

Margaret Collins
Black Country Coroners Court
Jack Judge
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Date: 16th August 2017

Dear Ms Collins

Regulation 28 Report – Aston Soulsby

Following the fatality on Crankhall Lane, Wednesbury in November 2016 a road safety investigation has been carried out by Sandwell MBC, Highways Department.

A 12 hour pedestrian count was undertaken on the 7th February 2017 along Crankhall, Lane between the junction of Hall Green Road and property number 17 Crankhall Lane, split into 3 areas, (plan attached).

The results showed a total of 377 pedestrians crossed the carriageway in both directions. During the morning school journey hour of 8-9am, 66 pedestrians crossed the carriageway in both directions, 18 of which were children. During the afternoon school journey hour of 3-4pm, 46 pedestrians crossed the carriageway in both directions, 8 of which were children.

When we consider the locations of the schools and the direction of crossing movements for school children the counts indicate that all the 18 children crossed the carriageway in a westbound direction during 8-9am and all 8 children crossed the carriageway in an eastbound direction between 3-4pm.

Upon site visits undertaken by highways at this location the pedestrian movement was observed as very low. In addition there was little evidence to suggest that pedestrians frequently waited in the central hatched area of the carriageway whilst they cross Crankhall Lane.

Although, due to the lack of controlled crossing points in this vicinity, we do understand that this could be suppressing pedestrian movement.

A five year road traffic injury accident analysis shows there has not been any other recorded casualties along Crankhall Lane, from the junction of Hall Green Road to the junction with Eldalade Way during this period.

Nonetheless, it is accepted that it is not an ideal location for pedestrians to cross and as such to assist pedestrian movement, Sandwell MBC are considering the possibility of installing a formalised crossing point along this section of Crankhall Lane. It should be noted, however that this will be dependent upon a suitable location being identified with consideration given to desire lines, existing footway crossings, business accesses, parking bays, servicing to shops and usability.

In addition it has been noted the existing carriageway markings at this location are now considered to be an outdated layout and consequently these will be altered and road space re-appropriated as necessary.

It is hoped all the work will be completed by 31st March 2018.

Yours sincerely

[Redacted signature]

[Redacted name]

Engineer