

## **Cabinet – 18 March 2009**

### **A4148 Red Route Scheme – Broadway North – Approval to Proposals**

**Portfolio:** Councillor A Harris – Transport

**Service:** Strategic Regeneration

**Wards:** St. Matthews, Paddock

**Key decision:** Yes

**Forward plan:** Yes

#### **1. Summary of report**

This report details the recommended scheme proposals for implementation of the A4148 Broadway North Red Route. This Scheme will make a significant contribution towards achieving the objectives of the West Midlands Local Transport Plan which intends to reduce congestion, improve public transport, improve road safety and air quality and encourage economic growth.

#### **2. Recommendations**

- 2.1 That Cabinet note the outcome of the public consultation exercise undertaken in June 2008, demonstrating 63% public support for the scheme.
- 2.2 That Cabinet approve the proposals as shown in the plans attached at **Appendix A** to be taken forward to detailed design and implementation.
- 2.3 That Cabinet delegate responsibility for resolving any minor scheme amendments to the Executive Director Regeneration & Performance. Specifically this will include: -
  - Finalising the location of any loading bays and parking arrangements along the A4148 Broadway North.
  - Finalising an agreement with adjoining land owners for any environmental mitigation and improvement measures required along the route.
  - Finalising the location of crossing points.
  - Finalising the detail design of the Sutton Road/Broadway North roundabout.
- 2.4 That Cabinet approve the undertaking of a mini tendering exercise within the Framework Contract in accordance with the Council's Financial and Contractual Rules, to undertake the construction of the Red Route proposals.

- 2.5 That Cabinet delegate authority for the acceptance of tenders and award of contract to the Executive Director Regeneration & Performance, following an assessment of received tenders for 'Value for Money' and quality, subject to the scheme remaining within the identified budget limits.

### 3. Background information

- 3.1 This report seeks approval to the implementation of the Red Route for the Broadway North.
- 3.2 The proposals have been developed to balance the needs of route users (drivers, cyclists and pedestrians) and residents, schools and businesses based along the corridor. The scheme has been subject to a number of consultation exercises in 2008 and the outcome of the consultation is outlined in the consultation section of this report.
- 3.3 The proposals are shown in plans attached at **Appendix A**.
- 3.4 This scheme will be one of the key schemes for Walsall in contributing towards the delivery of the second Local Transport Plan (LTP2)

### 4. Resource considerations

#### 4.1 Financial:

- 4.1.1 The proposals for this Red Route scheme are outlined in plans attached at **Appendices A**. The total cost of the Red Route works along the Broadway is estimated to be £1.8m; this figure is subject to confirmation following the completion of the detailed design and tender stages of the project, and obtainment of all information and costs regarding any diversions of utility company equipment in the areas of affected highway.
- 4.1.2 The funding for this scheme is made up of DfT Major Scheme funding for the delivery of the first phase of the Red Routes network in the West Midlands. Walsall has been allocated £5.6m for its proportion of the Phase 1 network, at present £1.8m of Red Route funding has been allocated to the A4148 Broadway project.
- 4.1.3 The expenditure profile for the scheme is outlined in table 1 below: -

	2008/ 09 (£k)	2009/ 10 (£k)	2010/ 11 (£k)	Total (£k)
<b><i>Red Routes Package 1 Funding – A4148 Red Route</i></b>	350	1,200	250	1,800
<b>TOTAL</b>	<b>350</b>	<b>1,200</b>	<b>250</b>	<b>1,800</b>

- 4.1.4 The approval of this scheme does not expose the Council to significant financial risk, as the scheme will only be progressed to the implementation stage if the scheme remains within budget limits following tender assessment.
- 4.1.5 In the Transport Capital Programme report, Cabinet are requested to endorse a review of how staff fee elements are utilised in the development and implementation of capital projects to ensure that resources are used as efficiently as possible at a time when the staff time and construction costs required to implement schemes are increasing significantly. Any change in working practices identified as part of that review will need to be utilised as this project is progressed through detailed design and implementation stages, recognising the likely increase in construction costs over the lifetime of this scheme.
- 4.1.6 The enforcement of the Red Route Orders will be complemented by the Council's adoption of Civil Parking Enforcement powers from Spring 2009. Adoption of these powers will enable the Council to appropriately control and manage the enforcement of vehicle infringements to ensure that the highway operates as effectively and as safely as possible.

#### **4.2 Legal:**

- 4.2.1 To deliver the project the Council will utilise the Framework Contractor that will be in place by April 2009; the associated procurement exercise to select a preferred contractor will be undertaken in accordance with the Council's Financial and Contractual Procedure Rules.
- 4.2.2 Implementation of the proposals will require the advertisement of new Traffic Regulation Orders (TROs) relating to the Red Route restrictions. It is intended to progress the advertising of TROs whilst a contractor is procured for delivery of the proposals, to ensure the works period can be minimised and the scheme is implemented quickly. Given the nature of the concept of Red Routes and the need to maximise flexibility, it is proposed that all Red Route TROs will be implemented as experimental TROs. This will allow the Council to respond rapidly to modify these where operational experience reveals alterations are necessary in order to deliver a scheme of maximum benefit to route users and residents/ businesses along the A4148 corridor. Any responses or objections to the TROs will be handled in accordance with the Council's constitution.

#### **4.3 Staffing:**

There are no direct staffing impacts as a result of this report.

### **5. Citizen impact**

Improvements to the A4148 will provide benefits for all route users - motorists, pedestrians, local residents/ businesses and freight. The proposals have been developed to minimise any negative impact to citizens along the route; this is in relation to changes to the highway, such as junction improvements and revisions to loading immediately outside a limited number of properties. Before and after traffic surveys will be conducted to ensure that the proposals do not encourage increased levels of inappropriate use of residential roads by through traffic.

## **6. Community safety**

6.1 The Red Route proposals for the A4148 Broadway North include the following improvements: -

- Improved Lining and Signing along the Broadway.
- Improvements to the flow of traffic at the Broadway North/Sutton Road roundabout.
- The introduction of a formalised pedestrian crossing point near to the entrance of the Broadway Arboretum extension car park.
- The introduction of a loading bay to be used by residents who are directly affected by the 'no stopping at any time' restrictions proposed.
- The introduction of a coach drop off point near the Park Tavern public house for joint use by visitors to the Arboretum and school bus services.
- The introduction and formalisation of safe crossing facilities at all junctions which currently do not include: blister surfaced paving to warn the visually impaired and dropped kerbing for disabled/pram access.

6.2 All proposals have been, and will continue to be subject to Safety Audits, in accordance with guidance set out by the Institute of Highways and Transportation.

## **7. Environmental impact**

7.1 Environmental and safety factors are considered in the development and delivery of transport schemes. With this scheme we will seek to retain the existing trees. Where any alterations may require the removal of a tree we propose to replace this elsewhere along the route.

7.2 The proposals for the overall scheme have been developed to take account of the wider street-scene and environment. The scheme will also be using the Council's new standard details for street furniture which specifies that all new street furniture as being black in colour, as black is recognised as being a less conspicuous colour for street furniture and equipment.

## **8. Performance and risk management issues**

### **8.1 Risk:**

8.1.1 Failure to deliver Walsall's element of the Phase 1 Red Route network will put at risk Walsall's eligibility to be included in future funding submissions for Red Route funding from DfT; this is likely to be of the order of £20m of investment in the strategic road network over the next seven years based on current projections.

8.1.2 The scheme will be managed using the West Midlands Capital Programme Management System and reported to both the West Midlands Chief Engineers & Planning Officer Group (CEPOG) Management Board to track progress and will also be reported on the Regeneration & Performance Directorate's project register.

- 8.1.3 The key risks associated with this project are: -
- a) The performance of statutory undertakers in diverting equipment that is located in the highway to allow the Council's contractor to construct the civil engineering elements of the work.
  - b) The ongoing management and engagement of stakeholders affected by the scheme (residents, businesses, drivers, public transport users, cyclists and pedestrians) to ensure that they are all informed and aware of progress in developing and implementing the scheme. As with all schemes of this nature there will be a degree of disruption during the implementation stage, therefore continued communication through the project development and implementation stage will be used to manage any concerns raised by stakeholders.

## 8.2 Performance management:

- 8.2.1 The delivery of the Red Route scheme will be a significant step in progress towards achieving the existing objectives and targets specified in the LTP. Future transport funding will be dependent on the level of progress towards achieving the targets which specifically include limiting the increase in congestion, improving public transport usage and reliability and improving accessibility to key West Midlands's town centres, including Walsall.
- 8.2.2 Failure to deliver Phase 1 of the West Midlands Red Route network on budget and within timescale could put future major scheme funding for Red Route schemes at risk.
- 8.2.3 The scheme is managed in accordance with the requirements of the West Midlands Capital Programme Management System, which follows the principles of the Walsall Project Approach. A risk register will be updated as the scheme is progressed to implementation. The significant risks for the scheme are based around the costs of utility company diversion works and the cost of a small area of privately owned land required to deliver the scheme. Initial contact with land-owners indicates that the land can be acquired by negotiation without the need for Compulsory Purchase Orders.

## 9. Equality implications

The proposals have been designed to maximise the benefit for as many users of the route as possible. In particular, upgrading any existing crossing point that does not currently include dropped curbs and blister surface paving to help formalise safer crossing locations.

## 10. Consultation

- 10.1 A public consultation was undertaken on the Red Route proposals between June and July 2008. The consultation exercise included:-
- Delivery of literature and questionnaires outlining the proposals to more than 2000 properties along the route.
  - Publishing the proposals on the Council's website.
  - Holding three public exhibitions, attended by more than 125 people.
  - Press adverts and posters promoting the proposals, exhibitions and web site.
  - Presentation of these plans to local residents and traders.

- 10.2 The consultation responses revealed an excess of 60% support for the proposals. When asked to evaluate the importance of various scheme objectives, all objectives were classed as very important by more than 60% of respondents. When asked of the importance/unimportance of improving safety along the A4148, 85% of the responses stated that this was 'very important.'

## Background papers

West Midlands Local Transport Plan 2006

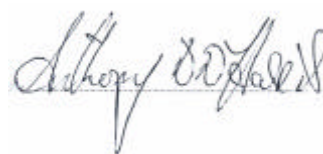
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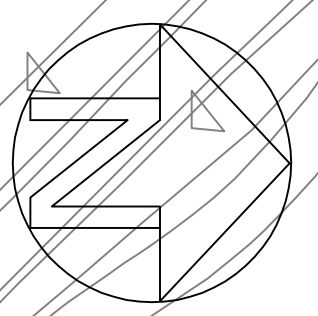
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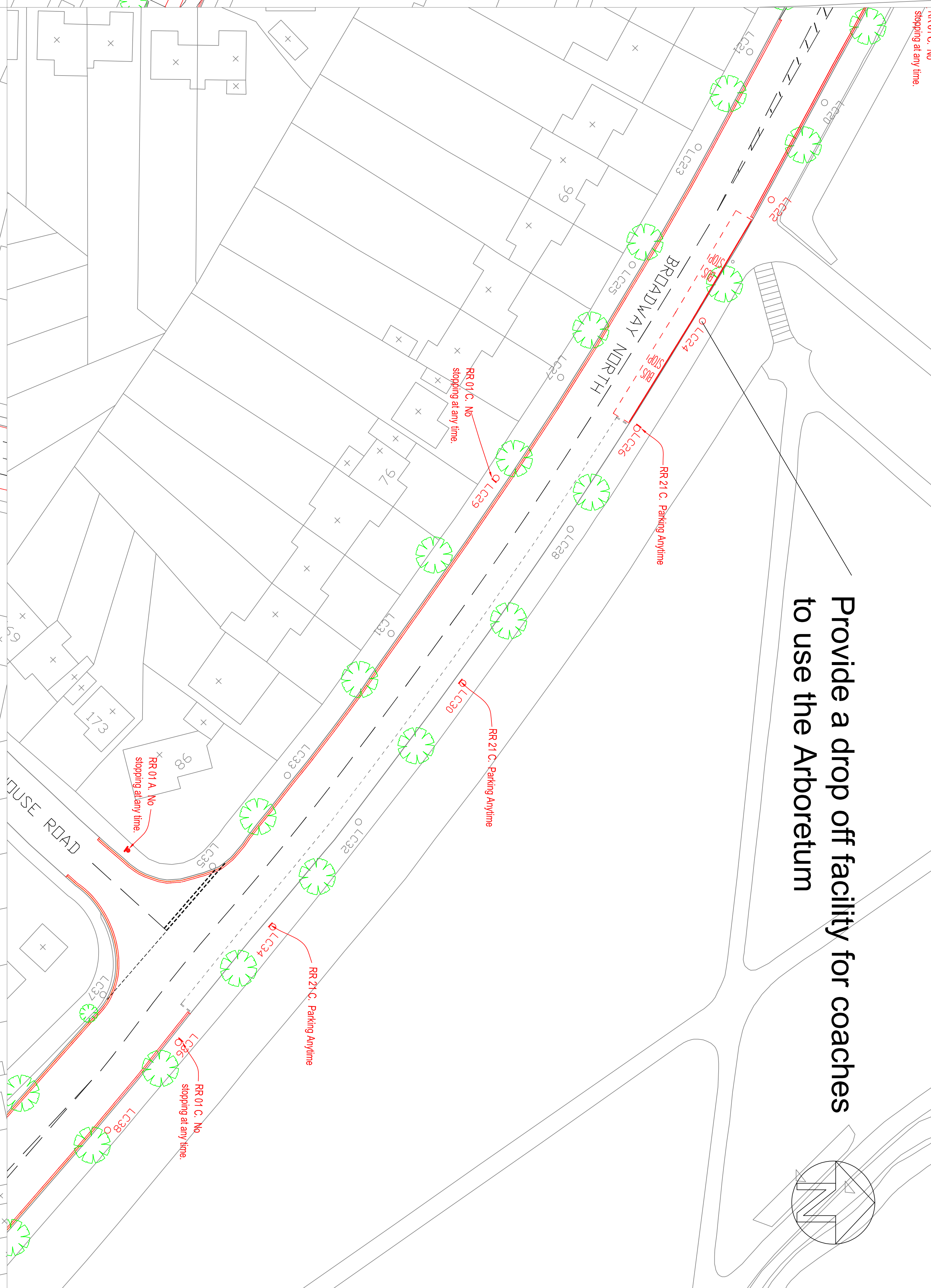
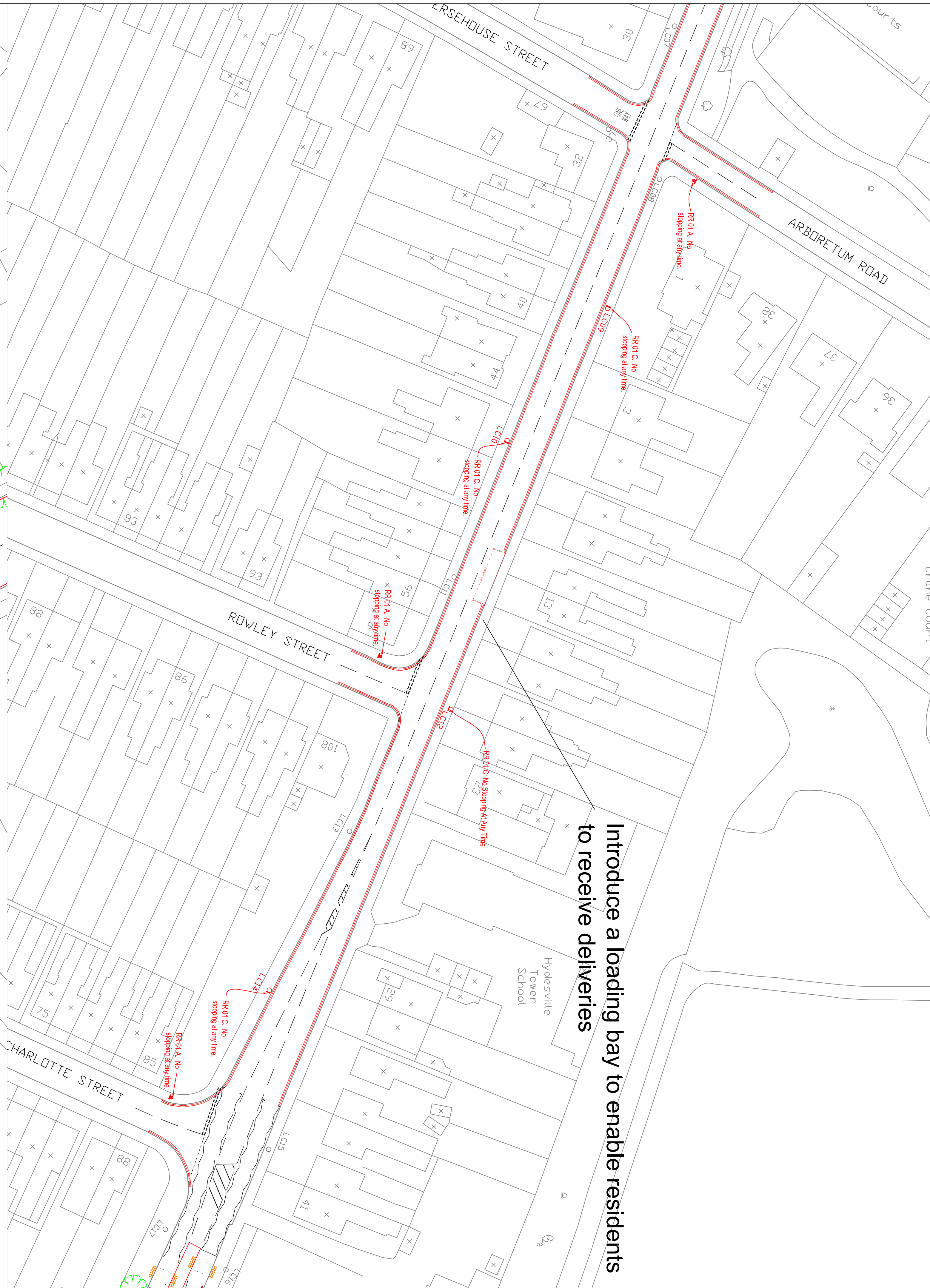
Councillor Anthony Harris  
Portfolio Holder  
Transport

9 March 2009

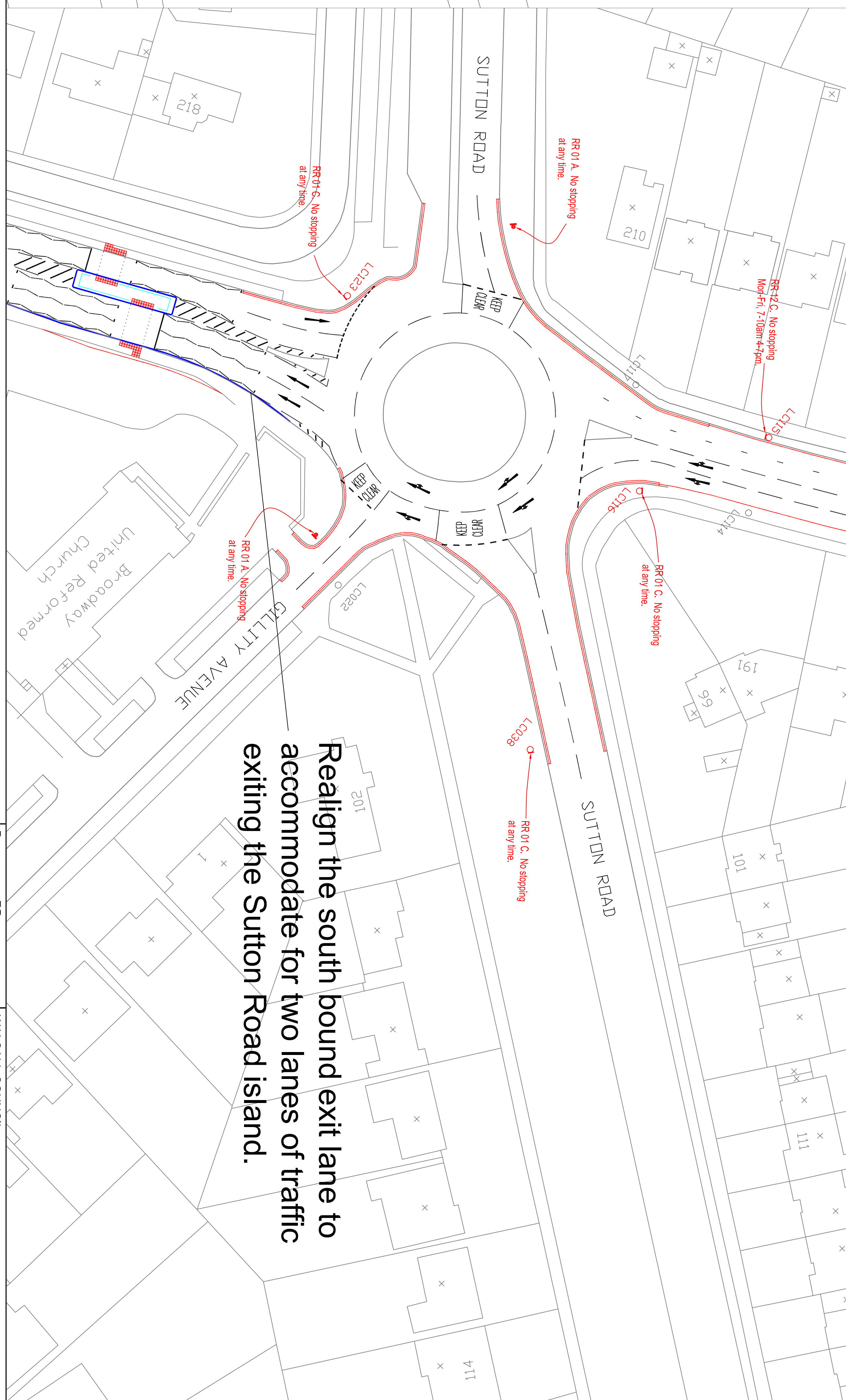
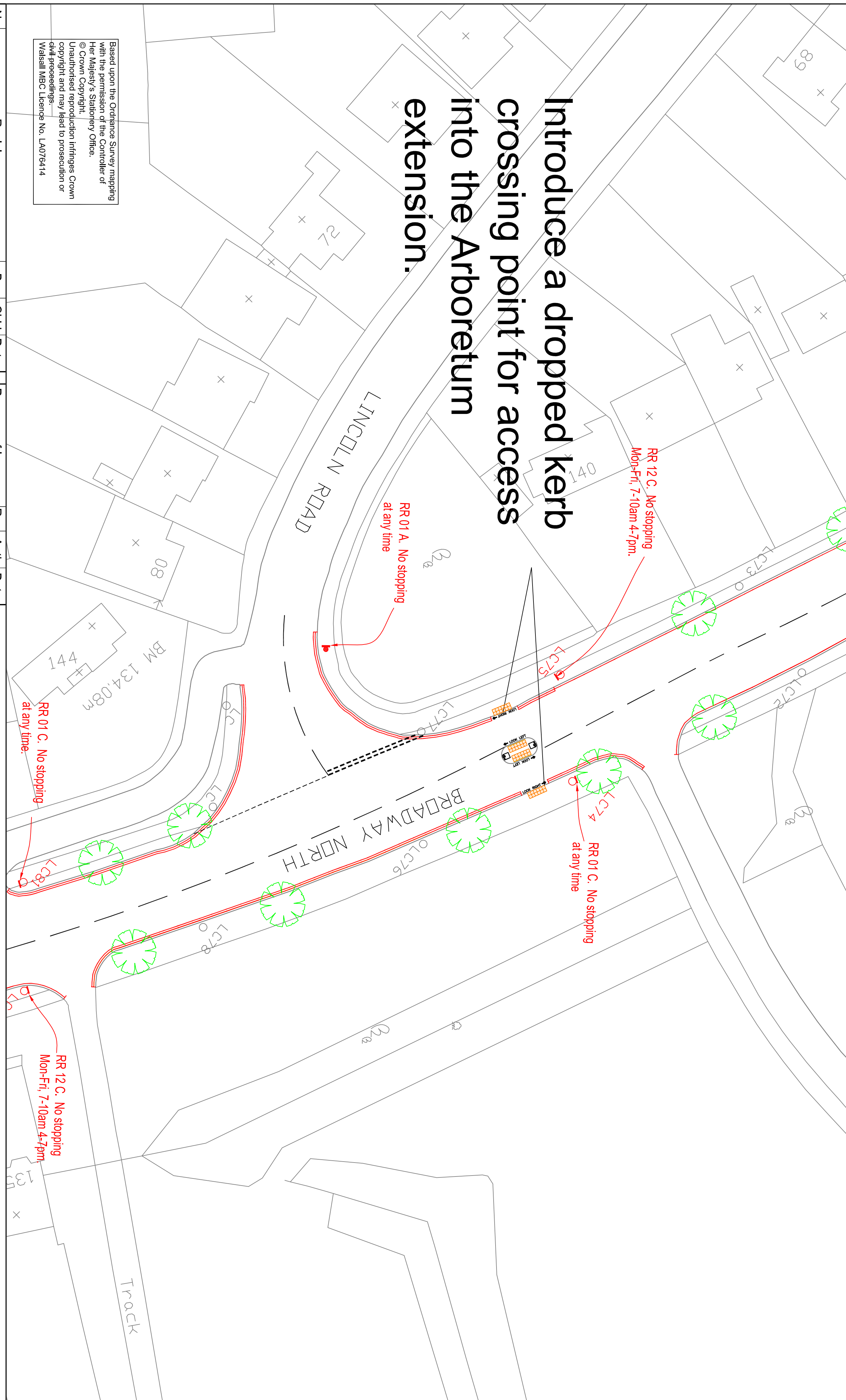




Provide a drop off facility for coaches to use the Arboretum



Introduce a dropped kerb crossing point for access into the Arboretum extension.



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No	Revisions	By	Ch'd	Date	Purpose of Issue	Rev	Auth	Date

Drawn: RB	WALSALL COUNCIL REGENERATION DIRECTORATE
Checked: MC	(Transportation)
Date: 06/01/09	Civic Centre (2nd Floor)
Scale: Varies	Darwell Street
Original drawing size A0	WALSALL M.D. ANDS
WALSALL M.D. ANDS	WS1 1DS
If this drawing is at any other size, then scale shown does not apply.	Drawing No.
A4148RR - RJB 29062008.dwg	Rev

# A4148 BROADWAY NORTH - RED ROUTE PROPOSALS