**WALTON PARISH COUNCIL**

**TRAFFIC MANAGEMENT MEETING – 30 NOVEMBER 2021**

**SUMMARY NOTES**

The meeting was held as a follow up to a public meeting held on 20 July 2021 in relation to speeding and traffic management. The meeting was attended by Parish Councillors, Cllr Cummings (Wakefield MDC ward councillor), Graham West, Head of Highways & Transport (Wakefield MDC) and 28 members of the public. This is not intended as a set of minutes for the meeting, but a summary of the issues discussed and actions fed back on.

**Key points raised by Wakefield MDC Highways & Transport**

* 30 September - Police undertook speeding enforcement activity. Of the vehicles travelling along Shay Lane 74% of vehicles were travelling at less than 30 MPH, 22% travelling at 31-34 MPH, 4% travelling at speeds exceeding 35 MPH
* A further speed survey probably will be undertaken along Shay Lane with a view to then consulting on the introduction of a 30 MPH limit (reduced from the existing 40 MPH) through the village. Further consultation with residents will need to be undertaken
* Walton Colliery Nature Park exit at Shay Lane – to improve the sight lines on exit from the Park vegetation will be removed either side of the exit onto Shay Lane. No mature trees will be removed
* Shay Lane Cherry Tree roundabout – visibility of the roundabout was discussed. Replacement signage and new line markings will be introduced to improve the visibility of the roundabout
* Common Lane bend – new ‘chevron’ signage will be introduced on both approaches to the bend to improve alerting of drivers to the bad bend
* 20 MPH traffic pledge – residents may wish to develop a 20 MPH ‘traffic pledge’ (discussed at the July meeting). Marketing materials are being drafted for the school, community groups and residents if residents wish to introduce a traffic pledge
* Chevet Lane/Common Lane junction – Highways are examining the illumination of the junction and potential new traffic lights. The junction has been identified as an area of concern by residents and the site is being examined. In addition 20 MPH signage is to be reinstated on Chevet Lane (replacing an old sign)
* Cyclists speeding on Shay Lane – the proposed improvements, including refreshed signage, to the Cherry Tree roundabout may improve this
* Existing traffic calming measures on Shay Lane – a safety audit was undertaken on these traffic calming measures and no change is proposed to the existing traffic calming
* Parking on Shay Lane in proximity to the school – a day of action is being co-ordinated with the Police to educate parkers. This has been undertaken previously and a new day is being planned for the near future
* Oakenshaw Lane access into the Colliery Park – looking at potential signage on this lane following best practice from the British Horse Association

**Key questions/issues raised by members of the public**

* Proposed 20 MPH zone extension along Shay Lane – can this be further extended onto Greenside/Oakenshaw Lane and down to the houses at Brooklands? Although the issue was discussed in broad terms, no specific action was agreed.
* Oakenshaw Lane (the whole length of the road) – can the speed limit be reviewed to 20 MPH along with whole length of this road (from Doncaster Rd to Chevet Lane)? - challenges around police speed enforcement along the road were noted.
* Shay Lane – have more traffic calming measures been considered e.g. chicanes, not just improved signage? Highways will review the road ‘gateways’ into the village. This might include ‘cushions’ (partial speed bumps), variable speed message signage etc.
* Greenside – speed limit signs are often ignored and on their own is unlikely to control speeding. More enforcement is required based on a risk assessment e.g. speed cameras at key locations in the village. The issue will be raised with the Police and the West Yorkshire Safety Camera Partnership.
* Common Lane/Chevet Lane junction – the visibility at this junction heading from Newmillerdam towards Walton is very limited and a high risk. The visibility of this junction is being looked at (as discussed earlier).
* Enforcement – how often do the Police undertake enforcement activity? Police were not in attendance so this specific question could not be answered in detail.
* What data are you relaying onto the Police and when was this data gathered? Traffic survey data was gathered in January 2021 (a week long, 24 hour survey) and Police ‘crash data’ on reported accident statistics will be provided to the West Yorkshire Camera Safety Partnership.
* Oakenshaw Lane – does data exist which can compare the number of cars travelling from Doncaster Rd along Oakenshaw Lane before and after the construction of the Southern Relief Road? There is a strong feeling from residents that traffic has increased and a number of actions to be progressed have been identified. Highways will look into whether they have data prior to the opening of the Southern Relief Road for comparison.
* ‘Crash data’ – is only personal injury data recorded i.e. does the data include all reportable accident data? It includes slight, serious injury or fatality data but does not include all minor accidents that do not fall into those categories
* What was the criteria for implementing the existing traffic calming measures on Shay Lane? Initially areas outside schools were an area of focus based on accident data. Highways have now begun to look at wider wellbeing issues when looking at issues in proximity to existing 20 MPH zones. The criteria for a ‘gateway’ is that traffic is entering a built up area. ‘Gateways’ come in different forms from line marking, signage, speed bump, ‘cushions’, chicanes on one side or staggered on both sides. ‘Gateway’s can be useful but there must be a clear rationale for any proposed changes to existing gateways.
* Traffic survey data – can this be undertaken again? Funding will be made available from WMDC ward councillor funding.
* Signage on Common Lane – can a new sign be installed with variable speed limit on the approach to Walton? This specific question was not answered.

**Actions agreed**

The following actions were agreed by Highways:

* A further speed survey to be undertaken along Shay Lane with a view to then consulting on the introduction of a 30 MPH limit in place of the existing 40 MPH zone on Shay Lane.
* Walton Colliery Nature Park exit at Shay Lane – to improve the sight lines on exit from the Park vegetation will be removed either side of the exit onto Shay Lane
* Shay Lane Cherry Tree roundabout – replacement signage and new line markings will be introduced to improve the visibility of the roundabout
* Common Lane bend – new ‘chevron’ signage will be introduced on both approaches to the bend
* 20 MPH traffic pledge – residents may wish to develop a 20 MPH ‘traffic pledge’. Marketing materials are being drafted if residents wish to introduce a traffic pledge
* Chevet Lane/Common Lane junction – examining the illumination of the junction and potential new traffic lights. 20 MPH signage is to be reinstated on Chevet Lane (replacing an old sign)
* Parking on Shay Lane in proximity to the school – a day of action is being co-ordinated with the Police to educate parkers (date tbc)
* Oakenshaw Lane access into the Colliery Park – looking at potential signage on this lane following best practice from the British Horse Association