

October 2021

Response to the Petition: “Traffic Calming Measures for Pelsall Lane”

Ward(s): Rushall-Shelfield

Portfolios: Councillor Andrew - Regeneration

1. Aim

- 1.1. A petition has been submitted calling on Walsall Council to install traffic calming measures on Pelsall Lane. The hard copy of the petition contained over 500 signatures.
- 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, 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 the need for further engineering works on Pelsall Lane be considered as part of the annual borough wide road safety review.

3. Report detail – know

- 3.1. The B4154 Pelsall Lane is a district distributor road which runs from A461 Lichfield Road to the railway bridge at the point where the B4154 becomes Walsall Road. There are 250 residential properties on Pelsall Lane which is approximately 0.7 miles [1.1km] in length. A 30mph speed limit extends along the full length of the road. **A plan showing the road can be found at Appendix A.**
- 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; and

- 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) .

3.4. The petition submitted makes the following request:

"Following several road traffic collisions in recent weeks, involving personal injuries and loss of life, we demand that Walsall Council installs additional traffic calming measures to reduce the incidents of excessive speed on Pelsall Lane to give better protection to road users and pedestrians."

Responding to Road Safety Concerns

3.5. The Council receive a high volume of requests for traffic and road safety schemes. The range of issues includes 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.

3.6. 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 an annual basis. The list of schemes 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 measures are likely to be most effective in reducing casualties.

3.7. Schemes that have a lower number of injury collisions are transferred to the promotion of community health and 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.

3.8. Pelsall Lane is monitored for speed and injury collisions between Rushall junction and the over bridge on McClean Way. There have been three slight collisions [collisions in which at least one person is slightly injured but no person is killed or seriously injured] and one fatal collision recorded in the last three years. Damage-only collisions are not routinely considered in the context of road safety.

3.9. Following the fatal collision in March 2021 road markings were renewed and slow markings added. The condition of some of the bollards on the central refuges (islands) along the route were also checked and were in good working condition at the time.

- 3.10. In March 2021, traffic surveys collating data with respect to vehicle speeds, volumes and weights were undertaken across the borough on the A and B road network. Speed data for Pelsall Lane indicates 85thile speed (the highest speed recorded by 85% of the traffic recorded) of 35.8mph. It is understood that this is below the level where Police enforcement would be considered.
- 3.11. As indicated above, the Council review collisions resulting in personal injury on an annual basis. In a borough wide context, in February 2021, Pelsall Lane ranked 85th out of 102 Local Safety Schemes. As such, it was not considered to be a priority for delivery in the financial year from April 2021 to March 2022.
- 3.12. **Details of the full Local Safety Scheme programme can be found at Appendix B.**

4. Financial information

- 4.1. 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 an annual basis. The list of schemes 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 measures are likely to be most effective in reducing casualties.
- 4.2. There are no engineering works proposed at this time and therefore no financial implications associated with this report.

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 need for further engineering works will continue to be considered as part of the annual borough wide road safety reviews. The fatal collision in March 2021 and measures that were subsequently implemented on Pelsall Lane will form part of the Council's considerations in February 2022.

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 Barns Lane will allow a period of consultation and comment on the details of the scheme before implementation.

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