

NO.

WARDS: Coseley East; Coseley West; Gornal; Sedgley

DUDLEY METROPOLITAN BOROUGH COUNCIL

NORTH DUDLEY AREA COMMITTEE - 13 July 2004

REPORT OF THE DIRECTOR OF THE URBAN ENVIRONMENT

HIGHWAYS MINOR WORKS CAPITAL PROGRAMME FOR 2004/2005

1.0 PURPOSE

To seek Committee's support for the proposed programmes of work for Local Safety Schemes, Pedestrian Crossings and Safer Routes to School within the North Dudley Area for the 2004/2005 financial year.

2.0 BACKGROUND

2.1 At it's meeting on the 17th March 2004, the Council's Executive Committee approved the Transport Capital Settlement and Proposed Minor Works Capital Programme for 2004/2005. The meeting of the Full Council on the 19th. April 2004 subsequently ratified the proposed Capital Programme for 2004/2005.

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, 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 any feedback from the consultation processes that has been collected prior to the committee date will be reported at the meeting.

Accordingly, any feedbacks received after the committee date will be reported to a future meeting

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 was initially agreed by the Lead Member for Transportation with the 'Shadow' Lead Members at a meeting held on the 20th March 2001, and it has subsequently been found to have provided an acceptable template for taking schemes forward so as to minimise delay in implementation.

Subsequent meetings of the Lead and 'Shadow' Lead Members for Transportation have endorsed a continuation of this approach.

2.5 The proposals outlined in the Appendices attached to this report may be subject to minor variations, amendments or modifications arising as 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 Lead Member for Transportation in consultation with the Director of the Urban Environment.

2.6 **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.

3.0 PROPOSALS

3.1 That having due regard to the views and comments received for those schemes for which consultation, where necessary, has been undertaken, 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 and shown on the appropriate plans.

4.0 FINANCE

4.1 The implementation of proposals outlined within this report can be funded under the respective budget heads of the approved 2004/2005 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.

LOCAL SAFETY SCHEMES

- i) Dibdale Street and Dibdale Road, Dudley - Improved warning signs, road markings and anti-skid surfacing
- ii) Tipton Road, Sedgley - Mobile speed camera and Junction highlighting at Brook Street
Improved markings and anti-skid
- iii) Bath Street, Sedgley - Vertical traffic calming. Joint scheme with Wolverhampton City Council
- iv) Dudley Road, Sedgley - Junction highlighting
- v) Gospel End Road, Sedgley - Junction Stop Lines and improved warning signs, markings and antiskid
- vi) Vicar Street Sedgley - Junction Stop Lines and improved warning signs, markings and anti-skid
- vii) Himley Road, near Coopers Bank Road, Dudley - Speed limit change and speed management on roundabout approaches

Note: Some elements of the schemes marked with an asterisk (*) will also include a public and/or statutory consultation process.

APPENDIX B

PEDESTRIAN CROSSINGS

T l) Dudley Road, Sedgley @ Arcal Street - Pelican to be considered in conjunction with Local Safety Scheme.

Note: All pedestrian crossing schemes are subject to a statutory consultation process

SAFER ROUTES TO SCHOOL

Schemes which are carried out under the Council's Safer Routes to School Programme reflect measures that aim to improve the safety aspects of the local environment for children travelling to and from school and also seek to encourage greater use of the more sustainable forms of transport such as walking, cycling and public transport.

However, by its very nature, and in order to have the greatest chance of the measures being successful, it is preferable to seek the active involvement of the schoolchildren themselves and this approach, coupled with the variance in timetables between the school's academic year and the Council's financial year regularly means that the consultation process is not always conducive to being able, at this stage, to report in detail the final proposals that are to be undertaken as part of the Minor Works Capital Programme.

Therefore in order to overcome this anomaly, the Council has currently identified a list of 13 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:-

- i) Alder Coppice Primary - Possible 'Peters Hill' type stop and go area to avoid car park problems. Improvements to rear footpaths and lighting

- ii) Roberts Street Primary - Improved signing/road markings and highlighting to rear entrance to school in Deepdale Lane

Note: Where appropriate, any necessary statutory consultation procedures will complement the public consultation processes outlined in paragraph 2.3 of this report

