



# Petitions Committee

24 October 2014

<b>Report title</b>	Wobaston Road Corridor Improvements – Safety Barrier Request	
<b>Cabinet member with lead responsibility</b>	Councillor Peter Bilson Economic Regeneration and Prosperity	
<b>Wards affected</b>	Bushbury North	
<b>Accountable director</b>	Tim Johnson, Education and Enterprise	
<b>Originating service</b>	Regeneration - Transportation	
<b>Accountable employee(s)</b>	Ian Hipkiss	Service Lead Network Development
	Tel	01902 55(4241)
	Email	ian.hipkiss@wolverhampton.gov.uk
<b>Report to be/has been considered by</b>	None	

---

## Recommendation(s) for action or decision:

The Committee is recommended to support the recommendation that safety barriers are not sufficiently warranted at this location to justify installation.

## **1.0 Purpose**

- 1.1 To consider a petition received requesting the installation of fencing or safety barriers on the southern side of Wobaston Road as part of the current Wobaston Road Corridor Improvement Scheme.

## **2.0 Background**

- 2.1 As part of the 2012 Autumn Statement the Government announced the creation of a Local Pinch Point Fund worth £170 million nationally to remove bottlenecks on the local highway network which are impeding growth.
- 2.2 The Wobaston Road is a key corridor adjacent to the i54 major investment site, development opportunities within the Enterprise Zone and the wider Stafford Road Corridor. The scheme is considered important to facilitate opportunities for growth in this area of the City.
- 2.3 Wobaston Road Corridor Improvement Scheme, currently under construction, will address problems of traffic congestion and help to support the i54 development.
- 2.4 During the construction of the scheme residents have submitted a petition requesting a fence or safety barrier to protect their homes from possible damage caused by a vehicle collision.

## **3.0 Details of the petition**

- 3.1 In September 2014, a 130 signature petition was submitted to Wolverhampton City Council regarding the residents' request for a fence or safety barrier along the southern side of Wobaston Road where properties fronting Winchester Road and Redhurst Drive back onto the new/improved carriageway.
- 3.2 Justifying the introduction of expensive Road Restraint Systems (RRS) to reduce the risk is a challenge for local highway authorities, especially at a time when funding for maintenance and improvement schemes is already limited. Authorities must be confident that any measures taken represent good value for money. The document 'Design and Maintenance Guidance for Local Authority Roads' provides the outline of an appraisal process to help authorities decide when a RRS is justified. The appraisal takes account of the many diverse influencing factors including risk assessment, alternative solutions, system feasibility and cost benefit analysis.
- 3.3 An analysis of the Wobaston Road site has been carried out in accordance with 'Design and Maintenance Guidance for Local Authority Roads' which places it in the 'Lower Priority Site' category. This means that there is no requirement to provide a road restraint system as the level of risk is considered to be generally low.

3.4 The installation of an expensive Road Restraint System at this location is therefore not recommended as the assessment does not demonstrate sufficient justification to warrant the expenditure.

#### **4.0 Financial implications**

4.1 The Wobaston Road project is funded primarily from Department for Transport (DfT) grant via the Local Pinch Point Fund, with a local contribution from the Council's Integrated Transport programme. The DfT grant is a cash limited sum and any additional expenditure on the project must therefore be funded from the Council's budgets.

4.2 There is no funding identified within the Wobaston Road project for a Road Restraint System. In the event that it is desired to include a RRS, funding would have to be redirected from within the existing Transportation Capital Programme resulting in the delay or cancellation of road safety projects elsewhere. The estimated cost of providing a RRS at this location is £66,000. [JR/15102014/E]

#### **5.0 Legal implications**

5.1 The Council as a local traffic authority under the Traffic Management Act 2004, has general duties to manage the road network, otherwise there are no direct legal implications arising from this report. [RB/10102014/J]

#### **6.0 Equalities implications**

6.1 There are no specific equality implications associated with this report.

#### **7.0 Environmental implications**

7.1 This report has no environmental implications.

#### **8.0 Human resources implications**

8.1 The human resources implications are the requirement for detailed design and construction, along with the ongoing requirement for maintenance, inspection and repair.

#### **9.0 Corporate landlord implications**

9.1 This report has no issues for the corporate landlord.

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

10.1 Transportation Capital Programme 2013/14 and Future Years – Approved by Cabinet 10th April 2013.