

**DERBYSHIRE COUNTY COUNCIL**

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

**18 June 2013**

Report of the Acting Strategic Director – Environmental Services

**PETITION – MAIN ROAD, HATHERSAGE - REQUEST FOR  
MEASURES TO MAKE AN AREA OF ROAD SAFER**

(1) **Purpose of the Report** To inform the Cabinet Member of the results of an investigation undertaken following receipt of a petition requesting that an area of Hathersage be made safer for pedestrians. The Petition signed by 51 persons states *'We the undersigned believe that traffic passing the area outside the chemist in Main Road Hathersage poses a danger to pedestrians and ask Derbyshire County Council to take measures to make the area safer'*.

(2) **Information and Analysis**

**Background**

The County Council has recently been approached by Outseats Parish Council to request a 'priority give way' system at the narrow section of carriageway adjacent to the chemist on Main Road (shown on attached plan). Local residents and, specifically, parents of school children have been concerned that vehicles are passing too close to the footway (or sometimes mounting the footway), causing a safety risk to pedestrians walking here. Local people and Parish Councillors have been discussing this situation and decided that a petition be submitted to show the strength of feeling.

**Site Details**

The A6187 Main Road, Hathersage is a busy road with Annual Average Daily Traffic (AADT) flows of around 5,300, and 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 4.6m to 7.5m and runs directly through the centre of the village. There are footways on each side of the carriageway, street lighting is provided and there are parking restrictions on both sides for the majority of the length through the village, to try and minimise congestion, although there are short stay parking bays at certain points on the northern side for visitors.

The carriageway narrows considerably to a pinch point near the chemist shop and, for a short distance, there is a footway on one side only; this is the area that the petitioners are concerned about. There are School Safety Zone signs on both approaches to the pinch point, which have flashing amber warning lights and an advisory 20mph speed limit when lights flash. This gives further warning of the presence of younger pedestrians at the start and end of the school day. From the Sheffield approach there is a road narrows sign and an additional road narrows sign with a plate 'oncoming vehicles in middle of road' and a SLOW marking. From the Castleton approach there is a road narrows sign and a SLOW marking.

There have been no recorded injury collisions at or near the pinch point, or on this road within the village over the last three years which indicates that drivers are exercising the appropriate care and attention when negotiating this narrowing in the road.

### **Officer Comments**

Whilst the concern of the petitioners is understandable, there is little factual evidence to suggest that there is an actual problem at this location. The road at the pinch point is approximately 4.6m wide and it is wide enough for two medium sized vehicles to pass, but large vans or lorries would need to stop and give way. This has the advantage of maintaining low speeds at this location but also means that impatient drivers of larger vehicles might try to squeeze through rather than wait and give way, or might even drive onto the kerb to get past.

This informal give way system works well generally, although occasionally, a vehicle will be stranded in the central area requiring some reversing and manoeuvring.

There is anecdotal evidence of a van taking a lunch bag out of a pedestrians hand as it passed; however, there have never been any recorded injury collisions at this location and drivers do generally tend to exercise the appropriate care.

### **Priority Give Way System Request**

Some initial investigation work has been undertaken into the feasibility of a 'priority give way' system as requested, and this has raised a number of concerns about the suitability of such a system at this location.

Firstly, in order for such a system to work, it would be necessary to reduce the carriageway width to physically prevent drivers from trying to 'squeeze' through, as at present. The forward visibility (inter-visibility) on either side of the proposed narrowing has been measured and is 75m. This is a significant distance, and there are concerns that due to the topography of the area (gradient and slight bend) that this is too great a distance for drivers to see

approaching vehicles and to give way in good time without the risk of some vehicles being stranded in the middle of the give and take area.

It is highly likely that during the morning and afternoon peaks, and during the weekends and summer period, when visitor numbers are high, that congestion would be considerably worsened, as it would be necessary for every vehicle from one direction to give way, rather than just large vehicles, as currently happens.

Nearby parking restrictions would also need extending to remove parked vehicles from the area, and provide a suitable standing area for stationary vehicles.

Such scheme would need considerable funding, due to the physical works required, and staff resources to undertake a widespread consultation which would be necessary due to potential increased delays to vehicles on this route and congestion within the village itself. There may also be objections from nearby residents relating to reduced parking availability and queuing vehicles near their homes.

The situation at the pinch point has existed for very many years. There is no indication that the traffic volume on this road has increased over and above the general increases seen throughout the network as a whole, and there have been no recorded collisions to indicate that the actual risk here is likely to be any higher than at other pinch points elsewhere in the County.

Whilst the desire for changes at this location is understood, a scheme of this nature, whilst solving one problem, is likely to bring about other problems which do not currently exist at this location.

### **Additional Requests/Suggestions**

In addition to the requested 'priority give way' system, a number of additional suggestions were made at a recent site meeting attended by Councillor Mrs Twigg, County Council officers and members of the Joint Transport Committee for Hathersage and Outseats, including the provision of a pedestrian barrier, raised kerbs, or traffic signals at the pinch point.

However, traffic signals are not feasible in this area; there is a pedestrian crossing in close proximity. Therefore, another set of signals nearby would not be acceptable. With regard to the provision of a pedestrian barrier, there is insufficient width of footway for a pedestrian barrier, as it would preclude the passage of prams/wheelchairs, etc.

Whilst it would be possible to increase the height of some kerbs, this would not reduce the intimidation for pedestrians of having large vehicles passing close by, and there is a significant length of kerbing that would not be able to

be increased in height due to the need for dropped kerbs for driveway entrances.

### **General**

In view of the current budget constraints and the need to prioritise expenditure to those locations which are most in need, the long-standing nature of this situation and the lack of any factual evidence of a problem, it is not considered that this location could be given any priority for funding for the provision of a scheme. The results would be questionable and would not contribute to reducing the collision statistics, and may actually result in worsening congestion issues already in this area.

In view of the above, it is recommended that no further action be taken regarding this matter.

### **Local Member Comments**

Councillor Mrs Twigg agrees with the contents of this report having viewed the situation on site herself.

(3) **Financial Considerations**      There is no cost associated with this report.

(4) **Legal Considerations**      Section 122, of the Road Traffic Regulation Act 1984 states that it shall be the duty of every Local Authority exercising the functions in that Act (so far as practicable having regard to the matters listed below) 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 above are:

- 1) the desirability of securing and maintaining reasonable access to premises;
- 2) 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 preserve or improve the amenities of the areas through which the roads run; 2ii) the national air quality strategy prepared under Section 80 of the Environment Act 1995;
- 3) 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
- 4) 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 within the Environmental Services Department. Officer contact details - Dawn Bryan, extension 38695.

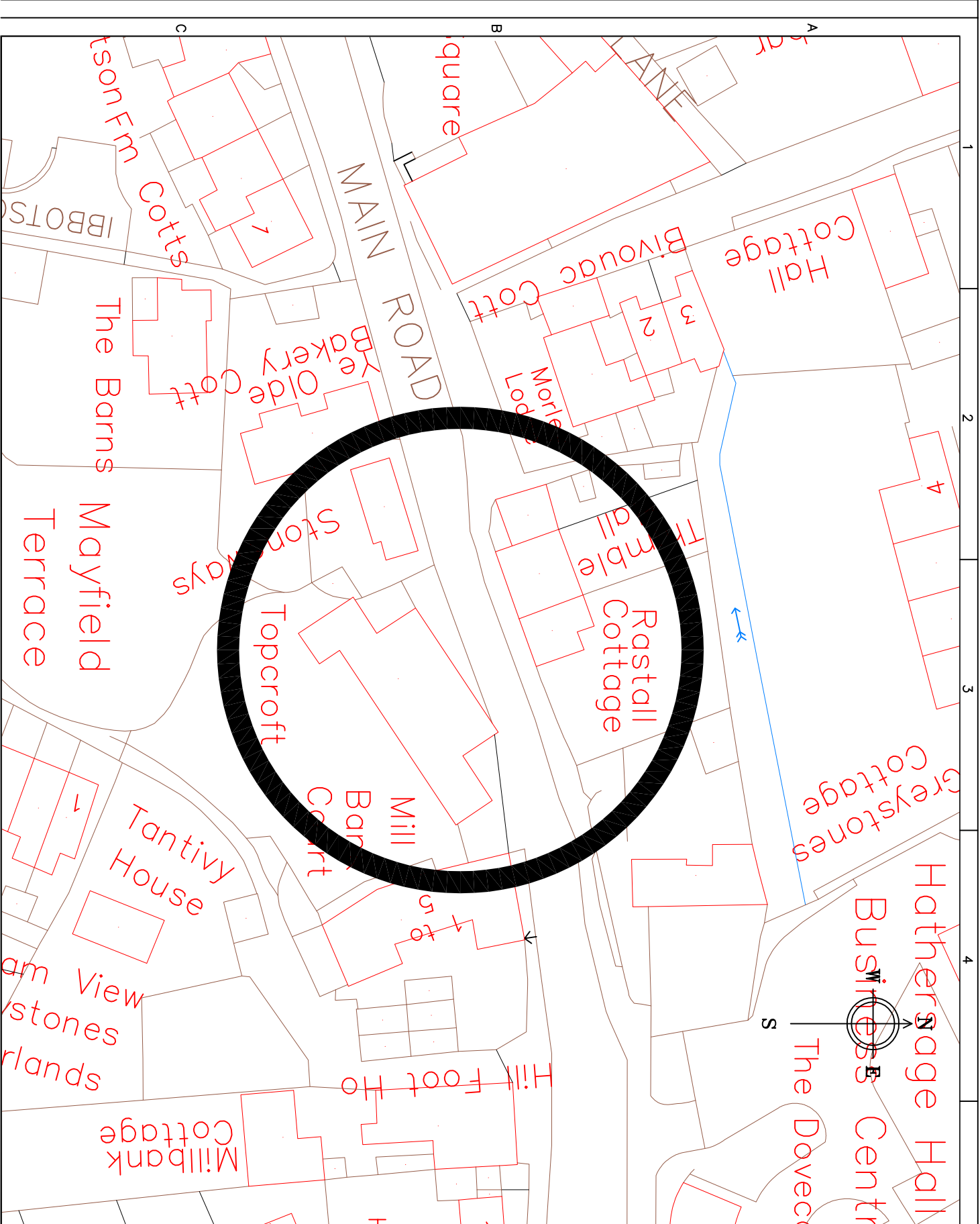
(8) **OFFICER'S RECOMMENDATIONS** That:

8.1 No further action be taken regarding Main Road, Hathersage.

8.2 The location be monitored over the next 12 months

8.3 The local Member and petitioners be informed accordingly.

**Mike Ashworth**  
**Acting Strategic Director – Environmental Services**



Key

○ Area requested for a Priority Give Way System

AMENDMENT DETAILS			
AMENDMENT NO.	DATE	APPROVED BY	DATE
1	10/10/2013	NTS	

**DERBYSHIRE**  
COUNTY COUNCIL  
**lan Stephenson**  
As Cllr, WCC, LIAISON  
Strategic Director of  
Environmental Services

© Crown Copyright and database rights (2013)  
Ordnance Survey (100029261). You are not  
permitted to copy, sub-license, distribute or sell  
any of this data to third parties in any form

PROJECT TITLE

Priority Give Way System

Main Road  
Hathersage

CLIENT DRAWING No.  
ST/RS/141/13