

Agenda Item No. 4(b)

DERBYSHIRE COUNTY COUNCIL

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

9 April 2020

Report of the Executive Director – Economy, Transport and Environment

**PETITION – A6 AMBERGATE – REQUEST FOR A PEDESTRIAN
CROSSING**

(1) **Purpose of Report** To consider a petition received from a resident, on behalf of their local community of Ambergate, requesting a pedestrian controlled crossing to be provided on the A6 Derby Road, Ambergate.

(2) **Information and Analysis** At the meeting on 20 December 2018, the Cabinet Member acknowledged receipt of a petition containing 707 signatures (Minute No. 100/18 refers), requesting Derbyshire County Council considers installing a pedestrian controlled crossing:

“The A6 that runs through the village of Ambergate is a fast and dangerous road. We have a lot of speeding vehicles and large articulated vehicles pass through.

There are many reasons to campaign for a pedestrian crossing near to the church in Ambergate.

The village has most of its amenities, the garage and local shop, the church and our local public house the Hurt Arms located on the other side of the A6 to the houses in Ambergate. Making even a short walk for a pint of milk is a dangerous task.”

Background

Ambergate is a village in Derbyshire, situated where the River Amber joins the River Derwent, and where the A610 road from Ripley and Nottingham joins the A6.

Ambergate has an active community life, particularly centred on the school, public houses, churches, sports clubs, and the annual village carnival which is relatively large and consistent locally with popular associated events in carnival week and throughout the year.

Officer Comment

Following receipt of the petition, the Council carried out a survey using the nationally-recognised PV^2 formula as a guide, which helps establish pedestrian activity (P) against the volume of traffic (V). To be sure that a new crossing will be well used, the Council would be looking for numbers in the region of 1,000 vehicles, with 100 crossing pedestrians, for each of any four hours in a 24-hour period.

The results of the survey did not meet the criteria for consideration of a pedestrian crossing. Whilst the volume of traffic along this route may well meet the parameters outlined above, it is not considered that there are a sufficient number of pedestrians crossing to justify consideration of a pedestrian crossing at this time.

It is acknowledged that there is a desire to provide a suitable crossing facility that provides the connectivity for the community, including the residents, community groups and the school, along with access to the local amenities, which are currently divided by the A6. A proposed re-development on the former Firs Works site at Nether Heage into residential dwellings, does, however, have the potential to create a further increase in footfall demand from Newbridge Road to access the aforementioned facilities off the A6 (see *Appendix 1*), that would still require pedestrians to cross the A6.

With regard to this location, the Council acknowledges that there can be congestion at the junction of the A6 with the A610 and that there is a personal injury collision history which shows there have been four injury collisions within the last five years. Taking both these factors into account, it may be possible to signalise the junction and include pedestrian crossing phases within the traffic signal arrangements.

Therefore, it is the opinion of officers that the signalisation of the junction of the A6 with the A610, with pedestrian crossing phases, would be the most effective scheme of work to address the concerns of the petition and improve the traffic flows at this busy arterial road junction. The scheme will be put forward for consideration as part of a future Works Programme funded by the Local Transport Plan. Alternatively, should any other funding opportunities arise, the scheme could be implemented subject to the necessary funding approval.

Local Member Comment

Councillor Trevor Ainsworth made the following comments:

"I am extremely pleased with this initial outcome, I am also aware that a lot of local people will be too."

This will enable parents and carers to use the travel plan adopted by the school more safely, as it is not used now, due to the lack of a safe crossing point.

I would also ask that when the designs are prepared for the signalised junction we consider reducing the speed on the approach to the proposed lights to 30 mph which would bring it into line with national thinking that all villages should have a 30 mph speed limit.

And that we look at extending the existing reduction in speed in all directions to the curtilages of the settlement.”

(3) **Financial Considerations** The cost of a scheme to install traffic signals at the junction of the A6 and A610, will be in the region of £200,000, and would be subject to future capital or alternative funding being made available.

(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.

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, social value 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.
- (8) **OFFICER'S RECOMMENDATIONS** That:
- 8.1 The Cabinet Member supports the proposal for the consideration of a scheme to signalise the junction of the A6 with the A610, Ambergate and to include pedestrian crossing phases within the scheme, subject to future availability of a relevant capital budget.
- 8.2 The Local Member and lead petitioner be informed of the decision.

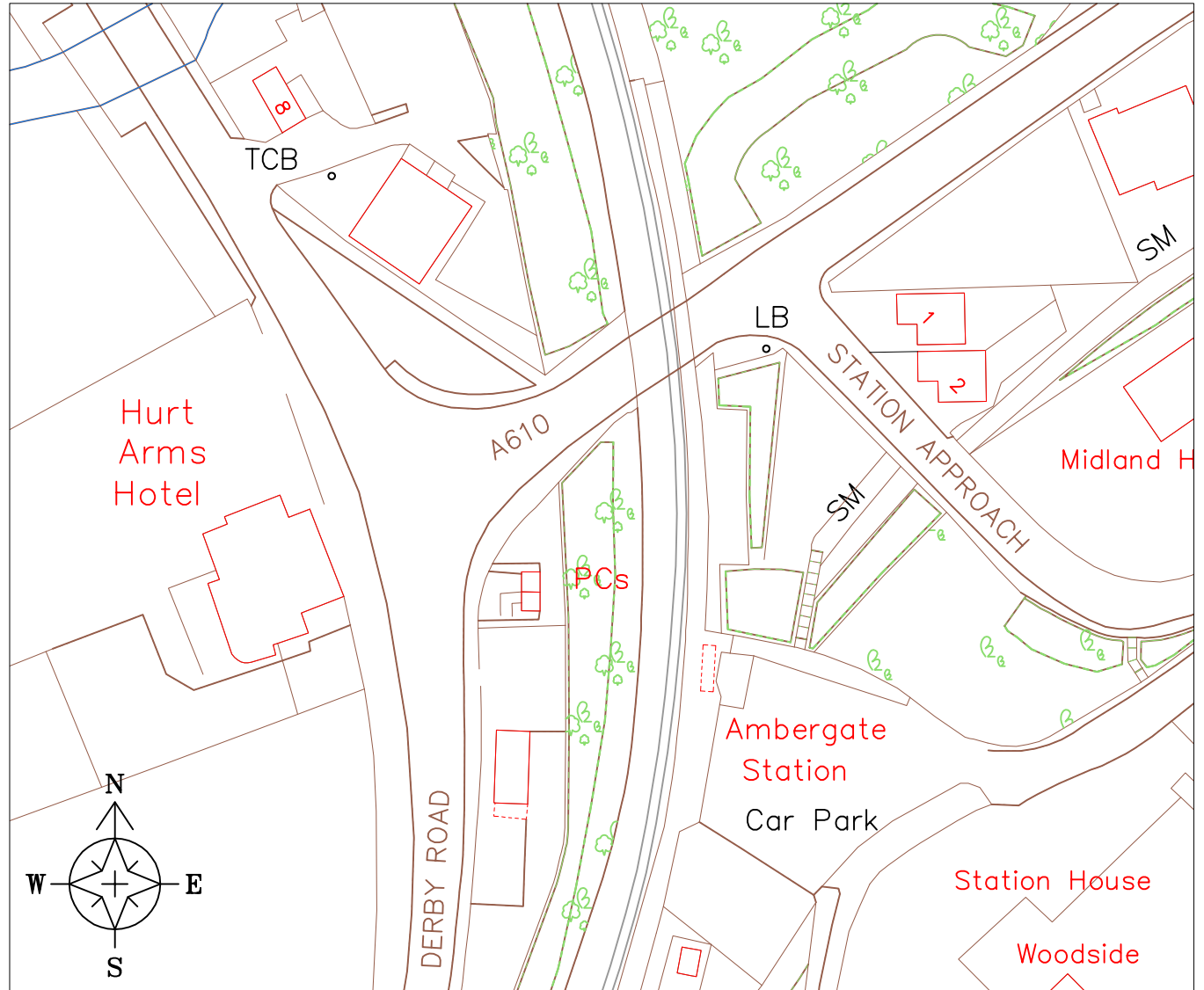
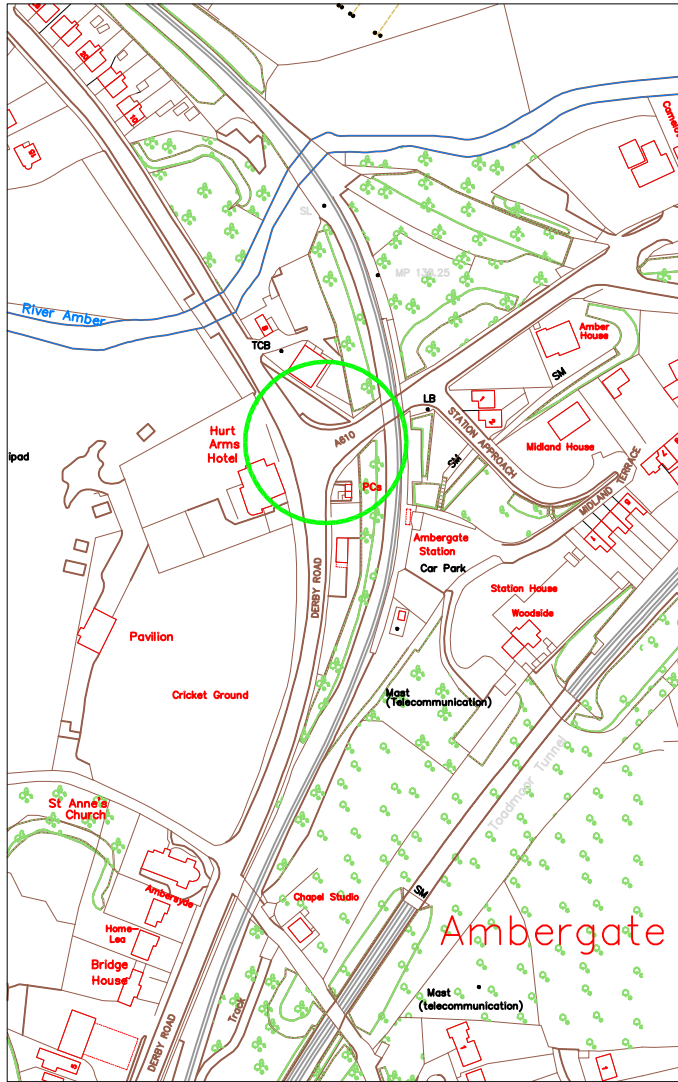
Mike Ashworth
Executive Director – Economy, Transport and Environment

Location Plan

Not to Scale

General Layout

Scale 1:1000



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MIKE ASHWORTH
Executive Director
Economy, Transport and Environment



AMENDMENT DETAILS

BY	CHKD	APVD	DATE	NO.

PROJECT TITLE
A610 junction with the A6, Ambergate

DRAWING TITLE
Location Plan

DRAWN	CHECKED	APPROVED
SMP	RH	RH
Date 17/02/2020	Date 17/02/2020	Date 17/02/2020
Project / Confirm Reference No. ENQ		SCALE
Drawing Number HMT/SMP/121/20		SHOWN AT A4
ORIGINAL DRAWING SIZE 297 x 210 (A4)		

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