

## **Darlaston LNP**

### **Report Title    Stafford Road, Darlaston – Traffic Calming**

**Portfolio:**            Councillor R Walker

**Service Area:**    Engineering and Transportation

#### **Background:**

Traffic calming introduced during 1998 in its current form of four sets of speed cushions and one road hump halfway along Stafford Road. It was introduced following full consultation of the residents who lived in Stafford Road at that time.

An initial petition was received on 4<sup>th</sup> April 2003 signed by 16 residents complaining about the vibration cause by HGVs passing over the speed cushions.

A second petition was received on 23<sup>rd</sup> July 2004 signed by 23 residents requesting that the amount of vibration caused by HGVs passing over the traffic calming to be investigated and actions taken to stop it.

A further petition was received on 3<sup>rd</sup> October 2004 containing 33 names raising further objections to the traffic calming.

As first named petitioners Mrs Willmore and Mrs Enam were informed on the 18<sup>th</sup> October 2004 that Stafford Road will be included as an environmental traffic calming scheme on a list for modification and works would be carried out when suitable funds became available.

A request for the removal of the speed cushions in favour of chicanes was received from Mr Salt via Bruce George MP. It was claimed in the letter that HGVs speeding over the traffic calming measure was causing excessive vibration. In reply Mr Salt was informed that no direct funding was available modify the traffic calming, and any such modifications were normally undertaken as part of resurfacing work or environmental improvement schemes. However, Stafford Road would still remain on the list for ranking against other request received to modify traffic calming

A second letter was received from Bruce George MP on the 10<sup>th</sup> May 2006 expressing Mr Salts concerns that the road speed cushions are not suitable for Stafford Road and that they were in a poor state of repair. In the reply dated 14<sup>th</sup> June 2006 Mr Salt was informed that repairs had been completed and that due to the nature of area, HGV traffic is to be expected to use Stafford Road.

### **Evidence for Recommendations:**

Accident records show that there have been three slight personal injury accidents in the last three years at or near the junction of Stafford Road and Willenhall Street, away from the traffic calmed section of Stafford Road.

All requests to modify traffic calming are ranked against each other using cost to modify the scheme and the number of accidents in a three year period. Using these figures it is possible to calculate the first year rate of return. The FYRR is then used to rank the requests. Stafford Road current has a FYRR of 56% based on 3 accidents and a cost of £50,000 (based on experience of a recent chicane scheme in Dangerfield Lane).

Finally, research shows that chicane schemes are not as effective as schemes which include speed humps.

HGV traffic may be reduced in Stafford Road due to the closure and re-development of two of the three industrial premises at the Eastern end of Stafford Road

### **Recommendations:**

It is recommended that the traffic calming remain in place in its current layout.

As the FYRR is below 100% any modifications would be hard to justify as there are areas that have higher FYRR and no traffic calming features.

Also, there is potential to create an accident problem that does not currently exist by converting the speed cushions into chicanes.