

DERBYSHIRE COUNTY COUNCIL

MEETING OF CABINET MEMBER – JOBS, ECONOMY AND
TRANSPORT

11 February 2014

Report of the Strategic Director – Economy, Transport and Environment

PETITION REQUESTING A PEDESTRIAN CROSSING - A514
STANTON BY BRIDGE

(1) **Purpose of the Report** To report back to the Cabinet Member on the response to be made following receipt of a petition requesting that a pedestrian crossing be provided on the A514 road at Stanton by Bridge.

(2) **Information and Analysis** A petition, signed by 107 persons, was received by the Cabinet Member on 22 October 2013 (Minute No. 777/13 refers). The petitioners voiced concerns as follows:-

‘We the under-signed, being residents of Stanton By Bridge fully support the Parish Meeting’s request for a pedestrian crossing on the A514 at the most appropriate site south of the green having regard to the visibility from both directions. Meanwhile due to the high volume, its size and speed make the crossing of the road extremely dangerous particularly for children catching buses to and from Chellaston Academy and Derby.

We strongly urge a positive response to our request to install a pedestrian crossing.’

Stanton by Bridge is a small village which has the A514 running through it in a north to south alignment on the east side of the village. The A514 is a principal road and the traffic flows reflect this. It is worth noting, however, that the proportion of Heavy Goods Vehicle (HGV) traffic is low compared to many other ‘A’ category roads. This is due to the weight restriction which is in place both on the nearby Swarkestone Causeway and in the wider surrounding area.

The speed limit which applies on the A514 at Stanton by Bridge is 30 mph. The current limit was reduced from 40 mph in 2006.

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In response to the request for a crossing, visits have been made to the location at different times of the working day and on different days of the week, to assess pedestrian demand. These have revealed that the number of pedestrians crossing the A514 is extremely low for the majority of the day. Some visits revealed no pedestrians crossing at all. Numbers briefly increase in the morning and afternoon periods, when children are going to and from school, but are still low.

With regard to the petitioners' concerns about safety, scrutiny of the personal injury collision history for Stanton by Bridge shows that there have been no recorded collisions within the built up area of the village in the last three years (up until the end of June 2013, which is the last date for which information is available). Looking further back in the records there were no collisions involving pedestrians in the village within the last ten years.

Officer Comment

It is acknowledged that the A514 at Stanton by Bridge can present problems to pedestrians wishing to cross, particularly at those times of the day when the traffic is heavier. With patience, however, a gap in the traffic can normally be found. The spot surveys that have been undertaken in the village at different times have revealed very low pedestrian activity. Overall, it is not considered that there is sufficient pedestrian demand throughout the day to justify the substantial cost of providing a pedestrian crossing. Clearly, if a crossing were to be provided, there would be a benefit to school children but for the remainder of the day the crossing would be little used; this would not therefore represent a high priority for the use of the limited funding available

In situations where the number of pedestrians is too low to make the case for provision of a formal pedestrian crossing, the County Council sometimes looks into the possibility of providing a central pedestrian refuge to aid those wishing to cross the road. Unfortunately, at Stanton by Bridge, the limited road width, together with the restricted forward visibility, means that this is regrettably not a practical option.

The Local Member, Councillor Chiltern, has been provided with a copy of this report and has expressed her disappointment at its content. Her full response is provided below. Councillor Chiltern has requested that the decision not to support a crossing in Stanton by Bridge be reconsidered on the basis that the volume of traffic and road alignment is such that crossing the A514 is particularly hazardous at this location. Councillor Chiltern has also referred to what she considers is a precedent set by a similar crossing being proposed at North Wingfield on the A6175.

It should, however, be noted that the A6175 is a principal road which links the A61, former trunk road, to Junction 29 of the M1. This route carries a significant volume of HGVs through all times of the day. By contrast, whilst the

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A514 through Stanton by Bridge is also a principal road, the route is protected by the 7.5 tonne Bretby area weight restriction and immediately to the north by the 7.5 tonne restriction on Swarkestone Causeway. The resulting traffic flow is reduced and more sporadic, providing more opportunity for pedestrians to cross.

Local Member Comments

Councillor Chilton has added the following comments:

"I note the findings in your draft Report with disappointment. Having lived in this area for 25 years it would seem that the Gods have been with us that there has not been a serious accident in this area before now."

Yes, there is a weight restriction on Swarkestone Causeway which is often ignored, and yes, there may not be many pedestrians during part of the day, but, 30 mph speed limit is still fast when you consider the terrain of this road - bends which restrict vision (and sound for the deaf) and steepness of Stanton Hill which necessitates vehicle acceleration southbound. Your statement 'with patience, a gap in the traffic can normally be found' can apply to any road, with or without a crossing of some sort. There are a lot of elderly people in this area who cannot rush when there is a gap equally as important as a young mother with perhaps a pushchair."

Volume of traffic and speed would appear to me to be of prime importance with the risk to life and limb and I urge the Council to re-consider its proposals, bearing in mind the comment "we are always looking to make roads in Derbyshire safer and believe this scheme will help us to do that" made by Cllr Dean Collins' Deputy Cabinet Member for Jobs, Economy and Transport regarding a planned puffin crossing for North Wingfield, 12 November 2013."

(3) **Financial Considerations** There are no financial considerations associated with this report.

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

(4) **Key Decision** No.

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

(6) **Background Papers** Background information is contained on file and held within the Economy, Transport and Environment Department, Traffic and Safety Team. Officer contact details – Mike Hawkins, extension 38609.

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(7) OFFICER'S RECOMMENDATIONS That:

- 7.1 Monitoring of highway safety within the village continues so that any reduction in the current good safety record is detected early.
- 7.3 The Local Member, Parish Council and petitioners be informed accordingly.

Mike Ashworth
Strategic Director – Economy, Transport and Environment