

## **Halesowen Area Committee – 7<sup>th</sup> July 2010**

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

### **Highways Minor Works Capital Programme for 2010/2011**

#### **Purpose**

1. To seek Committee's support for the proposed programmes of work for Local Safety Schemes, Safer Routes to School and Pedestrian Crossings within the Halesowen Area for the 2010/2011 financial year.

#### **Background**

2. Following discussions between the Cabinet Member and Shadow Members of Transportation, Programmes of work for Local Safety Schemes, Safer Routes to School and Pedestrian Crossings for 2010/2011 were approved by the Cabinet Member for Transportation on the 28<sup>th</sup>. April 2010.
3. Appendices A, B and C attached to this report reflect those proposals that fall within this Committee's area
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. A continuation of the principle to only carry out public consultation on schemes incorporating physical measures and/or Traffic Regulation Orders was endorsed by the Cabinet and 'Shadow' Cabinet Members for Transportation at their meeting on the 12<sup>th</sup> February 2010.

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 2010/2011 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 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 schoolchildren 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 Area Committee note the proposed Local Safety Schemes, Safer Routes to School and Pedestrian Crossings initiatives outlined in Appendices A, B and C respectively.



.....  
**John Millar**  
**Director of the Urban Environment**

Contact Officer: Ian Withey  
Telephone: 01384 814414  
Email: [ian.withey@dudley.gov.uk](mailto:ian.withey@dudley.gov.uk)  
Peter Van Geersdaele  
Telephone: 01384 815437  
Email: [peter.vangeersdaele@dudley.gov.uk](mailto:peter.vangeersdaele@dudley.gov.uk)

### **List of Background Papers**

1. Decision Ref. No. DUE/16/2010 relating to the for Local Safety Schemes, Safer Routes to School and Pedestrian Crossings Programmes for 2010/2011
2. Decision Ref. No. DUE/17/2010 relating to the Local Transport Plan Integrated Transport Block Allocations for 2010/2011

**LOCAL SAFETY SCHEMES**

<b>1.</b>	<b>Colley Lane, Cradley</b>	<b>Junction and bend highlighting and consideration to additional splitters and build-out at Lyde Green junction.</b>
<b>2.</b>	<b>Long Lane, Halesowen (Between Shell Corner and Mucklow Hill)</b>	<b>Cycle markings on Shell Corner roundabout and highlighting to influence/direct circulatory movements and review of opportunities to improve existing pedestrian facilities along Long Lane</b>
<b>3.</b>	<b>Halesowen Road, Halesowen</b>	<b>Splitter islands to prevent overtaking through area of existing pelican crossing.</b>
<b>4.</b>	<b>Manor Lane, Halesowen</b>	<b>Series of splitters to reinforce lane separation and also assist pedestrians crossing the road</b>

**SAFER ROUTES TO SCHOOL**

1.	<b>Wollescote Primary School, Lye</b>	<b>Guard railing in vicinity of mini-roundabout and build-outs at Balds Lane/Careless Green to complement measures already introduced as part of 2009/2010 Safer Routes To School initiative.</b>
2.	<b>Windsor High School, Halesowen</b>	<b>Guard railing and/or TRO to discourage parking and drop off issues near existing crossing in Richmond Street</b>

**PEDESTRIAN CROSSINGS**

**There are no specific schemes included in the current programme for Pedestrian Crossings although other proposals elsewhere within the Local Safety Schemes and Safer Routes to School Programmes do include for the introduction of measures that are clearly intended for the benefit of pedestrians.**