
Brierley Hill Area Committee – 9 March 2006

Report of the Director of the Urban Environment

Highways Minor Works Capital Programme for 2006/2007

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 Brierley Hill Area for the 2006/2007 financial year.

Background

2. At the time of writing this report, the Transport Capital Settlement and Proposed Minor Works Capital Programme for 2006/2007 was still subject to approval by the Cabinet at its meeting on the 8th February 2006 and ratification by the Council at its meeting on the 27th February 2006. Confirmation of the approved programme of works will, therefore, need to be reported verbally at the Area Committee meeting.
3. Subject to the proposed Minor Works Capital Programme for 2006/2007 being approved, 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 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 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.

However, 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, the emergency services, bus operators and Local Ward Members.

- 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.

5. 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.

Subsequent meetings of the former Lead and 'Shadow' Lead Members for Transportation between 2001 and 2004, followed since then by meetings of the Cabinet and 'Shadow' Cabinet Members for Transportation, most recently at their meeting on the 25th.January 2006, have endorsed a continuation of this approach.

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.

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 can be funded under the respective budget heads of the approved 2006/2007 Highways Minor Works 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.

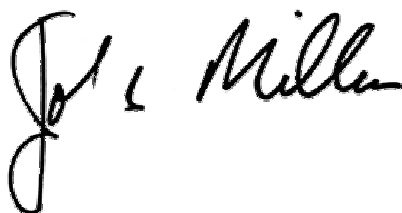
12. Guardrails may be provided under Section 66 of the Highways Act 1990.
13. Pedestrian crossing facilities are provided under powers contained in Section 23 of the Road Traffic Regulation Act 1984, subject to Regulations made by the Secretary of State.
14. Section 111 of the Local Government Act 1972 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 Equal Opportunities Policy whilst also seeking to introduce measures that will be of direct benefit to some of the most vulnerable road users in the community.
18. The implementation of the Highways Minor Works Schemes outlines in this report do, however, also recognise that children are a particularly vulnerable group of road user so that in addition to its on-going programme of Road Safety Education and Training, the Council also liaises with Schools Councils so that it can actively seek the direct input of the schoolchildren themselves in the preparation of School Travel Plans and Safer Routes to School initiatives.

Recommendation

19. 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. The Cabinet Meeting on 8 February 2006 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 27 February 2006.

LOCAL SAFETY SCHEMES

Unlike previous years there are no Local Safety Schemes for the Brierley Hill Area in the provisional 2006/2007 Programme of Works, although it should be noted that other schemes identified elsewhere in this report under the headings of Pedestrian Crossings (Appendix B) and Safer Routes to School (Appendix C) do include measures which in themselves address local safety issues

PEDESTRIAN CROSSING

1. Bromley, Pensnett - Puffin Crossing
Outside Bromley Primary School

The following sites have also been included on a reserve list of schemes to be implemented subject to the necessary funding being available

1. Mill Street, Brierley Hill - Pelican Crossing
Near Corbett Road
2. Bells Lane, Wordsley - Zebra Crossing
In the vicinity of Ashwood Park Primary School

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

- | | | | |
|----|--|---|--|
| 1. | Ashwood Primary School,
Wordsley | - | Rear access and improved footway links. |
| 2. | Dawley Brook Primary School,
Kingswinford | - | Improved street lighting to footway link off
Dubarry Avenue |
| 3. | Summerhill School | - | Improved pedestrian/cycle links along Lodge
Lane |

(Note: This scheme will also be complemented by similar works that will be undertaken by the Highways Agency along the A449 between the roundabout at Swindon Road and Lodge Lane)