

Agenda Item No. 4(a)

DERBYSHIRE COUNTY COUNCIL

**MEETING OF CABINET MEMBER – HIGHWAYS, TRANSPORT AND
INFRASTRUCTURE**

10 May 2016

Report of the Strategic Director – Economy, Transport and Communities

**PETITION – NEWTON SOLNEY, BLADON HOUSE SCHOOL –
REQUEST FOR LIGHTING AT BUS STOP**

(1) **Purpose of the Report** To inform the Cabinet Member of investigations undertaken following receipt of a petition requesting the provision of lighting at the bus stop at the bottom of the drive to Bladen House School on Newton Road, Newton Solney.

(2) **Information and Analysis**

Background

On 19 January 2016, the Cabinet Member acknowledged receipt of a petition containing 63 signatures requesting the provision of lighting at the bus stop at the bottom of the private access to Bladen House School on Newton Road, Newton Solney.

The petition was accompanied by a covering letter which detailed why the lead petitioner felt that lighting at this location was necessary. These reasons can be summarised as follows:

- Location of the bus stop makes it very unsafe for passengers waiting during the hours of darkness.
- The bus, on occasion, has driven past passengers as a result of the lack of lighting.
- Lighting would provide additional visibility for members of staff leaving the school drive (there is currently no street lighting at this junction with Newton Road.)

Local Member Comments

Councillor Chilton made the following comment:

"I fully support this petition as Newton Road is a long road from Repton to Burton Upon Trent and is very dangerous in parts: blind bends and hedgerows. In fact, I believe one planning application for housing around this

area (Winshill) was turned down a few months ago, specifically because of the road. Your team colleagues may be able to advise on that. I do believe this issue is one of Health & Safety.

Bladon House is a special school up a winding drive and the road is not safe for anyone standing waiting for a bus (especially as they are few and far between). I absolutely hate having to campaign/deliver leaflets there, as there are very few bits with a footpath."

Officer Comments

The Investment Protocol (IP) for the Derbyshire Local Transport Plan summarises the priorities for investment in street lighting. IP103 states that *"New Street Lighting will not be supported unless there's a night-time casualty record, evidence of night-time anti-social behaviour, or justified as part of a new development"*.

When the Community Safety team looks to install lighting at a location, as part of a Community Safety Initiative, it looks at specific types of crimes and ASB (Anti-Social Behaviour), and also the frequency of the incidents. Another part of the criteria is that the fear of crime is deemed to be high.

The Crime and ASB at this location is low in numbers by comparison to the rest of the County. Therefore, the criteria to install lighting at this location would not be met.

Despite the petitioners' perception that this location presents a community safety issue during the hours of darkness, investigations have not revealed any evidence to support these claims.

Newton Road, as it passes the access to the school, is entirely rural in nature with few other fronting properties or accesses. As with other rural roads across the County, street lighting would not normally be provided under such conditions, unless there were obstructions or features within the highway which would require lighting on road safety grounds. Newton Road is subject to a lowered 40mph speed limit, which encourages motorists to travel at speeds suitable to this environment, as they pass through the bus stop locations. Furthermore, road users are alerted to the presence of the school ahead via yellow-backed School Warning signs on both approaches, reminding drivers to *'drive with care'*; both signs reinforced with *'SLOW'* carriageway markings. This will have the effect of forewarning road users that they may encounter pedestrians in and around the carriageway, and prompt them to proceed with due care and attention as they approach and pass the school entrance.

A check of the Police database, which records all collisions resulting in personal injury, suggests that the existing arrangements are effective in

maintaining a high level of road safety, as there have been none recorded on Newton Road in the last three years (this being the standard test period for assessment).

The petitioner asserts that the location of the bus stop is unsafe. However, the physical restraints of the environment dictate that the bus stop's current position is the safest that can be achieved. There is no footway at any other point on the eastern edge of Newton Road in the locality of the school. The southbound stop is sited within the school's entrance, beyond the running lane of southbound traffic. It is also worth noting that a short section of raised kerbed footway has been constructed in recent years at the bus stop for waiting passengers.

When looking at this location relating to personal safety, as a consequence of a lack of adequate lighting, Police analysts have provided the following information:

- 1) The calls for service that have been made in this vicinity total 19, none of which would have been affected by a light being in place at the entrance or by the bus stops. None of these calls relate to personal safety regarding a member of the public. There have been six crimes reported in the past two years, this is very low by comparison to the rest of the County.
- 2) This location neither meets the criteria for street lighting on the basis of either a night-time casualty record or ASB, as demonstrated above. The costs of providing a lighting column in this rural location have been estimated by the Council's Street Lighting Team to be high as the existing electrical supply is located some distance away.
- 3) Figures obtained from the Council's Public Transport Unit show that over a four week period, 55 passengers use this particular bus stop. Assuming that the greatest use is Monday to Friday, this gives an average of 2.75 passengers per day. Taking into account the low usage of this bus stop and the anticipated high cost involved in providing lighting at a site, which meets none of the above criteria, officers do not consider this to be a best value use of funds.

The lead petitioner's concern regarding occasions where the bus failed to stop for passengers can easily be addressed by the bus operators themselves.

(3) **Financial Considerations** There are no financial considerations as lighting at this location is not recommended.

(4) **Legal Considerations** The Council has a discretionary Power under Section 97 of the Highways Act 1980 to provide street lighting, but is not under a statutory duty to do so.

In preparing this report the relevance of the following factors has been considered: prevention of crime and disorder, equality and diversity, human resources, environmental, health, property and transport considerations.

(5) **Key Decision** No.

(6) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(7) **Background Papers** Held on file within the Economy, Transport and Communities Department. Officer contact details – Tracy McCann, extension 31930.

(8) **OFFICER'S RECOMMENDATIONS** That:

8.1 The request for lighting at the bus stop at the drive to Bladen House School, Newton Solney be refused.

8.2 The Local Member and lead petitioner be advised accordingly.

Mike Ashworth
Strategic Director - Economy, Transport and Communities