

19 November 2020

Response to the Petition: “Improve road safety on Doe Bank Lane”

Ward(s): Pheasey Park Farm

Portfolios: Councillor Andrew – Deputy Leader of the Council and Regeneration

1. Aim

- 1.1 A petition was submitted to Cabinet at its meeting on the 9 September 2020. The petition, containing approximately 880 signatures, calls on Walsall Council to install road safety measures on Doe Bank Lane, Pheasey.
- 1.2 The Council’s petitions scheme state that “if a petition contains at least 500 signatories the relevant senior officer will give evidence at a public meeting of one of the Council’s Overview and Scrutiny Committees. The authority has determined that the response to such petitions must be given by either the Chief Executive, Executive Directors, Assistant Directors or Heads of Service. The Committee may also decide to call the relevant Portfolio Holder to attend the meeting.”

2. Recommendations

- 2.1 This report recommends that
 - a) Additional repeater signage is installed throughout the length of Doe Bank Lane and Bridle Lane to reinforce both the 20mph speed limit and the adjoining 30mph speed limit as part of the 2020/21 minor highway works programme.
 - b) The need for further engineering works on Doe Bank Lane be considered as part of the annual borough wide road safety review.

3. Report detail – know

- 3.1 Doe Bank Lane is a local distributor road that runs from Bridle Lane to Queslett Road and is approximately 0.8 miles [1.3km] in length. There are 68 properties at the south eastern end of the road, located between the junction with Queslett Road and Doe Bank Wood and a 20mph speed limit extends for the length of this residential section. A 30 mph speed limit is in place from Doe Bank Woods to the junction with Bridle Lane. Footway provision extends from the junction with Queslett road to the entrance of Doe Bank Park on the southern side of the road.
- 3.2 The Highways Act 1980 places a general duty on the highway authority to keep its highways reasonably free of obstruction and in a condition that allows the safe

passage of people and goods. Section 39 of The Road Safety Act 1988 places a statutory duty for highway authorities to:

- a) prepare and carry out a programme of measures designed to promote road safety;
- b) carry out studies into accidents arising out of the use of vehicles;
- c) take such measures as appear to the authority to be appropriate to prevent such accidents;

- 3.3 Section 90 (A to F) of the Highways Act 1980 is the current legislation that covers the introduction of all forms of vertical deflections on a carriageway. The Traffic Calming Act 1992 amended the Highways Act 1980 to permit the introduction other forms of traffic calming within additional sections 90 (G to I). Such measures are therefore permitted for the purpose of 'promoting safety and preserving or improving the environment'. The Highways (Road Humps) Regulations 1999 require three or more street lights to be present not more than thirty eight metres apart or to comply with British Standard (BS5489 1992) .

Response to Road Safety Concerns

- 3.4 The Council receive a high volume of requests for traffic and road safety schemes; these can range from speeding concerns, collisions concerns and parking issues. A data lead approach is taken to prioritising the implementation of road safety schemes and a programme is collated for Cabinet approval each year.
- 3.5 All scheme requests are recorded, assessed and categorised. In the case of Local Safety Schemes, sites should have a minimum of six personal injury collisions in the previous three years to be considered as part of this programme. This is indicative of the number of injury collisions which occur on the highway in the borough on an annual basis and generates a list of schemes which far exceeds the current level of funding available. The Traffic Engineering Team undertake the annual review of injury collisions to prioritise those schemes where road safety will be most effective in reducing known casualty histories.
- 3.6 Schemes that have a lower number of injury collisions are transferred to the Community Health & Safety programme (PCHS) for further review. Schemes held in this programme are assessed with the a road safety aspect, but include the impact a potential scheme may have on improving access to schools, local shops and public open space. The schemes are then ranked in priority and will be delivered based on the availability of funding.
- 3.7 The Doe Bank Lane request has been combined with Bridle Lane and the area wide request has been included on a list of new request held under PCHS programme. These scheme will be assessed in the next road safety review which is expected to be undertaken in early 2021.

3.8 Speed data from 2019 indicates an average speed of 26mph inside the 20mph speed limit suggesting that the lower speed limit needs to be better understood by drivers. Therefore, in light of local concern, the Council propose to install additional repeater signage throughout the length of Doe Bank Lane and Bridle Lane to reinforce both the 20mph speed limit and the adjoining 30mph speed limit. This work is scheduled for completion by the end of March 2021 as part of the Council's minor works programme. The need for further engineering works will be considered as part of the annual borough wide road safety review.

4. *Financial information*

4.1 The proposed works fall within the scope of the Council's budget for road safety engineering works.

5. *Reducing Inequalities*

5.1 The Council's road safety programmes of work provide all citizens using Walsall's highway network a standard of service which will maintain the safe passage of vehicular and pedestrian traffic so far as is reasonably practicable.

6. *Decide*

6.1 The Council has to determine a reasonable level of intervention in response to the concerns raised by the signatories of the petition detailed in this report. This needs to take into account the borough wide demand for road safety measures and the site specific data with respect to incidents and traffic speeds.

7. *Respond*

7.1 The proposed improvements to signage on Doe Bank Lane and Bridle Lane will be implemented by 31st March 2021.

8. *Review*

8.1 The need for further road safety engineering works will be reviewed on an annual basis as part of the Council borough wide safety review. Any future road safety scheme proposals which are likely to impact residents and road users in the Doe Bank Lane and Bridle Lane area will allow a period of consultation and comment on the details of the scheme before implementation.

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