

Agenda Item No. 4(b)

**DERBYSHIRE COUNTY COUNCIL**

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

**26 April 2018**

Report of the Strategic Director – Economy, Transport and Environment

**PETITION REQUESTING A PEDESTRIAN CROSSING FACILITY – A6  
DALE ROAD SOUTH, TWO DALES**

(1) **Purpose of Report** To inform the Cabinet Member of investigations carried out following the receipt of a petition requesting the consideration of a pedestrian crossing facility on the A6 Dale Road South, Two Dales between the Greenaway Lane and Old Road junctions.

(2) **Information and Analysis**

Receipt of the petition was acknowledged by the Cabinet Member on 11 April 2017 (Minute No. 50/17 refers). The petition contains 574 signatures and reads as follows:

*“We feel there should be a safer crossing method between these two junctions and busy main road. With failed attempts to get answers from Derbyshire Council, we are trying to get the support of the community & their signatures to present to them instead. Please show your support. Thank you.”*

**Officer Comment**

The A6 is classed as a Primary Route within the existing road hierarchy in Derbyshire and, as such, carries a high volume of traffic. As with any road that is subject to such traffic flows, safe gaps in the traffic for pedestrians to cross can be infrequent and pedestrians have to exercise patience when waiting to cross. In this instance, there is also the traffic from two side roads to take into consideration. There is no pedestrian access to the nursery at this point, with access having to be gained from a service road off Old Road.

In terms of options for pedestrian crossing facilities, there are a number of options available depending upon the nature of the site and the levels of pedestrian/vehicle conflict. However, the main constraint to the provision of a facility here is the actual road layout. The presence of the side roads, as well as the bus stop lay-bys, would make it difficult to physically fit anything in. Experience shows that any provision for pedestrians has to be on, or very

near to, the pedestrian desire line otherwise it would be of limited value. For instance, a pedestrian emerging from Greenaway Lane would not walk any great distance southwards to cross to walk back up to the nursery.

There is currently insufficient room to construct a crossing facility of any type between the two side roads. The road width, presence of side roads and bus lay-bys and the sub-standard width footway to the north of the nursery means that there are no suitable locations to install a crossing facility that would be safe to use and also on the pedestrian desire line.

To enable a central refuge to be accommodated between the two side roads, the road would need widening and bus stop lay-bys removing. This, in turn, would, affect the position of the give way lines at the adjacent side roads. Whilst this would probably not be insurmountable in engineering terms, it would be costly and this may make it unviable from a cost/benefit point of view when competing for the limited funding that is available with other scheme proposals. Nevertheless, a bid can be put forward for consideration for future capital schemes programmes.

With regard to the provision of new traffic light controlled crossings in general, such facilities are provided to assist pedestrians crossing the road where the pedestrian/vehicle conflict justifies it. The Department for Transport advice states that caution should be exercised when considering a signal controlled crossing on roads when 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, on seeing a green man signal, assume it is safe to cross and may step out in front of a driver who has ignored the crossing. It has to be borne in mind that signal controlled crossings do carry their own risks and, having interrogated the Police's injury related collision database, no injury collisions have occurred in the vicinity of the junction that have involved pedestrians. This involved in excess of 13 years of data.

Correspondence has also been received from the residents of St Elphin's Park about pedestrian crossing facilities in this vicinity. There is sufficient width to accommodate a central refuge to the south of Old Road and this could serve to assist pedestrians crossing from St Elphin's Park and could also be used for the nursery. However, this would require those pedestrians crossing between Greenaway Lane and the nursery to cross the A6 at the refuge, then have to cross Old Road to get back to the nursery. Although improvements could be made to Old Road to improve crossing conditions there, from experience elsewhere, it is not considered that pedestrians would walk this extra distance and have to cross another road to get to their destination.

When a planning application for the St Elphin's site was submitted in 2006, Derbyshire County Council recommended to the Planning Authority

(Derbyshire Dales District Council) that the developer provides measures to assist pedestrians crossing Dale Road South as part of the development. However, the District Council granted permission for the development without this condition attached.

Of course, should the circumstances change in this area (e.g. further new development) which would lead to any changes in the pedestrian flows, desire lines, etc, the need for a crossing facility could be reassessed at that time.

### **Local Member Comment**

Councillor Jason Atkin has made enquiries with regard to the costing and feasibility of measures to improve the safety of pedestrians crossing the A6 at this point and has asked that any cost effective scheme be put forward for future funding consideration.

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

### **Other Considerations**

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.

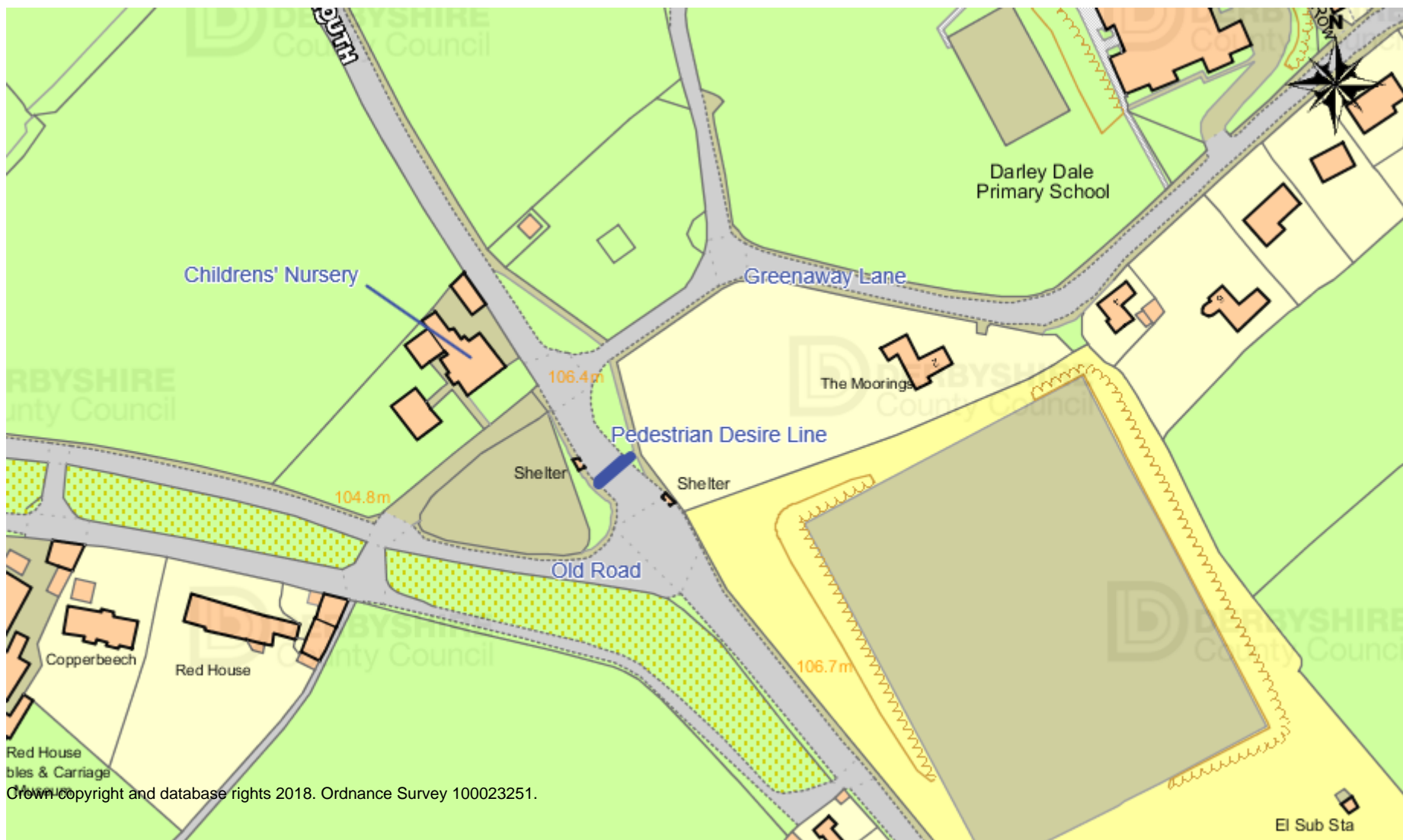
(6) **Background Papers**      Held on file within the Economy, Transport and Environment Department. Officer contact details – Steve Alcock, extension 38176.

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

7.1      The situation contains to be monitored on the A6 Dale Road South, Two Dales, and any further action be taken where appropriate in accordance with current national guidance.

7.2      The lead petitioner and local Member be informed accordingly.

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



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8-Mar-2018