

**Environment  
Scrutiny and Performance Panel**

**Agenda Item  
No.**

**10**

**9 MARCH 2010**

**Work Programme - Possible areas of work for the panel relating to Road  
Safety, Traffic Congestion and Pollution Control**

**Ward(s)** All

**Portfolios:** Councillor Tom Ansell - Transport

**Summary of report:**

This report briefly details how the Council manages road safety, traffic congestion and pollution control within national, regional and local policies that control and guide the delivery of network management.

The report also outlines a number of key work packages that the service needs to undertake as part of its ongoing delivery of a safe and efficient highway network.

**Background papers:**

None.

**Reason for scrutiny:**

At its meeting of the 4 January 2010, the panel asked for officers to bring a report to the meeting of 9 March briefly outlining areas of work relating to the functions of road safety, traffic congestion and pollution control that could be considered by the Panel for possible future work packages.

**Resource and legal considerations:**

Network management has to be implemented in accordance with national, regional and local requirements detailed in the relevant legislation, transport strategies, plans, policies and procedures.

Additionally the authority is under a statutory duty to review, assess and manage air quality.

Financial resources are supported through a range of funding streams but the primary source stems from Department for Transport (DfT) funding which is distributed by the Integrated Transport Authority via the Local Transport Plan (LTP). Additional funding stems from scheme specific grants and Council allocated capital/revenue funding streams.

**Citizen impact:**

Network management impacts on all sections of the community. Its application is intended to contribute to the safe and efficient operation of the public highway for the benefit of all road users.

**Environmental impact:**

Network management can deliver positive environmental impacts. Reductions in unnecessary traffic congestion and associated air pollution will deliver benefits for all sections of the community.

**Performance management:**

The principles of network management are defined in a range of legislation that also requires local authorities to report on the effectiveness of their network management functions, their progress in managing air quality and road safety.

**Equality Implications:**

General network management is delivered for the benefit of all sections of the community. In addition, positive action is also undertaken to assist specific sections of the community where an identifiable need can be quantified.

**Consultation:**

The Local Transport Plan is a statutory document covering all aspects considered here and follows a full consultation process. The LTP3 documentation is in preparation and consists of three consultation stages. The consultation on the LTP 3 Vision and Issues concluded in December 2009.

Wide ranging consultation is undertaken as part of the development of all plans policies and procedures used in the delivery of network management. For example, during the development of the parking strategy the extensive consultation process included asking specific user groups for their input, such as Walsall's Disability Forum.

In addition, more focused consultation takes place during the implementation of local schemes.

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## **1. Report**

General network management is undertaken in accordance with a range of primary legislation that at the regional and local level is generally encompassed in the West Midlands Local Transport Plan (LTP).

The LTP is a statutory document which sets out the transport strategy and policies for the metropolitan area and focuses on delivery as well as achieving project funding. More specifically the LTP looks to address issues relating to road safety, traffic congestion and pollution control through targets and strategies to address current and future problems.

At the local level, funding available through the LTP is utilised to deliver locally determined schemes that contribute to the delivery of LTP objectives. A range of locally adopted policies and procedures are used to assess and rank local requests for schemes that contribute to LTP outcomes.

## **2. Possible areas of work for the Panel to consider**

### **2.1 Policy and procedure review**

Engineering and Transportation teams deliver the management of the highway network on behalf of the Authority. It also discharges the Authority's duty under Air Quality Legislation. Decisions are taken in the light of national guidance and local policies. The Council has considered its approach to several local policies and procedures over the years with some dating back many years, but it is now felt that a review and re affirmation of our local procedures is required

- Scrutiny Panel may wish to review some, or all, of the policies and procedures that are adopted and/or being developed by the Engineering & Transportation teams. A list of potential procedures is attached as **Appendix 1**. For convenience, it is suggested that the following might be of particular interest to the Panel:
  - Procedure for the introduction of Traffic Calming Measures
  - Procedure for deploying Vehicle Activated Speed Signs
  - Procedure for assessing Local Safety Schemes
  - Safer Routes to School
  - School Crossing Patrol Criteria Assessment
  - Safety Camera Protocol
  - Enforcement Policy
  - Contaminated Land (Part IIA) Strategy
  - Provision of advisory disabled bays on the public highway
  - Provision of residents only parking zones
  - Procedure for ranking capital scheme local TRO requests

### **2.2 Setting Local Speed limits review**

The Department for Transport (DfT) wrote to all local authorities in England requesting that they formally review the speed limits on Classified A & B roads in accordance with guidance contained in DfT circular 1/06 and implement any necessary changes, by 2011. To facilitate this task traffic engineers will be utilising this guidance to assess information gathered from

speed & traffic surveys, accident data, neighbouring authorities approach and local consultations.

- Scrutiny Panel may wish to review the process that is being undertaken and consider any proposed changes before they are advertised as a new Traffic Regulation Order.

### **2.3 Building Schools for the Future (BSF)**

Building Schools for the Future (BSF) is an exciting programme that brings together significant investment over the next few years. BSF aims to transform learning for secondary age students by providing 21<sup>st</sup> Century learning environments that will transform where and how children learn. This will mean that Walsall schools will have access to in the region of £100 million to transform learning in Walsall.

Six schools have been chosen to benefit from this wave of funding to transform learning in Walsall:

- Alumwell Business and Enterprise College
- Frank F Harrison Engineering College
- Joseph Leckie Community Technology College
- Pool Hayes Arts and Community School
- Shire Oak Science College
- The Streetly School – A Specialist Sports College

Ultimately, all schools in Walsall will benefit from programme funding through new ways of working that will introduce cutting edge technology, innovative learning styles, greater collaboration and flow of students between schools and open up buildings for greater community use. Whilst this approach is to be welcomed, there will be potential implications for road safety, traffic congestion and pollution control that need to be considered as an integral part of the programme.

- Scrutiny Panel may wish to review the process that is being undertaken and consider how the flow of students between sites, development of co-located services on these sites and community activity may impact on the immediate environment. The Panel may also wish to consider the need for additional investment in the local highway infrastructure and the promotion of sustainable travel opportunities.

### **2.4 Air Quality Action Plan**

The Council has previously approved the implementation of a borough wide Air Quality Action Plan, specifically designed to address locally identified areas of concern. This is specifically aimed at minimising the effects of traffic pollution and its effectiveness largely rests on the management of our highway network.

- The Panel may wish to review progress of the specific initiatives detailed in the plan with the view to ensure that joint working across the Council is sufficiently robust to deliver the benefits hoped for.

## **2.5 Network Management Duty Template**

The Traffic Management Act 2004 requires the Council to produce a template to demonstrate how it's delivering the requirements of the statutory network management duty as well as outlining future proposals for ongoing delivery of the duty. The requirements of this duty are wide ranging and include areas of interest to the Panel. The West Midlands template has been drafted and now individual authorities will develop the details bringing together aspects such as traffic management, road safety, service operations, public transport, major schemes, civil parking enforcement and red route packages. This will be part of the LTP 2 progress report.

- The Panel may wish to review current progress and assist with the formulation of its future planning for the delivery of this duty.

## **3. Summary**

The above list of suggested work packages all have significant implications in areas of interest to the panel. However, all services delivered by Engineering and Transportation are specifically geared to maintain or improve road safety, limit unnecessary traffic congestion and mitigate its effects on air quality.

Individual functions such as maintenance of the public highway, the provision of street lighting and the management of parking all contribute to our highway and air quality objectives. The input of the panel would be welcomed in developing and enhancing our approach to these important duties.

**List of policy and procedures being reviewed/produced**

**Road Safety & Sustainable Travel**

<b>RS01</b>	Roundabout Advertising Policy
<b>RS02</b>	Roadside Memorials Policy
<b>RS03</b>	Procedure for the introduction of Traffic Calming Measures
<b>RS04</b>	Procedure for assessing Pedestrian/Cycle crossing facilities
<b>RS05</b>	Procedure for deploying Vehicle Activated Speed Signs
<b>RS06</b>	Procedure for undertaking Road Safety Audits
<b>RS07</b>	Directional Signing in Walsall
<b>RS08</b>	Procedure for requesting direction signs to tourist attractions and facilities
<b>RS09</b>	Procedure for investigating a Fatal Road Traffic Collision
<b>RS10</b>	Procedure for the introduction of High Friction Surfacing
<b>RS11</b>	Introduction of Bollards/Guard railing
<b>RS12</b>	Procedure for assessing Local Safety Schemes
<b>RS13</b>	Procedure for assessing mirrors on the Highway
<b>RS14</b>	Walking & Cycling Scheme Assessment
<b>RS15</b>	Safer Routes to School
<b>RS16</b>	Speed Limit Assessment
<b>RS17</b>	School Crossing Patrol Criteria Assessment
<b>RS18</b>	Safety Camera Protocol
<b>RS19</b>	Procedure for assessing sites of Community Health and Safety

**Pollution Control**

<b>QP01</b>	Responding to and investigating complaints
<b>QP02</b>	Permit Inspections
<b>QP03</b>	Planning consultations
<b>QP04</b>	Building Regulation applications
<b>QP05</b>	Responding to requests for Environmental Information
<b>QP06</b>	Landfill gas monitoring
<b>QP07</b>	Enforcement Policy (This may now need to be replaced by a corporate enforcement policy)
<b>QP08</b>	Contaminated Land (Part IIA) Strategy
<b>QP09</b>	Contaminated land cost recovery and hardship policy (considered at Cabinet February 3 2010)
<b>QP10</b>	Air quality appraisals and determining monitoring locations
<b>QP11</b>	Monitoring and assessment of noise and vibration from industrial processes
<b>QP12</b>	Permitting regulated processes
<b>QP13</b>	Prosecution procedure
<b>QP14</b>	Digital Images Procedure
<b>QP15</b>	Aldridge Laboratory Quality Management System (UKAS accredited and includes circa 20 policies and procedures)

## **Traffic Management**

- TM01** Provision of advisory disabled bays on the public highway
- TM02** Provision of advisory keep clear "H" markings on the public highway
- TM03** Provision of residents only parking zones
- TM04** Procedure for ranking capital scheme local TRO requests
- TM05** Civil Parking Enforcement – Annual Report – statutory requirement of DfT for May 2010 and including aspects of application, network management and finances.