

Agenda Item No. 4(b)

DERBYSHIRE COUNTY COUNCIL

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

28 July 2015

Report of the Strategic Director – Economy, Transport and Environment

SHIREBROOK, ASHBOURNE STREET – CROSSING POINTS

(1) **Purpose of Report** To seek the Cabinet Member's approval to scheme proposals, following consultation with stakeholders for the provision of build-outs to aid pedestrians crossing Ashbourne Street in Shirebrook.

(2) **Information and Analysis**

Background

At a number of meetings concerns have been raised about the safety of pedestrians crossing Ashbourne Street, Shirebrook. Crossing movements generally take place close to the junctions with Portland Road and Station Road, and near the entrance to the car park. There is a residential care home on the eastern side of Ashbourne Street and residents cross back and forth. In order to shorten the crossing movement, a proposal was put forward to create two build-outs (see Appendix 1) and formed part of the 2014-15 Capital Programme, and has been allocated £10,000. The design is for two crossing points to be created which would narrow the carriageway width by approximately 1 metre. Dropped crossings with tactile paving would be placed at the crossing points to create a level access route.

Local stakeholders, including the Police, have been consulted and Shirebrook Town Council has objected to the footway build-outs.

Officers have met with Town Councillors to discuss their concerns who felt that the crossing points would narrow the carriageway too much and, even though wide enough to accommodate two way flows, may lead to some vehicles stopping to give way to wider vehicles. The Town Councillors suggested that the dropped crossing points be provided to create a level access route, without the build-outs.

Officer Comments

Officers have determined that the build-outs will leave sufficient width to maintain two-way traffic flows. Although vehicles may slow down on approach,

there would be sufficient room to pass. The width of the build-outs are the best compromise, as any wider would impede traffic flow and any narrower would not noticeably reduce the carriageway width to cross. The junction build-out has been designed to accommodate bus movements.

It is therefore recommended that the scheme is implemented as proposed.

Local Member Comments

Councillor Stockdale made the following comment *“I feel there have to be preventative measures to reduce speed around that area. The buildouts will be helpful but the buses struggle now to get round the bend off Station Road area when they meet other buses. I have no doubt it will slow traffic down from the Carter Lane area near Top Cat warehouse to ensure more pedestrian safety but the bus access is still a bit of an issue. I would like more consideration placed on the possibility of a crossing in the area if possible.”*

(3) **Financial Considerations** This work forms part of the approved Local Transport Plan 2014-15 Capital Programme of works and included a budget of £10,000.

(4) **Legal Considerations** Part 2 of the Traffic Management Act 2004 imposes a duty on all local authorities to secure the expeditious movement of vehicular and pedestrian traffic.

Section 75 of the Highways Act 1980 provides that where a highway maintainable at public expense comprises a carriageway and a footway, the highway authority may vary the relative widths of the carriageway and footway. Under section 90G of the same Act the highway authority has the power to install traffic calming works (including build-outs) in a highway maintainable at public expense.

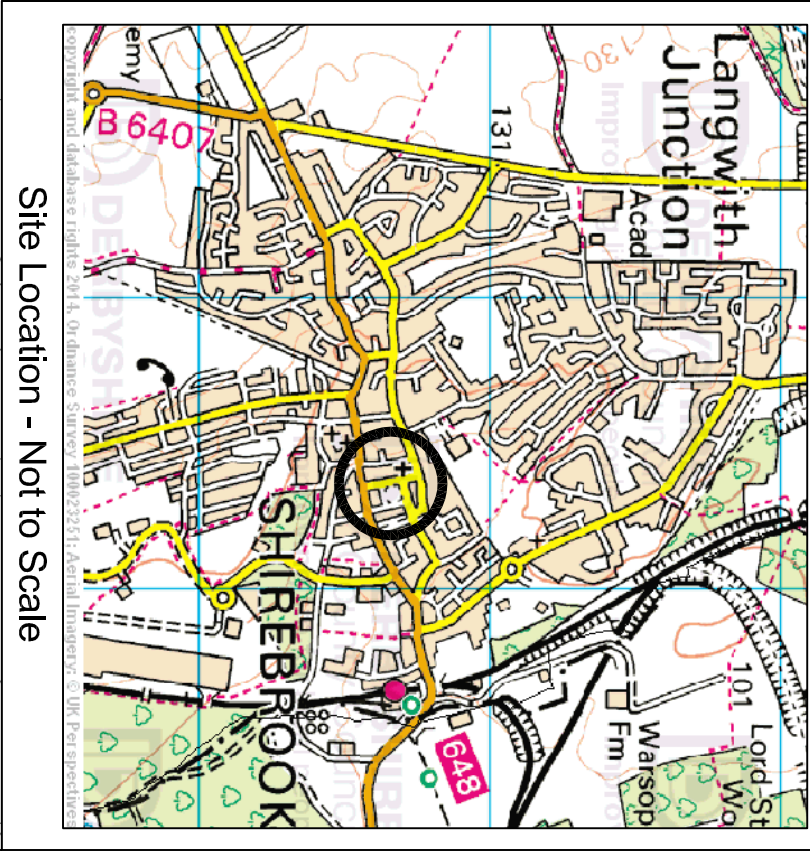
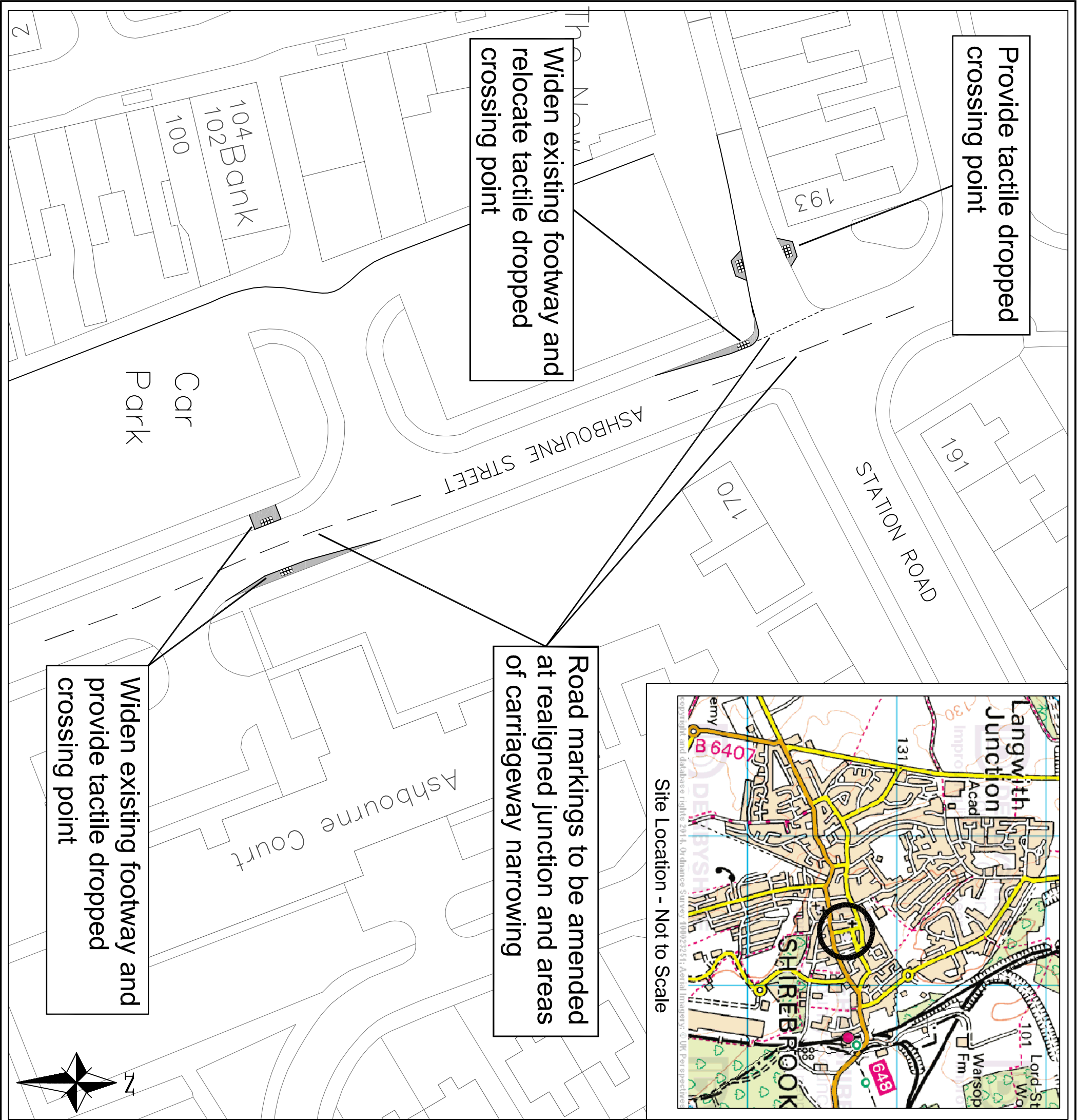
Regulation 4 of the Highways (Traffic Calming) Regulations 1999 provides that where a highway authority proposes to construct a traffic calming work in a highway, they must consult the chief officer of police for the area in which the highway is situated and such persons or organisations representing persons who use the highway or who are otherwise likely to be affected by the traffic calming work as the highway authority thinks fit. Regulation 8 requires the highway authority to place and maintain traffic signs to provide adequate warning of the traffic calming works unless the works themselves provide adequate visual warning for persons using the highway.

Other Considerations

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** Held on file within the Economy, Transport and Environment Department. Officer contact details – Lee Wright, extension 38674.
- (8) **OFFICER'S RECOMMENDATION** That the Cabinet Member approves the introduction of crossing points on Ashbourne Street, Shirebrook, in the 2014-15 Capital Programme at an estimated cost of £10,000.

Mike Ashworth
Strategic Director – Economy, Transport and Environment



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Amended road markings									
AMENDMENT DETAILS				BY	CHKD	APVD	DATE	NO.	
DRAWN	J.Watson	CHECKED	S.Boyack	APPROVED	S.Boyack				
Date	6/8/2014	Date	8/8/2014	Date	8/8/2014				



MIKE ASHWORTH
Strategic Director – Economy, Transport and Environment

ECONOMY, TRANSPORT & ENVIRONMENT
HIGHWAY MANAGEMENT
HIGHWAY DESIGN



PROJECT TITLE	
ASHBOURNE STREET, SHIREBROOK PROPOSED HIGHWAY SAFETY IMPROVEMENTS	
DRAWING TITLE	
CONSULTATION PLAN	
DCE Project Reference No.	14-030106
Drawing Number	14-030106/Cons1A
SCALE Not to Scale	
ORIGINAL DRAWING SIZE: 420 x 297 (A3)	