

Agenda Item No. 4(a)

DERBYSHIRE COUNTY COUNCIL

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

12 April 2016

Report of the Strategic Director – Economy, Transport and Communities

**PETITION – STATION ROAD, HATTON – REQUEST FOR A PEDESTRIAN
CROSSING**

(1) **Purpose of Report** To inform the Cabinet Member of investigations undertaken, following receipt of a petition requesting the provision of a pedestrian crossing on the A511 Station Road, Hatton and seek approval that the request be declined.

(2) **Information and Analysis**

Background

On 19 January 2016, the Cabinet Member acknowledged receipt of a petition. It contained 158 signatures requesting the provision of a pedestrian crossing point at the top end of Station Road, between the Salt Box Cafe and the junction with Yew Tree Road. The covering letter expressed deep concern over the road safety on Station Road, and the points made can be summarised as follows:

- Station Road continues to be increasingly busy, with all vehicle types including HGVs.
- From local people, opinion is that there are a limited number of safe places to cross.
- From local people, concern that there are no safe places to cross for bus users.

Local Member Comments

Councillor Pattern made the following comments:

"I fully support the petition which has been forwarded to you. Station Road has been a cause for concern to residents and my district colleague as well as myself. The volume of traffic is high particularly at peak traffic times with commuters using the route to access Burton on Trent, the railway station and Nestle. Heavy lorries use the route either for access to Nestle or Burton on Trent. Visibility along the road can be difficult especially with

HGV's. There have been numerous speed checks in recent years due to public request. Some years ago we were fortunate to have a crossing installed at the top end of the road but there is a need for a crossing at the lower end of Station Road.

A bypass is the aim of the village for the future to alleviate the heavy flow of traffic the village suffers. There are also plans to build in excess of 400 new homes in Hatton therefore a second crossing is vital for the safety of residents".

Officer Comments

The A511 forms the main route through the village of Hatton and therefore is used by a significant volume of traffic, although not unusually high for this class of road.

An assessment of the site has concluded that it would be physically difficult to locate a crossing facility due to the frequent presence of dropped kerb vehicular accesses to property along Station Road.

Aside from a number of bus stops located along this section of Station Road, a general store is also located on the eastern side of the road, (slightly to the north of the Yew Tree Road junction), with a public house located further north again. There are no other obvious community facilities which would create a demand for pedestrians to cross here.

There are many requests for crossing facilities, such as Zebra and Puffin crossings, from across the County, far outweighing the funding available for such measures. A strict criterion is therefore applied to each request to ensure that the significant funds required for such measures are targeted to locations where they are most needed and will be widely used.

A nationally recognised formula known as PV2 is used as a guide, when assessing requests; this seeks to establish traffic flow against the volume of pedestrians crossing the road. In order to meet assessment criteria, and consequently to ensure a new crossing will be well used, officers would be looking for numbers in the region of 1,000 vehicles, with 100 crossing pedestrians, for each of any four hours in the day. Other factors are also considered during the assessment process, which include the level of difficulty for pedestrians crossing, any facilities within the area, and whether there is an identifiable 'desire line' where pedestrians have a clear need to cross. The recorded injury collision history is also taken into account with regard to pedestrian-related incidents.

Pedestrian activity generated by users of the bus stops alone would fall well short of the figures needed to justify a pedestrian crossing. Although

additional activity will be generated by patrons of the pub and store, it is considered that these numbers are unlikely to be significant enough to attain the levels required.

Compared with other A-classified roads in the County, Station Road does not experience an inordinately heavy level of traffic. Furthermore, the road is subject to a 30mph speed limit (which commences to the north of the public house). The average carriageway width is approximately 7 metres, relatively narrow for this class of road. Additionally, the carriageway benefits from a very straight alignment, affording highway users excellent forward visibility in both directions. These factors combine to create an environment where pedestrians should not experience undue difficulty in crossing the road, with ample breaks in traffic flow to do so.

A check of the Police database, which records all collisions resulting in personal injury, only appears to support the above views. In the last three years, there has been one such incident, and this did not involve pedestrians.

To provide a pedestrian crossing where footfall is relatively light, can actually prove counter-productive to road safety. The Department for Transport advice states that caution should be exercised when considering crossings on roads where pedestrian flows are light for long periods of the day. Drivers become accustomed to not having to stop at the crossing and may begin to ignore its existence. This can increase the risk for pedestrians who make the assumption it is safe to cross and may step out in front of a driver who has ignored/forgotten the crossing.

It is therefore recommended that the request for a pedestrian crossing be refused.

(3) **Financial Considerations** The estimated cost of providing a Zebra controlled crossing could be approximately £20,000.

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** Held on file within the Economy, Transport and Communities Department. Officer contact details - Tracy McCann, extension 31930.

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

7.1 The request for a pedestrian crossing on Stations Road, Hatton be refused.

7.2 The Local Member and lead petitioner be advised accordingly.

Mike Ashworth
Strategic Director – Economy, Transport and Communities