

DERBYSHIRE COUNTY COUNCIL

MEETING OF CABINET MEMBER – JOBS, ECONOMY AND  
TRANSPORT

15 April 2014

Report of the Strategic Director – Economy, Transport and Environment

THE GREEN, LONG EATON – PROPOSED CYCLE SAFETY  
SCHEME

(1) **Purpose of the Report** To inform the Cabinet Member of the results of the public consultation recently held in Long Eaton regarding the proposal to signalise The Green roundabout and provide three new pedestrian crossings and cycle lanes along Derby and Nottingham Road. In conjunction with this, it is intended to report on the results of an investigation undertaken following receipt of a petition requesting that the proposed Puffin crossing outside no. 102 Derby Road is not progressed.

(2) **Information and Analysis**

**Background**

All road casualties are of concern to the County Council but those involving vulnerable highway users are of particular concern. Examination of information highlighted the roundabout at The Green, Long Eaton as a site of specific concern with a cluster of pedal cycle incidents leading to five serious and 21 slight injuries in a five year period. These figures rank the roundabout as the worst in Derbyshire for pedal cycle accidents.

Officers were investigating possible highway modifications to assist cyclists when the opportunity arose to seek additional funding from the Cyclist Safety Fund which is co-ordinated by Sustrans.

The additional funding obtained from that source enabled a more comprehensive scheme to be considered, comprising two elements.

**Element 1** This was the replacement of the existing town centre roundabout, known locally as The Green (junction of A6005, Tamworth Road and Midland Street) with a signalised junction including advance cycle stop lines. The existing standard pedestrian guardrail would have been removed and replaced with more ornate railing and additional trees and planting would have been provided to enhance the street scene, making it a more attractive cycling

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and pedestrian environment. This would have also offset the removal of the 10 trees of varying height and width which currently exist on the roundabout. The estimated cost of this element was at £400,000.

**Element 2** The continuation of the existing cycle lane along Derby and Nottingham Road. The current cycle lane terminates at the Derby Road/College Street junction and does not start again until it reaches the Station Road/Nottingham Road junction. The route then continues through to the Derbyshire/Nottinghamshire boundary. As part of this, it was proposed to remove three pedestrian refuge islands and replace them with either a Toucan crossing or a Puffin crossing. This was to try to ensure a continuous reasonable width cycle lane along the A6005. In conjunction with these works it was also proposed to extend the existing 30mph speed limit out towards the Wilsthorpe Road roundabout. The estimated cost of this element of work was £200,000.

It was recognised that the signalisation of the junction required a major alteration to the highway and to the street scene. However, the signalisation of the junction had previously been identified as an option in the Erewash Borough Council's Master Plan for the area.

Clearly a scheme of this magnitude required extensive public consultation. Two public exhibitions were arranged at Long Eaton Town Hall, giving local residents and stakeholders the opportunity to consider the proposals. At this stage it became clear that there was a considerable opposition to the loss of what is clearly, a highly thought of amenity.

The works associated with element 2 were the introduction of additional controlled crossing points and this generated a petition signed by 22 people requesting that the crossing outside No 102 Derby Road be omitted from the scheme due to loss of some limited waiting facilities and the perceived difficulties which would ensue in manoeuvring into an access. In order to address this, the zigzag markings can easily be shortened to leave the waiting bay intact and not affect the current situation with respect to the access.

In total, some 240 responses were received following the public exhibitions and consultation. The comments received were strongly opposed to the signalisation of the junction. The results were less clear in respect of the continuation of the cycle lane and the introduction of the three controlled crossings. More detailed analysis of the responses indicated that the introduction of the three crossing points was of greatest concern with a reasonably neutral reaction to the continuation of the cycle lanes.

### **Officer Comment**

Clearly, the changes to the street scene and, particularly, the loss of the island were of considerable importance to the local residents and officers can understand and sympathise with this view. The mitigating measures proposed

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are clearly not enough to compensate and it has therefore been decided to recommend that this element of the scheme be removed.

The introduction of three additional pedestrian crossings caused considerable concern for the public at the exhibition and this was the main reason why they did not support Element 2 of the cycle scheme. Officers were proposing removing the pedestrian splitter islands at these locations so that the cycle lanes could continue all the way along Derby Road. However, with some minor adjustment it is now considered that it will not be necessary to provide them outside the Job exchange at Fletcher Street and outside No 102 Derby Road. Officers consider that the cycle lanes can continue along Derby Road, albeit with a slightly reduced width passed the central pedestrian islands without the need for their removal and the introduction of a controlled crossing.

The exception being the crossing west of College Street, which is located at the point of the existing 30mph speed limit terminal signs. At this location, the existing shared use cycle path along Derby Road also terminates. It is considered that installing a Toucan crossing (a crossing where cyclists and pedestrians can cross safely together) at this location will enable the existing 30mph speed limit to be moved to a more suitable location further out along Derby Road as well as enabling cyclists the ability to cross Derby Road and rejoin the new cycle lanes which will continue into the centre of town and out towards the Nottinghamshire boundary.

The location of this Toucan crossing is considered remote from the existing pedestrian crossings nearer the centre of town and therefore will not be so detrimental to traffic flow as it is much further away from the busy roundabouts.

It is proposed to continue the cycle lanes all the way along Derby Road and out towards the County boundary and provide only one Toucan crossing at the location just west of College Street (subject to further statutory consultation). It is also intended to provide a surface treatment across side road junctions to highlight to motorists that there may be cyclists on the main road. (Some of the accidents on Derby Road were as a result of vehicles pulling out in front of cyclists). The relocation of the existing 30mph speed limit to a point just west of Parkside Avenue will be subject to further statutory consultation. The overall estimated cost of this work is £110,000.

The revised proposed cycle safety scheme is shown on the attached plan number HMT/BG/92/14.

### **Local Member Comment**

The local Members, whilst remaining concerned at the level of cyclist related accidents in this area welcome the decision to leave The Green intact.

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Councillor Neill has expressed reservations about the benefit of moving the 30 zone out to Parkside Avenue, for the £110,000 investment, and believes that introducing the new toucan crossing will have a detrimental impact on traffic flow. Councillor Neill is in favour of extending the cycle lanes.

Councillor Neill is keen to promote a “Be Seen” campaign which tries to encourage cyclists to wear bright fluorescent clothing and have working front and back lights when cycling in the dark.

Councillor Neill has seen temporary signs in other parts of Derbyshire asking drivers not to block the roundabout and considers that a similar sign may aid traffic flow at The Green.

(3) **Financial Considerations** The cost of the revised scheme is £110,000 and to be funded through the Capital Programme (Local Transport Plan) 2013/14.

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

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- 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 in the Economy, Transport and Environment Department. Officer contact details – Bridget Gould, extension 38759.

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

- 8.1 The proposed plans (Element 1) to signalise The Green Roundabout, Long Eaton be abandoned.
- 8.2 Alternative measures be investigated to improve cycle safety at The Green, Long Eaton should funding be made available in the future.
- 8.3 Continuous cycle lanes be provided along the A6005 Derby and Nottingham Road, Long Eaton linking the existing cycle network as far as the County boundary.
- 8.4 The implementation of the pedestrian crossings at Dove Road and Fletcher Street, Long Eaton be abandoned but that a Toucan crossing be provided on Derby Road, Long Eaton just west of College Street (subject to full consultation with statutory consultees).
- 8.5 The existing 30mph speed limit out along Derby Road, Long Eaton be extended to a point just west of Parkside Avenue (subject to full consultation with statutory consultees).
- 8.6 The Local Members and petitioners be informed accordingly.

**Mike Ashworth**  
**Strategic Director – Economy, Transport and Environment**

Existing pedestrian island to be removed; 30mph Speed Limit relocated and a new Toucan Crossing installed

30mph Speed Limit to be relocated to this location

Proposed Puffin Crossing to be abandoned.

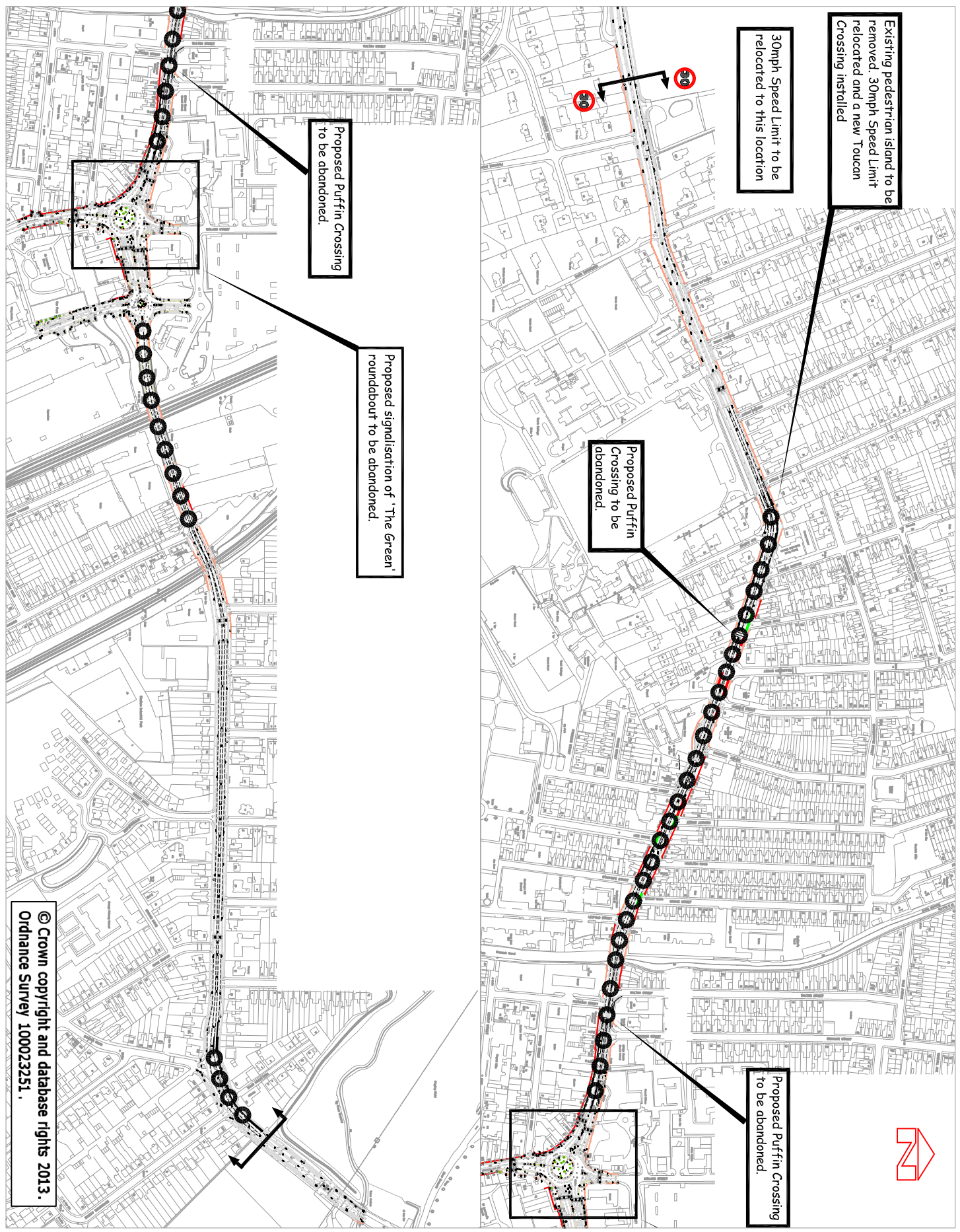
Proposed Puffin Crossing to be abandoned.

Proposed Puffin Crossing to be abandoned.

Proposed signalisation of 'The Green' roundabout to be abandoned.



KEY  
○ ○ ○ ○ PROPOSED ON-CARTRIDGEWAY CYCLE LANE



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Ordnance Survey 100023251.

REVISIONS			
NO.	DESCRIPTION	DATE	BY
1	ISSUED FOR TENDERS	15/01/14	WJS



Derbyshire County Council  
Planning, Development & Environment

PROJECT TITLE  
THE GREEN LONG EATON  
PROPOSED CYCLE FACILITIES

DRAWING TITLE

DATE OF NEXT REVIEW  
15/01/14  
HAM/BG/92/14