



Petitions Committee

24 October 2014

Report title	Primrose Avenue/Wood Lane/School Lane	
Cabinet member with lead responsibility	Councillor Peter Bilson Economic Regeneration and Prosperity	
Wards affected	Bushbury North	
Accountable director	Tim Johnson, Education and Enterprise	
Originating service	Transportation	
Accountable employee(s)	Chris Barker	Service Lead Traffic and Road Safety
	Tel	01902 555725
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Report to be/has been considered by	N/A	

Recommendation(s) for action or decision:

The Committee is recommended to:

1. Support the proposal to continue monitoring speeds in Primrose Avenue, Wood Lane and School Lane.
2. Support consideration of road safety measures in all three roads for inclusion in future works programmes.
3. Agree to close the petition and discontinue monitoring by the Petitions Committee.

Recommendations for noting:

The Committee is asked to note:

1. The actions taken since the last report to Petitions Committee in September 2013.
2. The proposed pedestrian crossing on Wood Lane as part of the Stafford Road Corridor Local Pinch Point Fund project.

1.0 Purpose

1.1 The purpose of this report is to provide feedback to Committee on works undertaken since the previous report presented in September 2013, appended to this report.

2.0 Background

2.1 In July 2013, a 202 signature petition was submitted to Wolverhampton City Council regarding residents' concerns over vehicle speed in Primrose Avenue, Wood Lane and School Lane. The petition focused on the request to address residents' concerns by way of improved speed enforcement and traffic calming.

2.2 A report was presented to Petitions Committee on 20 September 2013 that outlined further actions that would be undertaken. In summary these were:

- Implementation of pedestrian crossing facility in Wood Lane near Moreton Road.
- Slow markings in School Lane.
- Further community speedwatch enforcement by the Police.
- Continued presence of speed campaign posters.
- Utilization of new speed warning signs in Primrose Lane and Wood Lane.

2.3 All the above actions have successfully been carried out. The resulting data from the speed warning signs are shown in table 2 below, with table 1 showing the pre-petition speed data. As can be seen there has been a reduction in recorded speeds when the signs have been in place.

Surveys Autumn 2012				
Road	Average speed		85%ile speed	
	Northbound	Southbound	Northbound	Southbound
Primrose Avenue	30.2mph	30.8mph	36.9mph	37.2mph
Wood Lane	30.9mph	31.0mph	35.6mph	37.0mph
School Lane	27.8mph	27.8mph	33.8mph	33.6mph

Table 1: Pre petition speed data.

Speed Warning Sign Data 2014				
Road	Average speed		85%ile speed	
	Northbound	Southbound	Northbound	Southbound
Primrose Avenue	28.6mph	27.7mph	34.0mph	31.2mph
Wood Lane	-	28.9mph	-	35.2mph

Table 2: Post petition speed data.

2.4 In addition to the above works, as part of the Local Pinch Point Fund award for the Stafford Road corridor it is proposed to implement a further controlled pedestrian crossing facility in Wood Lane near to the junction of Bee Lane. Preliminary design is currently being undertaken on this proposal and a full consultation with residents will commence in the near future.

2.5 It is proposed to continue to deploy the speed warning signs in Primrose Avenue and Wood Lane as and when available and to pass all the results on to ward Councillors and the Police for their information. Speed campaign posters will also be used in all three roads, again subject to availability.

3.0 Details of the petition

3.1 The detail of the original petition is outlined in 2.1 of this report and can be seen appended to this report.

4.0 Financial implications

4.1 The proposed crossing on Wood Lane would be funded from the Stafford Road Local Pinch Point Fund allocation.

4.2 Any future road safety schemes, if selected for inclusion in the works programme would be funded from the Transportation Capital Programme, subject to available funding. [JR/15102014/B]

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. [SH/15102014/E]

6.0 Equalities implications

6.1 There are no specific equality implications associated with this report. However if funding is identified in the future for traffic calming works in the three roads, then a full equality analysis will be undertaken.

7.0 Environmental implications

7.1 This report has environmental implications as the actions already undertaken in the three roads and the proposed actions highlighted in this report which contribute to improving road safety for road users including pedestrians and cyclists, will have benefits for local communities.

8.0 Human resources implications

8.1 There are no human resources issues.

9.0 Corporate landlord implications

9.1 There are no corporate landlord issues.

10.0 Schedule of background papers

10.1 Report presented to Petitions Committee 20 September 2013.

Appendix A – Original Petition Committee Report



Petitions Committee

20 September 2013

Report Title	Primrose Avenue, Wood Lane, School Lane – Road Safety Concerns	
Classification	Public	
Cabinet Member with Lead Responsibility	Councillor Peter Bilson Economic Regeneration and Prosperity	
Wards Affected	Bushbury North	
Accountable Strategic Director	Tim Johnson, Education and Enterprise	
Originating service	Regeneration - Transportation	
Accountable officer(s)	Chris Barker Tel Email	Section Leader Network Development 01902 55(5725) chris.barker@wolverhampton.gov.uk

Recommendations for noting:

The Committee is asked to note:

1. the issues raised in the petition in respect of Primrose Avenue, Wood Lane and School Lane
2. the actions taken prior to the receipt of the petition and further actions proposed.

Recommendations for action:

The Committee is asked to support:

3. the further actions proposed as detailed in the report.

1.0 Purpose

- 1.1 To consider the petition received regarding the request for road safety measures in Primrose Avenue, Wood Lane and School Lane, to take note of recent action taken and to support the proposed action as detailed in the report.

2.0 Background

- 2.1 Historical concerns have been raised by residents and Ward Councillors with regard to road safety in Primrose Avenue, Wood Lane and School Lane. These concerns have in the main been in relation to the excessive speed of traffic in all three roads and also difficulty in crossing Wood Lane, in particular with regard to elderly pedestrians from the Lincoln Green area.
- 2.2 Within the existing road hierarchy, Primrose Avenue and Wood Lane are classed as Local Distributor Roads. The route is serviced by public transport and frontage is a mixture of residential and industrial. School Lane is classed as a Local Collector Road and frontage is solely residential. The posted speed limit in all three roads is 30mph.
- 2.3 The accident record for the three roads show that in the last three years there has been three, nought and one recorded personal injury accident(s) in Primrose Avenue, Wood Lane and School Lane respectively. This data does not take into account 'damage only' accidents which the Council does not receive information on.
- 2.4 During 2007, concerns were raised by Councillor Neville Patten on behalf of residents of Lincoln Green with regard to the difficulty in crossing Wood Lane in the vicinity of the bus stop located north of Moreton Road. A pedestrian crossing and vehicle volume survey was undertaken following the request, which showed that the location met the approved criteria for the provision of a pedestrian crossing facility and the location was added to the list for consideration for funding from future works programmes. Subsequently in March 2013, the location was included in the Transportation Capital Programme 2013/14 and consultation has recently commenced on a proposed traffic signal controlled (Puffin) pedestrian crossing as shown on the appended plan to this report.
- 2.5 Following concerns regarding the speed of traffic that were raised on behalf of residents by Councillor Ian Angus in the Autumn of 2012, traffic speed and volume surveys were undertaken in all three roads and the results were as shown in the table below.

Road	Volume (24 hour)	Average speed		85%ile speed	
		Northbound	Southbound	Northbound	Southbound
Primrose Avenue	3968	30.2mph	30.8mph	36.9mph	37.2mph

Wood Lane	5069	30.9mph	31.0mph	35.6mph	37.0mph
School Lane	3396	27.8mph	27.8mph	33.8mph	33.6mph

2.6 Following receipt of these results, various actions were undertaken by both the Council and the Police. These included Community Speedwatch, the erection of speed campaign posters and the implementation of 'slow' road markings (School Lane yet to be implemented).

3.0 Details of the petition

3.1 In July 2013 a 202 signature petition was submitted to Wolverhampton City Council regarding residents' concerns over vehicle speed in Primrose Avenue, Wood Lane and School Lane. The petition focused on the request to address residents' concerns by way of increased speed enforcement and traffic calming.

3.2 With regard to speed enforcement, the Police have confirmed that they will continue to support the Community Speedwatch programme in the area. The speed campaign posters will also continue to be utilised in the roads on a temporary basis, as these posters will be moved to other roads where residents have concerns, though will be brought back at a future date.

3.3 With regard to traffic calming, all three roads will be considered for funding when future works programmes are derived. However the engineering measures available for Primrose Avenue and Wood Lane would not include the likes of road humps/speed cushions due to both roads being classed as Local Distributor Roads.

3.4 In the short term, six new flashing speed warning signs have recently been purchased to use city wide at locations of concern. They will typically be deployed for approximately three to four weeks at a time in each location and work is underway to determine the most effective locations within the selected roads for these signs. Wood Lane and Primrose Avenue are on the list of roads where the signs will be utilised and the locations will be determined in agreement with the Lead Petitioner.

4.0 Financial implications

4.1 Funding has been identified in the approved Transportation Capital Programme (2013/14) for the proposed pedestrian crossing mentioned in paragraph 2.4 and also the speed warning signs mentioned in paragraph 3.4.

4.2 Any future road safety schemes, if selected for inclusion in the works programme would be funded from the Transportation Capital Programme, subject to available funding. [JR/10092013/I]

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. [FD/09092013/W]

6.0 Equalities implications

6.1 There are no specific equality implications associated with this report. However if funding is identified in the future for traffic calming works in the three roads, then a full equality analysis will be undertaken.

7.0 Environmental implications

7.1 This report has environmental implications as the actions already undertaken in the three roads and the proposed actions highlighted in this report which contribute to improving road safety for road users including pedestrians and cyclists, will have benefits for local communities.

8.0 Schedule of background papers

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