

## **Pedestrian crossing on Stenson Road.**

This council has repeatedly asked Highways for the installation of a pedestrian crossing on Stenson Road to allow residents to safely cross it and especially after numerous incidences of speeding cars along it. We have also requested for several years that the speed limit be reduced. Our local MP was made aware and was asked for assistance, but she said it was a matter for Council Officers and that this road does not meet the criteria for a maximum limit of 30mph.

Surveys of pedestrians on Stenson Road, near Wragley Way have been conducted by county council for several years. The results of these showed that it did not meet the required levels that would justify a bid for the installation of a controlled pedestrian crossing for Stenson Road. The Police and county council base their assessments on data that is up to around 3 years in time.

However, be assured that despite Highways' unwillingness to meet our requests we continue to ask for such a crossing and our county councillor continues to lobby with Highways on our behalf.

After contacting Highways last year, the clerk received a reply, extracts of which read as follows:

*'The provision of any pedestrian crossing requires a location to meet certain criteria, such as volume of pedestrians against the time it takes to cross the road, number of recorded injury collisions as well as many others. We use a nationally recognised formula known as PV2 as guide criteria, when assessing requests; this seeks to establish traffic flow against the volume of pedestrians crossing the road. To meet assessment criteria, and consequently to ensure a new crossing will be well used, we would be looking for numbers in the region of 1,000 vehicles, with 100 crossing pedestrians, for each of any four hours in the day. Note that other factors are considered during the assessment process, which include the level of difficulty for pedestrians crossing; any facilities within the area; and whether there is an identifiable 'desire line' where pedestrians have a clear need to cross. As we are sure you will appreciate, we receive many requests for formal crossing facilities – such as zebras and puffins – the number of which far outweighing the funds available to us. As an example of the sums involved, the installation of a puffin crossing would typically cost more than £30,000. This figure can vary greatly, depending on the ability to connect to an existing electricity supply'.*

*'It is recognised that there is a clear desire line on Stenson Road, at its junction with Pilgrims Way, where pedestrians from the new development will have a need to cross to access the local schools and facilities. A tactile dropped crossing point is located here to indicate to pedestrians that this is an appropriate place to cross. The alignment of the carriageway on the approaches to this junction is reasonably straight, allowing pedestrians a good view of oncoming vehicles, enabling them to cross with relative ease during regular breaks in the flow of traffic. Whilst the volume of traffic along Stenson Road may well meet the numbers described above, officers have yet to observe the numbers of pedestrians required. It is acknowledged that there will be a 'spike' in pedestrian activity at the start and end of the school day, but it is anticipated that levels will remain low at other times. Throughout most of the day the number of pedestrians crossing at this location are low, with long periods of time when there are no pedestrians crossing. Back in July of this year, myself and one of my team spent a significant period on Stenson Road, Pilgrims Way and Wragley Way to observe traffic and pedestrian movement (we were present at school dispersal time). It was clear that the pedestrians crossing at the existing tactile provision had no difficulty in crossing Stenson Road in the numerous gaps in the traffic that were available.*

*Therefore, unless there is a substantial change in the current situation, which I suspect the Community Centre would not have generated significant footfall that would generate a change in the current circumstances. Based on these comments above the justification at this time for a controlled crossing cannot clearly be supported and is not something that Derbyshire County Council would seek to pursue at this time. Our observations also identified a low level of pedestrian activity on Pilgrims Way and Wragley Way'.*