

DERBYSHIRE COUNTY COUNCIL

**MEETING OF CABINET MEMBER – JOBS, ECONOMY AND
TRANSPORT**

11 February 2014

Report of the Strategic Director – Economy, Transport and Environment

**PETITION – SHEFFIELD ROAD, HATHERSAGE – REQUEST
FOR PEDESTRIAN CROSSING**

(1) **Purpose of the Report** To inform the Cabinet Member of the results of an investigation undertaken following receipt of a petition requesting the provision of a signal controlled pedestrian crossing for school children to use, as a result of the vacancy for a School Crossing Patrol Warden at this location.

(2) **Information and Analysis**

Background

A request for a pedestrian crossing was received from a parent of a school child, who was concerned about safety at this location, particularly for school children and their parents crossing to and from St Michael's Primary School, Hathersage.

The request was turned down in February 2013 and the complainant advised that there were insufficient numbers of crossing pedestrians and two-way flow of vehicles to justify the provision of a crossing. In addition this location did not suffer from a poor accident record, was already provided with numerous measures to assist pedestrians crossing at this location, and could not therefore be given any priority for future funding for such a facility over other higher priority sites.

The County Council has been trying to recruit a School Crossing Patrol Warden at this location. However, this post has been vacant since 2006.

A pedestrian crossing survey and a traffic survey were undertaken in 2009. This revealed that there were insufficient numbers of vehicles and crossing pedestrians at this location to justify any further action.

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Site Details

The A6187 Sheffield Road/Main Road, Hathersage is a busy road, frequently used as a through route between Sheffield, Chesterfield and Manchester. It is also a popular route with tourists and day visitors to the area, and many of the businesses in the village rely on this passing trade. The road is subject to a 30mph speed limit; it varies in width from 7.5m to 4.6m and runs directly through the centre of the village. There are footways on each side of the carriageway at the point where school children cross to St Michael's Primary School. Street lighting is provided and there are solid double white lines and edge of carriageway markings on the approach from Surprise View. On the village side of the crossing point, there is hazard centre line and parking bays. The site is provided with School Safety Zone signs on both approaches, which have flashing amber warning lights and an advisory 20mph speed limit when lights flash, as well as SLOW markings on the carriageway.

The road at the crossing point is approximately 7.5m wide and has been narrowed down by built-out of the footway, and the provision of dropped kerbs with tactile pavers. This also has the advantage of providing sheltered parking bays on the village side.

There have been no recorded injury collisions at or near the crossing point or on this road near the village over the last three years.

Officer Comments

Whilst the concern of the petitioners is understandable, based on their anecdotal evidence, it is the case that there is very little crossing demand at this location, apart from those accessing the school and consequently, it is difficult to justify the provision of a controlled crossing.

Such facilities are placed at locations where they will be well-used, both to ensure that funding is directed to those locations most in need, but also to ensure that pedestrians wait to cross during the green man phase, rather than crossing during gaps in the traffic during the red man phase. It is known that pedestrians will cross in gaps in the traffic rather than waiting for a green man signal at locations which do not have the required levels of passing traffic, and this can result in increased accident rates.

The site has been provided with numerous measures to improve the situation for pedestrians generally and school children specifically. There is a built-out footway, (reducing the width of the carriageway to be crossed) school safety zone signs with flashing lights and reduced speed limit, as well as solid white lines to prevent overtaking and parking. Although there have been reports of cars parking adjacent to the double white line system recently, this has been passed to the appropriate authorities for enforcement action.

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The petitioners consider the fact that this location has been identified as a site for a School Crossing Patrol Warden (SCP), means that it has been identified as a dangerous location. However, this is not the case and this is borne out by the good accident record at this location. Whilst it is accepted that the provision of a SCP would assist children to cross independently at this location, there is clearly no interest from the local population to take on this role, and it is considered that parents or the school may wish to highlight the need for a SCP at this location within the local community.

In view of the lack of factual evidence to suggest an actual rather than perceived problem, and the provision of existing measures at this location, the provision of a signal controlled crossing cannot be justified.

Local Member Comment

Councillor Twigg has been consulted and has no comments.

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

(4) **Legal Considerations** Section 23 of the Road Traffic Regulation Act 1984 ('the 1984 Act') empowers a local traffic authority to establish crossings for pedestrians on roads for which they are the traffic authority, and to alter or remove any such crossings. Regulations made under the 1984 Act prescribe the manner in which such crossings should be indicated.

Before establishing, altering, or removing a crossing the local traffic authority is required to consult the chief of police about the proposal, give public notice of the proposal and inform the Secretary of State in writing of the proposal.

Section 122(1) of the 1984 Act states that it shall be the duty of every Local Authority to exercise the functions conferred by that Act (so far as practicable having regard to the matters listed in subsection (2)) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities both on and off the highway.

The matters referred to in section 122(2) are:

- (a) the desirability of securing and maintaining reasonable access to premises;
- (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to improve the amenities of the areas through which the roads run;

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(bb) the national air quality strategy prepared under Section 80 of the Environment Act 1995.

(c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and

(d) any other matters appearing to the Local Authority to be relevant.

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** Correspondence held on file 44XT in the Environmental Services Department. Officer contact details - Dawn Bryan, extension 38695.

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

8.1 The request for the provision of a signal controlled pedestrian crossing on Sheffield Road, Hathersage be refused.

8.2 The local Member and petitioners be informed accordingly.

Mike Ashworth
Acting Strategic Director – Economy, Transport and Environment

