

Cabinet – 18 March 2009

West Midlands Local Transport Plan (LTP) Settlement and Transport Capital Programme 2009/10 – 2010/11

Portfolio: Councillor A Harris, Transport
Councillor A Andrew, Deputy Leader and Regeneration

Service: Strategic Regeneration

Wards: All

Key decision: Yes

Forward plan: Yes

1. Summary of report

This report details for Walsall Council, the resources available to us following the Secretary of State for Transport's settlement for the West Midlands Local Transport Plan (WMLTP) for 2009/10 to 2010/11 and outlines the options for cabinet to consider for the deployment of these resources to meet both the local priorities and those held within the West Midlands Local Transport Plan, included within the proposed programme for 2009/10 and an indicative programme for 2010-11

2. Recommendations

- 2.1 That Cabinet approve the proposed 2009/10 transport capital programme as summarised in Table 1 (full details included in **Appendices A and B** attached)
- 2.2 That Cabinet delegate authority to the Executive Director Regeneration to manage the programme to ensure delivery within budget limits
- 2.3 That Cabinet note the ongoing concern regarding revenue support for transport capital projects (3.2)
- 2.4 That Cabinet endorse an efficiency review in conjunction with Audit of the development and implementation processes and procedures for capital projects to ensure that the use of limited capital resources are maximised. (3.3)
- 2.5 That Cabinet approve the use of any slippage occurring from the Integrated Transport Block during the 08/09 financial year, for use by the Darlaston Strategic Development Area project to fund property acquisition, Bentley Canal Bridge and Detailed Design to ensure the advancement of the construction of the major scheme. (3.5)

- 2.6 That Cabinet delegate authority to the Executive Director Regeneration to identify what schemes may be placed on hold should any additional reserves be required to fund the completion of the TCTP scheme from within the overall programme (IT Block and Maintenance). This will mean that some schemes identified within the Appendix A demonstrating a lower priority may not be started during the 09/10 financial year.

3. Background information

- 3.1 This year's settlement is year two of the first three-year settlement to be confirmed by Government, which allows authorities to plan capital improvement programmes with greater certainty.
- 3.2 This three year settlement process recognises the demands being placed on our highway networks and the need to deliver holistic and well thought out solutions rather than piece meal initiatives that only tackle localised problems. This approach is essential if we are to gain Department for Transport (DfT) scheme entry and approval. To facilitate this pre planning and to provide the required 10% match for each scheme, the council has recognised and made provision available through this capital programme report. A clear example of this approach, the Darlaston SDA programme, where the scheme development will be met from the Capital Programme, with any shortfall required to provide our 10% contribution having to be found from other sources, if we are to proceed.
- 3.3 A previous Cabinet report approved an efficiency review of the Capital Programme by the Transportation team within Regeneration, we propose to carry out this review during early 2009, with a view to reporting back to cabinet, hopefully in September 2009. This review will focus on the Capital Programme and posts and projects that are currently funded through it, looking to identify ways in which council services can be streamlined to maximise both efficiency and value for money, ensuring both a sustained focus on scheme development that will secure the resources, and effective delivery of major transport schemes once approved.
- 3.4 The Transport Capital Programme is the main process through which the Council and its partners deliver improvements to the Borough's transport network. The programme comprises annual programmes of minor schemes, major projects (such as the Darlaston SDA) and key corridor programmes (such as Red Routes and Bus Showcase).
- 3.5 To delivery the Darlaston SDA project and secure funding from the DfT, it will be necessary to deliver and fund several pieces of work within the next financial year to ensure the scheme can start on site in 2011. Detailed Design of the scheme will need to commence in the 09/10 financial year and in addition to this money will needed to fund the reconstruction of the Bentley Canal Bridge. Funds will also be required to commence negotiations for any property or land acquisitions. Therefore we are requesting that any slippage from the 08/09 financial year be put aside to deliver this scheme.

3.6 The key changes for 2009/10 are: -

- **Major Scheme Funding** – In 2007 the DfT confirmed new guidance for the development and funding of major schemes. This transfers more financial risk to local authorities, consequently, the Council will need to ensure that the programme of major schemes reflects a balance between delivering improvements to the transport network and a manageable level of financial risk to be borne by the Authority in delivering the major schemes programme. A review of regional priorities is currently being prepared by the West Midlands Regional Assembly, the outcomes of this should be used to inform which major schemes the Council concentrates its financial and staff resources on over the next five years.
- **Local Neighbourhood Partnerships (LNPs)** - A new programme within the LTP has been developed to support work with LNPs to develop small scale transport projects of local importance, which are unlikely to be delivered through other transport investment programmes. During 2009/10 it is proposed to undertake work with the following LNPs – Aldridge South and Streetly, Pheasey and Paddock and Willenhall. It should be noted that working with LNP's in this way requires a significant proportion of officer time to support the development of projects, which is likely to mean a reduction in staff availability to respond to wider enquiries and requests. As work was placed on hold in 08/09 for 2 of the 3 areas then these schemes will be delivered within the 09/10 financial year.
- **Local Area Agreement (LAA)** – The new Local Area Agreement that has to be agreed by June 2008 does not include transport capital funding at this stage. However, the Road Safety Grant revenue element will now form part of the LAA, as such, it should be noted that if this resource is not committed to support Road Safety activity as it does at the moment that it could have a significant impact on Walsall's ability to deliver Road Safety schemes, training and publicity; road casualty reductions will not be realised.

4. Resource considerations

4.1 Financial:

4.1.1 The Secretary of State's settlement letter sets out the resources available to the West Midlands authorities for 2009/10 to 2010/11. The settlement is split into two elements:-

- the Integrated Transport Block and
- the Highway Maintenance Allocation

and is the first three year settlement as part of a wider government effort to allow authorities to plan programmes further in advance.

- 4.1.2 The Integrated Transport Block funding provided for new transport projects (excluding Major schemes over £5m) and includes a 12.5% uplift that has been awarded to the West Midlands until 2011 as a result of LTP2 being assessed as excellent. A total of £8.72m has been allocated through the Integrated Transport Block over the next three years.
- 4.1.3 Highway maintenance capital funding has been increased for the next three years compared to 2007/8, due a change in the way the allocation is calculated. However, it should be noted that this is still less than Walsall received in 2006/7.
- 4.1.4 Table 1 shows Walsall's allocations for the next three years, whilst figure 1 shows the change in capital resources since 2005/6 to 2010/11 when the current settlement period expires, compared to average changes in construction costs over the same period; in summary the Council's mainstream transport resources have increased by 16.5% whilst construction costs are conservatively estimated to increase by around 40%. This issue should cause concern for the Council and is raised further in the risk section of this report.

Walsall's transport capital programme for 2008/9 to 2010/11 is outlined in Table 1.

Table 1 – Walsall Transport Capital Programme 2008/9 – 2010/11

Project/Programme	2008/9 Resources (£k)	2009/10 Resources (£k)	2010/11 Resources (£k)
Town Centre Transport Package (TCTP)	2,382	178	0
Maintenance and Bridge Strengthening Allocation	2,127	2,287	2,476
Slippage from 2008/09 for Maintenance and Bridge Strengthening Schemes	150	0	0
Integrated Transport Block	2,739	2,945	3,047
Slippage from 2008/09 Integrated Transport Block Schemes	900	0	0
External Contributions	20	35	TBC
Bus Showcase	2,265	1,990	551
Red Routes	500	1,800	630
Net Resources Available to the Council	11,846	9,448	6,704

* Figures are to be confirmed with DfT; + Excludes any council mainstream capital allocations for highways maintenance.

- 4.1.5 The details of the schemes in Walsall's programme are included in Appendix 1 of this report, the priorities for the programme are: -
1. Improving public transport to increase usage and reliability
 2. Managing congestion
 3. Increasing levels of cycling
 4. Further reducing the numbers of accidents and casualties on the Borough's roads.

4.1.6 From April 2007 the West Midlands Metropolitan Councils have received a new funding stream, the Road Safety Grant. This integrates funding from the Safety Camera Partnership into the LTP process. The funding is allocated to the region and a joint programme of works will be agreed by Planning and Transportation Sub Committee back in 2008.

4.1.7 The 2009/10 – 2010/11 transport capital programme assumes that any committed resources for schemes not delivered in 2008/09 will be carried forward to allow them to be delivered in 2009/10. Un allocated slippage will be reallocated to the Darlaston major scheme to acquire properties as part of the CPO process and start the detailed design work.

4.2 Legal:

4.2.1 There are no direct legal implications as a result of this report. The Council does utilise both contractor and consultancy (professional services) contracts in the implementation of the capital programme; all of these contracts have been procured and are managed in accordance with the Council's Financial and Contract Procedure Rules.

4.3 Staffing:

4.3.1 It should be noted that if funds from the Capital Programme should be required to ensure the completion of the TCTP then this will have an impact on the level of work that is delivered over the course of the year. If funds are required, the council should continue to fund the transportation team within regeneration to ensure that they can continue to develop future schemes and identify and secure regional and national funding for schemes such as Bus Showcase, Red Routes, and future major schemes (DSDA, M6 J10, and the Town Centre Interchange). This report ensures there are sufficient resources available for future years to continue the success of RFA 2 and ADZ's.

5. Citizen impact

Investment in new transport facilities, and the improvement of the existing network and management of traffic, has a bearing on the well-being and satisfaction of all citizens in the Borough. New methods of community and stakeholder engagement are being used to improve participation in the development of scheme proposals. The Council has been recognised in a national publication, Link and Place, for the new methods of stakeholder engagement that have been used on several sensitive schemes over the last year. The use of such techniques has been used to improve the way stakeholder concerns are managed and accounted for in scheme development.

6. Community safety

Improving the safety of the transport network and the security of people using the transport system are important considerations in the development and delivery of transport schemes and the capital programme. To date the authority has performed well, when compared to others nationally, in reducing the numbers and severity of accidents on the Borough's roads.

7. Environmental impact

- 7.1 Environmental and safety factors are considered in the development and delivery of transport schemes. Care will be taken in the detailed design of schemes to minimise direct impacts on the local environment; where appropriate schemes will be subject to an Environmental Impact Assessment. The West Midlands LTP has been subject to a Strategic Environmental Appraisal.
- 7.2 As future schemes are progressed the Council will be identifying good practice for taking account of climate change and sustainability issues in the development of schemes.

8. Performance and risk management issues

8.1 Risk:

8.1.1 Two specific risk issues should be of particular concern to Walsall: -

- The continued failure to increase revenue funding to support the maintenance and operating costs of capital investment. This has been an issue raised by the Department for Transport for the last three years and has not been addressed. It is likely that DfT may take action against future capital settlements if it cannot be demonstrated that authorities have appropriate procedures and resources for future maintenance.
- Increasing costs of construction and scheme development – Over the period 2005/6 to 2010/11 the Council's capital settlement will increase by 16.5%, over the same period construction costs are conservatively estimated to increase by 40%. This will have a significant impact on the number and nature of capital interventions the Council can make with its capital resources. It is recommended that an efficiency review is undertaken in 2009/10 to identify if and how the development and delivery of schemes can be made more efficient. Such a review should investigate options and issues such as:
 -
 - Improved co-ordination of the implementation of schemes such as including the implementation of minor road improvements as part of highway maintenance schemes
 - Use of non-engineering based solutions that may be more cost effective such as the use of technology or supporting behavioural change initiatives
 - Reducing the cost of the development of capital projects through streamlining the project development processes and ensuring that project development processes demonstrate value for money.
 - Identifying key ways in which the Neighbourhoods and Regeneration directorates can work together to deliver a higher quality scheme more efficiently, by either relocating, rearranging or amalgamation of structures and roles.

8.1.2 Without both identifying more efficient ways of achieving transport objectives and additional resources the Council will not be able to continue the progress that has been achieved to date in meeting key local and national transport objectives through the LTP.

8.2 Performance management:

- 8.2.1 The Transport Capital Programme will be managed in accordance with the Council's Financial and Contract Rules; Cabinet is requested to approve that the Executive Director Regeneration be authorised to manage the transport capital programme within funding limits for 2009/10 to ensure efficient use of resources and maximise the opportunity for delivery of schemes; failure to deliver the programme may affect future DfT funding allocations.
- 8.2.2 In 2009/10 a new transport project management system, the West Midlands Capital Programme Management System (IMPREST) will be introduced into all authorities in the region. The system will adopt the principles of PRINCE2 project management methodology, which closely reflect those of the Walsall Project Approach. In March 2007 Cabinet approved that the WMCPMS reporting procedure will take precedent over the Walsall Project Approach, to ensure that all regional and DfT requirements for project management are met. During 2009/10 it will be necessary to identify appropriate reports from IMPREST to report progress in delivery of the transport capital programme, without the need for project staff to duplicate the inputting of information into IMPREST and any Walsall project reporting structures.
- 8.2.3 To ensure that all staff remain focused on the delivery of the projects and to ensure efficiency across the capital programme, the IMPREST system will be used to provide project update reports to senior management to ensure that no work is duplicated.

9. Equality implications

Consideration is given to ensuring that the needs of all sections of the community are considered in transport projects; the West Midlands LTP has been subject to an Equalities Impact Assessment. The capital programme for 2009/10 will assist in improving facilities for all modes of transport, this will be led through the development of the Local Accessibility Action Plan (LAAP), which will focus on improving access to key services and facilities such as education, job opportunities and health care facilities.

10. Consultation

- 10.1 The 2005 WMLTP has been the subject of consultation with partners and stakeholders. Major public consultation was undertaken in 2004 on the WMLTP itself while partners and stakeholders are consulted with respect to individual transport projects.
- 10.2 The West Midlands has been commended for the comprehensive nature of involvement in developing the LTP strategy and when consulting on schemes.

Background papers

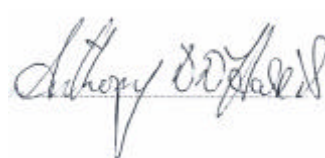
Author

Stuart Everton
Regeneration Manager - Transportation
☎ 652560
✉ evertons@walsall.gov.uk



Tim Johnson
Executive Director
Regeneration & Performance

18 March 2009



Councillor Anthony Harris
Portfolio Holder Transportation

18 March 2009



Councillor Adrian Andrew
Deputy Leader
Portfolio Holder Regeneration

18 March 2009



Walsall Council

Transport Capital Programme 2009-11

**Scheme Information and
Details of the West Midlands Local Transport Plan Assessment**

Introduction

This appendix provides information on the schemes that have been prioritised for implementation over the three year period of the Local Transport Plan (LTP) capital settlement announced by DfT in November 2007. The programme is a rolling programme that is updated on an annual basis. Year one of the programme is predominantly comprised of committed schemes and programmes of work that the Council expects to deliver in financial year 2009/10, future years of the programme indicate the schemes the Council is intending to deliver in 2010/11. For 2009/10 the Council has confirmed capital allocations of £2.934m (after deduction of contributions to West Midlands Joint Initiatives) for the Integrated Transport Block Programme and £2,287m for highway and bridge maintenance.

The transport capital programme forms only part of the delivery of transport services and infrastructure, but resources have been allocated to areas that are considered to be transport priorities for Walsall, all of which have been reinforced by recent work undertaken by the Scrutiny Transport Working Group. The group have highlighted a range of issues and priorities for Cabinet to consider in managing and improving the Borough's transport network, the key messages include: -

- The need for additional revenue resources to maintain and manage the current transport network
- The need secure additional capital resources and make best use of the resources available
- The need to work closely with partners to ensure Walsall projects are identified as priorities by partner organisations

Resources

The mainstream LTP resources available to the Council over the next two years to 2010/11 are shown in table 1 below. The Integrated Transport Block allocation is funding to support the introduction of new capital schemes, whilst the Maintenance Block allocation is to support highway and bridge maintenance.

Table 1 – Mainstream LTP Resources 2006/7 – 2010/11

	2006/7	2007/8	2008/9	2009/10	2010/11
Integrated Transport Allocation (£k)	2,202	2,690	2,739	2,934	3,047
Maintenance Allocation (£k)	2,469	1,889	2,127	2,287	2,476
Total Capital Allocation (£k)	4,671	4,579	4,866	5,221	5,523
Capital Resource Percentage Available compared to 2006/7	100	98	104	112	118
Construction Cost Increases (%)	100	107	114	123	131

Although there is variance in the individual increases for the Integrated Transport and Maintenance blocks of the capital programme, the overall trend is for capital resources to be increasing at a rate slower than current construction costs. The Risk and Performance section of the appendices

covers this in more detail, but the effective issue facing the Council is that without additional resources fewer scheme will be built in future years of the programme.

Table 2 outlines the Council's Transport Capital Programme over the two years from 2009/10 to 2010/11. The subsequent sections of the appendix provide the detail of which schemes are included in each area of the programme. Table 2 at present excludes any possible additional external resources for new Major Schemes such as Darlaston SDA and Red Routes Package 2. It is likely that both of these schemes will secure funding within the next two years, however they remain exempt from the forward programme until any funding is confirmed by DfT.

Table 2 – Walsall Transport Capital Programme 2009/10 – 2010/11

Programme/Scheme	DfT Primary Output	2007/8 Allocation (£k)		2007/8 Estimated Out-turn (£k)	Proposed 2008/9 Programme (£k)		Proposed 2009/10 Programme (£k)		Proposed 2010/11 Programme (£k)	
		Resources	Programmed Expend.		Resources	Programmed Expend.	Resources	Programmed Expend.	Resources	Programmed Expend.
Highway Maintenance Resources		1,889			2,127		2,287		2,476	
Principal Route Maintenance	MM3		1,298	1,298		1,607		987		876
Non Principal Route Maintenance	MM3		169	169		-		-		-
Bridge Strengthening	MM7		280	200		250		1,300		1,600
Maintenance Contribution to TCTP	MM3		350	10		690		0		0
Council Mainstream Capital Funding – Highways Maintenance	MM3	1,595	1,595	1,595	1,595	-	750	-	tbc	-
Carry Forward/Slippage Resources		208			420		-		-	
Sub-total Highway Maintenance		3,692	3,692	3,272	2,547	2,547	3,037	3,037	2,476	2,476
Slippage				420		-		-		-
Integrated Transport Block Resources		2,690			2,739		2,934		3,047	
Local Safety Schemes	LS5		257	146		320		289		290
Measures to Encourage Walking	RC2		123	219		125		140		150
Measures to Encourage Cycling	CY7		325	267		230		180		190
Facilities for Powered Two Wheelers	CY7		15	10		10		10		7
Facilities for the Disabled	WA6		25	25		30		30		30
Safer Routes to School	LS1		225	194		190		150		150
Public Transport Measures	BL7		130	190		190		220		225
Regeneration and Integration	TM3		342	272		470		440		475
Promotion of Community Health and Safety	TM9		35	35		38		40		40
Local Neighbourhood Partnership Programme			10	13		100		110		135
Support Jobs and Prosperity	RD5		20	20		30		45		50
Schemes to Improve Highway Efficiency	TM3		350	628		400		430		430
Major Scheme Development										
Walsall TCTP IT Block Contribution	BL7		140	0		280		-		-
Darlaston SDA Access Project Preparatory Costs (Inc. Council Capital Allocation)	OS1	200	995	200	150 ^f	150		150		-
DSDA – Bentley Rd South Canal Bridge						780		-		-
Brownhills Transport Package – Preparatory Costs	OS1		0	0		0		-		-
M6 Junction 10 – Preparatory Costs	RD1 1		0	0		0		-		-
Bradford Place Bus Station – Preparatory Costs	IN1		0	0		0		-		-
Major Scheme Development Fund	OS1		115	115		357		700		875
Allocated Carry Forward		250			806		-		-	
Sub-total Integrated Transport Block		3,140	2,907	2,334	3,695	3,695	2,934	2,934	3,047	3,047
Slippage				806 [*]						
Walsall Bus Showcase Programme Resources (+)	BL1	1,627		681	2,155	2,155	2,250	2,250	166	166
Walsall Package 1 Red Route Programme Resources (†)		972		600	1,072	1,072	1,570	1,570	630	630
Walsall Town Centre Transport Package (Major Scheme DfT Funding)		8,375		7,250	TBC		0		0	
External Contributions		150		150	70		TBC		TBC	
Total Programme Value				14,287	9,539 [^]		9,041 [^]		6,319 [^]	
Total Resources		17,298								
Notes:										
¹ - Subject to confirmation following approval of Council Capital Programme										
+ - Indicative figures to be confirmed by CEPOG in March 2008, and subject to individual scheme funding approvals										
^f - Major scheme funding for delivery of Package 1 Red Route network, funding profile subject to agreement with DfT and GOWM										
[^] - Figure excludes TCTP allocation which is subject to agreement with DfT and any Council Mainstream Capital resources for Highway Maintenance										
[*] - To be confirmed following close down of 2007/8 accounts. The programme will be varied according to the confirmed slippage figure for committed schemes carried forward to 2008/9.										

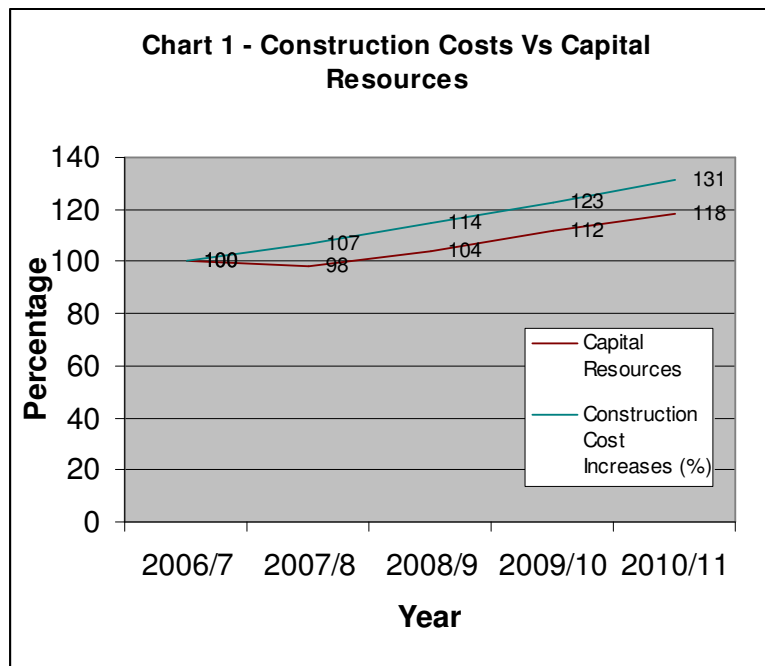
Risk and Performance Issues

LTP2 has been assessed as excellent and delivery of LTP1 has been assessed as very good. In setting the transport capital programme the Council has sought to build on this success and to target investment in priority areas where the Council and the wider West Midlands have been failing to deliver LTP targets. These areas have been identified as ***managing congestion, increasing cycling use, continuing casualty reduction, increasing public transport use and increasing levels cycling.***

At present the LTP capital funding stream will be allocated to the Council outside of the Local Area Agreement process, with the exception of the revenue funding that is paid through the Road Safety Grant (RSG). The current proposal from DfT is to pay the money as part of individual authorities' LAA's. The West Midlands is liaising with DfT regarding the RSG and has asked for the money to be paid directly to Centro to be managed on behalf of the region, outside of the LAA process. There are concerns that payment of the funds direct to individual LAA's may undermine much of the existing regional work on tackling road casualties and general road safety issues through the West Midlands Casualty Reduction Partnership.

In setting the programme there are **two issues** that the Council should be particularly aware of **regarding risk and performance**: -

1.
 - a. The rising costs incurred in the development and construction of capital transport projects. Chart 1 below outlines the growing gap between construction costs and available capital resources over the life of LTP2 to 2011.
 - b. Rising costs mean that the Council will be able to deliver fewer schemes in future years, which reduces the likelihood of continuing the success in delivering priority transport outcomes.
 - c. In the main report Cabinet are asked to endorse an efficiency review which will include a review of the processes involved in developing and implementing schemes to identify any more efficient ways of working. The review will also include identifying alternative types of scheme that may deliver outcomes at reduced costs, this includes the use of new technologies or promotional/ behavioural change initiatives rather than traditional civil engineering solutions.
 - d. The situation regarding costs has been exacerbated over recent years with the need to increasingly capitalise staff time against scheme costs, to make permanent savings on the Council's revenue budget. This further reduces money available to spend on the works element of a scheme and significantly impacts the level of funding available to deliver transport schemes and outcomes.
2.
 - a. The DfT continue to express concern regarding the revenue support provided by local authorities to operate and maintain new capital schemes once they are implemented.
 - b. The Council has increased revenue budgets for certain programme areas such as Urban Traffic Control, but the revenue funding remains significantly short of the required levels to maintain the borough's transport network.



Programme Management

Transport funding is allocated through the LTP process to the West Midlands region, performance in delivery is assessed at the regional level, therefore it is imperative for programme management and monitoring to be undertaken at the regional level.

In 2009/10 a new transport project management system, the West Midlands Capital Programme Management System (IMPREST) will be introduced into all authorities in the region. The system will adopt the principles of PRINCE2 project management methodology, which closely reflect those of the Walsall Project Approach. In March 2007 Cabinet approved that the WMCPMS reporting procedure will take precedent over the Walsall Project Approach, to ensure that all regional and DfT requirements for project management are met. During 2009/10 it will be necessary to identify appropriate reports from IMPREST to report progress in delivery of the transport capital programme, without the need for project staff to duplicate the inputting of information into IMPREST and any Walsall project reporting structures.

Appendix B – Scheme Details Transport Capital Programme 2009/10 – 2010/11

Scheme Details - Transport Capital Programme 2009/10 – 2010/11

Local Safety Schemes 2008/9 – 2010/11

Scheme Location	Request to July 08	Scheme Description	Approximate Scheme Costs	FY RR	Rank		Comments	LNP Area	LTP Outputs
Local Safety Schemes to be delivered 09/10									
Wolverhampton Road West	R	15	Refuges, textured surface, signs, lines to be linked with Red Route and Bus Showcase schemes £ 30,000.00	749	1		Between Churchill Rd & Riverbank Rd inc Cathedrals Estate	Willenhall / Darlaston	LS5, WA6x3
Bloxwich Road South	R	4	Install High Friction Surfacing to highlight bend and improve warning signing £ 18,000.00	333	2			Willenhall	LS5
Walsall Road / Paddock Lane		9	Highlight junction, provide interactive warning signs, review cyclist facilities £ 41,000.00	329	3			Aldridge South & Streetly	LS5, WA6x4
Darlaston Rd / Cemetary Rd		12	Build out Cemetary Rd; introduce speed reduction measures; signing; HFS; Width Reduction and visibilty improvements, antiskid, lines, and signs £ 55,000.00	327	4		Identified as potential Safety Camera route	Darlaston	LS5, WA6x5
Skip Lane / Sutton Road	R	6	Gateway treatment and improved road markings and signage along key sections £ 35,000.00	257	5			Pheasey and Paddock	LS6
High Road Route Action	R	8	Antiskid, improved signing and carriageway markings £ 55,000.00	218	6		Carry forward from 08/09	Willenhall	LS5
Design In Advance			Advance design for 2009/2010 schemes £ 55,000.00						
			Total budget to complete 2009/10 schemes £ 289,000.00						
Reserve schemes									
Bloxwich Road / Beeches Road		8	Buildouts junctions to improve visibility £ 40,000.00	299	7		Subject to further Route Investigation	Blakenhall and Bloxwich; St Matthews and Birchills Leamore	
Clarks Lane / Walsall Road		7	Introduction of gyratory system using Crescent Road, Walsall Road and Wolverhampton Road West £ 40,000.00	262	8		Link to Wolverhampton Rd / Crescent Road	Willenhall	
Wolverhampton Road / Crescent Road		10	Introduction of gyratory system using Crescent Road, Walsall Road and Wolverhampton Road West £ 60,000.00	250	9		Link to Clarks Lane / Walsall Road	Willenhall	
Walsall Road / Fisher Street		6	Road markings and signs to highlight junction. Upgrade exising zebra crossing £ 40,000.00	225	10			Willenhall	
Leighswood Road		10	Mobile enforcement hardstanding, interactive junction signs, refuges and associated markings and signs £ 75,000.00	200	11		Potential link to Middlemore Lane development	Aldridge South & Streetly	
			Total budget to complete reserve schemes £ 255,000.00						
Remaining schemes									
A461 / Daw End Lane / Pelsall Road (Rushall)		9	Improvements to kerb radii, markings, signing and pedestrian facilities £ 80,000.00	168	12			Pelsall and Rushall - Shelfield	
Walstead Road		11	Road narrowing using cycle lanes refuges etc £ 100,000.00	165	13			Palfrey and Pleck	
Lucknow Road		12	Antiskid, signs, lines, kerb buildouts and pedestrian refuges £ 110,000.00	163	15		Wednesfield Road to Cannock Road MOBILE S/E	Willenhall	LS5, RD11x1, WA6x4
Bilston Lane / Owen Road		6	Re-phase signals, one way working William Harper Road and dedicated left from Bilston Lane into Owen Road £ 62,500.00	144	16			Willenhall	

Spring Road Shelfield		4	Chicne scheme	£ 50,000.00	120	17		Pelsall and Rushall - Shelfield	
Walsall Wood Road		6	Route action scheme to include interactive signs, markings, signs, and refuges. Refurb of zebra crossing	£ 80,000.00	112	18		Aldridge South & Streetly	
Brownhills High Street / Silver Street		6	One way working from High Street towards Miner Island	£ 90,000.00	100	19		Brownhills and Aldridge North	
Park Hall Road		4	Speed cushions and associated signing	£ 60,000.00	100	20		Pheasey and Paddock	
			Total budget to complete remaining schemes	£ 632,500.00	0				
Local Safety Schemes to be delivered through other programmes/projects									
Black Country Route / Keyway/ Armstrong Way		16	Improved signs and markings. Changed layout to Keyway approach	£ 30,000.00	798	21		Subject to A454 Red Route	
Green Lane / Newfield Close		6	Interactive warning signs to highlight junction to traffic on A34	£ 20,000.00	449	22		Subject to A34 Red Route	
Townend / Wisemore		13	Reduce to a single lane with hatching and highlight with coloured surfacing. Kerb build out to bus lane / lay-by	£ 50,000.00	389	23		Subject to town centre Tesco development	
Court Way / Stafford Street		9	Addition signal phase to existing signals	£ 50,000.00	269	24		Subject to TCTP	
High Street (Blox) / Somerfield Road		23	Re-alignment to improve right turn facility, extended refuge o/s Asda and changes to signal phasing	£ 150,000.00	230	25		Subject to A34 Red Route	
Northgate		28	Traffic calming / Junction re-alignment	£ 230,000.00	182	26		Introduced Watchman pilot system 08/09	
Broadway / Birmingham Road		9	Realign kerbs and increase centre island size	£ 75,000.00	180	27		Subject to A34 Red Route	
Bridge Street / Ablewell Street		14	Remove mini-island and signalise junction	£ 120,000.00	175	28		Subject to St Matthews / Shannons Mill development	
Birmingham Road / Springvale Avenue		6	Right turn lane protected by refuges and re-align / widen junction	£ 57,500.00	156	29		Subject to A34 Red Route	
Wolverhampton Road / Bloxwich Lane		11	Improved markings and extended central refuges. Widen Bloxwich Lane arm of the junction	£ 127,500.00	129	30		Subject to A454 Red Route	
Stafford Street		14	Traffic Signals	£ 163,500.00	128	31		Proffitt Street and Hospital Street Junctions	St Matthews and Birchills Leamore / Blakenall and Bloxwich
Broadway / Sutton Road		6	Remove access to Gility Avenue and re-align island to suit. Remove right turn lane on Broadway if capacity allows	£ 75,000.00	120	32		Subject to Red Route proposal	
Moxley Road Gyratory (LSS contribution)		7	Junction modification and cycle facilities	£ 90,000.00	116	33		Fatal site - Scheme improvements to be funded through measures to encourage cycling	Darlaston LSS
Bloxwich High Street / Park Road		8	Traffic signals	£ 120,000.00	100	34		Subject to A34 Red Route	
Schemes not achieving above 100% First Year Rate of Return (FYRR)									
Virgo Road		2	Speed cushions (8 pairs)	£ 35,000.00	86	35			
Victoria Road / Slater Street	R	2	Mini island with refuges	£ 35,000.00	86	36		Possible extension to existing traffic calming	Willenhall
Coppice Lane		2	Road markings with coloured surfacing. Interactive bridge / junction warning signs	£ 35,000.00	86	37			
Steelmans Road		5	Convert from mini-island to full road island	£ 90,000.00	83	38			
Paddock Lane	R	4	Speed humps	£ 80,000.00	75	39		Aldridge Road to Station Road - Carriageway needs to be resurfaced	Aldridge South and Streetley TM9

Ogley Road		6	Gateway chicanes and antiskid	£ 125,000.00	72	40	Other traffic calming measures in place	Brownhills and Aldridge North	
Bloxwich Road / Harden Road		6	Dedicated right turn filters for Harden Road / Leamore Lane arms	£ 125,000.00	72	41	Subject to Route 301 Showcase		
Bell Lane / Broad Lane		7	Pedestrian refuge and junction re-alignment to improve flow through the junction	£ 150,000.00	70	42	Already implemented		
Blue Lane West / Green Lane / Court Way		7	Re-align junction to improve visibility and capacity	£ 175,000.00	60	43	Subject to TCTP		
Barns Lane / Winterly Lane / Lichfield Road Junction		4	Junction re-alignment	£ 100,000.00	60	44			
Western Avenue		1	Speed cushions (8 pairs)	£ 25,000.00	60	45			
Thornhill Road		2	Provisions for VASS and mobile enforcement. Additional signs and road markings	£ 50,000.00	60	46			
Shire Ridge		1	Speed cushions (8 pairs)	£ 25,000.00	60	47			
Pooles Lane		3	Signs and width restrictions	£ 77,500.00	58	48			
West Bromwich Street / Weston Street	R	2	Mini island with refuges	£ 54,500.00	55	49		St Matthews and Birchills Leamore	
Wallows Lane / Bescot Road		9	Remove traffic signals and replace with road island	£ 250,000.00	54	50	Subject to Red Route proposal		
Brownhills Road and Lindon Road	R	18	No measures identified to address accidents	£ 500,000.00	54	51	Lichfield Road to Coppice Road - No treatable pattern of accidents	Brownhills Aldridge North	LS5, WA6x2
Arboretum Junction		16	Signalisation	£ 450,000.00	53	52	Subject to TCTP		
Pleck Road / Moat Road		7	Widen signals to allow extra capacity for turning vehicles	£ 200,000.00	52	53	Subject to TCTP		
Sneyd Lane / Mossley Lane		6	Signalise as part of Sneyd Lane / Sneyd Hall Lane	£ 175,000.00	51	54	Already implemented		
Broadway / Bescot Crescent		6	Rebuild refuges and re-align kerbs to improve right turn capacity and allow dedicated filter arrows	£ 175,000.00	51	55	Subject to Red Route proposal		
Abbotts Street		1	Speed cushions (12 pairs)	£ 30,000.00	50	56			
Mob Lane / Coronation Road		1	Speed cushions (10 pairs)	£ 30,000.00	50	57			
Darlaston Road / Old Pleck Road		10	Re-align junction to reduce right turn distance across the junction	£ 325,000.00	46	58			
Wallows Lane / Morrisons Car Park		7	Re-alignment to allow additional space for right turning traffic	£ 250,000.00	42	59	Subject to Red Route proposal		
Dalkeith Street / Birchills Street	R	3	Junction improvement	£ 109,000.00	41	60	No further action to be taken	St Matthews and Birchills Leamore / Palfrey and Pleck	
Beacon Road		2	Reconstruction of road island at Collingwood Drive	£ 75,000.00	40	61			
Middleton Road		1	Speed humps	£ 40,000.00	37	62			
West Bromwich Road / Brockhurst Crescent		2	Junction improvement - Signing, lining, cycle lanes, refuges, etc	£ 88,000.00	34	63	Junction improvement	Palfrey and Pleck	
Hardwick road		1	2 priority chicanes and 2 interactive bend warning signs	£ 50,000.00	30	64			
Barr Common Road		2	Traffic signals requiring high masts with junction re-alignment	£ 125,000.00	24	65			
Chester Road / Lichfield Road (Shire Oak)		11	Realign junction to provide dedicated right turn lanes and left slips	£ 1,000,000.00	16	66	CPO of Shire Oak and garage sites would be required		
Wednesbury Road / Corporation Street West		6	Increase the size of the junction and install new traffic signals	£ 1,000,000.00	9	67	CPO of property would be required		
Avenues Estate		0	Speed humps and associated signing and lining	£ 95,000.00	0	68			
Charles Street		0	Chicanes	£ 80,000.00	0	69			
Blackcock Bridge		0	Signalising of bridge	£ 109,000.00	0	70	Included in traffic calming scheme	Brownhills Aldridge North	
Broad Lane Pelsall		0	Speed humps	£ 80,000.00	0	71			

Church Road Pelsall		0	Speed humps	£ 40,000.00	0	72			
Dickinson Drive / Holford Avenue		0	Estate traffic calming scheme	£ 150,000.00	0	73			
Forest Avenue / Dartmouth Avenue		0	Signalising bridge	£ 100,000.00	0	74			
Gypsy Lane		0	Speed humps	£ 60,000.00	0	75			
Windsor Street		0	Speed humps	£ 50,000.00	0	76			
Rowlands Avenue		0	Chicanes or cushions	£ 30,000.00	0	77			
Four Crosses Road		0	Speed humps	£ 10,000.00	0	78			
Rowley View / A41 Hollyhead Road	R	0	Provision of safety fence / crash barrier	£ 32,700.00	0	79		Darlaston	
Balmoral Drive		0	Speed cushions (8 pairs)	£ 25,000.00	0	80			
Noddy Park Road		0	Speed cushions (4 pairs)	£ 15,000.00	0	81			

First year rate of return (FYRR) is based on saving half of all accidents. Using £89,820 which is the current cost per accident saved. This value is then divided by the scheme cost giving the first year rate of return as a percentage.

Scheme cost includes 10% for prelim and consultation, 17.5% for detail design and cost for stage I and II safety audit
Scheme cost includes 9% increase on 2007/8 prices to account for Baxter Index

Worked example

The First year rate of return for local Safety Schemes is based on the cost per accident saved divided by the scheme cost. It is assumed that 1/2 of the accidents can be saved by the introduction of a local safety scheme. The cost per accident saved is provided by the latest Department of Transport in Highways Economics Note 1 and is £89,820 From the table taking Wolverhampton Road West as an example
12 accidents in 3 years therefore accidents saved = 12/3/2 = 2

Proposed 2009/10 scheme

Reserve Schemes

LSS to be delivered as part of major schemes

Discounted or not justified schemes

Remaining Schemes

Measures to Encourage Walking 2008/9 – 2010/11

Location	Type of	Estimated	Request by	Date request	Date of survey	Vehicles	Pedestrians	% criteria	85%ile	3 Years Accidents 8/11/05 - 7/11/08		FYRR (%)		Local Neighbourhood Partnership area
	Crossing	Cost £		Received		(average four peaks)	(average four peaks)	RANKING	Speed	All accidents	Pedestrian accidents			
Sutton Road, O/S Longhorn PH	Zeb Mods	£60,000.00	WMBC	25/11/2006	#####	2508	34	214%		3	0	75		Pheasey and Paddock
Rights of Way	Footpaths	£65,000.00	General improvements to footpaths											Various
Support for work place travel plans	Travel Plans	£10,000.00	Work place travel plans											Various
Child pedestrian safety scheme	Education	£5,000.00	WMBC											Various
TOTAL required for 2009/10		£140,000.00												
Pinfold Street near King Edward Street, Darlaston	Zebra	£40,000.00	Councillor P Bott	Sep-07	#####	1259	59	94%		2	0	75		Darlaston
Lichfield Road, Brownhills adj Great Charles Street	Puffin	£100,000.00	Councillor Paul	07/12/2005	#####	875	106	81%		3	0	45		Brownhills Aldridge North
Lichfield Road adj Livingstone Road	Puffin	£60,000.00	Councillor Beeley	23/01/2006	#####	1608	15	39%		3	0	75		Blakenall and Bloxwich
Lindon Road near Clayhanger Road, Walsall Wood	Zeb.conv.	£65,000.00	Friezland residents association	20/08/2003	#####	830	49	34%	33/34	2	0	46		Brownhills Aldridge North
Station Road west of Lichfield Road, Rushall	Puffin	£60,000.00	LNP	26/05/2005	#####	996	32	32%		3	1	75		Pelsall and Rushall-Shelfield
Darlaston Rd near Cemetery Rd (o/s The Globe PH)	Zebra	£40,000.00	Mrs Mann	Oct-08	#####	1356	17	31%		2	0	75		Palfrey and Pleck
Sandbeds Road north of Spring Lane, Willenhall	Zeb.conv.	£65,000.00	Mrs V. Allen	01/04/2003	#####	1185	22	31%		1	0	23		Willenhall
Lichfield Rd east of School Ave, Brownhills	Zebra	£40,000.00	Gurdeep Sanghera Neighbourhood Partnerships Officer 1st Floor Challenge Building Hatherton Road Walsall WS1 1YB	29/09/2008	#####	755	53	30%		0	0	0		CAG Brownhills & Aldridge
Vicarage Road near Old Vicarage Close, Pelsall	Zebra	£40,000.00	Ms Jennings, Councillor Longhi	09/07/2001	#####	1100	24	29%		1	0	37		Pelsall and Rushall-Shelfield
Norton Road north of Green Lane, Pelsall	Zeb.conv.	£65,000.00	Mr R. Peach, Councillor Perry	20/07/2004	#####	935	31	27%	31	3	0	69		Pelsall and Rushall-Shelfield

Little Aston Road near The Green	Puffin	£60,000.00	Councillor Rochelle	01/09/2005	#####	1061	22	25%		1	1	25		Aldridge South and Streetly
Brownhills Road near Coppice Road	Zebra	£40,000.00	Resident	17/10/2002	#####	878	32	25%		2	0	75		Brownhills Aldridge North
Essington Road near Wrighton Close	Puffin	£60,000.00	Request following LSS consultation	10/11/2008	#####	1740	8	24%		0	0	0		Willenhall
Broad Lane / Sneyd Lane / Bell Lane - Signal junction	Ped Phase	£100,000.00	Councillor M. Pitt	24/01/2005	#####	1150	17	22%		10	3	150		Blakenall and Bloxwich
Harden Road near Well Lane	Zebra	£40,000.00	Mr P. Grainger	21/09/2006	#####	915	25	21%		4	1	0		Blakenall and Bloxwich
Buxton Road near Sandstone Road, Lower Farm Estate	Zebra	£40,000.00	Traffic Management	25/06/2005	#####	557	64	20%		0	0	0		Blakenall and Bloxwich
Lichfield Rd near School Ave (eastern side)	Zebra	£40,000.00	Brownhills CAG	Nov-08	Awaiting count	687	43	20%		0	0	0		Brownhills Aldridge North
Allens Lane near Walsall Road, Pelsall	Zebra	£40,000.00	Heath End Residents Association	16/05/2002	#####	515	72	19%		3	2	112		Pelsall and Rushall-Shelfield
Wolverhampton Rd 150m south-west Fingerpost junction	Puffin	£60,000.00	Ms J. Edwards, Councillor Longhi	02/12/2004	#####	1215	12	18%		0	0	0		Pelsall and Rushall-Shelfield
Aldridge Road near Bridle Lane	Refuges	£15,000.00	Mrs Garrett	Oct-08	#####	1061	15	17%		0	0	0		Aldridge South and Streetly
Leighswood Road near Middlemore Lane, Aldridge	Zebra	£40,000.00	Ms. S. Williams	13/03/2002	#####	1053	14	16%		2	1	75		Aldridge South and Streetly
Finger Post - Signal junction	Ped Phase	£50,000.00	Ms. J. Edwards, Councillor Longhi	26/02/2004	#####	1001	14	14%		1	0	30		Pelsall and Rushall-Shelfield
Sutton Road near Broadway	Puffin	£60,000.00	Councillor Ali	19/10/2005	#####	1369	7	13%	39	0	0	0		Pheasey and Paddock
Birmingham Road near Churnhill Road, Aldridge	Zebra	£40,000.00	Mr J. O'Neil, Councillor Rochelle	20/09/2005	#####	663	28	12%		0	0	0		Aldridge South and Streetly
Sutton Road near Longwood Lane	Puffin	£60,000.00	J. Battison	28/11/2005	#####	1642	4	11%		0	0	0		Pheasey and Paddock
Aldridge Road between Enterprise Dr and Compton Dr	Refuges	£15,000.00	Councillor Maul	Oct-08	#####	1353/1227	06-Feb	11%-3%		0	0	0		Aldridge South and Streetly
St Annes Road / Stringes Lane - Signal Junction	Ped Phase	£70,000.00	Mr A. Braddock	31/01/2004	#####	461	47	10%		2	0	43		Willenhall
The Green / St Georges Street	Zebra	£40,000.00	SRS request	Oct-08	#####	750	18	10%		1	1	37		Darlaston
Norton Road 150m north Fingerpost junction	Puffin	£60,000.00	Ms J. Edwards, Councillor Longhi	02/12/2004	#####	833	13	9%		0	0	0		Pelsall and Rushall-Shelfield
Bradley Lane near Hannah Rd, Moxley	Zebra	£40,000.00	Ms J. Miles	25/11/2004	#####	604	23	8%		1	0	37		Darlaston
Aldridge Rd near Hundred Acre Rd, Streetly	Zebra	£40,000.00	Request following LSS consultation	22/11/2004	#####	981	7	7%		1	0	37		Aldridge South and Streetly
Lichfield Rd 150m north-east Fingerpost junction	Puffin	£60,000.00	Ms. J. Edwards, Councillor Longhi	02/12/2004	#####	1220	4	6%		1	0	25		Pelsall and Rushall-Shelfield

Dangerfield Lane near Stanley Road, Darlaston	Zebra	£40,000.00	Mr G. Small	20/06/2005	#####	389	38	6%	35/31	2	1	75		Darlaston
Broad Lane near Colliery Drive, Bloxwich	Puffin	£60,000.00	Mrs Lawley, Councillors Bott & Pitt	23/03/2001	#####	903	6	5%	36/38	1	0	25		Blakenall and Bloxwich
Leighswood Ave near Broad Meadow	Zebra	£40,000.00	Miss J Cooper	21/10/2008	#####	226	102	5%		0	0	0		Aldridge South and Streetly
Turnberry Road near Alnwick Road	Zebra	£40,000.00	Mrs. M. Brown	05/10/2005	#####	516	16	4%	32	0	0	0		Blakenall and Bloxwich
Stephenson Avenue near Cavendish Road	Zebra	£40,000.00	Mr A. Porter	03/02/2005	#####	588	13	4%		1	0	37		St Matthews and Birchills Leamore
Clayhanger Lane at Railway Bridge	Footpath	£40,000.00	Mr. K. Myatt, Councillor Paul	10/02/2005	#####	463	18	4%		0	0	0		Brownhills Aldridge North
Cavendish Road near Edison Road, Beechdale	Zebra	£40,000.00	Mrs Mellor	18/04/2005	#####	254	37	2%		2	0	75		St Matthews and Birchills Leamore
New Invention Square	Zebra	£40,000.00	Traffic Management Section	21/10/2003	#####	144	75	2%		0	0	0		Willenhall
Lowlands Avenue near Lilac Avenue, Streetly	Zebra	£40,000.00	Mrs Cunningham, Councillor Maul	24/08/2005	#####	229	39	2%	28	0	0	0		Aldridge South and Streetly
Shannon Drive near Severn Avenue	Zebra	£40,000.00	Councillor Cassidy	10/05/2006	#####	104	104	1%		1	0	37		Brownhills Aldridge North
<u>Locations presently under consideration</u>														

Leighswood Rd near Middlemore Lane	Refuges	£15,000.00	Local resident	Oct-08	Awaiting count					1	0	100		Aldridge South and Streetly
Dartmouth Avenue / Coalpool Lane	Zebra	£40,000.00	Cllr P Smith	08/02/2007						1	1	37		Blakenall and Bloxwich
Birmingham Street near Tynings Lane, Aldridge	Zebra	£40,000.00	Local resident	Oct-08	Count to be requested					2	0	75		Aldridge South and Streetly
Lichfield Rd near Harpur Rd	Refuges	£15,000.00			Count to be requested					0	0	0		St Matthews and Birchills Leamore
Darlaston Road near Pheonix Rise	Puffin	£60,000.00	Petition	30/07/2008	Awaiting count					0	0	0		Darlaston
<u>Locations discounted for various reasons</u>														
West Bromwich Rd - (Joseph Leckie school)	Puffin	£60,000.00	Head Joseph Leckie school	01/10/2002	#####	842	233	127%		1	1	25		Palfrey and Pleck / St Matthews and Birchills
Birmingham Road (A34)	Puffin	£60,000.00	Mr Noble	24/08/2005	#####	1898	31	110%	27	6	2	150		Pheasey and Paddock

Field Street Willenhall	Zeb.conv.	£40,000.00	Little London School	01/01/2000	#####	738	112	86%		0	0	0		Blakenall and Bloxwich
Stafford St - Walsall	Puffin	£60,000.00	Richard Worrall	28/01/2004	#####	1198	46	62%		7	1	175		St Matthews and Birchills Leamore / Blakenall and Bloxwich
Bloxwich Road, near Prats Bridge- Bloxwich (South)	Puffin	£100,000.00	Councillor Underhill	23/05/2002	#####	1216	40	59%		1	0	15		St Matthews and Birchills Leamore / Blakenall and Bloxwich
West Bromwich St - Caldmore	Puffin	£60,000.00	Dreaming the Green Environmental Group	29/09/2003	#####	1016	52	54%		3	2	75		Palfrey and Pleck / St Matthews and Birchills
Lindon Road (Nr Chester Road)	Puffin	£60,000.00	Mrs Y. Jones	29/06/2004	#####	830	49	36%		0	0	0		Brownhills Aldridge North
West Bromwich St Caldmore o/s Post Office	Puffin	£60,000.00	Dreaming the Green Environmental Group	13/08/2004	#####	899	42	33%		5	3	125		Palfrey and Pleck / St Matthews and Birchills
Bloxwich Road, near Prats Bridge- Bloxwich (North)	Puffin	£100,000.00	Councillor Underhill	23/05/2002	#####	1051	11	13%		3	1	45		St Matthews and Birchills Leamore / Blakenall and Bloxwich
Stroud Avenue - Willenhall	Zebra	£40,000.00	Resident	01/04/2002	#####	318	56	6%	25	0	0	0		Willenhall

Explanation of ranking

This method of ranking is based on the % criteria for justification using PV² value.

General data collated which will be used for the assessment includes:- Pedestrian flows and vehicle flows. Accident data is also collected.

Scheme cost is based on the average cost of installing the type of crossing indicated and includes 10% for prelim and consultation, 17.5% for Detail design and cost for stage I and II safety audit.

First year rate of return (FYRR) is based on saving half of all accidents. Using £89,820 which is the current cost per accident saved.



Proposed schemes



Schemes meeting criteria



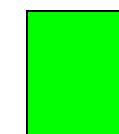
Discounted or not justified

Measures to Encourage Cycling				
Scheme Location	Scheme Description	Estimated Scheme Costs £,000		Comments

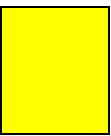
Measures to encourage cycling

Moxley Gyratory (Phase 1)	Implementation of Moxley Road junction improvements	70		slipped from 08/09 programme. Prelim de (scheme a result of cycle fatality & high c Darlaston).
Walsall - Aldridge Cycle Route	Further development of the Walsall to Aldridge cycle route	20		slipped from 08/09 programme. Prelim de Route identified in Walsall Cycling Strategy tie-in with SRS scheme & Red Route/sho
Walsall - Aldridge (Toucan conversion)	conversion of existing pedestrian crossing on Lichfield Road to a toucan crossing.	20		slipped from 08/09 programme. Preparato Dec '08.
Implementation of Walsall Cycling Strategy	Design work, cycle parking and other minor measures	43		
Bloxwich Cycling Improvements (The Slang)	creation of alternative cycle route / Safer Route to School through Leamore Park.	12		slipped from 08/09 programme. Prelim/de done.
Rights of Way	Improvements to the Rights of Way network (signing / surfacing)	15		Improvements as identified in the ROWIF
	Total	180		
Clayhanger Cycle Link	Link from Clayhanger to NCN5	30		
Facilities for Powered Two Wheelers				
Powered Two Wheelers	Parking facilities for P2W in district centres	10		

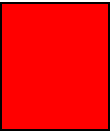
	Total	10		
Powered Two Wheelers	Parking facilities for P2W in district centres	10		
Safer Routes to School				
Safer Routes to School – Aldridge	Development of cycle and jcn improvement measures as highlighted in Aldridge Science College STP	45		potential to tie scheme in with future Red Route/Showcase route and Aldridge Cycle scheme.
Safer Routes to School – Brownhills	Cycle links from NCN Route 5 to schools along A5 corridor.	35		Scheme in partnership with HA & Sustran match-funding available.
Safer Routes to School – Super Output Areas	Identification and delivery of schemes targetting schools in Super Output Areas	25		
Safer Routes to School – Support for School Travel Plans	Minor projects in and around schools as highlighted in STP's	20		School Travel Plans have brought in over grants to Walsall Schools. This must be s projects to encourage walking/cycling to s
Safer Routes to School – Design in Advance 2010/11	Development of schemes for 2010/11 as identified in STP's	15		Priority schemes to be identified using Sa Scheme indicators.
Safer Routes to School – Road Safety Schemes	Partnership working with RSE to support and deliver annual work programme	10		
	Total	150		
Safer Routes to School - Pheasey	Phase 2 of Barr Beacon Language College SRS	20		further extension of existing SRS scheme adjoining estates.
Safer Routes to School - Willenhall	Link to Fibbersley Primary School from Walsall-Willenhall Cycle Route	15		
Safer Routes to School - Streetly	footway link at St Anne's RC Primary	15		



Proposed 2009/10 scheme



Proposed 2010/11 scheme



Discounted or not justified schemes

Promotion of Community Health and Safety**

LOCATION	AREA				REQUEST			ACCIDENTS (24.8.03 to 25.8.06)			ASSESMENT						SCORE		Local Neighbourhood Partnership area	Comments	FYRR	Possible Local Safety Scheme
	Length of Road (m)	Average width of Road (m)	No of Properties directly Affected	No of properties indirectly Affected	No of people who Signed the petition	Request by resident first name on petition and supported by the then ward councillors	Date Received	No of accidents In the last 3 years	Child	Serious	Schools	Shops	Open Space	No of properties / £1000	Estimated cost of scheme, based on length and width of road to be treated (£k)	Accident and Other score						
Safety Related Requests and Interactive (RASS) Signs	£38k budget allocated for 2008/9																					
Local Neighbourhood Partnership Programme	£100k allocated for implementing three schemes to be agreed with selected LNP areas. The programme is a three rolling programme where three LNPs will implement schemes each year, so that over a 3 year period all LNPs have the opportunity to implement a LNP priority scheme.																		Aldridge South and Streetly; Paddock and Pheasey; Willenhall			
Safety Related Requests and Interactive (RASS) Signs	£40k budget allocated for 2009/10																		All			
Local Neighbourhood Partnership Programme	£110k allocated for implementing three schemes to be agreed with selected LNP areas in 2009/10. The programme is a three rolling programme where three LNPs will implement schemes each year, so that over a 3 year period all LNPs have the opportunity to implement a LNP priority scheme.																		TBC			
Safety Related Requests and Interactive (RASS) Signs	£40k budget allocated for 2010/11																		All			
Local Neighbourhood Partnership Programme	£135k allocated for implementing three schemes to be agreed with selected LNP areas in 2010/11. The programme is a three rolling programme where three LNPs will implement schemes each year, so that over a 3 year period all LNPs have the opportunity to implement a LNP priority scheme.																		TBC			

Station Street	Darlaston	922	7.0	97	0	0	Mr S Stuart via LNP	Jan-06	11		1	1			0.8	129	13	13.75		Darlaston	Mixture of residential, industrial and school areas	85%	N
Fleming Road	Walsall	340	5.1	63	24	47	Mr & Mrs Round, Councillors:- Joan Barton	Oct-04	3	2	1	1		1	2.5	£34,680	8	10.51		St Matthews and Birchills Leamore		86%	N
Skip Lane	Walsall	1000	6.6	47	0	42	Mr G. Walker, Councillor:- Sanders	Nov-05	6		3			1	0.4	£132,000	10	10.36		Pheasey and Paddock	Section between B'ham & Park Hall Rd	45%	N
Wimperis Way/Bonnington Way/Romney Way	Pheasey	1280	6.5	202	10	170	Mr Sadler, Councillors: Andrew, Burley,	Nov-02	4	1	2	1		1	1.3	£166,400	9	10.27		Pheasey and Paddock	Consider with Tyndale Crescent	24%	N
Franchise Street	Wednesbury	850	7.4	124	73	66	Mr Holland, Councillor:- S. Madeley	Dec-02	4	2	1	1			1.6	£125,800	8	9.57		Darlaston	Road borders with Sandwell	32%	N
Castle Drive	Willenhall	230	4.8	35	0	109	A. Anslow, Councillor:- Shires	Oct-05	2	1		1	1		1.6	£21,850	5	6.60		Willenhall		91%	N
Guild Avenue	Walsall	580	5.5	101	0	330	Mr N. Baker	Nov-03	4	1					1.6	£63,800	5	6.58		Blakenall and Bloxwich		63%	N
Coppice Road	Walsall Wood	900	6.0	143	264	142	Mrs Hughes	Sep-05	2	0					3.8	£108,000	2	5.77		Brownhills Aldridge North	Speed survey av. 26.1mph; vol. 4962	18%	N
Holly Lane/ Wolverson Road	Walsall Wood	275	5.8	80	29	74	Mrs J. Hikins	Oct-02	2						3.4	£31,900	2	5.42		Brownhills Aldridge North		63%	N
Chepstow Estate	Bloxwich	510	5.1	161	0	?		Ap-06	1						3.1	£52,020	1	4.09		Bloxwich West		19%	N
Tyndale Crescent	Pheasey	886	6.4	231	0	179	Peter Bonham. Councillors:- Martin Harrower, Rose Burley,	Aug-02	1				1		2.0	£113,408	2	4.04		Pheasey and Paddock	Consider with Wimperis Way etc.	9%	N
Slater Street	Darlaston	227	7.3	32	0	78	J. Walker, Councillor:- Madeley	Apr-05	1	1				1	1.0	£33,142	3	3.97		Darlaston		30%	N
Catshill Road	Brownhills	1280	5.1	231	16	132	J. Lees, Councillors :- Alan Paul, Dave Turner & J. Bird	Dec-02	0			1		1	1.9	£130,560	2	3.89		Brownhills Aldridge North		0%	N
Providence Lane	Leamore	270	7.6	114	0	44	Mr D. Coley, Councillors:- Oliver and Barton	Dec-02	0				1		2.8	£41,040	1	3.78		St Matthews and Birchills Leamore		0%	N
Millfield Avenue	Pelsall	242	5.9	17	26	26	Mr & Mrs Weston, Councillors:- Marco Longhi and Perry	Sep-03	1					1	1.5	£28,556	2	3.51		Pelsall and Rushall- Shelfield		35%	N
Springvale Avenue/Barry Road	Walsall	430	5.3	34	0	34	Mr Baker, Councillors:- Ali, Martin and Sanders	Oct-03	0			1		1	0.7	£45,580	2	2.75		Pheasey and Paddock		0%	N
Hardy Road	Walsall	305	6.0	60	0	57	W. Williams, Councillors:- Robertson	Apr-05	0					1	1.6	£36,600	1	2.64		Blakenall and Bloxwich		0%	N
Richards Street/Owen Street	Darlaston	590	7.5	92	29	R	Request via resolution from Committee	Dec-02	0					1	1.4	£88,500	1	2.37		Darlaston	Accidents at Jct not included, which is Part of Darlaston Strategic Development Area	0%	N
Abbey Drive / Charles Crescent	Pelsall	675	5.6	120	48	15	Cllr G Perry	Nov-06	0						2.2	£75,600	0	2.22		Pelsall and Rushall- Shelfield		0%	N
Vicarage Road/New Road/Church Road	Brownhills	990	5.8	81	52	52	Glyn Holloway, Councillors:- Turner, Bird and Paul	Nov-03	0			1			1.2	£114,840	1	2.16		Brownhills Aldridge North		0%	N

Heathfield Lane West	Darlaston	321	6.1	80	0	0	Cllr Bott	Jan-07	0						2.0	£39,162	0	2.04		Darlaston		0%	N
Commonside, Pelsall	Pelsall	430	5.3	17	0	34	Mrs C. Miles, Councillors:- Marco Longhi	Feb-05	0					1	0.4	£45,580	1	1.37		Pelsall and Rushall-Sheffield		0%	N
Pelsall Road (Service Road)	Clayhanger	200	5.3	19	0	?	Dennis Devine, Councillor:- Paul	May-05	0						0.9	£21,200	0	0.90		Brownhills Aldridge North		0%	N

****None of the above schemes meet the criteria of a First Year Rate of Return (FYRR) of above 100%**

Explanation of Ranking

This method of ranking is simply used for assessing environmental schemes and primarily assesses the benefits to the number of properties along a given road. General data collated used for the assessment includes:- Length of road, width of road, number of properties, accidents and amenities in the area. Scheme cost is based on the average number of traffic calming features that would be necessary for the given length of road and includes the width of the carriageway - it also Includes 10% for preliminary design and consultation, 17.5% for detailed design and the cost for Stage 1 and 2 Road Safety Audits.

Property per cost factor is used to provide a multiplier in determining a number of properties which would equate to the benefit to them. The score then adds the property per cost, accidents and other scores, and this value is used for ranking.

First Year Rate of Return (FYRR) calculations are explained in the Local Safety Schemes section of the appendices; in summary it calculated using average cost per acc (£89,820), assuming 1/3 of all accidents at a location saved - **FYRR = 89820*Acc saved per year / Scheme cost**

Promotion of Community Health and Safety

Scheme Heading	Budget	Comments														
RASS interactive sign programme	TBC	Programme to be externally funded from West Midlands Road Safety Partnership as part of ongoing VASS initiative														
Safety related requests	£22,500.00	To address minor road safety concerns within the Borough														
Clayhanger Road	£15,000.00	Creation of footway by implementation of traffic priority system through tunnel														
Road safety Education, Training and Publicity	£12,500.00	To support the ongoing development and delivery of the annual Road Safety work programme														
Total budget to complete 2009/10 schemes	£50,000.00															
Local Neighbourhood Partnership Programme	£100,000.00	Funding allocated for implementing three schemes to be agreed with selected LNP areas. The programme is a three year rolling programme where three LNP's will implement schemes each year, so that over a 3 year period all LNP's have opportunity to implement schemes. A scheme to upgrade existing zebra crossing to a Puffin has been agreed and carried forward from the 2008/09 programme														
Total budget to complete 2009/10 schemes	£100,000.00															
		ARE A				REQUES T			ACCIDENT S (8/11/05 to 7/11/08)				ASSESSMEN T			

LOCATION		Length of Road (m)	Average width of Road (m)	No of Properties directly Affected	No of properties indirectly Affected	No of people who signed the Petition	Request by resident first name on petition and supported by the then ward councillors	Date Received	No of Accidents in last 3 years	Fatal	Schools	Shops	Open Space	Property / £1000	Estimated cost of scheme, based on length & width of road to be treated	Accident and Other Score	
		900	6.0	143	264	142	Mrs Hughes	##	8					3.8	£108,000	9	1
Coppice Road	Walsall Wood	922	7.0	97	0	0	Mr S Stuart via LNP	##	8		1			0.8	£129,080	11	1
Station Street	Darlaston	1280	6.5	202	10	170	Mr Sadler, Councillors: Andrew, Burley,	##	8		1		1	1.3	£166,400	10	1
Wimperis Way / Bonnington Way / Romney Way	Pheasey	340	5.1	63	24	47	Mr & Mrs Round, Councillors:- Joan Barton	##	4		1		1	2.5	£34,680	8	1
Fleming Road	Walsall	1000	6.6	47	0	42	Mr G. Walker, Councillor:- Sanders	##	6				1	0.4	£132,000	9	5
Skip Lane	Walsall	510	5.1	161	0	89	Residents Association	Ap-06	3					3.1	£52,020	4	5
Chepstow Estate	Bloxwich	275	5.8	80	29	74	Mrs J. Hikins	##	3					3.4	£31,900	3	5
Holly Lane/ Wolverson Road	Walsall Wood	990	5.8	81	52	52	Glyn Holloway, Councillors:- Turner, Bird and Paul	##	4		1			1.2	£114,840	5	5
Vicarage Road / New Road / Church Road	Brownhills	430	5.3	34	0	34	Mr Baker, Councillors:- Ali, Martin and Sanders	##	3		1		1	0.7	£45,580	5	5
Springvale Avenue/Barry Road	Walsall	1460	7.3	147	0	143	Mrs Moorcroft, Councillor Tweddle	##	3			1		0.7	£213,160	5	5
Valley Road	Blackenhall	580	5.5	101	0	330	Mr N. Baker	##	4					1.6	£63,800	4	5
Guild Avenue	Walsall	590	7.5	92	29	R	Request via resolution from Committee	##	3				1	1.4	£88,500	4	5
Richards Street/Owen Street	Darlaston	886	6.4	231	0	179	Peter Bonham. Councillors:- Martin Harrower, Rose Burley,	##	2			1		2.0	£113,408	3	5
Tyndale Crescent	Pheasey	270	7.6	114	0	44	Mr D. Coley, Councillors:- Oliver and Barton	##	1			1		2.8	£41,040	2	5
Providence Lane	Leamore	230	4.8	35	0	109	A. Anslow, Councillor:- Shires	##	1		1	1		1.6	£21,850	3	5
Castle Drive	Willenhall	227	7.3	32	0	78	J. Walker, Councillor:- Madeley	##	2				1	1.0	£33,142	3	5
Slater Street / Victoria Road Bull Street junction	Darlaston	1280	5.1	231	16	132	J. Lees, Councillors :- Alan Paul, Dave Turner & J. Bird	##	0		1		1	1.9	£130,560	2	5
Catshill Road / Fullelove Road	Brownhills	850	7.4	124	73	66	Mr Holland, Councillor:- S. Madeley	##	1		1			1.6	£125,800	2	5

Franchise Street	Wednesbury	242	5.9	17	26	26	Mr & Mrs Weston, Councillors:- Marco Longhi and Perry	##	1				1	1.5	£28,556	2	
Millfield Avenue	Pelsall	200	5.3	19	0	?	Dennis Devine, Councillor:- Paul	##	1					0.9	£21,200	2	
Pelsall Road (Service Lane)	Clayhanger	305	6.0	60	0	57	W. Williams, Councillors:-Robertson	##	0				1	1.6	£36,600	1	
Hardy Road	Walsall	675	5.6	120	48	15	Cllr G Perry	##	0					2.2	£75,600	0	
Abbey Drive / Charles Crescent	Pelsall	321	6.1	80	0	0	Cllr Bott	##	0					2.0	£39,162	0	
Heathfield Lane West	Darlaston	430	5.3	17	0	34	Mrs C. Miles, Councillors:- Marco Longhi	##	0				1	0.4	£45,580	1	
Commonside	Pelsall																
None of the above schemes meet the criteria of a First Year Rate of Return (FYRR) of above 100%																	

Explanation of ranking

This method of ranking is simply used for assessing environmental schemes and primarily assesses the benefits to the number of properties along a given road.

General data collated which will be used for the assessment includes:- Length of road, width of road, number of properties, accidents and amenities in the area.

Scheme cost is based on the average number of traffic calming features that would be necessary for the given length of road and includes the width of the carriageway,

Property per cost factor is used to provide a multiplier in determining a number of properties which would equate to the benefit to them.

The score then adds the property per cost, accidents and other scores, and this value is used for ranking.

Public Rights of Way

As part of the Measures to Encourage Walking programme a capital allocation of £75k has been identified in 2009/10 to improve a number of Public Rights of Way across the borough.

Facilities for the Disabled

The transport capital programme has a funding stream identified to support the implementation of dropped kerbs to improve crossing facilities for the disabled and mobility impaired. The improvements are prioritised to those that are judged to provide most benefit in terms of the number of likely users and the severity of the problem faced at particular locations.

Local Neighbourhood Partnership Programme

The Council continues to invest the majority of its resources in priority areas such as road safety, tackling congestion and improving public transport facilities as these are key objectives of the Local Transport Plan. In 2007/8 it was agreed to establish a transport programme to tackle small scale projects identified as priorities by LNP areas that are not ranked as priority projects through mainstream programmes.

In 2009/10 it is proposed to allocate £100k to develop and implement projects with three LNP areas – Aldridge South and Streetly; Paddock and Pheasey; and Willenhall. The funding could be used for match funding or pooled with other resources available to LNPs to deliver larger projects. It should be noted that this programme is expected to have quite a significant impact on staff resources to take schemes forward, and may be subject to review if sufficient staff resources cannot be identified to develop and implement projects in 2009/10.

Public Transport Improvements

The public transport improvement programme is outlined in the table below. The schemes in the programme are as follows: -

1. **Contribution to Route 301 Bus Showcase Scheme** – This is a contribution towards the cost of improvements along the Walsall – Bloxwich bus showcase corridor, the Council expect to secure £2.012m of bus showcase funding in 2009/10 to upgrade significant sections of the route
2. **Partnership Routes Programme** – A small amount of capital resources have been allocated to undertake minor improvements on the Partnership Routes being established between Travel West Midlands, Centro and local authorities. For Walsall the partnership routes include Routes 997 (Walsall – Aldridge – Birmingham) and 377 (Walsall – Sutton Coldfield)
3. **Local Public Transport Improvements** – This programme has been established to support the development and implementation of public transport infrastructure such as accessible bus stops, bus priority measures and support to the implementation of park and ride facilities.

Public Transport Programme 2009/10 – 2010/11

<i>Scheme</i>	<i>2009/10</i>	<i>2010/11</i>	<i>Total</i>
Contribution to Route 301 Bus Showcase Scheme	<i>175</i>	<i>100</i>	<i>275</i>
Partnership Route Programme	<i>25</i>	<i>25</i>	<i>50</i>
Local Public Transport Infrastructure Improvements	<i>20</i>	<i>95</i>	<i>115</i>
	<i>220</i>	<i>220</i>	<i>440</i>

Regeneration and Integration

Scheme	2009/10	2010/11	TOTAL
Design in Advance	<i>60</i>	<i>65</i>	<i>125</i>
Walsall Town Centre Transport Model	<i>50</i>	<i>50</i>	<i>100</i>
Strategic Transport Development Funding	<i>50</i>	<i>50</i>	<i>100</i>
Regeneration Project Design and Implementation	<i>280</i>	<i>310</i>	<i>590</i>
	<i>440</i>	<i>475</i>	<i>915</i>

Projects Design in Advance

This budget is provided to support the investigation of possible future major transport schemes and to support contributions to joint investigations undertaken with partners such as Centro and the Highways Agency. This budget has been reduced by around £100k in 2005/6 which means that the level of joint working and development control activity that can be afforded is limited compared to previous years.

Strategic Transport Development Funds

This is the only budget to support the work of the Strategic Transportation Team including the development of the Local Accessibility Action Plan, Rail Development Plan and ensuring that Walsall's transport policies and priorities are appropriately reflected in emerging policy documents.

Walsall Town Centre Strategic Model

The Council is jointly developing a strategic transport model with Walsall Regeneration Company, Centro and the Highways Agency. The Council has been successful in securing more than £140k of external contributions to the model. A budget has been identified for 2009/10 to support completion of the model and to update and operate the model in 2010/11. In the medium term it is hoped that the model's operating costs will be covered through charging to developers using the model through the Development Control process. The model will also support the development of the business case for M6 J10.

Regeneration Project Design and Implementation

This budget has been established to provide ongoing funding support to the transport elements of projects emerging from the Strategic Regeneration Framework or to provide higher quality

scheme finished on schemes identified elsewhere in the transport capital programme, for example pedestrian and environmental enhancements in support of Bus Showcase or Red Route projects.

Measures to Support Jobs and Prosperity

Sums of £45k in 2009/10 rising to £50k in 2010/11 have been identified to support small scale capital interventions or the development of larger cross-cutting projects aimed at addressing employment and economic growth in the Borough. This programme will particularly focus on addressing access to employment and training issues which is an LTP objective and is an emerging priority from the Local Area Agreement process.

Major Scheme Development

Darlaston Strategic Development Area (DSDA)

The designs for the DSDA scheme are currently being revised to reflect updated regeneration and development proposals from Walsall Regeneration Company. The scheme is currently identified as a regional priority by the West Midlands Regional Assembly. The Council are currently working with DfT to agree some revisions to the proposals to manage exposure to potential risks that may influence scheme costs. In addition the remediation programme is being developed by Walsall Regeneration Company, Advantage West Midlands and the Council. During 2008/9 funds have been allocated to fund the advanced implementation of the Bentley Rd South canal bridge (£780K); the total scheme cost is expected to be approximately £1.4m the remaining £600k is anticipated from the Sustainable Urban Development Programme bid currently being progressed by Walsall and Wolverhampton. Should the SUD bid not be successful the transport capital programme will need to be revised to identify the balance of funding required to implement the Bentley Rd South bridge scheme.

A further £150k of funding is expected from Council capital resources, this will be used to fund the development of detailed designs, preparations of a Compulsory Purchase Order and the procurement of a Design and Build contractor. The Council is likely to pursue a Design and Build or Early Contractor Involvement contract for the DSDA scheme due to the complex nature of the scheme, including land remediation, listed structures, flood mitigation measures and work over a live rail line.

Major Scheme Development Fund and Major Scheme Prioritisation

In 2007 the DfT confirmed new guidance on the requirements for Major Scheme Business Cases submitted by local authorities for major scheme funding. The result of the change in guidance means that there is much more financial risk transferred to local authorities than previously, key changes to the guidance are as follows: -

- Requirements for a 10 – 25% local contribution to the total cost of the scheme. For a typical scheme this may require local contributions of the order of £1m -£5m.
- More detailed assessment of lower cost alternative schemes
- Funding approvals being full and fixed amounts meaning that if costs increase following funding approval by DfT, for the first 10% increase in costs DfT will fund 50% of the cost increase; any increases over 10% of the original scheme value must be met by the local authority

On the basis of the changes in guidance the Council's major schemes programme will need to be managed at a level that recognises the increased share of risk that the Council will bear in developing and implementing major transport projects. It is anticipated that the region will

update its major schemes programme in 2009, to identify which future major schemes should be allocated funding from the Transport Regional Funding Allocation. Some preparatory work for this review has already commenced and the Council has submitted information on M6 Junction 10; these are the only schemes worked up to sufficient detail to be considered for prioritisation status.

The Major Scheme Development Fund will be used to support the development of future major transport projects, in 2009/10 and 2010/11 it is anticipated that significant progress can be made in the development of proposals for M6 Junction 10, in conjunction with the Highways Agency and on the town centre interchange incorporating Bradford Place.

Funding has been identified in the capital programme (2009/10 - £700k and 2010/11 - £875k) to develop priority major schemes.

Bus Showcase Programme

Key targets in the LTP are to increase levels of bus patronage from 325m (2003/4) to 355m (2010/11) and to improve bus punctuality from 62% (2005/6) to 90% by 2012/13. Future funding allocations will be dependent on the region's performance in delivering key LTP targets, particularly those for public transport improvements. The Bus Showcase programme will play an important role in achieving the targets.

The West Midlands Bus Showcase Programme currently runs at £9.0m per year, with an additional £2m available from under-spend carried forward from previous years. Walsall's performance in delivering Bus Showcase schemes has been poor to date, but has improved in recent years.

Walsall's Bus Showcase programme for 2009/10 – 2010/11 is outlined in the table below (all figures for the Bus Showcase programme are subject to individual schemes gaining funding approval for undertaking development or implementation work): -

Scheme	2009/10 (£k)	2010/11 (£k)
Route 51 Phase 2 Walsall – Birmingham - Implementation	0	0
Route 560 – Bloxwich – Wolverhampton - Implementation	0	0
Route 301/171 – Walsall – Bloxwich - Implementation	959	1.1
Route 404 – Walsall – Blackheath - Implementation	700	0
Route 529 – Walsall – Wolverhampton - Implementation	750	100
Route 51 Park and Ride – Walsall – Birmingham - Implementation	50	0
Walsall – Brownhills Corridor - Implementation	0	0
Route 51 Park and Ride - Development	0	0
Route 529 – Walsall – Wolverhampton - Development	0	0
Route 311 – Walsall – Stourbridge Phase 2 - Development	80	0
Route 404 Phase 2 – Walsall – Blackheath -	600	0

<i>Development</i>		
<i>Route 529 – Walsall – Wolverhampton – Park and Ride - Development</i>	100	20
<i>Route 301 – Walsall – Bloxwich – Park and Ride - Development</i>	30	20
	2,489	573

Route 560 (Wolverhampton – Bloxwich) and Route 301/171 (Walsall – Bloxwich)

These schemes were subject to public consultation in 2007/8. Cabinet will consider the final proposals for approval on 6th February 2008. The scheme comprises the following measures: -

- Leamore Lane/ Harden Rd junction improvement and bus priority measures – a scheme is currently being developed to improve the operation of this junction and improve the reliability of buses running along the B4154. The scheme includes the creation of a bus gate on Bloxwich Road, traffic management measures, improved capacity at Leamore Lane junction and provision of pedestrian facilities. The scheme will link with a New Deal environmental improvement scheme currently being implemented in the vicinity of Leamore junction.
- A refresh of Bloxwich High Street bus showcase facilities originally implemented in 2000/ 2001. This will be combined with Red Route proposals for the A34 corridor but includes proposed signalisation of the Wolverhampton Rd/ High St junction, relocation of some bus stops, provision of improved bus interchange facilities and enhancements to pedestrian crossings

A scheme has also been identified for the Sandbank/ Sneyd Lane/ Broad Lane junction in conjunction with a private residential development that has gained planning approval.

Route 404 (Walsall – Blackheath)

Following the implementation of the original 404 scheme in 2000/2001, a number of Traffic Regulation Orders (bus lanes, parking restrictions and yellow lines) are still to be implemented. These orders have been advertised previously and received significant objections. The Council has received a number of complaints regarding highway safety and traffic management in Caldmore, and addressing these issues should be a key priority for the Council in 2009/10.

Route 529 (Walsall – Wolverhampton)

The Council is developing joint Red Route and Bus Showcase proposals for the section of the A454 between Walsall Ring Road and M6 Junction 10. Consultation was undertaken during 08/09 along with detailed design. These proposals will allow implementation to commence in summer 2009 dependant on traffic management constraints.

Walsall – Brownhills Corridor (A461)

Recognising the intention for the A461 to be included in Package 2 of the West Midlands Red Route network and building on the work of the North East Walsall Public Transport Study undertaken with Centro and the Council's Strategic Corridors study of the A454 and A461, it is proposed to undertake some initial appraisal of what bus priority measures could be delivered along the Walsall – Brownhills corridor, as part of a package of transport and regeneration proposals.

Red Routes Programme

The West Midlands currently has funding to deliver the first Phase of the region's Red Route network. In 2007/8 the Council commenced implementation of the A454 Black Country Route Red Route scheme (WA11) and the A34 Birmingham Rd scheme (WA3).

Red Routes Phase 2

The original funding for the first Phase of Red Routes was approved in December 2004. Progress in implementing proposals in Walsall has been slow to date; it is intended to submit the funding application to DfT for the second phase of the regional network in summer 2009, Walsall's routes in the second funding application may be restricted if significant progress is not demonstrated in delivering the Phase 1 network.

The LTP outlines the Red Route Network that the region is aiming to deliver over the next 7 to 10 years. In Phase 2 Walsall has identified the A461 and A452 as corridors that should be investigated for potential Red Route measures. If these corridors are included in the Phase 2 funding submission, it is likely that several million pound could be secured for transport improvements. Consultation will be undertaken with residents and users of the respective routes on any proposals, prior to any scheme being implemented.

The Red Route Phase 1 programme for 2009/10 – 2010/11 is outlined in the table below: -

Scheme	Forecast Expenditure 2009/10 (£k)	Forecast Expenditure 2010/11 (£k)	TOTAL (£k)
A34 North (Walsall – Staffs boundary) (Scheme WA1)	800	200	1,000
A4148 Broadway (Scheme WA2)	600	350	1,079
A34 South (Walsall – Birmingham) (Scheme WA3)	-	-	1,234
A4148 Broadway	400	400	800
A454 Black Country Route/ Wolverhampton Rd (Scheme WA11)	530	280	1,059
A41/ A4444 Black Country Spine Rd (Scheme WA12)	0	0	0
Total	1,570	630	5,671

WA1 - A34 North (Walsall – Staffordshire)

The scheme includes the implementation of Red Route measures along Bloxwich High St, which were subject to public consultation in 2007. The programme for 2009/10 includes the completion of detailed design and the commencement of scheme implementation.

WA2 – A4148 Walsall Ring Road (exc. TCTP section)

Proposals for the A4148 Ring Road (exc. TCTP section) are to be developed in 2008/9 for implementation in 2009/10. At present the Council is investigating options for possible junction

improvements along the A4148; the further development and implementation of any junction improvements will be subject to sufficient funding being available or additional funds being identified to complement the identified Red Route funding.

WA11 – A454 Black Country Route/ Wolverhampton Rd

In 2007/8 the Council implemented Red Route Clearway proposals along the Black Country Route/ A454 section of the route. The Council is currently progressing joint proposals with Route 529 bus priority measures for the section of the A454 between Walsall Ring Road and M6 Junction 10, it is expected that these will be subject to public consultation during 2008/9, with works implementation starting in 2009./10.