

Cabinet – 17 March 2010

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

Portfolio: Councillor Ansell, Transport
Councillor Andrew, Deputy Leader and Regeneration

Service: Strategic Regeneration

Wards: All

Key decision: Yes

Forward plan: Yes

1. Summary of report

This report explains the Secretary of State for Transport's settlement for the West Midlands Local Transport Plan (WMLTP) for 2010/11. The report outlines how the Council intends to utilise transport capital resources to deliver both local priorities and the key priorities of the West Midlands Local Transport Plan, by outlining a fixed programme for 2010-11.

The delivery of the 2010/11 capital programme has helped to deliver some significant improvements across the borough including local safety schemes and the development of major schemes. The capital programme has also helped to bring forward the start of the Darlaston which has seen the construction of the Bentley Road South Canal Bridge.

2. Recommendations

- 2.1 That Cabinet approve the proposed 2010/11 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 in consultation with portfolio holder 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 is maximised. (3.3)

- 2.5 That Cabinet approve the slippage from the Integrated Transport Block for the 2009/10 financial year, to be allocated 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. In addition to this to also fund the remaining Red Route and Bus Showcase Schemes.(3.5)
- 2.6 That Cabinet note the overspend (in line with the Financial and Contract Regulations) on the Bentley Road South Canal Bridge works and allow slippage to be allocated to pay the retention payment for the works.
- 2.7 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 in the 2010/11 financial year.
- 2.8 That Cabinet delegate authority to the Executive Director Regeneration to identify what schemes should be placed on hold, should funding be reduced following a general election.
- 2.9 That Cabinet approve an additional future allocation of up to £1.85m spread out over a period of 5 years starting from 2010/11 through to 2014/15 to fund the local contribution to the DSDA scheme. This is to satisfy the financial requirements for the S151 signature required at Programme Entry stage.

3. Background information

- 3.1 This year's settlement is year three of the first three-year settlement to be confirmed by Government, which allows authorities to plan capital improvement programmes with greater certainty.
- 3.2 Due to the demands placed on the highway network and the need to deliver holistic schemes rather than being focused on single initiatives the council need to recognise that to deliver such schemes there will be a need for additional revenue funds to made available if such initiatives are to be pursued. Darlaston SDA being the obvious example. To deliver the project successfully the council will be required to put aside a 10% contribution to the overall scheme. The majority of this will be funded from the Capital Programme any shortfall would need to be met from other sources to allow the scheme to commence.
- 3.3 The efficiency review will be undertaken by the Transportation team within regeneration in conjunction with Audit. The work will initially be started in May 2010 with a view to reporting back in September 2010. The review will focus on the Capital Programme and posts and projects that are currently funded from this and identify ways in which this can be streamlined to ensure the focus is on delivery and securing future funding for major transport schemes.

It will also factor in the proposed budget reductions with the Capital Programme and identify how services and schemes can be delivered with a reduced level of funding.

- 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 2012. Detailed Design of the scheme will need to continue in the 10/11 financial year and in addition to this money will needed to fund the completion of 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 09/10 financial year be put aside to deliver this scheme.
- 3.6 To submit the Major Scheme Business Case for the Darlaston Strategic Development Area the Council is required to identify a local contribution of £3.05m (10% of the total scheme costs). At Cabinet on 18th March 2009 the sum of £1.2m was approved to fund the construction of Bentley Road South Canal Bridge. The remainder would be funded by setting aside a portion of the Integrated Transport Block Capital programme for the next 5 years to total £1.85m.
- 3.7 This is required to allow the current Section 151 officer to sign off the letter of support on behalf of the Council. At this point in time no financial commitment is being made by the Council. The recommendation is merely sought to offer the DfT assurance that if the Business Case is successfully approved the Council will commit to funding the 10% local contribution.
- 3.8 The key changes for 2010/11 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 was completed in April 2009. Walsall has been allocated two major schemes which are Darlaston Strategic Development Area and Walsall Town Centre Interchange. Funding will be allocated as set out in the appendix to progress both of these schemes. Funding will also be set aside to contribute to the development of future red route schemes on the A461 and delivery of current schemes on the A4148, A34 and A454.
 - **Local Area Agreement (LAA)** – The new Local Area Agreement that was agreed in 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.

- **Reduction of Street Clutter** – From LTP3 budgets are likely to be reduced across all funding streams. All PFI Credits will be protected including Walsall's Street Lighting. However Local Authorities Maintenance budgets will not be protected and those LA's without a PFI are likely to have their budgets reduced by a higher amount to compensate for protected credits. A small amount of funding is to be set aside to review and deliver mini schemes which will in turn reduce the Council's long term maintenance liability.

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 2008/09 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 three year period.

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 three year period, whilst figure 1 shows the change in capital resources since 2008/9 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.

4.1.5 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	0	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	2,934	3,047
Slippage from 2008/09 Integrated Transport Block Schemes	900	1380	1,500
External Contributions	20	0	TBC
Bus Showcase	2,265	2500	1,800
Red Routes	500	1147	2,000
Net Resources Available to the Council	11,846	10,248	10,823

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

4.1.6 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.

4.1.7 The 2010/11 transport capital programme assumes that any committed resources for schemes not delivered in 2009/10 will be carried forward to allow them to be delivered in 2010/11. Unallocated slippage will be reallocated to the Darlaston major scheme to acquire properties as part of the CPO process and start the detailed design work. In addition to this the slippage will be allocated to fund the deliver of Red Route and Bus Showcase schemes.

4.2 Legal:

4.2.1 There are no direct legal implications as a result of this report. The Council does utilise a contractor framework contract 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. Approval for this was received in September 2009 in a separate cabinet report giving authority for the Executive Director for Regeneration to appoint contractors to individual schemes.

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 IT Block funded posts within regeneration and neighbourhoods 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, 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 2010/11 to identify if and how the development and delivery of schemes can be made more efficient. The review will be jointly lead by Regeneration and Neighbourhoods officers to identify a more efficient way of working. 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. This should also include work that can be delivered in conjunction with other Local Authorities.
- 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 2010/11 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 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 2010/11 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

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

1 March 2010



Councillor Tom Ansell
Portfolio holder Transportation

8 March 2010



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 2010/11 the Council has confirmed capital allocations of £3.047m (after deduction of contributions to West Midlands Joint Initiatives) for the Integrated Transport Block Programme and £2,476m 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	-	1,595	-	TBC	-
Carry Forward/Slippage Resources		208			420		-		-	
Sub-total Highway Maintenance		3,692	3,692	3,272	2,547	2,547	2,287	2,287	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		175
Local Neighbourhood Partnership Programme			10	13		100		110		0
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		-		0
Darlaston SDA Access Project Preparatory Costs (Inc. Council Capital Allocation)	OS1	200	995	200	150 [†]	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		1,380		-	
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	1,500	1,500
Walsall Package 1 Red Route Programme Resources (†)		972		600	1,072	1,072	1,570	1,570	1,050	1,050
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^		8,073^	
Total Resources		17,298								
Notes:										
[†] - Subject to confirmation following approval of Council Capital Programme										
+ - Indicative figures to be confirmed by CEPOG in March 2010, and subject to individual scheme funding approvals										
[†] - 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 2010/11.										

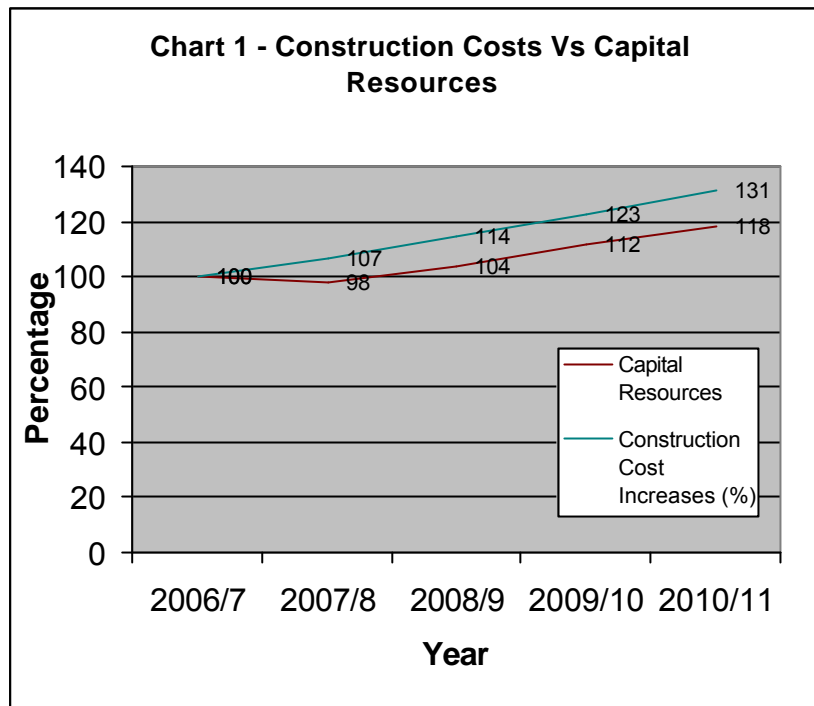
Risk and Performance Issues

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 2010/11 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.

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 2010/11 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 2008/9 – 2010/11

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

Regeneration and Integration

Scheme	2009/10	2010/11	TOTAL
Design in Advance	60	65	125
Walsall Town Centre Transport Model	50	0	50
Strategic Transport Development Funding	50	100	150
Regeneration Project Design and Implementation	280	310	590
	440	475	915

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 £65k in 2010/11 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.

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.

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 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)
<i>Route 51 Phase 2 Walsall – Birmingham - Implementation</i>	0	0
<i>Route 560 – Bloxwich – Wolverhampton - Implementation</i>	0	0
<i>Route 301/171 – Walsall – Bloxwich - Implementation</i>	959	1.1
<i>Route 404 – Walsall – Blackheath - Implementation</i>	700	0
<i>Route 529 – Walsall – Wolverhampton - Implementation</i>	750	100
<i>Route 51 Park and Ride – Walsall – Birmingham - Implementation</i>	50	0
<i>Walsall – Brownhills Corridor - Implementation</i>	0	0
<i>Route 51 Park and Ride - Development</i>	0	0
<i>Route 529 – Walsall – Wolverhampton - Development</i>	0	0
<i>Route 311 – Walsall – Stourbridge Phase 2 - Development</i>	80	0
<i>Route 404 Phase 2 – Walsall – Blackheath - Development</i>	600	0
<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

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 2009/10 for implementation in 2010/11. 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 2010.

APPENDIX B – Local Safety Scheme Priority List

Schools	Requested by school	Contribution to Cycling Strategy	Contribution to Walking Strategy	Identified in School Travel Plan	No of accidents within 500m radius	child accidents within 500m radius	STP completed	STP reviewed	Description	Accidents affected by the scheme	Assessment										Monitoring	
											nearby shops	Link to existing cycle network	cycle storage at school	site meets SCP criteria	Registered on STW	Pedestrian training	Bikeability training	estimated cost of scheme (£)	No of pupils on roll	No of pupils that walk	No of pupils that cycle	No of pupils / £1000

Safer Routes Schemes proposed programme 2010/11

Burr Beacon Language College	1	66	4	1	0	0	0	1	1	1	1	0	0	0	0	0	60,000	1383	600	6	10.1	50.1	Second phase of scheme commenced during 09/10	1
Willeshall Sports College		13	4	1	0	0	0	0	0	1	0	1	0	0	0	0	25,000	1560	1025	37	42.5	53.5	Insufficient funding for 2010/11- potential scheme for future year	2
Fibbersley Park Primary		8	0	1	0	0	0	1	1	1	1	1	1	1	1	1	15,000	405	350	0	23.3	33.8	Scheme to be delivered in partnership with measures to encourage walking & measures to encourage cycling	3
St Annes RC Primary	1	26	2	1	0	0	0	0	0	1	1	0	0	0	0	0	4,000	204	53	0	13.3	30.3	Brought forward to 2009/10 SRS programme	5
Little Blawith		17	1	1	0	0	0	0	0	1	1	1	1	1	1	1	15,000	195	64	0	4.3	18.8	School is part of A-STARs project	4
Support for school travel																	16,000							
																	15,000							0.0

Safer Routes Schemes- Reserve schemes

Alumwell Enterprise College	1			3	0	1	0		Shared-use footway along Primery Avenue	0	0	1	0	1	0	0	75,000	937	649	2	8.7	13.2		
Manor Primary	1			5	0	1	0		Footpath link to Foley Road East	0	0	0	0	0	1	1	75,000	269	95	0	1.3	6.8	Further consideration needed of vehicles speeds on Foley Road East	
										Total budget to complete reserve schemes £ 150,000.00														

Safer Routes Schemes to be delivered through other programmes/projects

Pool Hayes College	1			16	4	0	0		Improved pedestrian facilities across Pool Hayes Lane	0	0	1	0	0	0	0	20,000	1159	892	14	45.3	56.8	No School Travel Plan. School identified as part of Future Routes Schools for the Future programme (BSF)	
Leamase Primary / Blakenall Heath Junior	1			65	5	1	0		Conversion of The Slang footway	0	1	0	1	0	1	1	25,000	544	522	0	20.9	24.9	Scheme identified as part of Measures to Encourage Cycling programme	
Brownhills Tech Primary				10	1	1	2		Shared use footway along Rd link between NCNS and Walsall St	0	0	1	1	0	1	1	55,000	932	515	32	9.9	21.9	Subject to Highways Agency approval (& possible funding)	
Shire Oak Science College	1			13	4	1	0		500m segregated-use footway along Chester Rd to link Ogley estate to school. Footway to be crossing crossing to a local	0	0	1	0	1	0	0	70,000	1362	546	11	8.0	19.5	Affected by BSF & Red route - potential scheme for future year	
Alldridge Science College				1	50	5	1	0	Shared-use footway along Aldridge Rd across Eham St / Tyrings Lane	0	0	1	1	0	1	0	50,000	1504	523	22	10.9	13.9	To be funded from Cycling budget	

Safer Routes Schemes not deliverable

St Francis of Assisi Tech College				1	4	3	1	0	Facilities to improve route between St Francis and Aldridge Town Centre	0	1	0	1	0	1	0	50,000	1091	93	1	1.9	9.4	Discounted - Objections regarding commonland	
Walsall Academy	1			3	1	1	0		Link from rear of school to Fishley Estate	0	0	0	1	0	0	0	50,000	1135	3	25	0.6	4.6	Discounted - School unwilling to allow access to rear of site	

Refer to RS15 - Procedure for assessing Safer Routes to School schemes

Proposed Scheme for 2010/10

Reserve schemes

Schemes to be considered or delayed as part of other programmes

Safer Routes Schemes not deliverable

Local Safety Scheme Ranking 2009/2010

Refer to RS12 - Procedure on assessing Local Safety Schemes

91810

Scheme Location	Request - Route/Cluster/Publi	November 06 to October 09					Scheme Description	Approximate Scheme Costs (nearest £1k)	FYRR	Rank		Comments	Date of request	LNP Area	LTP Outputs
		Fatal Collisions	Serious Collisions	Slight Collisions	Accident Total	Combined site									
Local Safety Schemes to be delivered 10/11															
Black Country Route / Keyway/ Armstrong Way	Ro	1	0	22	23		Improved signs and markings. Changed layout to Keyway approach, dedicated lanes along BCR to improve merge/diverge to A454	£ 60,000.00	587	1			n/a		
Sutton Road	Ro	0	1	13	14		Speed Limit Review; Lining & Signing	£ 45,000.00	476	2			n/a		
Clarkes Lane corridor - (Stroud Ave - Walsall Rd)	Ro	0	0	20	20		Antiskid, signs, lines, kerb buildouts and pedestrian refuges	£ 90,000.00	340	3			n/a		
Lucknow Road/Cannock Road corridor	Ro	0	2	14	16		Antiskid, signs, lines, kerb buildouts and pedestrian refuges	£ 80,000.00	306	4		Wednesfield Road to Cannock Road MOBILE S/E	n/a	Willenhall	LS5, RD11x1, WA6x4
Design In Advance							Advance design for 2010/2011 schemes	£ 15,000.00							
Total budget to complete reserve schemes								£ 290,000.00							
Reserve Scheme List															
Salters Road - Northgate corridor	Ro	0	0	27	27			£ 147,000.00	281	5			n/a		
A4124 Sneyd Lane	Ro	1	3	22	26		Antiskid, signs, lines, kerb buildouts and pedestrian refuges includes cluster site Sneyd Lane / Sneyd Hall Rd	£ 151,000.00	263	6			n/a		
A452 Chester Road / Birch Lane	Cl	0	1	7	8			£ 48,000.00	255	7			n/a		
Total budget to complete remaining schemes								£ 346,000.00							
Remaining schemes															
Walstead Road	Ro	0	3	23	26		Road narrowing using cycle lanes, table at Delves Green jct	£ 156,000.00	255	8			n/a		
Leighswood Road	Ro	0	3	9	12		Mobile enforcement hardstanding, interactive junction signs, refuges and associated markings and signs	£ 77,000.00	238	9		Potential link to Middlemore Lane development	n/a	Aldridge South & Streety	
Harden Road	Ro	0	2	11	13		Junction improvements to Broadstone Ave	£ 84,000.00	237	10			n/a		
High Street (Walsall Wood) / Coppice Road	Cl	0	1	5	6		Minor junction imps, VASS, HFS	£ 45,000.00	204	11			n/a		
Ogley Road / Mill Road	Cl	0	0	6	6		Remark roundabout and new approach signs	£ 46,000.00	200	12		Other traffic calming measures in place	n/a		
Darlaston Road	Ro	1	4	10	15		Site identified as potential SCP fixed camera, road markings, signing, formalised parking	£ 120,000.00	191	13			n/a		
Lichfield Road (Sheffield) / Mill Road	Cl	1	2	3	6		Review signals, stop line positions left turn to Spring Road	£ 49,000.00	187	14			n/a		
A461 / Daw End Lane / Pelsall Road (Rushall)	Cl	0	0	10	10		Improvements to kerb radii, markings, signing and pedestrian facilities	£ 82,000.00	187	15			n/a	Sheffield	
Wednesbury Road / Oxford Road	Cl	0	0	6	6		Narrow carriageway, improved road markings, new signs	£ 52,000.00	177	16			n/a		
Brownhills High Street / Silver Street	Cl	0	0	10	10		One way working from High Street towards Miner Island	£ 92,000.00	166	17			n/a	North	
Portobello Island	Cl	0	0	6	6	Y	Improve approach road markings, rumble strips etc.	£ 56,000.00	164	18			n/a		
Wednesbury Road / Vicarage Pl / Bradford Street	Cl	0	0	6	6		Replace extg island with kerbed, HFS, realign kerbs	£ 58,000.00	158	19			n/a		
Caldmore Green	Ro	0	1	20	21	Y	Signalised junction with pedestrian facilities	£ 221,000.00	145	20			n/a		
Bilston Lane / Owen Road	Cl	0	0	6	6		Re-phase signals, one way working William Harper Road and dedicated left from Bilston Lane into Owen Road	£ 64,000.00	143	21			n/a	Willenhall	
Wednesbury Road / Corporation Street	Cl	0	2	10	12		Increase the size of the junction and install new traffic signals	£ 129,000.00	142	22			n/a		
Walsall Road / Bosty Lane	Cl	0	0	7	7		Reduce lanes. Pedestrian refuge, build out, road markings	£ 80,000.00	134	23			n/a		
A4124 Sneyd Lane / Sneyd Hall Road	Cl	0	1	5	6		Antiskid, signs, lines, kerb buildouts and pedestrian refuges	£ 70,000.00	131	24			n/a		
Wolverhampton Road / Crescent Road	Cl	0	0	10	10	Y	Introduction of gyratory system using Crescent Road, Walsall Road and Wolverhampton Road West	£ 122,000.00	125	25		Link to Clarkes Lane / Walsall Road	n/a	Willenhall	
Ogley Road	Ro	0	3	6	9		Gateway chicanes and antiskid includes cluster site Ogley Rd/ Mill Rd	£ 128,000.00	108	26		Other traffic calming measures in place	n/a	North	
Norton Road / Vicarage Road	Cl	0	0	8	8		Upgrade signals, include Ped facilities	£ 357,500.00	34	27			n/a		
Total budget to complete remaining schemes								£ 3,649,375.00							
Local Safety Schemes to be delivered through other programmes/projects															
Green Lane / Newfield Close	Cl	0	0	7	7		Interactive warning signs to highlight junction to traffic on A34	£ 20,000.00	536	n/a		Subject to A34 Red Route	n/a		
Brownhills High Street / Church Road	Cl	0	2	4	6		Brownhills High Street scheme	£ 20,000.00	459	n/a			n/a		
Broadway / Birmingham Road	Cl	0	0	14	14		Realign kerbs and increase centre island size	£ 75,000.00	286	n/a		Subject to A34 Red Route	n/a		
Beacon Road	Ro	1	3	9	13		SRTS scheme	£ 80,000.00	249	n/a			n/a		
Bloxwich Road / Beeches Road	Cl	0	2	4	6		Buildouts junctions to improve visibility	£ 40,000.00	230	n/a		Subject to further Route Investigation	n/a		
High Street (Blox) / Somerfield Road	Cl	0	2	17	19		Re-alignment to improve right turn facility, extended refuge o/s Asda and changes to signal phasing	£ 150,000.00	194	n/a		Subject to A34 Red Route	n/a		
Wolverhampton Road / Bloxwich Lane	Cl	0	0	16	16		Improved markings and extended central refuges. Widen Bloxwich Lane arm of the junction	£ 127,500.00	192	n/a		Subject to A454 Red Route	n/a		
Broadway / Sutton Road	Cl	0	0	8	8		Remove access to Gilly Avenue and re-align island to suit. Remove right turn lane on Broadway if capacity allows	£ 75,000.00	163	n/a		Subject to Red Route proposal	n/a		
Pleck Road/Moat Road	Cl	0	0	10	10		Junction upgraded as part of TCTP 2009	£ 120,000.00	128	n/a		Implemented as part of TCTP	n/a		
Bloxwich High Street / Elmore Row	Cl	0	1	6	7		Junction upgraded as part of Red Routes programme 2010/11	£ 90,000.00	119	n/a			n/a		
Bloxwich High Street / Bell Lane	Cl	0	0	6	6		Junction upgraded as part of Red Routes programme 2010/11	£ 90,000.00	102	n/a			n/a		
Stafford Street / Proffitt Street / Hospital Street	Cl	0	0	10	10	Y	Traffic Signals	£ 163,500.00	94	n/a		Proffitt Street and Hospital Street Junctions	n/a	Leamore / Blakenall and	
Steelmans Road	Cl	0	0	5	5		Convert from mini-island to full road island	£ 90,000.00	85	n/a		Part of Darlaston SDA			
Moxley Road Gyratory (LSS contribution)	Cl	0	0	5	5		Junction modification and cycle facilities	£ 90,000.00	85	n/a		Fatal site - Scheme improvements to be funded through measures to encourage cycling	n/a	Darlaston	LSS
Bloxwich High Street / Wolverhampton Road	Cl	0	0	6	6		Traffic signals	£ 120,000.00	77	n/a		Subject to A34 Red Route	n/a		
A34 Green Lane / Somerfield Road	Cl	0	1	10	11		Junction upgraded as part of Red Routes programme 2010/11	£ 250,001.00	67	n/a			n/a		
M6 Jct10/Black Country Route	Cl	0	3	26	29	Y	Remodel junction to increase efficiency - Major scheme	£ 800,000.00	55	n/a		Subject to major scheme bid	n/a		
A452 Chester Road/A461 Lichfield Road	Cl	0	2	6	8		Junction upgraded as part of Red Routes programme 2010/11	£ 250,000.00	49	n/a			n/a		
Bloxwich High Street / Elmore Green Road	Cl	0	2	6	8		Junction upgraded as part of Red Routes programme 2010/11	£ 250,000.00	49	n/a			n/a		
Old Pleck Road / Darlaston Rd / Bescot Rd	Cl	0	1	7	8		Junction upgraded as part of Red Routes programme 2010/11	£ 250,000.00	49	n/a			n/a		
A34 Green Lane / Whitehouse Street	Cl	0	0	7	7		Junction upgraded as part of Red Routes programme 2010/11	£ 250,000.00	43	n/a			n/a		
Birmingham Road / Sutton Road	Cl	0	0	7	7		Junction upgraded as part of Red Routes programme 2010/11	£ 250,000.00	43	n/a			n/a		
Bridgeman Street / Bradford Street	Cl	0	2	5	7		Junction upgraded as part of Red Routes programme 2010/11	£ 250,000.00	43	n/a			n/a		
Wallows Lane / Morrisons Car Park	P	0	0	5	5		Re-alignment to allow additional space for right turning traffic	£ 250,000.00	31	n/a					
Broadway / Bescot Crescent	P	0	0	3	3		Rebuild refuges and re-align kerbs to improve right turn capacity and allow dedicated filter arrows	£ 175,000.00	26	n/a		Subject to Red Route proposal	n/a		
Barns Lane / Wintery Lane / Lichfield Road Junction	P	0	0	1	1		Junction re-alignment	£ 100,000.00	15	n/a		Subject to Red Route proposal			
Schemes not achieving above 100% First Year Rate of Return (FYRR) or less than 6 collisions in three preceeding years															
Victoria Road / Slater Street	Cl	0	1	2	3		Mini island with refuges	£ 48,000.00	96			Transferred to Community H&S		Willenhall	
Park Hall Road	P	0	0	4	4		Speed cushions (12 pairs) signing	£ 71,500.00	86			Transferred to Community H&S			
A4124 Lichfield Road / Pelsall Road	P	0	0	4	4		Lining, signing, VASS, HFS	£ 80,000.00	77			Transferred to Community H&S	01/02/10	Pelsall	
Thornhill Road	P	0	0	3	3		Provisions for VASS and mobile enforcement. Additional signs and road markings, chicanes	£ 73,000.00	63			Transferred to Community H&S			
Hardwick Road	P	0	0	2	2		2 priority chicanes and 2 interactive bend warning signs	£ 51,000.00	60			Transferred to Community H&S			
Barr Common Road	P	0	0	3	3		Route treatment, junction re-alignment, change priority, HFS, lining	£ 128,000.00	36			Transferred to Community H&S			
West Bromwich Road / Brockhurst Crescent	P	0	2	0	2		Junction improvement - Signing, lining, cycle lanes, refuges,etc	£ 96,000.00	32			Not Justified		Palfrey and Pleck	
Dalkeith Street / Birchills Street	P	0	1	1	2		Junction improvement	£ 109,000.00	28			Not Justified		St Matthews and Birchills Leamore / Palfrey and Pleck	
Pooles Lane, Willenhall	P	0	0	1	1		Route treatment, improved road markings and signage, HFS	£ 59,000.00	26			Not Justified	15/02/10	Willenhall	
Nightingale Crescent, Willenhall	P	0	0	1	1		Speed cushions (8 pairs) signing, lining	£ 67,000.00	23			Transferred to Community H&S	15/02/10	Willenhall	
Spring Lane, Willenhall	P	0	0	0	0		Route treatment, improved road markings and signage, HFS	£ 68,000.00	0			Transferred to Community H&S	15/02/10	Willenhall	

- Proposed 2010/11 scheme
- Reserve Schemes
- Remaining Schemes
- LSS to be delivered as part of other work programmes
- Discounted or not justified schemes

Scheme Location	Scheme Description	Type of Route	Length of proposed route (m)	Specialist works (£)	Estimated scheme costs (£)	Budget Scheme Costs (£)		Comments	Eng Cyclists/yr	Fatal cycle collision	Serious cycle collision	Other cycle accidents	Score	Partner funding	Score	Eng cycle flows/day (High=40/Med=20/Low=10)	Score	Contributes to Cycling strategy	Score	Link to existing cycle network	Score	Contributes to other priority (SRTS/US)	Score	No of cyclists needed to achieve benefit to cost ratio of 1:1	% Annual Increase	Score	TOTAL	FYRR
Proposed Cycle schemes for 2010/11																												
Moxley Island Cycle Scheme (Phase 2)	Implementation of Moxley Road junction improvements	Off-road	100	£40,000.00	£47,500.00	£50,000		Further development following phase 1 on 09/10. Prelim design and RSA done. NRSWA notified.	50	1	1	1	18	None	1	Med	5	Yes	10	Local	5	Part	5	5.00	10	20.0	63	61.2
Walsall - Aldridge Cycle Route (Phase 3)	Further development of the Walsall to Aldridge cycle route	Mixed	650	£25,000.00	£57,500.00	£53,000		Final phase of Aldridge Cycle route following development of SRS scheme in 09/10.	50	0	0	5	10	None	1	Med	5	Yes	10	Local	5	Yes	10	5.30	10.6	20.0	60	144.4
Bloxwich Cycling Improvements (The Slang)	Creation of alternative cycle route / Safer Route to School through Learmore Park.	Off-road	450	£0.00	£33,750.00	£17,000		Slipped from 2009/10	50	0	0	5	10	None	1	Med	5	Yes	10	Local	5	Yes	10	1.70	3.4	13.6	54	450.0
Clayhanger Cycle Link	Missing link from Clayhanger to NCN5	Off-road	400	£0.00	£30,000.00	£20,000		slipped from 08/09 programme. Preparatory works done Dec '08	50	0	1	1	8	None	1	Med	5	Yes	10	Local	5	Yes	10	2.00	4	16.0	54	153.0
Fibbersley Park Primary	200m segregated-use footway along Noose Lane, linking to Walsall - Willenhall Cycle route	Off-road	150	£0.00	£11,250.00	£10,000		Contribution towards SRTS scheme	50	0	1	1	8	Part	5	Med	5	Yes	10	Local	5	Yes	10	1.00	2	8.0	46	306.0
Implementation of Walsall Cycling Strategy	Design work and minor measures					£40,000					N/A	N/A				N/A	N/A	N/A		N/A			4.00			N/A	N/A	
	Total					£190,000																						
Reserve schemes for 2010/11																												
Darlaston - Willenhall Cycle Route	Cycle link between Darlaston & Willenhall	Off-road	400	£25,000.00	£51,000.00	£50,000		Possible redistribution of road space along Midland Road	50	0	0	5	10	Part	5	High	10	Yes	10	Local	5	Yes	10	5.00	10	20.0	65	153.0
Moxley Island Scheme phase 3	Implementation of Moxley Road junction improvements	Off-road	100	£50,000.00	£56,500.00	£70,000			50	0	1	1	8	None	1	Med	5	Yes	10	Local	5	Yes	10	7.00	14	20.0	58	43.7
Discounted schemes for 2010/11																												
Aldridge - Sheffield	Cycle link between Aldridge & Sheffield	Off-road	500	£0.00	£32,500.00	£100,000		Shared-use footway along Stubbers Green Road	10	0	1	2	10	None	1	Med	5	Yes	10	Local	5	Yes	10	10.00	100	20.0	60	45.9
Aldridge - Walsall Wood	Cycle link between Aldridge & Walsall Wood	Off-road	600	£34,000.00	£73,000.00	£75,000		shared-use footway along Northgate	10	0	0	4	8	None	1	Med	5	Yes	10	Local	5	Yes	10	7.50	75	20.0	58	81.6
Green Lane Cycle route	Shared-use footway along Green Lane	Off-road	1600	£0.00	£104,000.00	£150,000		Discounted - Canal runs parallel	10	0	0	4	8	None	1	Med	5	Yes	10	Local	5	Yes	10	15.00	150	20.0	58	40.8
Bloxwich - Brownhills Cycle Route	Cycle link between Bloxwich & Brownhills	Off-road	800	£30,000.00	£82,000.00	£75,000		Alternative route for cyclists along parallel route	10	0	0	3	6	None	1	Med	5	Yes	10	Local	5	Yes	10	7.50	75	20.0	56	61.2
New Invention - Bloxwich	Cycle link between New Invention & Bloxwich	Off-road	800	£0.00	£52,000.00	£50,000		options include Sneyd Lane or Parallel route along Wood Lane	10	0	0	2	4	None	1	Med	5	Yes	10	Local	5	Yes	10	5.00	50	20.0	54	61.2
Facilities for P2W																												
Powered Two Wheelers	Implementation of P2W / bus lanes					£7,500																						
	Total					£7,500																						
Powered Two Wheelers	Parking facilities for P2W in district centres					£7,500																						



Measures to encourage walking
2010/11

Type of	Location	Estimated	Request by	Date request	Date of survey	Count Ref	Vehicles	Pedestrians	% criteria	85th %ile	Road Width (m)					3 Years Accidents 8/11/05 - 7/11/08		FYRR (%)			Local Neighbourhood Partnership area	Expected outputs 2007/8	Comments	
Crossing		Cost £		Received			(average four peaks)	(average four peaks)	RANKING							All accidents	Pedestrian accidents							
Zebra	Pinfold Street near King Edward Street, Darlaston	£40,000.00	Councillor P Bott	Sep-07	30/10/2007		1259	59	94	30	7.8	1	1	0	0	2	0	0	0.00		Darlaston			
Refuge	Stafford Street near Croft Street	£20,000.00	Clir Aftab / Clir Ansell	Sep-09	08/10/2009	P6R5454	1014	26	27		9.1	1	1	0	0	2	1	77	0.00		St Matthews and Birchills Leamore & Blakenall and Blowich		Accident search 6/9/06 to 5/09/09 radius 50m around hatch area o/s Kwikfit	
Footpath	Fibbersley Park	£10,000.00	Contribution towards SRTS scheme																					
Footpaths	Rights of Way	£65,000.00	General improvements to footpaths																			Various	WA1x5	
Travel Plans	Support for work place travel plans	£10,000.00	Work place travel plans																			Various	TP1x 1, TP6x7	
Education	Child pedestrian safety scheme	£5,000.00	WMBC																			Various	WA1x5	
	TOTAL required for 2009/10	£150,000.00																						

Pos	Type of facility requested	Location	Estimated Cost (£)	Request by	Date request recieved	Date of survey	Count Ref	Vehicles (Average four peaks)	Pedestrians (Average four peaks)	% criteria	85th %ile	Road Width (m)	Public amenities	School	Open space	Existing facility	3 Years Accidents 1/11/06 - 31/10/09 ALL ACCS PEDS	FYRR	Accident and Other Score		Local Neighbourhood Partnership area	Expected outputs 2007/8	Comments	
1	Puffin	Lichfield Road, Brownhills adj Great Charles Street	£60,000.00	Councillor Paul	07/12/2005	10/01/2006		875	106	81	30	9.9	1	1	1	0	3	0	0	62.46		Brownhills Aldridge North	RC1	On hold for possible inclusion in Brownhills package
2	Puffin	Station Road west of Lichfield Road, Rushall	£60,000.00	LNP	26/05/2005	07/07/2005		996	32	32		5.7	1	0	0	0	3	1	26	35.25		Pelsall and Rushall-Sheffield		Results combined from two surveys
3	Zebra	Buxton Road near Sandstone Road, Lower Farm Estate	£40,000.00	Traffic Management	25/06/2005	21/07/2005		557	64	20		7.3	1	1	0	0	0	0	0	32.94		Blakenall and Bloxwich		
4	Puffin	Little Aston Road near The Green	£60,000.00	Councillor Rochelle	01/09/2005	17/01/2006		1061	22	25		6.6	0	1	1	0	1	1	26	32.46		Aldridge South and Streety		
5	Zebra	Dangerfield Lane near Stanley Road, Darlaston	£40,000.00	Mr G. Small	20/06/2005	18/10/2005		389	38	6		6.1	1	1	0	0	2	1	38	31.13		Darlaston		Combined survey
6	Zebra	Brownhills Road near Coppice Road	£40,000.00	Resident	17/10/2002	17/10/2002		878	32	25		7.6	0	1	1	0	2	0	0	29.87		Brownhills Aldridge North		
7	Zebra	The Green / St Georges Street	£40,000.00	SRS request	Oct-08	06/11/2008		750	18	10		8.5	1	1	0	0	1	1	38	27.88		Darlaston		
8	Zebra	Lichfield Rd east of School Ave, Brownhills	£40,000.00	Gurdeep Sanghera Neighbourhood Partnerships Officer 1st Floor Challenge Building Hatherton Road Walsall WS1 1YB	29/09/2008	02/12/2008		755	53	30		7.3	0	1	0	0	0	0	0	27.08		CAG Brownhills & Aldridge		
9	Zebra	New Invention Square	£40,000.00	Traffic Management Section	21/10/2003	21/10/2003		144	75	2		5.2	1	1	0	0	0	0	0	25.62		Willenhall		
10	Zebra	Vicarage Road near Old Vicarage Close, Pelsall	£40,000.00	Ms Jennings, Councillor Longhi	09/07/2001	03/02/2004		1100	24	29		6.4	1	0	1	0	1	0	0	26.62		Pelsall and Rushall-Sheffield		Results combined from two surveys 03/02/04
11	Zebra	Harden Road near Well Lane	£40,000.00	Mr P. Grainger	21/09/2006	12/10/2006		915	25	21		7.5	1	0	0	0	4	1	38	27.20		Blakenall and Bloxwich		Parking issues may restrict the provision of any facility
12	Puffin	Norton Road north of Green Lane, Pelsall (Convert extg Ze	£60,000.00	Mr R. Peach, Councillor Perry	20/07/2004	14/10/2004		935	31	27		7.7	1	1	0	1	3	0	0	25.84		Pelsall and Rushall-Sheffield		
13	Puffin	Lichfield Road adj Livingstone Road	£60,000.00	Councillor Beeley	23/01/2006	02/02/2006		1608	15	39	0	9.1	0	1	0	0	3	0	0	25.51		Blakenall and Bloxwich	TM1, RC2g	On hold for possible inclusion in Red Route package
14	Ped Phase	St Annes Road / Stringes Lane - Signal Junction	£60,000.00	Mr A. Braddock	31/01/2004	02/03/2004		461	47	10		8.2	0	1	1	0	2	0	0	24.00		Willenhall		
15	Puffin	Wolverhampton Rd 150m south-west Fingerpost junction	£60,000.00	Ms J. Edwards, Councillor Longhi	02/12/2004	16/12/2004		1215	12	18		6.4	0	1	1	0	0	0	0	22.09		Pelsall and Rushall-Sheffield		
16	Zebra	Darlaston Rd near Cemetery Rd (o/s The Globe PH)	£40,000.00	Mrs Mann	Oct-08	04/11/2008		1356	17	31		11	0	0	1	0	2	0	0	22.50		Palfrey and Pleck		Location may be affected by by-pass associated with Darlaston Strategic Development Area
17	Zebra	Shannon Drive near Severn Avenue	£40,000.00	Councillor Cassidy	10/05/2006	25/05/2006		104	104	1		5.5	1	0	0	0	1	0	0	20.45		Brownhills Aldridge North		Results combined from two surveys
18	Ped Phase	Finger Post - Signal junction	£50,000.00	Ms. J. Edwards, Councillor Longhi	26/02/2004	16/12/2004		1001	14	14		6.7	0	1	1	0	1	0	0	20.61		Pelsall and Rushall-Sheffield		Likely to cause considerable delay - Strong objection from Police

Sites failing to meet criteria

	Zebra	Birmingham Road near Churnhill Road, Aldridge	£40,000.00	Mr J. O'Neill, Councillor Rochelle	20/09/2005	17/01/2006		663	28	12		7	1	1	0	0	0	0	0	19.92		Aldridge South and Streety		Results combined from two surveys
	Puffin	Sutton Road near Longwood Lane	£60,000.00	J. Battison	28/11/2005	24/01/2006		1642	4	11		9.9	1	0	1	0	0	0	0	19.31		Pheasey and Paddock		Results combined from two surveys
	Puffin	Norton Road 150m north Fingerpost junction	£60,000.00	Ms J. Edwards, Councillor Longhi	02/12/2004	16/12/2004		833	13	9		6.7	0	1	1	0	0	0	0	18.61		Pelsall and Rushall-Sheffield		
	Puffin	Lindon Road near Clayhanger Road, Walsall Wood (Conv	£60,000.00	Friezland residents association	20/08/2003	14/10/2003		830	49	34		6.4	0	0	0	1	2	0	0	18.50		Brownhills Aldridge North		Possible inclusion in 2008/2009 local safety scheme
	Puffin	Lichfield Rd 150m north-east Fingerpost junction	£60,000.00	Ms. J. Edwards, Councillor Longhi	02/12/2004	16/12/2004		1220	4	6		6.3	0	1	1	0	1	0	0	17.38		Pelsall and Rushall-Sheffield		
	Puffin	Sandbeds Road north of Spring Lane, Willenhall (Convert	£60,000.00	Mrs V. Allen	01/04/2003	17/06/2003		1185	22	31	31.5	6.7	1	0	0	1	1	0	0	17.36		Willenhall		
	Puffin	Broad Lane near Colliery Drive, Blaxwich	£60,000.00	Mrs Lawley, Councillors Bott & Pitt	23/03/2001	02/10/2003		903	6	5		8.6	1	0	1	0	1	0	0	16.96		Blakenall and Blaxwich		
	Refuges	Aldridge Road near Bridle Lane	£20,000.00	Mrs Garrett	Oct-08	06/11/2008		1061	15	17		7.1	1	0	0	0	0	0	0	16.75		Aldridge South and Streety		
	Zebra	Cavendish Road near Edison Road, Beechdale	£40,000.00	Mrs Mellor	18/04/2005	12/05/2005		254	37	2		9	1	0	0	0	2	0	0	15.95		St Matthews and Birchills Leamore		Results combined from two surveys
	Refuge	Darlaston Rd near Woden Road west	£20,000.00	Councillor Bott	01/10/2009	24/11/2009	P6R16078	537	8	2		8.2	1	0	1	0	0	0	0	15.92		Darlaston		Results combined from two surveys
	Puffin	Essington Road near Wrighton Close	£60,000.00	Request following LSS consultation	10/11/2008	04/12/2008		1740	8	24		6.1	0	0	0	0	0	0	0	14.69		Willenhall		
	Zebra	Leighswood Road near Middlemore Lane, Aldridge	£40,000.00	Ms. S. Williams	13/03/2002	07/02/2008	P6R1638	1095	4	5		5.1	0	0	0	0	2	1	38	15.74		Aldridge South and Streety		
	Zebra	Bradley Lane near Hannah Rd, Moxley	£40,000.00	Ms J. Miles	25/11/2004	14/12/2005		604	23	8		7.1	0	0	1	0	1	0	0	13.36		Darlaston		Results combined from two surveys
	Zebra	Leighswood Ave near Broad Meadow	£40,000.00	Miss J Cooper	21/10/2008	07/02/2008	P6R1638	1081	6	7		6.6	0	1	0	0	0	0	0	12.80		Aldridge South and Streety		
	Zebra	Aldridge Rd near Hundred Acre Rd, Streety	£40,000.00	Request following LSS consultation	22/11/2004	02/12/2004		981	7	7		7.5	0	1	0	0	1	0	0	12.69		Aldridge South and Streety		
	Refuges	Aldridge Road between Enterprise Dr and Compton Dr	£20,000.00	Councillor Maul	Oct-08	04/11/2008		949	5	5		7.1	1	0	0	0	0	0	0	11.80		Aldridge South and Streety		
	Zebra	Lowlands Avenue near Lilac Avenue, Streety	£40,000.00	Mrs Cunningham, Councillor Maul	24/08/2005	13/10/2005		229	39	2		6.5	0	0	0	0	0	0	0	10.82		Aldridge South and Streety		
	Puffin	Sutton Road near Broadway	£60,000.00	Councillor Ali	19/10/2005	08/02/2005		1369	7	13		9.8	0	0	0	0	0	0	0	10.25		Pheasey and Paddock		Results combined from two surveys
	Zebra	Stubbers Green Road near The Swag	£40,000.00	Francoise Ankrett	28/10/2009			0	0	0		6.8	0	0	1	0	1	0	0	10.00		Aldridge South and Streety		
	Zebra	Stephenson Avenue near Cavendish Road	£40,000.00	Mr A. Porter	03/02/2005	14/04/2005		588	13	4		8.6	0	0	0	0	1	0	0	6.80		St Matthews and Birchills Leamore		
	Zebra	Turnberry Road near Alnwick Road	£40,000.00	Mrs. M. Brown	05/10/2005	22/11/2005		516	16	4		7.4	0	0	0	0	0	0	0	6.70		Blakenall and Blaxwich		Combined survey
		<u>Locations presently under consideration</u>																						
								0	0	0		0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	Aldridge South and Streety		

Explanation of ranking

This method of ranking is based on the % criteria for justification using PVI² 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 £91,810 which is the current cost per accident saved.

Proposed schemes

Schemes meeting criteria

Discounted or not justified schemes

Promotion of Community Health and Safety

Scheme Heading		Budget	Community Area Partnership area		Comments
VASS interactive sign programme		£10,000.00			Programme to be externally funded from West Midlands Road Safety
Safety related requests		£30,000.00		All	To address minor road safety concerns within the Borough
Speed Limit Review		£80,000.00		All	Update Speed limit signage and implement speed limit review
Road safety Education, Training and Publicity		£15,000.00		All	To support the ongoing development and delivery of the annual Road Safety work programme
Total budget to complete 2009/10 schemes		£135,000.00			
Community Area Partnership Programme		£40,000.00			Funding allocated for implementing two schemes to be agreed with selected Community Areas. The programme is a three year rolling programme where two Community Areas can implement schemes each year over a 3 year period all Areas have opportunity to implement schemes.
Total budget to complete 2009/10 schemes		£40,000.00			

LOCATION		AREA				REQUEST		ACCIDENTS (6/1/06 to 7/1/09)		AMENITIES		COST	ASSESSMENT		Community Area Partnership area	Comments	FYRR	Possible LSS				
		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 relevant ward councillors	Date Received	No of Accidents in last 3 years	Fatal	Serious		Schools	Shops					Open Space	Estimated cost of scheme, based on length & width of road to be treated	Property / £1000	Accident and Amenities Score
	Copple Road	Walsall Wood	900	6.0	143	264	142	Mrs Hughes	Sep-05	4	0	1	0	0	0	£162,000	1.7	5	6.70	Brownhills & Aldridge North	Speed survey av. 26.1mph, vol. 4962	38% Y
	Guld Avenue	Walsall	580	5.5	101	0	330	Mr N. Baker	Nov-03	4	0	1	0	0	0	£95,700	1.1	5	6.06	Blakenall and Blowich		64% N
	Harrison Street/ Harison Close/ Revival Street	Blowich	848	7.3	157	0	0	Cllr Shires	Jul-09	3	1	0	0	0	0	£185,712	0.8	5	5.85	Blakenall and Blowich		25% N
	Wimpers Way / Bonnington Way / Romney Way	Phaeasay	1280	6.5	202	10	170	Mr Suter, Councillors: Andrew, Bailey	Nov-02	3	0	0	1	0	1	£248,600	0.8	5	5.83	Phaeasay and Paddock	Consider with Tyndale Crescent	18% N
	Park Hall Road	Paddock	1481	6.4	123	135	0	Mr Harris	Nov-08	4	0	0	1	0	0	£284,352	0.7	5	5.67	Phaeasay and Paddock		22% N
	Slater Street / Victoria Road Bull Street junction	Darlaston	227	7.3	32	0	78	J Walker, Councillor:- Maudley	Apr-05	3	0	1	0	0	1	£49,713	0.6	5	5.64	Darlaston		92% N
	Fleming Road	Walsall	340	5.1	63	24	47	Mr & Mrs Board, Councillors:- Joe Barton	Oct-04	2	0	0	1	0	1	£52,020	1.4	4	5.44	St Matthews and Birchills Leamore		59% Y
	A4124 Lichfield Road - Pelsall Road	Pelsall	890	6.8	48	16	0	Cllr Perry	Feb-10	4	0	0	0	0	1	£181,560	0.3	5	5.31	Pelsall and Rushall-Shelfield		34% N
	Chepstow Road	Blowich	510	5.1	161	0	89	Residents Association	Ap-06	2	0	1	0	0	0	£78,030	2.1	3	5.06	Blowich West		38% N
	Hardwick Road	Streety	661	6.3	68	365	0	unknown	Jul-08	2	0	0	0	1	0	£124,929	2.0	3	5.01	Aldridge South & Streety		24% N
	Podles Lane	Wlenhall	605	7.3	110	0	0	Cllr Shires	Feb-10	1	0	0	1	1	1	£132,495	0.8	4	4.83	Wlenhall		12% N
	Station Street	Darlaston	922	7.0	97	0	0	Mr S Stuart via LNP	Jan-06	3	0	0	1	0	0	£193,620	0.5	4	4.50	Darlaston	Mature of residential, industrial and school	24% N
	Springvale Avenue/Barry Road	Walsall	430	5.3	34	0	34	Mr Baker, Councillors:- Al, Martin and Sanders	Oct-03	2	0	0	1	0	1	£68,370	0.5	4	4.50	Phaeasay and Paddock	Proposed scheme abandoned due to lack of resident's support	45% N
	Thornhill Road	Streety	1967	6.8	107	176	0	Mrs Davies	Jun-07	3	0	0	0	0	1	£401,268	0.5	4	4.49	Aldridge South & Streety		11% N
	Valley Road	Blackenhall	1460	7.3	147	0	143	Mrs Moorcroft, Councillor Tynedale	Oct-08	3	0	0	0	1	0	£319,740	0.5	4	4.46	Blakenall and Blowich		14% N
	Little Aston Road	Aldridge	1165	7.4	18	8	0	Mrs Doyle	Dec-08	4	0	0	0	0	0	£258,630	0.1	4	4.09	Aldridge South & Streety	Mrs Doyle: Speed data 41.8mph 85th %ile - Branton Hill - Chester Road	24% N
	Bar Common Road	Aldridge	430	6.0	54	24	0	Mr Shiley	Jul-09	3	0	0	0	0	0	£77,400	0.9	3	3.85	Aldridge South & Streety	Mr Ball 85th %ile 37.5mph \ mean speed 33.2mph	59% N
	Pelsall Road (Service Lane)	Clayhanger	200	5.3	19	0	?	Dennis Deane, Councillor:- Paul	May-05	2	0	1	0	0	0	£31,800	0.6	3	3.60	Brownhills Aldridge North		96% N
	Tyndale Crescent	Phaeasay	886	6.4	231	0	179	Peter Bonham, Councillors:- Martin Harrower, Rose Burley,	Aug-02	1	0	0	0	1	0	£170,112	1.4	2	3.36	Phaeasay and Paddock	Consider with Wimpers Way etc.	9% N
	Catshill Road / Fulllove Road	Brownhills	1280	5.1	231	16	132	J. Lees, Councillors:- Alan Paul, Dave Turner & J. Bell	Dec-02	0	0	0	1	0	1	£195,840	1.2	2	3.22	Brownhills Aldridge North		0% N
	Castle Drive	Wlenhall	230	4.8	35	0	109	A. Andow, Councillor:- Shires	Oct-05	0	0	0	1	1	0	£32,775	1.1	2	3.07	Wlenhall		0% N
	Castleview Road	Moxley	420	5.1	66	0	0	Bill Bitts	Jul-09	0	0	0	0	1	1	£64,260	1.0	2	3.03	Darlaston		0% N
	Providence Lane	Leamore	270	7.6	114	0	44	Mr D. Coley, Councillors:- Oliver and Barton	Dec-02	0	0	0	0	1	0	£61,560	1.9	1	2.85	St Matthews and Birchills Leamore		0% N
	Richards Street/Owen Street	Darlaston	590	7.5	92	29	R	Request via resolution from Committee	Dec-02	1	0	0	0	0	1	£132,750	0.8	2	2.80	Darlaston		12% N
	Nightingale Crescent	Wlenhall	400	5.7	53	111	0	Cllr Shires	Feb-10	1	0	0	0	0	0	£66,400	1.6	1	2.59	Wlenhall		22% N
	Abbey Drive / Charles Crescent	Pelsall	675	5.6	120	48	15	Cllr G Perry	Nov-06	1	0	0	0	0	0	£113,400	1.3	1	2.27	Pelsall and Rushall-Shelfield		13% N
	Castlefort Road	Aldridge North & Walsall	600	4.8	86	42	178	Mr Thomas Doyle 100 Duels Walk W SS BUS	Oct-09	0	0	0	1	0	0	£86,400	1.2	1	2.24	Brownhills Aldridge North		0% N
	Hardy Road	Walsall	305	6.0	60	0	57	Mr Williams, Councillors:- Roberton	Apr-05	0	0	0	0	0	1	£54,900	1.1	1	2.09	Blakenall and Blowich		0% N
	Holly Lane/ Wolmerson Road	Walsall Wood	275	5.8	80	29	74	Mrs J. Hinks	Oct-02	0	0	0	0	0	0	£47,850	2.0	0	1.97	Brownhills Aldridge North		0% Y
	Franchise Street	Wednesbury	850	7.4	124	73	66	Mr Holland, Councillor:- S. Maudley	Dec-02	0	0	0	1	0	0	£186,700	0.9	1	1.85	Darlaston	Road borders with Sandwell	0% N
	Milfield Avenue	Pelsall	242	5.9	17	26	26	Mr & Mrs Weston, Councillors:- Marco Longhi and Perry	Sep-03	0	0	0	0	0	1	£42,834	0.7	1	1.70	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	0	0	1	0	0	£172,260	0.6	1	1.62	Brownhills Aldridge North		0% N
	Shire Ridge	Aldridge North & Walsall Wood	700	7.0	220	0	0	Mr Hodges, Mr R Shepard MP	Sep-09	0	0	0	0	0	0	£147,000	1.5	0	1.50	Brownhills Aldridge North		0% N
	Heathfield Lane West	Darlaston	321	6.1	80	0	0	Cllr Bott	Jan-07	0	0	0	0	0	0	£58,743	1.4	0	1.36	Darlaston		0% N
	Commonside	Pelsall	430	5.3	17	0	34	Mrs C. Miles, Councillors:- Marco Longhi	Feb-05	0	0	0	0	0	1	£68,370	0.2	1	1.25	Pelsall and Rushall-Shelfield		0% N
	Sandringham Avenue	Wlenhall	850	5.8	160	0	100	Mr Milson 2 Sandringham Ave via Cllr Shires	Apr-09	0	0	0	0	0	0	£147,900	1.1	0	1.08	Wlenhall		0% N
	Ashtree Road	Pelsall	450	5.5	65	0	0	Mr Perry 49 Ashtree Road WS3 4LR	Feb-09	0	0	0	0	0	0	£74,250	0.9	0	0.88	Pelsall and Rushall-Shelfield		0% N
	Spring Lane	Wlenhall	425	5.2	41	14	0	Cllr Shires	Feb-10	0	0	0	0	0	0	£66,300	0.7	0	0.72	Wlenhall		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 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.