

Cabinet - 1 March 2006

West Midlands LTP Settlement and Transport Capital Programme 2006/08

Portfolio: Councillor Marco Longhi, Environment and transport

Service Area: Built Environment

Wards: All

Forward Plan: Yes

Summary of report

This report explains the Secretary of State for Transport's settlement for the West Midlands Local Transport Plan (WMLTP) in 2006/7 and the allocation of transport resources to Walsall approved by the West Midlands Joint Committee on 25th January. The settlement letter contains the capital settlement for 2006/7 and an assessment of our progress in delivering our programme and achieving the outcomes we are aiming for. The DfT have highlighted that the West Midlands has only made fair progress in delivering LTP targets, resulting in a 5% reduction in the Integrated Transport element of the LTP capital allocation. The DfT have highlighted cycling, bus patronage and congestion reduction as key areas that the West Midlands should seek to address in delivering schemes over the period of LTP2 (2006/7 – 2010/11). The final version of West Midlands LTP2 will be submitted to government on 31 March 2006.

Recommendations

- (1) Note the contents of the settlement letter as outlined in this report and the key messages from government.
- (2) Approve the proposed 2006/08 transport capital programme as summarised in Table 3 (full details included in Appendix 1).
- (3) Note that it may be necessary to modify the proposed 2006/08 capital programme dependent on the timing of a decision from the Secretary of State regarding the Town Centre Transport Package.
- (4) Note that the structure of the capital programme report has changed to remove over-programming of schemes against resources; a two-year programme is proposed to improve the Council's ability to deliver schemes and make financial monitoring more transparent. Approve that the Head of Planning and Transportation be authorised to vary the transport capital programme for 2006/08 to ensure efficient use of resources and that expenditure is kept within resource allocations, following procedures as outlined in the Council's Financial Procedure Rules.
- (5) Note the outcome of Regional Prioritisation of Major Transport Schemes and the

current situation for Walsall's Major Schemes.

- (6) That this report be submitted to all Local Neighbourhood Partnerships for their information and noting.

Resource and legal considerations

The Secretary of State's 2006/7 Settlement Letter sets out the resources available to the West Midlands Met. Districts and the WMPTA in 2006/7 for transport capital investment; it is based on the 2005 WMLTP Annual Progress Report (APR), submitted to the DfT in July 2005. Nationally, the West Midlands received the highest total allocation at £96.278m from a national total of £1.6bn. The settlement letter did not provide feedback on Major Scheme submissions including Walsall's Town Centre Transport Package and Brownhills Transport Package, feedback from DfT is expected by the end of March 2006. The breakdown of the LTP allocation for the West Midlands is as follows: -

- **£42.37m** - Integrated Transport Block (compared to £44.7m in 05/06)
- **£24.58m** - Structural maintenance (compared to £24.3m in 05/06)
- **£29.33m** - Existing major schemes (inc. Red Routes Package 1)

Nationally there has been no increase in the money allocated to local transport authorities. This settlement is the first under the new performance assessment regime put in place by the Department for Transport; capital funding allocations for the Integrated Transport Block can be varied by $\pm 25\%$ dependent on the quality of the LTP strategy and authorities' performance in delivering targets. As a result of only achieving a fair assessment in delivering LTP targets the West Midlands Integrated Transport allocation has been reduced by 5%, which is equivalent to a net loss of £2.3m for the region.

For CPA assessment the LTP is regarded as a corporate document, it is therefore essential that the Council ensures that we respond to the areas of concern to ensure that the LTP supports the Authority's goal of becoming a four-star rated Council. Later sections of this report highlight the concerns DfT have raised in their feedback to the West Midlands authorities and proposed actions to address the concerns raised.

Whilst the WMLTP APR is submitted on behalf of all the WM authorities, spending approvals are allocated to individual authorities. The West Midlands Joint Committee decides the allocation of transport resources to each partner authority. It is then the responsibility of each authority to arrange for the distribution and management of the resources in accordance with the decision of the Joint Committee. Certain approvals are ring-fenced e.g. major scheme funding, but Integrated Transport Block and Maintenance Block are not; in the current LTP programme certain metropolitan wide initiatives are funded from non ring-fenced district allocations.

On the 25 January West Midlands Joint Committee approved that funding allocations for maintenance should be "passport" through to each District and that other funding should be transferred between authorities in accordance with the agreed allocations to the Integrated Transport Block, net of contributions to West Midlands joint initiatives and pay back of "loans" received in 2003/4. As a result of this process, Walsall Council will receive the following resources in 2006/7:

Table 1 – Local Transport Plan Resources 2006/7

Project/Programme	2006/7 Resources (£000s)
Town Centre Transport Package (TCTP)	To be confirmed - subject to Final Approval by DfT
Maintenance Allocation	£2,469
Integrated Transport Block Allocation	£3,130
Resources Sub-total	£5,599
Walsall Contribution to West Midlands Joint Initiatives	£828
Repayment of Wednesbury Rd Bridge Loan	£100
Net Block Allocation Resources Available to the Council	£4,671

Note that these resources include an adjustment made with respect to the return of resources in 2006/07 of £100,000, for £500,000 advanced to the Council in 2003/04 by the WM Joint Committee for Wednesbury Road Bridge (balance to be returned over 2005/06 to 2008/09).

Note also that the resources above do not include planned expenditure in 2006/07 of the order of £2.5m on red routes and bus showcase schemes in Walsall.

In the light of the changed circumstances and developments since 2003, when the current LTP was agreed, the joint initiative contributions have been revisited; the largest single current initiative is Bus Showcase. The joint initiatives programme involves top-slicing a proportion of districts' Integrated Transport Block Allocations to fund the regional Bus Showcase Programme, monitoring and development of the LTP (including costs for CEPOG Core Support Team and work undertaken by the Joint Data Team) and new regional major scheme development (e.g. West Midlands Urban Traffic Control and Red Routes Package 2).

The Government attaches considerable importance to delivering bus improvements; following the 5% reduction in Integrated Transport Funding, it has been agreed that Bus Showcase funding should be frozen at 05/06 levels, as bus patronage and reliability are key areas that need to be addressed in LTP2. Table 2 sets out the proposed joint initiatives funding levels.

Table 2 – West Midlands Joint Initiatives 2006/07

Programme	Allocation (£000)
Bus Showcase	£9,170
WMLTP Programme Development, Implementation and Monitoring	£2,108
Network Information and Management	£300
Total	£11,578

In previous years to ensure that the Council is able to maximise expenditure on capital schemes, the capital programme has been over-programmed to around 130% of resources available – to provide flexibility should schemes be delayed. The DfT have now produced financial planning guideline figures to allow authorities to forward plan their

programmes based on outline financial figures that assume average/good performance in delivering targets. The historical over-programming approach is problematic when undertaking financial reporting, as such the capital programme process has been revised as outlined below: -

- A two-year programme has been devised for implementation, with Year 1 of the programme being fixed (delivering priority and committed schemes carried forward from 2005/6); Year 2 of the programme being an outline programme of priority and preliminary design schemes.
- Should Year 1 schemes be delayed, due to reasons such as engineering problems, public objection or value for money grounds, it is proposed to advance a Year 2 scheme for implementation (using the usual consultation and approvals processes as required) to ensure that the delivery of schemes is enhanced to improve the Council’s likelihood of gaining additional funding in future years.
- The two-year programme will also allow the Council to identify efficiency savings in terms of scheme development and implementation, in line with recommendations of the Gershon Review.
- The two-year programme is to be a rolling programme updated on an annual basis on receipt of the DfT’s LTP settlement and any changes in the performance assessment criteria.

A separate report to Cabinet has outlined the Regional Prioritisation process for transport and the implications for Walsall. The Capital programme for 2006/8 and future years will need to ensure that sufficient resources are allocated to the development of major schemes to allow the Council to access the major scheme funding that has provisionally been identified for Walsall transport schemes.

The proposed capital programme set out in Table 3 reflects the allocations as agreed by Joint Committee. The table includes the Year 1 programme based on the 2006/7 settlement allocation and Year 2 programme based on financial planning guidelines, to provide flexibility and maximise the ability to fully utilise the resources. As already mentioned, in addition to providing the LTP capital allocation for 2006/7, the settlement also provided feedback on the quality of the provisional WMLTP2 (due for final submission on 31 March 2006) and performance in delivering targets reported in the APR submitted in July 2005. The APR was scored at 73% and assessed as “Fair” (which equates to last year’s “Average”). The majority of APRs have been assessed as “Fair”. Our score last year was 62%, assessed as “Average”. The West Midlands’ greatest weakness is progress towards Core Indicators. We only met two out of five, KSI (all ages) and KSI (children), and failed to meet our Bus Patronage, Cycling and Light rail targets which, together, significantly pulled our score down.

The Provisional WMLTP2 was assessed on six Criteria, as set out below:-

<u>Assessment Criteria</u>	<u>Our Assessment</u>
Context	“Promising but needs more work”
Analysis	“Promising but needs more work”
Maximising Value from Resources	“Promising but needs more work”
Involvement	“Very Promising”

Performance Management
Priorities

“Promising but needs more work”
“Promising but needs more work”

Overall, this equated to a “Promising” assessment and had a nil effect on the amount of Integrated Transport block allocation.

The DfT have also highlighted the following areas as requiring improvement in the LTP strategy: -

- More clarity on how spending proposals, particularly the IT block, will deliver the strategy.
- Clearer data and analysis and explanation of how PRISM and other models have helped shape the strategy.
- Clearer demonstration of value-for-money and consideration of lower cost alternatives to the Major Scheme programme.
- Evidence of integration between capital and revenue spending and how costs and budgets will be monitored and controlled.
- Demonstration of how transport is influencing other local authority decisions.
- Clearer demonstration that targets are sufficient to deliver the strategy and how they will be reviewed, with a clear risk strategy.
- A clear way of tackling congestion in the short term, in advance of recommendations emerging from TIF studies.
- A more coherent and ambitious air quality strategy.

The projects and programmes for 2006/7 and beyond have been assessed and rebalanced in terms of their contribution to the Transport Shared Priority, LTP Target priority areas and the Council's Vision. The Transport Shared Priority is broadly reflected in previous WMLTP objectives and in the programmes that have been pursued in relation to those objectives. The capital programme will need to reflect the Transport Shared Priority; - *“improving access to jobs and services, particularly for those most in need, in ways that are sustainable: improved public transport, reduced problems of congestion, pollution and safety”*. In addition the programme will need to focus on the priority areas highlighted in the feedback from DfT namely bus patronage, cycling trips, congestion reduction.

Clearly many scheme requests made by residents supported by members will no longer be eligible for funding without putting at risk both the West Midlands' future allocation for Integrated Transport Block and the Council's goal of becoming a four-star rated authority. To this end Appendix 1 also details previous scheme requests which have no foreseeable funding under the current LTP target priority areas.

The principal changes from previous programmes relate to the resources required to progress major schemes such as the provisionally approved Darlaston SDA Access Project to full approval and new major projects including the Brownhills Transport Package, M6 Junction 10 and Bradford Place Bus Station. Additionally budgets have been realigned to focus on priority areas such as Measures to Encourage Cycling, Highway Efficiency Measures and Local Safety Schemes; consequently this has resulted in smaller allocations for non-priority programme areas such as Promotion of Community Health and Safety.

Our current forecast of out-turn expenditure on the 2005/6 transport capital programme is a spend of £8.68m. The final out-turn position on the 2005/6 capital programme will not

be confirmed until May 2006. There have been problems in certain areas of the programme, in particular we have not been able to deliver Bus Showcase or Red Route schemes owing to lack of staff resources. In addition, the start of the TCTP scheme has been delayed as we are awaiting Secretary of State approval for the scheme.

The lack of staff resources has been tackled from two approaches. One, Planning and Transportation have been subject to a process of re-organisation and new posts created to enable the teams to better cope with their individual workloads and deliver an excellent service. And Two, the development of a new Framework Contract will enable the teams to call on additional resources as and when necessary to deliver particular elements of projects. The Contract is the subject of another report elsewhere on the agenda to this cabinet.

In preparing the 2006/8 highways capital programme, officers have made the assumption that any under spend from 2005/6 will be carried forward into 2006/7. If this is not the case, some schemes in 2006/7 and 2007/8 will need to be removed from the proposed programme.

Cabinet is also requested to approve that the Head of Planning and Transportation be authorised to vary the transport capital programme for 2006/08 to ensure efficient use of resources in the context of the new performance assessment criteria applied by DfT and that expenditure is kept within resource allocations.

Budget changes within block allocations will be determined by the head of service up to £60,000 to allow for a variance in the programme to ensure efficient use of resources. Schemes may therefore be advanced or postponed within the two year period but will not be removed from the programme without being referred to cabinet.

Where budget changes between block allocations in excess of £60,000 but less than £250,000 are proposed, these will require the approval of the Chief Finance officer, budget changes between block allocations for amounts in excess of £250,000 will require the approval of Cabinet.

Table 3 summarises the level of resources the Council is expecting to have available in 2006/7 from West Midlands Joint Initiatives, namely Bus Showcase and Red Routes Package 1.

Table 3 – Transport Capital Programme 2006-8

Programme/Scheme	DfT Primary Output	2006/07 Allocation (£k)	Proposed 2006/07 Programme (£k)	Guideline Allocation 2007/8 (£k)	Proposed Programme 2007/8 (£k)
Highway Maintenance Resources		2,469		2,518	
Principal Route Maintenance	MM3		720		N/A
Non Principal Route Maintenance	MM3		1499		N/A
Bridge Strengthening	MM7		250		N/A
Sub-total Highway Maintenance			2,469		2,518
Integrated Transport Block Resources		3,130		3,221	
Walsall Town Centre Transport Package (Advanced Design)	BL7		40		0
Blakenall New Deal Area	OS1		0		0
Local Safety Schemes	LS5		222		327
Measures to Encourage Walking	RC2		70		35
TravelWise	RC2		25		25
Public Rights of Way	RC2		50		50
Measures to Encourage Cycling	CY7		240		300
Facilities for Powered Two Wheelers	CY7		5		10
Facilities for the Disabled	WA6		20		25
Safer Routes to School	LS1		280		325
Public Transport Measures	BL7		120		50
Regeneration and Integration	TM3		25		30
Black Country Study	TM3		25		0
Other Projects Design in Advance	TM3		50		75
Strategic Transport Development Funds			30		50
Promotion of Community Health and Safety	TM9		50		30
Support Jobs and Prosperity	RD5		20		25
Schemes to Improve Highway Efficiency	TM3		310		200
Major Scheme Development					
Darlaston SDA Access Project Preparatory Costs	OS1		550		150
Brownhills Transport Package – Preparatory Costs	OS1		10		50
M6 Junction 10 – Preparatory Costs	RD11		35		300
Bradford Place Bus Station – Preparatory Costs	IN1		25		250
Sub-total Integrated Transport Block			2,202		2,307
Allocated Carry Forward					TBC
West Midlands Joint Initiatives					
West Midlands Joint Initiatives - Walsall Contribution	OS1		928		914
Walsall Bus Showcase Programme Resources (1)	BL1	2,400	2,400	1,350	1,350
Walsall Package 1 Red Route Programme Resources (2)		2,288	2,288	2,450	2,450
Total Programme Value			10,287		9,539
Total Resources		10,287		9,539	

(1) Figures to be confirmed by CEPOG, figures for 2007/8 indicative only. (2) Subject to Red Routes Project Board Approval for individual Red Route Schemes.

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.

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 forward capital programme.

Environmental impact

Traffic impacts upon air quality and noise and vulnerable travellers such as pedestrians, cyclists and people with disabilities. These factors are considered in the development and delivery of transport schemes and the forward capital programme in order to reduce adverse environmental impacts. Care will be taken in the detailed design of schemes to minimise direct impacts on the local environment.

Performance and risk management issues

The delivery of transport programmes and the contribution that these programmes make to achieving WMLTP objectives and delivering forecast outputs and outcomes is subject to detailed monitoring and reporting. The DfT monitors the delivery of the WMLTP programme carefully and the level of future funding will be reduced if we do not achieve appropriate performance in specific programme areas such as bus patronage, cycling and congestion.

The lack of staff resources has been ameliorated by employing consultancy staff with some success. However, the service area reorganisation has taken longer than expected and it is therefore unlikely that the new projects and programmes team will be working effectively until halfway through the financial year. This may influence project delivery and future access to capital funding. The appointment of the Framework Contract will go some way to assist with the delivery of current projects thereby releasing resources to develop future proposals.

As described in Financial procedure rules (3.5) Capital expenditure involves acquiring or enhancing fixed assets, which in the long term create financial commitments for the future in the form of revenue running costs. Some of this investment can have immediate impact on revenue budgets, such as increased energy bills and telecommunications costs as a result of newly implemented signals equipment. Although the need for adjustments to revenue budgets has been highlighted when developing and implementing capital schemes, Walsall has not previously made suitable adjustments to revenue budgets to accommodate such costs. The Department for Transport has commented in feedback for LTP2 that West Midlands Authorities must move towards better integration of capital and revenue budget planning, this is an area the Council will need to address for successful delivery of LTP2 as part of the aspirations of raising the corporate CPA rating to 4-stars.

Lack of progress with the Development of Decriminalised Parking Enforcement (DPE) presents serious risks to future levels of LTP funding. In particular Red Routes Package 2 funding will be unavailable to any authority who cannot demonstrate a firm timetable and action plan for the implementation of DPE. Additionally allocated package 1 funding may have to be repaid as we will be unable to demonstrate the basis for ongoing Red Route enforcement.

Department for Transport (DFT) assessment of provisional LTP plans September 2005 reviewed all plans for achieving the requirements of the Traffic Management Act 2004 Network Management Duty requirements. DFT view the implementation of DPE as a key element in delivering the statutory duty of network management. To ensure this is undertaken, the Act gives the Secretary of State the power to force any local authority to apply for DPE powers, if they fail to voluntarily progress. The reporting requirements for the Network Management Duty are still under development but are likely to require confirmation of DPE status and plans. Any authority judged to be failing in its network management duty can have a Traffic Director imposed to run its transportation services; this would prevent the Council being classed as a four-star authority.

Equality implications

In the development and delivery of the WMLTP, consideration is given to ensuring that the needs of all sections of the community are considered. The transport capital programme for 2006/08 will assist in improving facilities for all modes of transport, including walking and cycling, and will assist in improving mobility for those without access to a car.

Consultation

The WMLTP2 has been the subject of consultation with partners and stakeholders. All individual projects are subject to Resident, Member, LNP and Emergency Services consultation.

Vision 2008

The WMLTP programme will significantly assist delivery of Vision 2008, particularly with respect to helping people to get around.

Background Papers

1. Appendix 1 – Scheme Specific Capital Programme 2006/7 and previous scheme requests which have no foreseeable funding under the current LTP target priority areas.
2. West Midlands Local Transport Plan 2 – 2006-2011
3. Local Transport Plan Settlement Letter December 2005
4. Report on the WMLTP Settlement to West Midlands Joint Committee in January 2006
5. Report to Cabinet on the transport capital programme in March 2005.

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Signed:

Executive Director: J Morris

Date: 20 February 2006



Signed:

Portfolio Holder: Councillor M Longhi

Date: 20 February 2006



Walsall Council

Transport Capital Programme 2006-8

Specific Scheme Information

Introduction

This appendix provides information on the schemes that have been prioritised for implementation over the two year period of the transport capital programme. The transport programme format has been revised to remove the confusing presentation of over-programming. The programme is now a rolling two-year programme that will be updated on an annual basis. Year one of the programme is predominantly comprised of committed schemes that the Council expects to deliver in financially year 2006/7, year two of the programme indicates the schemes the Council is intending to deliver in 2007/8. For 2006/7 the Council has a confirmed capital allocations of £2.202m (after deduction of contributions to West Midlands Joint Initiatives) for the Integrated Transport Programme and £2.469m for highway and bridge maintenance. The programme for 2007/8 is planned against financial planning guideline allocations provided by the Department for Transport, the actual figures will be confirmed in the LTP settlement letter in December 2006.

The transport capital programme seeks to target investment in priority areas where the Council and the wider West Midlands have been failing to deliver LTP targets. These areas were identified by DfT in their settlement letter of December 2005 and are outlined in the main Capital Programme report; programme areas requiring improvement include cycling use, public transport use and congestion reduction. The LTP settlement for 2006/7 was reduced by 5% as the West Midlands was judged to have only performed fairly in delivering LTP targets, it is therefore extremely important that we seek to address priority areas to minimise the risk of further allocations being reduced, and maximise the opportunity for increased investment through improved performance in delivering the LTP.

The following sections of this appendix detail the schemes that the Council is intending to deliver in each of the programme areas detailed in Table 3 of the Transport Capital Programme Report.

Local Safety Scheme Ranking

Scheme Location	Request	Accident Total June 02 to June 05	Scheme Description	Approximate Scheme Costs	FYRR*	Rank		Comments	LNP Area	LTP Outputs
Green Lane and Mob Lane		6	Committed scheme from 2005 / 2006 approved by cabinet 23rd March 2005	£ 15,000.00	800	N/A		Awaiting results of consultation	Pelsall and Rushall Shelfield / Brownhills Aldridge North	LS5
Bloxwich Lane		29	Committed scheme from 2005 / 2006 approved by cabinet 23rd March 2005	£ 60,000.00	644	N/A		Awaiting consultation	St Matthews and Birchills Leamore	LS5, WA6x7, CY3x2
Beacon Road		37	Committed scheme from 2005 / 2006 approved by cabinet 23rd March 2005	£ 65,000.00	654	N/A		Preliminary design with consultant	Pheasey and Paddock / Aldridge South and Streetley	LS5, WA6x4, B13x1
Bescot Crescent		15	Rippleprint, antiskid, and signs (possibly interactive)	£ 40,000.00	543	1		Broadway to West Bromwich Road	Palfrey and Pleck	LS5
			Total	£ 180,000.00						
Sandbeds Road to Straight Road	R	21	Antiskid, improved signing and carriageway markings	£ 57,500.00	528	2			Willenhall	LS5
Churchill Road/Bloxwich Lane	R	7	Markings, antiskid, signing, and cycle lane	£ 30,000.00	338	3		Traffic Signals	St Matthews and Birchills Leamore	LS5, WA2x1, RD11x1
Wolverhampton Road West	R	10	Refuges, textured surface, signs, lines	£ 50,000.00	289	4		Between Churchill Road and Riverbank Road	Willenhall / Darlaston	LS5, WA6x3
Bloxwich Road South/ Lucknow Road/Coppice Road	R	18	Antiskid, signs, lines	£ 95,000.00	274	5		Wednesfield Road to Cannock Road	Willenhall	LS5, RD11x1, WA6x4
Essington Road New Invention	R	14	Route action from Sneyd Lane to Lichfield Road - Signing, lining, refuges	£ 77,500.00	261	6		Sneyd Lane to Lichfield Road	Willenhall	LS5, RC3x2
Brownhills Road and Lindon Road	R	16	Pedestrian Refuge, additional signing, and signal modifications	£ 89,000.00	260	7		Lichfield Road to Coppice Road	Brownhills Aldridge North	LS5, WA6x2

Local Safety Scheme Ranking

Scheme Location	Request	Accident Total June 02 to June 05	Scheme Description	Approximate Scheme Costs	FYRR*	Rank		Comments	LNP Area	LTP Outputs
Bilston Street/Rose Hill/ Dale Island		17	Signs, lines, antiskid, realignment of island	£ 95,000.00	259	8		Under consideration as part of bus showcase	Willenhall	LS5
Paddock Lane	R	6	Speed humps	£ 35,000.00	248	9		Aldridge Road to Station Road	Aldridge South and Streetley	TM9
Hall Street East Area		13	20mph zone with physical measures	£ 85,000.00	221	10		Hall Street East/ Lowe Avenue/ Willenhall Street	Darlaston	TM7
Caldmore Road		22	Route action	£ 150,000.00	212	11		Possible impact following ring road scheme and Asda development	St Matthews and Birchills Leamore	LS5
Thorne Road/St Anne's Road		10	Route action with junction improvements	£ 150,000.00	96	12			Willenhall	
West Bromwich Road/ Brockhurst Crescent		5	Junction improvement - Signing, lining, cycle lanes, refuges,etc	£ 80,000.00	90	13		Junction improvement	Palfrey and Pleck	
West Bromwich Street/ Weston Street	R	3	Mini island with refuges	£ 50,000.00	87	14			St Matthews and Birchills Leamore	
Stafford Street		9	Traffic Signals	£ 150,000.00	87	15		Proffitt Street and Hospital Street Junctions	St Matthews and Birchills Leamore/ Blakenall and Bloxwich	
Victoria Road/Slater Street	R	2	Mini island with refuges	£ 35,000.00	83	16		Possible extension to existing traffic calming	Willenhall	
Pinfold Street/ Wolverhampton Street	R	4	Possible reduction to one lane	£ 100,000.00	58	17		Issues with pedestrians crossing away from crossing	Darlaston	

Local Safety Scheme Ranking




Scheme Location	Request	Accident Total June 02 to June 05	Scheme Description	Approximate Scheme Costs	FYRR*	Rank		Comments	LNP Area	LTP Outputs
Stroud Avenue	R	3	Removal of humps and replace with chicanes	£ 80,000.00	54	18		Considered as part of Route 333	Willenhall	
Rowley View / A41 Hollyhead Road	R	1	Provision of safety fence / crash barrier	£ 30,000.00	48	19			Darlaston	
Dalkeith Street / Birchills Street	R	2	Junction improvement	£ 100,000.00	29	20		No further action to be taken	St Matthews and Birchills Leamore/ Palfrey and Pleck	
Skip Lane / Sutton Road	R	1	Closure	£ 80,000.00	18	21		Possible environmental	Pheasey and Paddock	
Blackcock Bridge		1	Improvements to bridge	£ 100,000.00	14	22		Included in traffic calming scheme	Brownhills Aldridge North	
Walsall Wood Road	R	0	Lighting improvements to zebra crossing	£ 5,000.00	0	23		Outside shops near Lazy Hill Road	Aldridge South and Streetley Brownhills Aldridge North	
Pinfold Lane/Chapel Lane		0	Signing of HGV route	£ 5,000.00	0	24			Pheasey and Paddock	
Drake Road/Park Road	R	0	Junction improvement	£ 5,000.00	0	25		Bloxwich centre	Blakenall and Bloxwich	
Locations discounted for various reasons										
Lake Avenue/Birmingham Road	R	1	Junction improvement	Not Costed	0	26		Part of Red Routes / Bus Showcase	Pheasey and Paddock	
Birmingham Road/Skip Lane	R	3	Junction improvement	Not Costed	0	27		Part of Red Routes / Bus Showcase	Pheasey and Paddock	
Chester Road/Lichfield Road		2	Junction improvement	Not Costed	0	28		Improvements already made	Brownhills and Aldridge North	
Bentley Mill Way		14	Bridge improvements	Not Costed	0	29		Area to be redeveloped	Darlaston	

Local Safety Scheme Ranking

Scheme Location	Request	Accident Total June 02 to June 05	Scheme Description	Approximate Scheme Costs	FYRR*	Rank		Comments	LNP Area	LTP Outputs
								under Darlaston SDA		
Willenhall Road		10	Route action with junction improvements	Not Costed	0	30		Scheme being considered by developer	Darlaston	
Green Lane/Blue Lane West	R	8	Changes to signals	Not Costed	0	31		Part of TCTP	St Matthews and Birchills Leamore	
Court Way/Stafford Street	R	2	Signing and lining	Not Costed	0	32		Part of TCTP	St Matthews and Birchills Leamore	
Old Birchills		8	Route action with junction improvements	Not Costed	0	33		Junction to be part of Red Routes / Bus Showcase	St Matthews and Birchills Leamore/ Palfrey and Pleck	
Bentley Lane/Birchtree Hollow	R	2	Replacement of lines, antiskid, and signs	£ 20,000.00	145	34		Maintenance issue with road surface	Willenhall	
Springhill Road	R	1	Junction improvement	£ 10,000.00	145	35		Possible modification as part of Asda development	St Matthews and Birchills Leamore	
Walsall Road Aldridge		5	Cycle lanes and ASL, lining and signs, antiskid	£ 60,000.00	121	36		Consider as a cycling scheme	Aldridge South and Streetley	
Ogley Road		6	Gateway chicanes and antiskid	£ 75,000.00	116	37		Other traffic calming measures in place	Brownhills and Aldridge North	

*First Year Rate of Return (FYRR) is based on saving half of all accidents. Using £86,810 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

-  Proposed 2006/7 scheme
-  Proposed 2007/8 scheme
-  Discounted or not justified schemes

Measures to Encourage Walking 2006/7

Location	Type of Crossing	Estimated Cost £	Request by	Date request Received	Date of survey	Vehicles (average four peaks)	Pedestrians (average four peaks)	% criteria RANKING	3 Years Accident s		FYRR	Local Neighbourhood Partnership Area	Expected outputs for 2006/7 and 2007/8	Comments	
									1/10/02	31/10/05					
Great Bridge Road	Zebra	70000	Committed scheme from 2005/6 - Approved by Cabinet 23/3/2005										Darlaston	B13x1, WA6x3, RC3x1	Consultation completed
Rights of Way	Footpaths	50000	General improvements to footpaths										Various	WA1x5	
Support for work place travel plans	Travel Plans	25000	Work place travel plans										Various	TP1x 1, TP6x7	
Facilities for the disabled	Various	20000	General funds for introducing tactile paving etc.										Various	WA6x10	
TOTAL budget for 2006/7		165000													
Sutton Road , O/S Mayfields	Zebra	30000	Mayfields Parents Association	15/09/2005	08/11/2005	872	196	155%	0	0	0%		Pheasey and Paddock	RC3	Combined survey - Safer Routes to School scheme under construction
Brownhills Road adj Occupation Road	Zebra	35000	Resident	15/10/2002	15/10/2002	809	52	34%	4	2	0%		Brownhills Aldridge North	RC3	Future LSS in 2007/8 to link into proposed crossing
Rights of Way	Footpaths	50000	General improvements to footpaths										Various	WA1x5	
Support for work place travel plans	Travel Plans	25000	Work place travel plans										Various	TP1x 1, TP6x7	
Facilities for the disabled	Various	25000	General funds for introducing tactile paving etc.										Various	WA6x15	
TOTAL budget for 2007/8		165000													
Sandbeds Road – (Short Heath) Willenhall	Zeb.conv.	60000	Mrs V Allen	01/04/2003	17/06/2003	1185	22	31%	0	0	0%		Willenhall		
Vicarage Road, Pelsall	Zebra	45000	Ms Jennings, Councillor Longhi	09/07/2001	03/02/2004	1100	24	30%	0	0	0%		Pelsall and Rushall-Shelfield		Results combined from two surveys 03/02/04

Measures to Encourage Walking 2006/7

Location	Type of Crossing	Estimated Cost £	Request by	Date request Received	Date of survey	Vehicles (average four peaks)	Pedestrians (average four peaks)	% criteria RANKING	3 Years Accident s 1/10/02 - 31/10/05		FYRR		Local Neighbourhood Partnership Area	Expected outputs for 2006/7 and 2007/8	Comments
									All accidents	Pedestrian accidents					
Norton Road (o/s 99), Pelsall	Zeb.conv.	50000	Mr R Peach, Councillor Perry	20/07/2004	14/10/2004	935	31	29%	2	0	0%		Pelsall and Rushall-Shelfield		
Buxton Road, Lower Farm Estate	Zebra	30000	Traffic Management	25/06/2005	21/07/2005	557	64	27%	0	0	0%		Blakenall and Bloxwich		
Brownhills Road adj Coppice Road	Zebra	35000	Resident	17/10/2002	17/10/2002	878	32	25%	2	1	0%				
Allens Lane, Pelsall	Zebra	30000	Heath End Residents Association	16/05/2002	16/05/2002	515	72	19%	1	0	0%		Pelsall and Rushall-Shelfield		
Broad Lane/Sneyd Lane	Ped Phase	100000	Councillor M Pitt	24/01/2005	08/03/2005	1150	17	18%	8	2	0%		Blakenall and Bloxwich		
Wolverhampton Rd 150m adj Fingerpost	Puffin	60000	Ms J Edwards, Councillor Longhi	02/12/2004	16/12/2004	1215	12	16%	0	0	0%		Pelsall and Rushall-Shelfield		
Leighswood Avenue - Aldridge	Zebra	30000	Ms S Williams	13/03/2002	16/05/2002	1053	14	15%	0	0	0%		Aldridge South and Streetly		
Lindon Road - Walsall Wood	Zeb.conv.	50000	Friezland residents association	20/08/2003	14/10/2003	830	49	15%	3	2	0%		Brownhills Aldridge North		
Finger Post - Signal junction	Ped Phase	50000	Ms J Edwards, Councillor Longhi	26/02/2004	16/12/2004	1001	14	14%	2	1	0%		Pelsall and Rushall-Shelfield		Likely to cause considerable delay . Strong objection from Police
St Annes Road/ Stringes Lane – Signal Junction	Ped Phase	70000	Mr A Braddock	31/01/2004	02/03/2004	461	47	11%	2	1	0%		Willenhall		
Sutton Road East of Broadway	Puffin	60000	Councillor Ali	19/10/2005	08/02/2005	1369	7	11%	0	0	0%		Pheasey and Paddock		Results combined from two surveys

Measures to Encourage Walking 2006/7

Location	Type of Crossing	Estimated Cost £	Request by	Date request Received	Date of survey	Vehicles (average four peaks)	Pedestrians (average four peaks)	% criteria RANKING	3 Years Accident s 1/10/02 - 31/10/05		FYRR		Local Neighbourhood Partnership Area	Expected outputs for 2006/7 and 2007/8	Comments
									All accidents	Pedestrian accidents					
Norton Road (north) 150m adj Fingerpost	Puffin	60000	Ms J Edwards, Councillor Longhi	02/12/2004	16/12/2004	833	13	9%	1	0	0%		Pelsall and Rushall-Shelfield		
Bradley Lane junc Hannah Rd	Zebra	30000	Ms J Miles	25/11/2004	14/12/2005	604	23	9%	1	0	0%		Darlaston		Results combined from two surveys
Lichfield Rd 150m adjacent Fingerpost	Puffin	60000	Ms J Edwards, Councillor Longhi	02/12/2004	16/12/2004	1220	4	6%	0	0	0%		Pelsall and Rushall-Shelfield		
Dangerfield Lane	Zebra	35000	Mr G Small	20/06/2005	18/10/2005	389	38	6%	0	0	0%		Darlaston		Combined survey
Broad Lane - Bloxwich	Puffin	70000	Mrs Lawley, Councillor Bott, Pitt	23/03/2001	02/10/2003	903	6	5%	0	0	0%		Blakenall and Bloxwich		
Aldridge Rd jct Hundred Acre Rd - Streetly	Zebra	30000	Request following LSS consultation	22/11/2004	02/12/2004	981	7	5%	0	0	0%		Aldridge South and Streetly		
Turnberry road (Adj Alnwick Road)	Zebra	35000	Mrs M Brown	05/10/2005	22/11/2005	516	16	5%	0	0	0%		Blakenall and Bloxwich		Combined survey
Clayhanger Lane	Footpath	40000	Mr K Myatt, Councillor Paul	10/02/2005	17/03/2005	463	18	4%	0	0	0%		Brownhills Aldridge North		Possibly as part of Safer Routes to School Project
Cavendish Road, Beechdale	Zebra	30000	Mrs Mellor	18/04/2005	12/05/2005	254	37	3%	1	0	0%		St Matthews and Birchills Leamore		Results combined from two surveys
Stephenson Avenue	Zebra	30000	Mr A Porter	03/02/2005	14/04/2005	588	13	3%	0	0	0%		St Matthews and Birchills Leamore		

Measures to Encourage Walking 2006/7

Location	Type of Crossing	Estimated Cost £	Request by	Date request Received	Date of survey	Vehicles (average four peaks)	Pedestrians (average four peaks)	% criteria RANKING	3 Years Accident s 1/10/02 - 31/10/05		FYRR		Local Neighbourhood Partnership Area	Expected outputs for 2006/7 and 2007/8	Comments
									All accidents	Pedestrian accidents					
New Invention Square	Zebra	30000	Traffic Management Section	21/10/2003	21/10/2003	144	75	2%	0	0	0%		Willenhall		
Lowlands Avenue, Streetly	Zebra	30000	Mrs Cunningham, Councillor Maul	24/08/2005	13/10/2005	229	39	2%	0	0	0%		Aldridge South and Streetly		
<u>Not Yet Ranked, Awaiting surveys</u>															
Birmingham Road , Aldridge	Zebra	45000	Mr J O'neil, Councillor Rochelle	20/09/2005					1	0	0%		Aldridge South and Streetly		
Lichfield Road, Brownhills adj Great Charles Street	Puffin	100000	Councillor Paul	07/12/2005					2	0	0%		Brownhills Aldridge North		
Sutton Road , Nr Longwood Lane	Puffin	60000	J Battison	28/11/2005					2	0	0%		Pheasey and Paddock		
Station Road, Rushall	Puffin	60000	LNP	26/05/2005					1	0	0%		Pelsall and Rushall-Shelfield		
Lichfield Road adj Livingstone Road	Puffin	60000	Councillor Beeley	23/01/2006									Blakenall and Bloxwich		
<u>Locations discounted for various reasons</u>															
West Bromwich Rd - (Joseph Leckie school)	Puffin	45000	Head Joseph Leckie school	01/10/2002	09/01/2003	842	233	127%	1	1	0%		Palfrey and Pleck / St Matthews and Birchills		May not be required with school changes. Survey 09/01/03

Measures to Encourage Walking 2006/7

Location	Type of Crossing	Estimated Cost £	Request by	Date request Received	Date of survey	Vehicles (average four peaks)	Pedestrians (average four peaks)	% criteria RANKING	3 Years Accident s		FYRR	Local Neighbourhood Partnership Area	Expected outputs for 2006/7 and 2007/8	Comments
									1/10/02 - 31/10/05 All accidents	Pedestrian accidents				
Field Street Willenhall	Zeb.conv.	40000	Little London School	01/01/2000	05/11/2002	738	112	86%	0	0	0%	Blakenall and Bloxwich		*Based on part survey. 05/11/02 modifications undertaken 04/05
Stafford St - Walsall	Puffin	55000	Richard Worrall	28/01/2004	26/06/2001	1198	46	62%	7	1	0%	St Matthews and Birchills Leamore / Blakenall and Bloxwich		Difficult to locate with junctions, also likely to be affected by TCTP
West Bromwich St - Caldmore	Puffin	60000	Dreaming the Green Environmental Group	29/09/2003	20/09/2001	1016	52	54%	3	2	0%	Palfrey and Pleck / St Matthews and Birchills		Difficult to locate with jct and bend residents requested new crossing to be considered o/s post office
Bloxwich Road, near Prats Bridge-Bloxwich (South)	Puffin	100000	Councillor Underhill	23/05/2002	11/06/2002	1216	40	59%	1	0	0%	St Matthews and Birchills Leamore / Blakenall and Bloxwich		Difficult to locate due to bridge split requires double crossing
Bloxwich Road, near Prats Bridge-Bloxwich (North)	Puffin	100000	Councillor Underhill	23/05/2002	11/06/2002	1051	11	13%	3	1	0%	St Matthews and Birchills Leamore / Blakenall and Bloxwich		Difficult to locate due to bridge split requires double crossing

**Measures to Encourage
Walking 2006/7**

Location	Type of Crossing	Estimated Cost £	Request by	Date request Received	Date of survey	Vehicles (average four peaks)	Pedestrians (average four peaks)	% criteria RANKING	3 Years Accidents 1/10/02 - 31/10/05		FYRR		Local Neighbourhood Partnership Area	Expected outputs for 2006/7 and 2007/8	Comments
									All accidents	Pedestrian accidents					
Stroud Avenue - Willenhall	Zebra	25000	Resident	01/04/2002	19/03/2002	318	56	6%	0	0	0%		Willenhall		Abandoned - existing crossing in close proximity
High St - Brownhills	Puffin	35000	Mr K Walsingham	07/08/2003									Brownhills Aldridge North		Awaiting further clarification of location
Birmingham Road (A34)	Puffin	60000	Mr Noble	24/08/2005	29/09/2005	1898	31	110%	6	2	0%		Pheasey and Paddock		Survey (Nth Queens Rd 31 peds, South 21 peds) Scheme proposed as PART OF ROUTE 51
Lindon Road (Nr Chester Road)	Puffin	50000	Mrs Y Jones	29/06/2004	21/10/2004	830	49	36%	0	0	0%		Brownhills Aldridge North		No suitable location.
West Bromwich St Caldmore o/s Post Office	Puffin	60000	Dreaming the Green Environmental Group	13/08/2004	02/11/2004	899	42	33%	5	3	0%		Palfrey and Pleck / St Matthews and Birchills		Existing crossing in close proximity, bend may cause visibility problems
Bell Lane/Lichfield Road - Signal Junction	Ped Phase	100000	Councillor D Pitt	16/05/2003	03/12/2002	1126	19	26%	8	2	0%		Blakenall and Bloxwich		Average of all four arms - Possible scheme as part of red routes

Explanation of ranking

This method of ranking is based on the % criteria for justification using P V V 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 £86,810 which is the current cost per accident saved.



Proposed 2006/7 schemes



Proposed 2007/8 schemes






Discounted or not justified schemes

Safer Routes to School and Cycling Schemes

Scheme Location	Scheme Description	Estimated Scheme Costs £,000		Comments	LNP Area	LTP Outputs
Walsall – Mossley Cycle Route	Creation of cycle route	90		Ash Track to Dudley Fields	Blakenall & Bloxwich St Matthews and Birchills Leamore	CY1, CY2, CY6x2, CY7
Cycling measures	Improvements to the National Cycle Network	70		Station Road – Goscote, Pelsall Station to Ryders Hayes and Ryders Hayes to Mountain Ash Road	Pelsall & Rushall - Sheffield Brownhills	CY1x3, CY2
Cycling Measures	Additional measures cycle parking, signing and monitoring. Schemes	60			All areas	CY6x4, CY7x2
Development of the Walsall - Aldridge Cycle Route	Design work and minor measures	20			St Matthews & Birchills Leamore Aldridge South & Streetly	CY3x2, CY4
		240				
Walsall - Mossley Cycle Route	Toucan crossing Bentley Lane Reedswood	60		Subject to sufficient demand having been created	St Matthews & Birchills Leamore	RC1, CY1, CY2
Improvements to National Cycle Network (Phase 2)	Improvements to the National Cycle Network from Walsall to Brownhills	100		Ryders Hayes to Black Path and poss link to St. Bernadette's School	Pelsall & Rushall - Sheffield Brownhills	CY1x2, CY2
Additional Cycling Measures	Design work & cycle parking schemes, Cycle Counters, Further improvements to signing	85			All areas	CY6x4, CY7x2
Development of the Walsall - Aldridge Cycle Route	Further measures	50		Exact measures to be confirmed	Aldridge South & Streetly	CY1, CY3, CY4, CY6
		295				
<u>Facilities for Powered Two Wheelers</u>						
Powered Two Wheelers	Parking facilities	5			All areas	CY6
Powered Two Wheelers	Parking facilities	5			All areas	CY6
<u>Safer Routes to School</u>						
Safer Routes to School – Darlaston	Toucan conversion Moxley Road	50			Darlaston	CY3x3, CY4, RC1

Scheme Location	Scheme Description	Estimated Scheme Costs £,000		Comments	LNP Area	LTP Outputs
Safer Routes to School – Blakenall and Bloxwich	Toucan conversion and cycle route Sneyd Lane	70			Blakenall and Bloxwich	RC1, CY1x2, CY2,CY3,CY4
Safer Routes to School – Palfrey and Pleck	Future design work for walking and cycling links..	5			Palfrey and Pleck	
Safer Routes to School – Support for School Travel Plans	Minor projects in schools	60			All areas	CY6x6, TP3x15
Safer Routes to School – Pheasey and Paddock	Cycle path Beacon Road, Cycle Storage	25		School Travel Plan required from Barr Beacon School	Pheasey and Paddock	CY1, CY2
Safer Routes to School – St Matthews and Birchills Leamore	Design of crossing facility Willenhall Lane, Minor improvements - Birmingham Street	25		School Travel Plan required from Blue Coat School	St Matthews and Birchills Leamore	CY3x2, CY4x2
Safer Routes to School – Brownhills Aldridge North	New footpath Clayhanger Lane, Cycle route Watling Street, Design of future measures	45		School Travel Plan required from Holy Trinity School, Work on A5 will need permission, from Highways Agency	Brownhills Aldridge North	WA1, WA2, CY1,CY2
		280				
Safer Routes to School – Darlaston	Design of future measures	10			Darlaston	
Safer Routes to School – Blakenall and Bloxwich	Investigation and possible design for improved cycle routes to Lower Farm School.	5			Blakenall and Bloxwich	
Safer Routes to School – Pelsall and Rushall - Sheffield	Design and minor measures to support future school links to the improved National Cycle Network	5			Pelsall and Rushall - Sheffield	
Safer Routes to School – Aldridge South and Streetly	Design of future measures	10			Aldridge South and Streetly	
Safer Routes to School – Willenhall	Design of future measures	5			Willenhall	
Safer Routes to School – Palfrey and Pleck	Path links from Church at J10 and close to sec. school	45		Subject to consultation with schools and community	Palfrey and Pleck	WA1, WA2
Safer Routes to School – Pheasey and Paddock	Minor measures in Pheasey area	10			Pheasey and Paddock	

Scheme Location	Scheme Description	Estimated Scheme Costs £,000		Comments	LNP Area	LTP Outputs
Safer Routes to School – Pheasey and Paddock	Toucan conversion Beacon Road	35			Pheasey and Paddock	RC1
Safer Routes to School – St Matthews and Birchills Leamore	Phase 2 of Beechdale Park scheme – link to Leamore Lane and existing toucan crossing	50			St Matthews and Birchills Leamore	CY1,CY2
Safer Routes to School – Brownhills Aldridge North	Cycle route and toucan crossing Watling Street	125		Will need permission from Highways Agency	Brownhills Aldridge North	CY1, CY2,RC1
Safer Routes to School – Darlaston	Link from George Rose Park and other minor measures	30		Subject to consultation with schools and community	Darlaston	WA1, WA2
Safer Routes to School – Blakenall and Bloxwich	Links to Lower Farm	60		Subject to consultation with schools and community	Blakenall and Bloxwich	CY1, CY2,RC1
Safer Routes to School – Pelsall and Rushall – Sheffield	Links to improved National Cycle Route and minor measures	20			Pelsall and Rushall - Sheffield	CY1, CY2
Safer Routes to School – Aldridge South and Streetly	Improvements to crossing facilities Chester Road	25		Subject to consultation with schools and community	Aldridge South and Streetly	RC3
Safer Routes to School – Willenhall	Minor measures on Noose, Lane close to new Fibbersley, Park School	20		Would expect contribution from developer	Willenhall	
Safer Routes to School – Support for School Travel Plans	Minor projects in schools	90			All areas	CY6x6, TP3x15
		545				

-  Proposed 2006/7 scheme
-  Proposed 2007/8 scheme
-  Discounted or not justified schemes




Highway Efficiency Measures

Scheme Location	Fatal Accidents	Serious Accidents	Slight Accidents	Scheme Description	Approximate Scheme Costs	Rank		Comments	LNP Area	LTP Outputs
UTC										
Chester Road, Manor Road		2	19	Upgrade to traffic signal junction, introducing pedestrian facilities and improved control strategy	£89,000.00	1		contributing to shared transport priorities: road casualty reduction, road congestion and more efficient use of the existing transport network.	Aldridge South and Stretly	WA6, RC2, TM2
Chester Road, Foley Road	2	2	11	Upgrade to traffic signal junction, introducing pedestrian facilities and improved control strategy	£89,000.00	2		contributing to shared transport priorities: road casualty reduction, road congestion and more efficient use of the existing transport network.	Aldridge South and Stretly	WA6, RC2, TM2
Chester Road, Hardwick Road			7	Upgrade to traffic signal junction, introducing pedestrian facilities and improved control strategy	£89,000.00	3		contributing to shared transport priorities: road casualty reduction, road congestion and more efficient use of the existing transport network.	Aldridge South and Stretly	WA6, RC2, TM2
Traffic Management										
Chester Road, Manor Road				Waiting prohibition scheme to improve local road safety problem associated with indiscriminate parking near the junction	£ 1,500.00	1		contributing to shared transport priorities: road casualty reduction, road congestion and more efficient use of the existing transport network.	Aldridge South and Stretly	TM3
Wimperiss Way, Great Barr				Waiting prohibition scheme to improve local road safety problem associated with indiscriminate parking near the junction	£ 1,000.00	2		contributing to shared transport priorities: road casualty reduction, road congestion and more efficient use of the existing transport network.	Pheasey and Paddock	TM3

Scheme Location	Fatal Accidents	Serious Accidents	Slight Accidents	Scheme Description	Approximate Scheme Costs	Rank		Comments	LNP Area	LTP Outputs
Gorway Area		1	9	Waiting prohibition scheme to improve local road safety problem associated with indiscriminate parking near the junction	£ 1,500.00	3		contributing to shared transport priorities: road casualty reduction, road congestion and more efficient use of the existing transport network.	Pheasey and Paddock	TM3
Coppice Farm Way		2	3	HGV Prohibition scheme to improve localised congestion problem	£10,000.00	4		contributing to shared transport priorities: road casualty reduction, road congestion and more efficient use of the existing transport network.	Willenhall	TM3
Clarendon Street			3	Waiting prohibition scheme to improve local road safety problem associated with indiscriminate parking near the junction	£ 1,000.00	5		contributing to shared transport priorities: road casualty reduction, road congestion and more efficient use of the existing transport network.	Blackenhall and Bloxwich	TM3
Norton Road, Church Road Pelsall		2	7	Waiting prohibition scheme to improve local road safety problem associated with indiscriminate parking near the junction	£ 1,000.00	6		contributing to shared transport priorities: road casualty reduction, road congestion and more efficient use of the existing transport network.	Pelsall and Rushall	TM3
New Street, Rushall		1	1	One way and prohibition of right turn, to address localised road safety concern	£ 5,000.00	7		contributing to shared transport priorities: road casualty reduction, road congestion and more efficient use of the existing transport network.	Pelsall and Rushall	TM3
Fullelove Road, Brownhills			4	One way system, to address localised road safety concern and improve visibility splay	£ 7,500.00	8		contributing to shared transport priorities: road casualty reduction, road congestion and more efficient use of the existing transport network.	Brownhills and Aldridge	TM3
Borough wide			3	Small traffic management schemes designed to improve localised traffic management	£15,000.00	9		contributing to shared transport priorities: road casualty reduction, road congestion and more efficient use of the existing transport network.	All	TM3

Scheme Location	Fatal Accidents	Serious Accidents	Slight Accidents	Scheme Description	Approximate Scheme Costs	Rank		Comments	LNP Area	LTP Outputs
<u>UTC</u>										
Albion Road, Stringes Lane			10	Upgrade to traffic signal junction , introducing upgraded detection and control systems	£70,000.00	4		contributing to shared transport priorities: road casualty reduction, road congestion and more efficient use of the existing transport network.	Willenhall	TM2
Bloxwich Lane, Bentley Lane		4	14	Upgrade to traffic signal junction , introducing upgraded detection and control systems	£85,000.00	5		contributing to shared transport priorities: road casualty reduction, road congestion and more efficient use of the existing transport network.	Bloxwich	TM2
Aldridge Bypass		2	12	Upgrade to signalised crossing, introducing upgraded detection and control systems	£50,000.00	6		contributing to shared transport priorities: road casualty reduction, road congestion and more efficient use of the existing transport network.	Aldridge South and Stretly	TM2
<u>Traffic Management</u>										
Broadmeadow, Aldridge			1	One way system, to address localised traffic congestion problem	£10,000.00	10		contributing to shared transport priorities: road casualty reduction, road congestion and more efficient use of the existing transport network.	Aldridge South and Streetly	TM3
Bakewell Close, Bloxwich			2	Waiting prohibition scheme to improve localised congestion problem	£ 1,500.00	11		contributing to shared transport priorities: road casualty reduction, road congestion and more efficient use of the existing transport network.	Bloxwich	TM3
Castle Drive, Willenhall			1	One way system, to address localised traffic congestion problem	£10,000.00	12		contributing to shared transport priorities: road casualty reduction, road congestion and more efficient use of the existing transport network.	Willenhall	TM3
Church Moat Way, Bloxwich			1	Waiting prohibition scheme to improve localised congestion problem	£ 1,500.00	13		contributing to shared transport priorities: road casualty reduction, road congestion and more efficient use of the existing transport network.	Bloxwich	TM3
Borneo Street, Walsall				Waiting prohibition scheme to improve	£ 1,500.00	14		contributing to shared transport priorities: road casualty reduction, road congestion and more	St Matthews	TM3

Scheme Location	Fatal Accidents	Serious Accidents	Slight Accidents	Scheme Description	Approximate Scheme Costs	Rank		Comments	LNP Area	LTP Outputs
				localised congestion problem				efficient use of the existing transport network.		
Borough wide			3	Small traffic management schemes designed to improve localised traffic management	£15,000.00	15		contributing to shared transport priorities: road casualty reduction, road congestion and more efficient use of the existing transport network.	All	TM3
				Total	£310,500.00					

-  Proposed 2006/7 scheme
-  Proposed 2007/8 scheme
-  Discounted or not justified schemes

Promotion of Community Health and Safety

LOCATION		AREA				REQUEST	Date Received	ACCIDENTS (1.10.02-30.9.05)					ASSESSMENT	Property per cost	Accident and Other Score	SCORE		Local Neighbourhood Partnership area	Expected outputs for 2006/7 and 2007/8	Comments				
		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	No of Accidents in last 3 years	Child	Serious									Schools	Shops	Open Space	Estimated cost of scheme, based on length and width of road to be treated
Design in Advance & Interactive signs	Various	Genera fund to investigate and design future schemes and for installation of interactive sign														£15,000						Various	None	Genera fund to investigate and design future schemes
Wimperis Way/Bonnington Way/Romney Way	Pheasey	1280	6.5	202	10	170	Mr Sadler, Councillors: Andrew, Burley,	Nov-02	4	2	1	1	1	£166,400	1.3	9	10.27	Pheasey and Paddock		Consider with Tyndale Crescent				
Fleming Road	Walsall	340	5.1	63	24	47	Mr & Mrs Round, Councillors:- Joan Barton	Oct-04	3	1	1	1	1	£34,680	2.5	7	9.51	St Matthews and Birchills Leamore						
Guild Avenue	Walsall	580	5.5	101	0	330	Mr N. Baker	Nov-03	4	2				£63,800	1.6	6	7.58	Blakenall and Bloxwich						
Franchise Street	Wednesbury	850	7.4	124	73	66	Mr Holland, Councillor:- S. Madeley	Dec-02	3	1	1	1		£125,800	1.6	6	7.57	Darlaston		Road borders with Sandwell				

LOCATION		AREA				REQUEST		Date Received	ACCIDENTS (1.10.02-30.9.05)					ASSESSMENT			SCORE	Local Neighbourhood Partnership area	Expected outputs for 2006/7 and 2007/8	Comments
		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		No of Accidents in last 3 years	Child	Serious	Schools	Shops	Open Space	Estimated cost of scheme, based on length and width of road to be treated	Property per cost				
Coppice Road	Walsall Wood	900	6.0	143	264	142	Mrs Hughes	Sep-05	2	1				£108,000	3.8	3	6.77	Brownhills Aldridge North	Speed survey av. 26.1mph; vol. 4962	
Castle Drive	Willenhall	230	4.8	35	0	109	A. Anslow, Councillor:- Shires	Oct-05	2	1	1	1		£21,850	1.6	5	6.60	Willenhall		
Tyndale Crescent	Pheasey	886	6.4	231	0	179	Peter Bonham. Councillors:- Martin Harrower, Rose Burley,	Aug-02	2			1		£113,408	2.0	3	5.04	Pheasey and Paddock	Consider with Wimperis Way etc.	
Vicarage Road/New Road/Church Road	Brownhills	990	5.8	81	52	52	Glyn Holloway, Councillors:- Turner, Bird and Paul	Nov-03	1	1		1		£114,840	1.2	3	4.16	Brownhills Aldridge North		
Slater Street	Darlaston	227	7.3	32	0	78	J. Walker, Councillor:- Madeley	Apr-05	1	1			1	£33,142	1.0	3	3.97	Darlaston		
Catshill Road	Brownhills	1280	5.1	231	16	132	J. Lees, Councillors :- Alan Paul, Dave Turner & J. Bird	Dec-02	0			1	1	£130,560	1.9	2	3.89	Brownhills Aldridge North		
Providence Lane	Leamore	270	7.6	114	0	44	Mr D. Coley, Councillors:- Oliver and Barton	Dec-02	0			1		£41,040	2.8	1	3.78	St Matthews and Birchills Leamore		

LOCATION		AREA				REQUEST		Date Received	ACCIDENTS (1.10.02-30.9.05)					ASSESSMENT			SCORE		Local Neighbourhood Partnership area	Expected outputs for 2006/7 and 2007/8	Comments	
		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		No of Accidents in last 3 years	Child	Serious	Schools	Shops	Open Space	Estimated cost of scheme, based on length and width of road to be treated	Property per cost						Accident and Other Score
Millfield Avenue	Pelsall	242	5.9	17	26	26	Mr & Mrs Weston, Councillors:- Marco Longhi and Perry	Sep-03	1					1	£28,556	1.5	2	3.51		Pelsall and Rushall-Sheffield		
Holly Lane/Wolverson Road	Walsall Wood	275	5.8	80	29	74	Mrs J Hikins	Oct-02	0						£31,900	3.4	0	3.42		Brownhills Aldridge North		
Springvale Avenue/Barry Road	Walsall	430	5.3	34	0	34	Mr Baker, Councillors:- Ali, Martin and Sanders	Oct-03	0			1		1	£45,580	0.7	2	2.75		Pheasey and Paddock		
Hardy Road	Walsall	305	6.0	60	0	57	W Williams, Councillors:- Robertson	Apr-05	0					1	£36,600	1.6	1	2.64		Blakenall and Bloxwich		
Richards Street/Owen Street	Darlaston	590	7.5	92	29	R	Request via resolution from Committee	Dec-02	0					1	£88,500	1.4	1	2.37		Darlaston		Accidents at Jct not included, which is Part of Darlaston Strategic Development Area
Commonside, Pelsall	Pelsall	430	5.3	17	0	34	Mrs C Miles, Councillors:- Marco Longhi	Feb-05	0					1	£45,580	0.4	1	1.37		Pelsall and Rushall-Sheffield		

LOCATION		AREA				REQUEST		ACCIDENTS (1.10.02-30.9.05)					ASSESSMENT			SCORE		Local Neighbourhood Partnership area	Expected outputs for 2006/7 and 2007/8	Comments
		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	Child	Serious	Schools	Shops					
Skip Lane	Walsall	1000	6.6	47	0	42	Mr G Walker, Councillor:- Sanders	Nov-05	0				1	£132,000	0.4	1	1.36	Pheasey and Paddock	Section between B'ham & Park Hall Rd	
Pelsall Road (Service Road)	Clayhanger	200	5.3	19	0	?	Dennis Devine, Councillor:- Paul	May-05	0					£21,200	0.9	0	0.90	Brownhills Aldridge North		

[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,

it also Includes 10% for prelim and consultation, 17.5% for Detail design and the cost for stage I and II safety audit.

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.



Proposed 2006/7 scheme



Proposed 2007/8 scheme



Discounted or not justified schemes

Promotion of Community Health and Safety (Modifications to traffic calming)

LOCATION	AREA	Length of Road (m)	Average width of Road (m)		REQUEST	Request by resident first name on petition and supported by the then ward councillors	Date Received	ACCIDENTS (1.10.02-30.9.05)					ASSESSMENT	Property per cost	Accident and Other Score	SCORE	Local Neighbourhood Partnership area	Expected outputs for 2006/7 and 2007/8	Comments
								No of Accidents in last 3 years	Child	Serious	Schools	Shops							
Dangerfield Lane	Darlaston	Committed scheme from 2005/6 - Approved by Cabinet 23/3/2005										£35,000					Darlaston	TM9x1, WA6x4, CY7x1	Consultation and detail design completed
Oakland Road/Chestnut Road	Walsall	390	8.5			Travel West Midlands	Aug-01	0					£15,000				Blakenall and Bloxwich		Request by TWM for modification / removal
West Bromwich Street Walsall	Walsall	645	8.4			Mr Keats	Oct-03	2					£38,000				Palfrey and Pleck / St Matthews and Birchills		Request for modification (reduce profile)
Trevor Road, Pelsall	Pelsall	396	5.4			Travel West Midlands	Apr-04	0					£23,000				Pelsall and Rushall-Shelfield		Request for increased severity
Blay Avenue, Walsall	Walsall	259	6.7			Mr Guru	Jul-04	2					£40,000				Pheasey and Paddock		Request for additional measures
Highgate Road / Sandwell Street	Walsall	786	7.8			Liz Sale	Jul-04	0					£47,000				St Matthews and Birchills Leamore		Request for modification (reduce profile)
Stafford Road, Darlaston	Darlaston	506	7.2			Mr Salt	Oct-04	1					£30,000				Darlaston		Request for removal
Dartmouth Avenue	Walsall	850	8.2			Travel West Midlands	Dec-04	4					£60,000				Blakenall and Bloxwich		Request by TWM for modification/ removal

LOCATION		AREA				REQUEST		ACCIDENTS (1.10.02-30.9.05)						ASSESSMENT		SCORE	Local Neighbourhood Partnership area	Expected outputs for 2006/7 and 2007/8	Comments
		Length of Road (m)	Average width of Road (m)																
Cherwell Drive	Brownhills	740	5			Robert Jeffery	Jun-05	0					£20,000			Brownhills Aldridge North		Request for more features, Survey undertaken Av Speed 20.3	
Stroud Avenue	Willenhall	2200	6.75			Mr Robinson, Councillor Shires	Oct-05	4					£80,000					Replace the cushions with road narrowings	
Tantarra Street, Walsall	Walsall	50	6			Mrs Dolman	Oct-05	0					£15,000			St Matthews and Birchills Leamore		Drainage problem	

Modification to existing traffic calming is usually introduced when maintenance are undertaking work along the road or if there is a clear evidence accidents can be treated by the suggested request.

Public Transport Measures

A budget of £120k has been identified to fund the completion of the Estate Route 333 scheme between Walsall and Wolverhampton. The project is supported by Centro and was initiated in 2005/6, the scheme includes upgrades to bus stops along the route to make them accessible for the mobility impaired, the elderly and adults with young children and pushchairs.

Regeneration and Integration

This programme area focuses on the development of longer term strategic transport proposals and investigation of future transport problems and solutions. Historically, this budget has included funding for developing the Council's major transport schemes, separate budgets for each of the transport major schemes have now been identified to refocus how funding in this programme area is spent.

The budget of £130k for 2006/7 identifies the following allocations: -

- A contribution of £25k to towards the Black Country Study.
- A sum of £50k is identified as a budget for responding to any unplanned demands that are placed on the capital programme during the financial year and for other joint working with LTP partners.
- Recognising the formation of the Strategic Transport Team in the Regeneration Directorate, a sum of £30k has been allocated to support the work of the Strategic Transport team including further investigations into accessibility planning and congestion monitoring.
- A sum of £25k has been identified for contributions to development work on transport projects that support LTP objectives between that are jointly developed between Neighbourhoods and Regeneration directorates.

Measures to Support Jobs and Prosperity

A sum of £20k has been identified for 2006/7 to support joint work the Council is currently undertaking with Centro to investigate the feasibility of public transport upgrades along the Walsall – Brownhills corridor and enhancements to the Chase-line (Walsall – Stafford) rail line.

Major Projects

Walsall Town Centre Transport Package

A budget of £40k has been identified for any further work on this Major project prior to a decision on funding from the Department for Transport. Should the Council receive a positive decision regarding funding for this project, prior to the identified budget being utilised, the funding will be re-allocated to priority areas of the LTP programme. Walsall TCTP has been identified as a regional priority and recommended for funding from 2006/7 onwards in the Regional Prioritisation recommended programme submitted to government at the end of January.

Darlaston Strategic Development Area Access Project

This project has been identified as a regional priority and recommended for funding from 2007/8 onwards. The Council is required to progress the project from its provisionally approved status to full approval by late 2007/8; this process includes completion of statutory procedures such as Compulsory Purchase Orders, submission of planning application(s) and completion of the detailed design for the scheme. A budget of £550k has been provisionally allocated for this scheme, it is recognised that the scheme may require additional funding to complete the statutory processes, therefore it may be necessary for additional funding to be sought to support the development of the scheme during 2006/7.

Brownhills Transport Package

It is anticipated that the Department for Transport will provide a response to the Council's submission for major scheme funding in July 2005. The Council expects to be required to undertake some additional work on the scheme following a response from DfT, a budget of £10k has been allocated to the scheme, dependant on the response from DfT this budget may need to be increased to support the additional work required. Alternatively, due to constraints on available resources to develop major projects the scheme may have to put on hold for further development in 2007/8 and 2008/9.

M6 Junction 10

The Council are seeking to investigate options for improvements to M6 junction 10 in conjunction with the Highways Agency. This study will initially focus on options for transport improvements at the junction that benefit both partners, if options can be identified it is anticipated that a major scheme submission will be made to DfT. It is intended that if a scheme is identified it will be jointly developed with the Regeneration directorate to look at options for the scheme being a gateway to the Borough and wider Black Country. A budget of £35k has been identified as the Council's contribution to the joint study to be undertaken with the Highways Agency.

Bradford Place Bus Station

The Council are in the process of investigating options for improvements to Bradford Place Bus Station in conjunction with Centro and Walsall Regeneration Company. A sum of £25k has been allocated to support the continued joint study with Centro.

West Midlands Joint Initiatives

The partners of the West Midlands LTP annually agree a level of top-slicing of the West Midlands Integrated Transport Block Allocation, to fund regional programmes such as the Bus Showcase Programme, monitoring of the LTP, development of regional major schemes such as Red Routes and the West Midlands UTC programme and the costs of the CEPOG Core Support Team. Walsall's contribution for 2006/7 is £928k.

Bus Showcase

The table below outlines the schemes that are planned for implementation or design under the bus showcase programme in Walsall over the two year programme period.

Scheme	Activity* 2006/7	Forecast Spend 2006/7 (£k)	Activity 2007/8	Forecast Spend 2007/8 (£k)
Route 51 Bus Showcase	Imp	2,056	Imp	350
Route 529 Bus Showcase – Willenhall Town Centre Bus Stops	Imp	40	n/a	n/a
Route 529 – Wolverhampton Road Bus Priority Scheme (linked to A454 Red Route)	Des	100	Imp	500
Arriva 33	Imp	40	n/a	n/a
Route 404 Bus Showcase	Des/Imp	70	n/a	n/a
Other Scheme Development	Des	100	Des/Imp	500
Total		2,406		1,350

* Des = Design/Consultation; Imp = Implementation

Funding for the Bus Showcase programme is subject to the overall West Midlands programme being approved for funding by Planning and Transportation Sub-Committee. Funding approval for individual schemes is given by Network Co-ordination Group following completion of the design and consultation process and identification of scheme benefits that support the public transport objectives of the LTP; namely improvements in bus punctuality and reliability, increases in patronage and improved satisfaction levels through better information provision, improved safety and access to stops.

Route 51 (Walsall – Birmingham)

The Route 51 Bus Showcase scheme has been developed in conjunction with the A34 Red Route scheme for the Birmingham Rd corridor. The scheme was consulted on in March/April 2005, implementation of the scheme will start in Spring 2006 with the majority of works along the corridor programmed for implementation in 2006/7. The scheme programme is currently aligned with programmes for showcase and red route works on the sections of the A34 in Sandwell and Birmingham.

Route 529 (Walsall – Wolverhampton)

The majority of bus stops on this route were upgraded to Showcase standard in 2004/5. There are two outstanding bus stops scheduled for upgrade in Willenhall town centre, this work is programmed to be completed by summer 2006, subject to utility companies completing accommodation works in the vicinity of the stops.

The A454 is part of Walsall's Package 1 Red Route network, to ensure maximum benefits for this key gateway to the town from M6 Junction 10 to Walsall town centre joint proposals are to be developed for Red Route and bus priority measures, that are compatible with the TCTP scheme (which is scheduled for construction start in 2006, subject to DfT approval). Development of the proposals for this section of route are intended to complement the existing programme for the TCTP scheme; the proposals will also incorporate any identified environmental enhancements for the corridor resulting from the corridor framework study, subject to funding availability.

Arriva 33 (Brownhills to Hednesford)

This scheme incorporates the completion of upgrades to bus stops to this route, which commenced implementation in 2005/6 following public consultation.

Route 404 (Walsall – West Bromwich – Blackheath)

This scheme involves the introduction of bus priority and traffic management measures along the route to improve road safety and bus reliability. The scheme is to be implemented following resolution of objections to the proposed changes to Traffic Regulation Orders.

Other Scheme Development

The Council will be looking to develop proposals for improvements to existing bus showcase corridors (e.g. Route 301/171 (Walsall – Bloxwich)) and possible new corridors, subject to development funds being approved for individual schemes by Network Coordination Group.

Red Routes

In December 2004 the Department for Transport awarded the West Midlands £28m to deliver Package 1 of the West Midlands Red Route network. For Walsall this resulted in an award of £5.62m to deliver the routes identified in the table below. At present it is anticipated that Package 1 of the Red Route network will be delivered by the end of financial year 2007/8, to align with the current programme for the start of implementing Red Routes Package 2 in 2008/9.

The current programme for delivery of Package 1 Red Routes presents a significant challenge to Walsall, both in terms of staff resources to deliver the schemes and the need to implement Decriminalised Parking Enforcement being a condition of the funding for Red Routes. The Department for Transport are taking a special interest in the progress of delivering Red Routes Package 1 in the West Midlands, because the West Midlands authorities are seeking an additional £120m of investment for Red Routes, based on the results of Package 1 schemes.

If the Council does not deliver its Package 1 schemes on programme and within budget there is the risk of the Council being excluded from future Red Routes funding bids and being requested to pay back funds awarded for delivery of Red Routes Package 1; it is therefore imperative that the Council ensures that the

necessary resources and mechanisms are put in place to deliver the schemes named below. The Transportation Services Framework Consultancy which is due to start in April 2006 will partially address the challenges faced.

Scheme	Activity* 2006/7	Forecast Spend 2006/7 (£k)	Activity 2007/8	Forecast Spend 2007/8 (£k)
A34 North (Walsall – Staffs boundary)	Des/Imp	840	Imp	400
A4148 Broadway	Des/ Imp	440	Imp	900
A34 South (Walsall – Birmingham)	Imp	398	n/a	0
A4148 Littleton St	Des	35	Imp	230
A454 Black Country Route/ Wolverhampton Rd	Des/Imp	525	Imp	740
A41/ A4444 Black Country Spine Rd	Des	50	Imp	180
Total		2288		2450

* Des = Design/Consultation; Imp = Implementation

At its meeting on 13th July 2005 Cabinet approved implementation of the A34 South Red Route/ Route 51 Bus Showcase Scheme and the Hospital St/ Old Birchills junction improvement on the A34 North scheme. As future schemes are developed they will be seeking approval for consultation and implementation over the forthcoming two-years.