



FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

**REPORT TO CABINET MEMBER FOR HIGHWAYS, ASSETS AND
TRANSPORT**

9 March 2023

Report of the Executive Director - Place

Petition – Request for Pedestrian Crossing on Mansfield Road, Clowne
(Cabinet Member for Highways, Assets and Transport)

1. Divisions Affected

1.1 Barlborough and Clowne.

2. Key Decision

2.1 This is not a Key Decision.

3. Purpose

3.1 To seek the Cabinet Member's approval to decline the petitioners request for pedestrian refuges along Mansfield Road, decline the petitioners request for a puffin crossing on Clowne Road, and acknowledge the Parish Council's intention to install a Speed Indicator Device (SID) to encourage lower speeds when entering Clowne along Mansfield Road.

4. Information and Analysis

4.1 On 10 October 2022, a petition was received by the Director – Legal and Democratic Services which contained 121 signatures. The petition requests that Derbyshire County Council:

- a) Explores the feasibility for installing a pelican or puffin crossing as the preferred option on Mansfield Road in Clowne, to force cars to stop and provide sufficient time for families and those with mobility impairments to cross the road safely.
 - b) Implements pedestrian refuges at points along Mansfield Road, Clowne where the crossing is not installed to make it safer for pedestrians to cross where not using a crossing.
 - c) Explores measures to reduce the speed of cars along Mansfield Road, Clowne, particularly as they enter Clowne and the road changes from the national speed limit to a 30mph speed limit.
- 4.2 It also details the petitioners concerns over vehicle speeds when travelling into Clowne along Mansfield Road where the speed limit changes from the national speed limit to 30mph.
- 4.3 The petitioners are concerned that motorists do not adjust their speed accordingly and this in turn has led to their concerns over pedestrian safety when crossing Mansfield Road.
- 4.4 The B6417 Mansfield Road is one of the main roads into Clowne and in recent years has seen an increase in residential development with two large new developments on the left-hand side of Mansfield Road entering Clowne. Should these residents choose to walk to the infant, nursery and junior school, they need to cross Mansfield Road to do so and, should the residents on the right-hand side wish to access Clowne Leisure centre and the secondary school, then they must also cross Mansfield Road.
- 4.5 When the new housing developments were being considered by the Local Planning Authority, the provision of a controlled crossing was highlighted as an option but, unfortunately, could not be accommodated and the planning condition was discharged. It could not be accommodated because Officers at that time were concerned about the number of residential car parking spaces that would be lost if a crossing was installed. The developer did, however, have to implement a mini roundabout at the junction of High Street with Mansfield Road. At this location, a pedestrian refuge had already been installed and therefore this was considered acceptable for pedestrians to use as a facility to cross the road to gain access to the town centre amenities.
- 4.6 Following the construction of the new housing developments, a request for a controlled crossing was received from the new residents. There is only one place where a controlled crossing can be constructed and this is at the junction of Mansfield Road with High Leys Road. This is because High Leys Road is the desired route pedestrians take to Ringer

Lane and then onto the Clowne schools. At this location there is insufficient road within which to accommodate a pedestrian refuge and therefore the only option to help pedestrians cross the road is a controlled crossing. From this point on the right-hand side of Mansfield Road towards the town centre there is no footway, only grass verge and therefore pedestrian refuges to cross pedestrians onto grass are not considered suitable or appropriate and cannot be provided.

- 4.7 For a controlled crossing to be implemented, the site must meet a certain criterion which is based on the number of pedestrians crossing the road against the volume of traffic travelling along it and this is called a PV^2 count. (a nationally recognised method of determining pedestrian usage at a site). In October 2020, such a count took place to ascertain whether this location met the required numbers for the Council to construct a pedestrian crossing. A count is done to ensure that there is sufficient demand and that the £70,000 plus expenditure can be justified. The count showed that the pedestrian figures were well below the required number for the installation of a pedestrian controlled crossing. The count showed that at the peak hour there were 53 pedestrians crossing. For a road of this nature, the Council would usually require around 100 pedestrians to cross.
- 4.8 The collisions history for Mansfield Road from the 30mph terminal signs into Clowne village show that there has been one report of a slight injury collision, approximately 120m north of High Leys Road. This was due to a poor over taking manoeuvre with the car leaving Clowne which was dazzled by sun. This is the latest Police data which is up to the end of August 2022. This is not considered to be because of speeding and therefore the collision history for Mansfield Road does not warrant traffic calming intervention based on the criteria laid down in the authorities adopted Speed Management Protocol.
- 4.9 In early December 2022, officers met with Clowne Parish Council and Local Member, Councillor Hoy, to look at various sites in and around Clowne for suitable SID locations. The signs, which are activated by an approaching vehicle, display the vehicle's speed and a reminder message to either slow down or a thank you/smiley face graphic for keeping within the speed limit. These devices aim to improve road safety by reducing vehicle speeds and raising awareness of local speed limits. Each SID must have a data logging device, accessible by the County Council to independently download information without the prior consent of the owner.
- 4.10 One of the sites chosen was on the approach to Ramper Avenue, on Mansfield Road, where concerns over vehicle speeds had been raised

with the Parish Council. The application for the SIDs in Clowne is currently being processed by the Council.

- 4.11 Speed readings taken in April 2018 along Mansfield Road, approximately 120m north of High Leys Road, whilst nearly five years ago, do show that the 85th percentile speed is 35mph (The 85th percentile speed is a speed at which 85% of traffic will be travelling at along a street or road under free flow conditions). Whilst this is above the posted 30mph speed limit, it is at the limit of where intervention for the Police to action is and therefore no further measures will be introduced by the Council. It is not possible to erect 30mph repeater signs as in the Government's Traffic Signs Directions, 30mph repeater signs are not permitted with in a system of street lighting. A system of street lighting being defined as two or more consecutive street lamps less that 183m apart.
- 4.12 A plan showing Mansfield Road, the existing footpaths, the existing pedestrian refuge, and popular walking destinations are shown on the attached plan (Appendix 2).
- 4.13 Whilst a crossing would help pedestrians cross Mansfield Road by regulating the traffic and making it stop, there is no evidence that crossing the road without this facility is dangerous, just difficult due to the volume of traffic.

5. Consultation

- 5.1 Councillor Hoy supports the petitioners request for a controlled crossing along Mansfield Road and was disappointed that a crossing could not be secured through funding from the Development. Councillor Hoy is supporting the installation of a Speed Indicator Device along Mansfield Road and will be liaising with CREST (Casualty Reduction Enforcement Support Team) for enforcement of the speed limit.

6. Alternative Options Considered

- 6.1 The site does not meet the current criteria for a controlled crossing, however, as an alternative, a pedestrian refuge was considered at the Ramper Avenue junction previously where the road is wide enough to construct one. Whilst this location would help some pedestrians cross Mansfield Road, the only route to take into the town centre would be along Ramper Avenue but this is quite a long detour and therefore not considered a priority due to the low number of pedestrians that would use the facility.

7. Implications

7.1 Appendix 1 sets out the relevant implications considered in the preparation of the report.

8. Background Papers

8.1 Speed management Protocol.

9. Appendices

9.1 Appendix 1 – Implications.

9.2 Appendix 2 – Site Plan.

10. Recommendations

That the Cabinet Member:

- a) Declines the request for the introduction of a controlled pedestrian crossing on Mansfield Road, Clowne.
- b) Declines the request to introduce various pedestrian refuges along Mansfield Road.
- c) Acknowledges that the Clowne Parish Council are actively seeking permission to install a SID on Mansfield Road.

11. Reason for Recommendations

11.1 As Mansfield Road does not meet the criteria for the introduction of a controlled pedestrian crossing and because there is either insufficient room or lack of footways on both sides of the road that additional pedestrian refuges cannot be positioned along Mansfield Road. This is apart from at the Ramper Avenue junction, however, the route to the school and town centre involves a long detour for pedestrians for which they are unlikely to use.

12. Is it necessary to waive the call in period?

12.1 No.

Report Author: Bridget Gould

Contact details: Bridget.Gould@derbyshire.gov.uk

Implications

Financial

- 1.1 The Objects in the Highway License Application to Derbyshire County Council for the implementation of SIDs has a £100 fee payable to the authorities Legal Services Team by the Parish Council.

Legal

- 2.1 The Objects in the Highway License is a legal agreement signed by the applicant and Derbyshire County Council. The license is under Section 115e of the Highways Act 1980 which permits an outside body to site an amenity object in the public highway.
- 2.2 Details of warranty and maintenance agreements with any supplier must also be provided to us, along with public liability insurances to work on the public highway for erecting, moving, and repairing the signs.

Human Resources

- 3.1 None.

Information Technology

- 4.1 The SIDs are able to gather speed data even when not switched on. This will be useful in ascertaining whether they have the desired effect of speed reduction.

Equalities Impact

- 5.1 Not applicable.

Corporate objectives and priorities for change

- 6.1 None.

Other (for example, Health and Safety, Environmental Sustainability, Property and Asset Management, Risk Management and Safeguarding)

- 7.1 None.