

PORTFOLIO HOLDER FOR HOUSING INFRASTRUCTURE AND TRANSPORT

DATE	18 th December 2025
REPORT OF	Councillor Stewart Swinburn, Portfolio Holder for Housing, Infrastructure & Transport.
RESPONSIBLE OFFICER	Carolina Borgstrom – Director for Environment, Economy and Infrastructure.
SUBJECT	Response to petition – Pegasus crossing on the A18 update.
STATUS	Open.
FORWARD PLAN REF NO.	PHHIT 12/24/06

CONTRIBUTION TO OUR AIMS

The road safety assessment contributes to our aims by assessing the need for controlled crossing points, which could lead to improved road safety and may consequently encourage more people to walk, cycle, scoot or ride which in turn contribute towards the Council's Stronger Communities and Stronger Economy outcomes.

EXECUTIVE SUMMARY

Following receipt of a petition seeking the introduction of Pegasus crossing on the A18 south of the Landmark Café site, the Portfolio Holder for Housing, Infrastructure and Transport deferred a decision on the petition to allow for further investigation to take place. This report provides further information and seeks a decision from the Portfolio Holder in line with DNPH.HIT.31.

RECOMMENDATIONS

It is recommended that, following consideration of the new usage data collected in August 2025 to reject the request to install a formal Pegasus crossing across the A18.

REASONS FOR DECISION

The recommendation is based on a PV^2 of 4,818,528 which is significantly below the threshold where a controlled crossing is considered to be justified. In addition, the Design Manual for Roads and Bridges guidelines indicates that a standalone Pegasus crossing shall not be provided where the 85th percentile speed is over 50mph, as in this case.

1. BACKGROUND AND ISSUES

- 1.1 A petition was received by the Portfolio Holder for Housing, Infrastructure and Transport at their meeting on 16 December 2024 (DNPH.HIT.19). The lead petitioner is seeking the introduction of a Pegasus crossing across the A18 at a site just south of the Landmark Café.
- 1.2 The A18 is a high-speed single carriageway road which is crossed by two Public Bridleways (BW91 and BW138) between its junctions with the B1203 Ashby Hill and The Avenue. The area is popular with horse riders with several local stables and livery yards being located nearby.
- 1.3 At the PHHIT meeting in December a PV^2 score of 1,766,241 was presented. This score was significantly below the threshold where a controlled crossing is considered to be

justified. It was however noted that the data to inform this calculation had been collected in November 2024 when usage of the local bridleways is likely to not be at its highest. As a result, the PHHIT asked for a second count to be done in the summer when the count would likely more accurately reflect the numbers of users who could be expected to benefit from a new controlled crossing.

- 1.4 A second count was subsequently organised for 8-10 August 2025. The four 1-hour periods with the highest overall PV² results are shown below.

P (pedestrians, cyclists & equestrians)	22	17	23	19
V (vehicles)	468	502	449	418
V ²	219,024	252,004	201,601	174,724
PV ² score	4,818,528	4,284,068	4,636,823	3,319,756

- 1.5 Overall, the PV² are higher than the scores calculated in the initial PHHIT report. There was a small increase in the number of vehicles, however the biggest difference was a marked increase in the number of walkers, cyclists and equestrians, rising from a maximum of 9 people in November to 23 people in August.
- 1.6 The maximum PV² score calculated was 4,818,528 which is still less than the 20million threshold where a controlled crossing is justified.
- 1.7 The update injury collision data from Humberside Police's STATS19 database shows there have been four injury collisions in the last 5 years (2 serious and 2 slight) none of which involved a pedestrian or horse rider.
- 1.8 As outlined in the previous PHHIT report, the introduction of a stand-alone Pegasus crossing on a road where the 85th percentile speed is over 50mph 'shall not be provided' in line with the Design Manual for Roads and Bridges (DMRB).

2. RISKS, OPPORTUNITES AND EQUALITY ISSUES.

- 2.1 There is minimal risk as a result of these proposals. The data collected to inform the PV² calculation (in section 1.4) shows that although the number of pedestrians, cyclists and equestrians is higher in the most recent count than it was in November 2024, there are still relatively few users, and the risk of collision is low.
- 2.2 Should the recommendations not be supported and there is a requirement to install a Pegasus crossing, the risk is that LTP road safety funding may be directed away from other projects with a greater evidenced road safety issue. This in turn may mean an increase in the number and severity of collisions resulting in injuries.
- 2.3 There are no implications under the Equality Act 2010, European Directive 2001/42/EC and transposed into UK law through the Environmental Assessment of Plans and Programmes Regulation 2004 or The General Data Protection Regulation 2018 because of this proposal.

3. OTHER OPTIONS CONSIDERED

Details of the other options considered are outlined in section 3 of the PHHIT 12/24/06 (dated 16 December 2024).

4. REPUTATION AND COMMUNICATIONS CONSIDERATIONS

Given that this report is in response to a public petition there is the potential for there to be some negative reputational implications for the Council resulting from the decision. This response is based on traffic speed and collision data as well as pedestrian, cyclist and horse rider count carried out in November 2024 and August 2025. It is supported by site visit carried out by the Council's Road Safety team. It is therefore considered this evidence provides a robust response to the petitioner's request.

5. FINANCIAL CONSIDERATIONS

It is not expected that the implementation of the report's recommendations will incur any costs to the Council at this time.

6. CHILDREN AND YOUNG PEOPLE IMPLICATIONS

There will be no specific implications relating to children and young people because of these proposals.

7. CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS

There will not be any significant climate or environmental implications because of this report and its recommendations.

8. CONSULTATION WITH SCRUTINY

There has been no consultation with Scrutiny in relation to this matter.

9. FINANCIAL IMPLICATIONS

There are no direct financial implications resulting from the recommendations set out in this report.

10. LEGAL IMPLICATIONS

As it appears from the report that the request of the petition has been fully explored and there is a recommendation to take no further action, there are no legal implications arising.

11. HUMAN RESOURCES IMPLICATIONS

There are no direct HR implications arising from the contents of this report.

12. WARD IMPLICATIONS

The proposals relate to the Wolds Ward.

13. BACKGROUND PAPERS

PHHIT 12/24/06 – Petition response

14. CONTACT OFFICER(S)

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COUNCILLOR STEWART SWINBURN

PORTFOLIO HOLDER FOR HOUSING, INFRASTRUCTURE & TRANSPORT