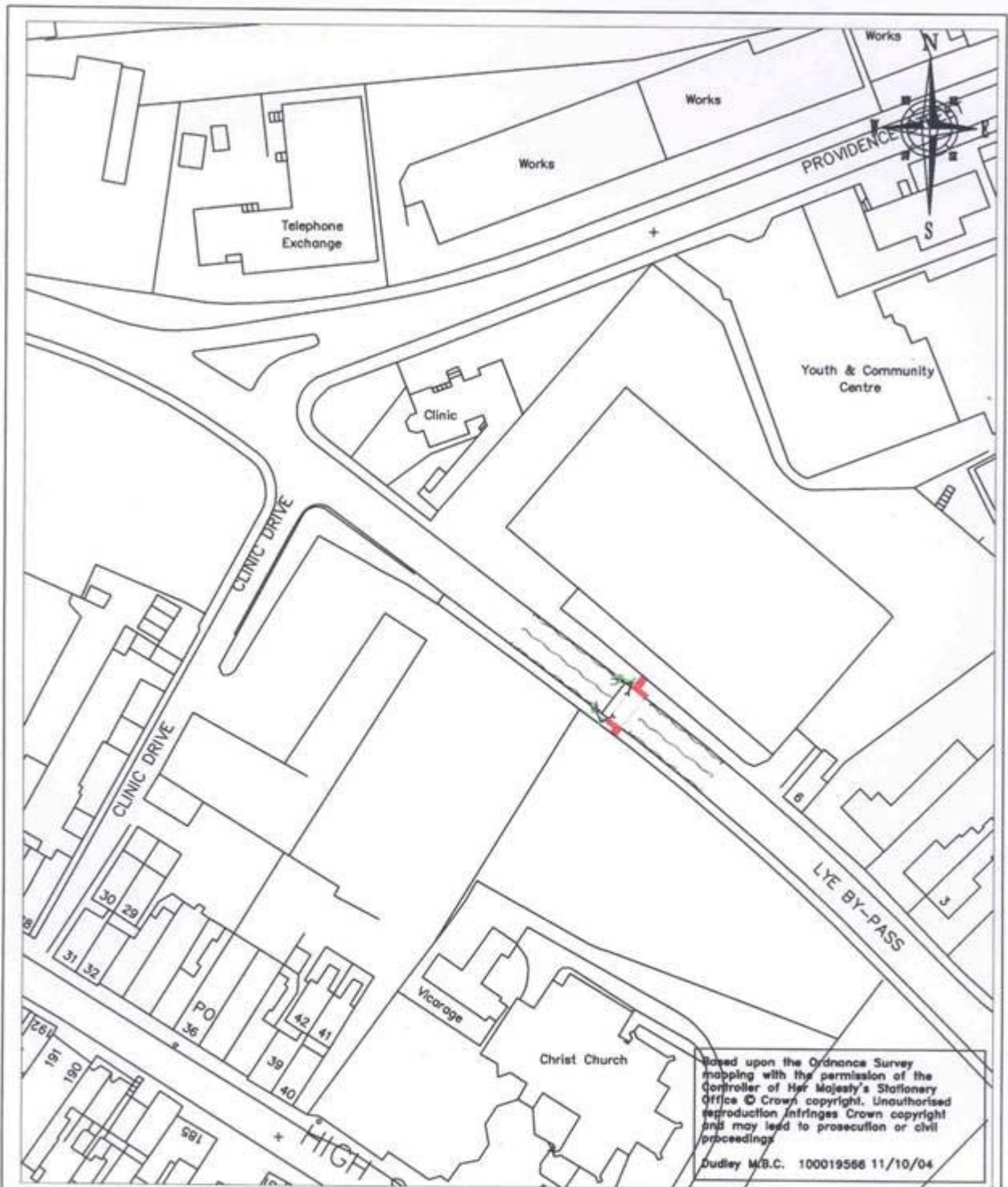


Directorate of the Urban Environment

Economic Regeneration Division - Traffic & Road Safety
 Council House, Mary Stevens Park
 Stourbridge, West Midlands, DY8 2AA
www.dudley.gov.uk



Project Pelican Crossing			Drawing No.	
Title Bell street, Stourbridge			TM2304	
Drawn By R.J.M	Checked By P.V.G	Revision No. Rev A	Date Jan,2005	Scale 1:500



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Project Puffin Crossing			Drawing No.	
Title Lye-bypass, Lye			TM2305	
Drawn By R.J.M	Checked By P.V.G	Revision No.	Date Jan,2005	Scale 1:500

SAFER ROUTES TO SCHOOL

The Council has currently identified a list of 14 schools across the Borough from which its Safer Routes to School Schemes will subsequently emerge.

Clearly, not all of the proposals can be implemented within the timescale and funding available but within the area covered by this Area Committee, the following locations will at least form a basis for further consultation and consideration.

- | | | | |
|----|--------------------------------------|---|---|
| 1. | Ham Dingle Primary, Pedmore | - | New footways, investigate one-way system, cycle facilities and new entrance |
| 2. | Thorns Primary and Community College | - | Footway improvements, investigate cycle facilities
Street lighting |

Note: This scheme will also be reported to the Brierley Hill Area Committee