

# Cabinet (Resources) Panel

## 28 February 2017

<b>Report title</b>	Arterial Routes – Achieving a consistent approach to their maintenance and development	
<b>Decision designation</b>	AMBER	
<b>Cabinet member with lead responsibility</b>	Councillor Steve Evans City Environment	
<b>Key decision</b>	Yes	
<b>In forward plan</b>	Yes	
<b>Wards affected</b>	All	
<b>Accountable director</b>	Ross Cook, City Environment	
<b>Originating service</b>	Highways Network	
<b>Accountable employee(s)</b>	Bob Willis Tel Email	Head of Highways Network 01902 555790 bob.willis@wolverhampton.gov.uk
<b>Report to be/has been considered by</b>	Keep the City Moving Board Place Leadership Team Strategic Executive Board Leader's Briefing	5 October 2016 9 January 2017 14 February 2017 3 October 2016

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### Recommendation(s) for action or decision:

The Cabinet (Resources) Panel is recommended to:

1. Approve the arterial routes highway enhancement work programme to a value of £2.0 million over a two year period from 2017/18 to 2018/19 to enhance the status of the city and improve the streetscape.
2. Authorise the Cabinet Member for City Environment, in consultation with the Service Director City Environment, to approve through an Individual Executive Decision Notice (IEDN) the detailed programme of works for each route.

## **1.0 Purpose**

- 2.1 To seek approval to implement a programme of highway enhancement works regarding development and maintenance on the Key Route Network (KRN) and other associated routes of high traffic volume to improve the streetscape and status of the city.

## **2.0 Background**

- 2.1 As part of the work that has taken place in the development of the West Midlands Combined Authority a KRN has been approved across the West Midlands conurbation as per appendix A - page 1.
- 2.2 The KRN within Wolverhampton covers the main arterial routes to and from the city, together with the Ring Road and the Black Country Route. These routes carry the highest volumes of traffic, as of 2016 were carrying in the order of 223,000 vehicles per day over approximately 78 km.
- 2.3 The routes vary between single and dual carriageway roads and are the main routes that Wolverhampton has to the wider region including the strategically important connections to the M54 junction 2 on the A449 Stafford Road, M6 junction 10 on the A454 Willenhall Road and Birmingham on the A4123 Birmingham New Road.
- 2.4 It is considered a priority that these routes which provide the gateway to the city are maintained to a high standard and whilst the routes have been improved over a number of years, it is clear that a scheme that delivers a consistent approach to their on-going development and maintenance is required if the Council is to achieve the high standards it aspires to.

## **3.0 Outcomes**

- 3.1 It is proposed that each of the arterial routes as shown in the appendix A page 1 is reviewed and a programme of works developed to renew, repair or remove items of street furniture and associated infrastructure.
- 3.2 The review will assess the following items:
- Carriageway and footway surfaces
  - Road marking
  - Road signs (directional and regulatory) illuminated and non-illuminated (including brown tourists signs)
  - Street name plates
  - Street lighting
  - Condition of traffic signals and pedestrian crossings
  - Guard rail, barriers and bollards
  - Cleanliness (litter, graffiti etc.)
  - Trees, vegetation, verges and planters
  - General street furniture such as litter bins and seating
  - Gully maintenance

3.3 A number of tasks can be considered as quick wins such as refreshing road markings and removing vegetation. One specific challenge is guardrail. In order to get a clear picture regarding the suitability and requirements for guardrail on each route it is necessary for a safety audit to be carried out to provide guidance on the sections of guardrail that can be removed or replaced. The roads where this is a particular issue are the dual carriageways of the A449 Stafford Road, A454 Willenhall Road, A4123 Birmingham Road and A4150 Ring Road.

3.4 In order to manage the guardrail and associated planters it is proposed that a Project Manager is provided by our current Transportation consultant to deliver this element of the scheme.

3.5 The routes have been prioritised as shown below although it should be noted that a number of these tasks can be carried out on more than one route simultaneously:

Route name	Type
A449 Stafford Road	Dual carriageway
A454 Middle Cross / Horseley Fields / Lower Horseley Fields / Willenhall Road	Single/dual carriageway
A4150 Ring Road	Dual carriageway
A4123 Birmingham Road, Thompson Avenue, Birmingham New Road	Single/dual carriageway
A454 Compton Road / Compton Road West / Bridgnorth Road	Single carriageway
A41 Chapel Ash / Tettenhall Road / The Rock / Wergs Road	Single/dual carriageway
A449 Penn Road	Single/dual carriageway
A459 Dudley Road / Wolverhampton Road East	Single carriageway
A460 Cannock Road	Single carriageway
A4124 Wednesfield Road / Wolverhampton Road / Wednesfield Way / Lakefield Road / Lichfield Road	Single/dual carriageway
A41 Bilston Road / Wellington Road / Lichfield Street / Oxford Street	Single/dual carriageway
A463 Black Country Route / Shaw Road	Dual carriageway
Not on KRN:	
City Centre	Single carriageway
A4039 Goldthorn Hill / Parkfield Road / Millfields Road	Single carriageway
A4126 Spring Road / Etingshall Road / Rookery Road	Single carriageway

3.6 The second phase of the proposals would be to carry out a similar review of the local distributor routes in Wolverhampton as shown in the table below:

Route name	Type
Amos Lane / Long Knowle Lane	Single carriageway
Birches Barn Road / Broad Lane / Stubbs Road, Rookery Lane	
Blackhalve Lane	
Bushbury Lane / Elston Hall Lane / Three Tuns Lane	
Bushbury Road	
Coalway Road / Langley Road	

Codsall Road / Lower Street / Henwood Road	
Deans Road / Stowheath Lane	
Finchfield Road / Castlecroft Road / Finchfield Hill / Windmill Lane	
Highfields Road / Salop Street / Loxdale Street	
Hordern Road	
Lea Road	
Moseley Road / Neachells Lane	
Mount Pleasant / Willenhall Road	
Newhampton Road East / West	
Oxley Moor Road / Aldersley Road	
Prestwood Road / Prestwood Road west / Thorneycroft Lane / Victoria Road	
Trysull Road / Bradmore Road / Merridale Road / Bath Road	
Waddens Brook Lane	
Warstones Road / Oxbarn Avenue	
Waterloo Road	
Wobaston Road / Barnhurst Lane / The Droveway	
Wolverhampton Road, Rookery Street, Lichfield Road	
Wolverhampton Street	

- 3.7 The scheme compliments the recently approved 'New boundary signs to boost city pride and generate income' Cabinet (Resources) Panel report on 6 December 2016, improvements to way finding in the city centre and the annual programme of works supported by the Transportation Capital programme.
- 3.8 This scheme will also address the issues that have been identified with the consistency of the signing of tourist attractions for example the Wolverhampton Wanderers Stadium is variously signed as Molineux, Molineux Centre and Molineux Stadium. As part of the improvements to directional signage there will be a comprehensive review and updating of the tourist signs.
- 3.9 As part of the updating of the tourist signs it is proposed that there will be a gateway tourist sign on each of the main routes into the city which complements the new boundary signs.
- 3.10 The proposed criterion for an attraction to be included on the gateway tourist sign is that it must have at least 100,000 visitors per annum. The attractions meeting this criterion are: Art Gallery, Civic and Wulfrun Halls, Grand Theatre, Molineux Stadium, Monmore Green Stadium, Wolverhampton Racecourse and WV Active. Less well visited attractions such as Wightwick Manor will be signed but will not appear on the gateway sign. The Department for Transport guidance for this type of sign limits each sign to a maximum of five attractions; as a consequence not all of the attractions meeting the criteria will appear on every gateway sign.
- 3.11 It is anticipated that the majority of the works on phase one will be completed during the first year (2017/18), but due to the complexities regarding the guardrail it is expected this will not be completed until 2018/19 financial year as will phase two of the project.

#### **4.0 Financial implications**

- 4.1 The scheme development works detailed in this report are estimated to cost in the region of £2.0 million over a two year period from 2017/18 to 2018/19.
- 4.2 The approved capital programme for transportation includes a total budget allocation in the region of £8.0 million for 2017/18. The Key Route Network schemes will be accommodated from within this total budget allocation and will be reflected in the capital programme accordingly as the detailed programme of works for each route is progressed.  
[TT/05022017/B]

#### **5.0 Legal implications**

- 5.1 The Traffic Management Act 2004 places a duty on local authorities to ensure that traffic moves freely and quickly on their roads and provides a framework for them to manage parking policies, co-ordinate street works and enforce moving traffic offences.  
[RB15022017/J]

#### **6.0 Equalities implications**

- 6.1 There are no equality implications arising from this report.

#### **7.0 Environmental implications**

- 7.1 Improve the aesthetic appearance of the KRN streetscape.

#### **8.0 Human Resources implications**

- 8.1 There are no Human Resources implications arising from this report.

#### **9.0 Corporate Landlord implications**

- 9.1 There are no Corporate Landlord implications arising from this report.

#### **10.0 Schedule of background papers**

- 10.1 City Centre Highway Enhancement Works 2016/17 - Cabinet Resources Panel 20.07.16.
- 10.2 New boundary signs to boost city pride and generate income - Cabinet Resources Panel 06.12.16.
- 10.3 Transportation Capital Programme – 2016/17 and future years – Cabinet 20.04.16