

Zebra Crossing - Okehampton Road

Report of the Head of Highways, Capital Development and Waste

Please note that the following recommendation is subject to consideration and determination by the Committee before taking effect.

Recommendation: It is recommended that introduction of a zebra crossing on Okehampton Road between the junction of Buller Road and Western Road is not justified by the results of the pedestrian and traffic survey and casualty record.

1. Background

At the July meeting, the Chairman was presented with a petition from Councillors Packham and Hannaford containing 53 signatures from local residents seeking a zebra crossing on Okehampton Road near the junction with Buller Road. The local members outlined the reasons for a crossing relating to vulnerable pedestrians resident in the area, speed of traffic and access to local shops and amenities.

It was agreed that The Head of Highways, Capital Development and Waste would submit a report to a future meeting following a pedestrian and traffic survey and assessment of potential loss of local parking.

A zebra crossing is in place to the east of Manor Road junction which is approximately 130 metres from the proposed location.

When investigating the need for pedestrian crossing facilities Devon County Council considers a number of factors. These include the pedestrian casualty rate and the level of demand. Providing crossings that are only lightly used, or where usage is concentrated over a relatively short period during the day, can lead to drivers disregarding controlled crossings which they pass regularly and they do not see being used. It is also of concern that pedestrians, particularly those of school age, may tend to regard a formal crossing as inherently safe and take less care in crossing the road.

The introduction of a zebra crossing will require zig zag lines on the approach to the crossing from each direction on Okehampton Road. This would result in the loss of parking along an absolute minimum length of 37m. The south side of Okehampton Road is currently marked for residents parking over a length of 41 metres which would be likely to have to be removed to accommodate the crossing and associate markings. The adjacent properties do not benefit from off road parking facilities along Okehampton Road.

3. Technical Data

A pedestrian count was taken between Buller Road and Western Road on 10 September 2015 and the calculations are attached to this report as Appendix I.

The relationship between Vehicle and Pedestrian Flows can be usefully considered by using the PV^2 formula. The survey is undertaken over a 100m section of road and is defined as:

$$\text{Pedestrian Flow} \times \text{Vehicle Flow}^2 / 10^8$$

As a guide a PV^2 value of 0.5 could be considered as adequate justification for a zebra crossing. An example could be an average of 50 pedestrians crossing the road over the peak 4 hours of the day with an average traffic flow of 1,000 vehicles per hour.

$$50 \times 1,000 \times 1,000 / 1,000,000,000 = 0.5$$

The calculation for Buller Road returned an average PV^2 of 0.19 with a peak score of 0.26.

In the period between 1 January 2010 and 31 December 2014 there have been 3 recorded collisions at the junction of Buller Road and Okehampton Road, 1 of which, in 2011, included a pedestrian.

5. Financial Considerations

There would be no financial impact resulting from this recommendation.

6. Environmental Impact Considerations

There are no known environmental impact considerations for the Highway Authority associated with the recommendation.

7. Equality Considerations

There are not considered to be any equality issues in regards to this recommendation.

8. Legal Considerations

There are no specific legal considerations with regard to this report. Where relevant these are considered in reports on individual schemes.

9. Risk Management Considerations

This proposal has been assessed and all necessary safeguards or action has been taken to safeguard the Council's position.

10. Public Health Impact

The proposals are expected to be carbon neutral.

11. Reasons for Recommendation

Data demonstrating the level of pedestrian and vehicle demand does not support the introduction of a zebra crossing.

The casualty data does not demonstrate a pattern of pedestrian related incidents.

The introduction of a zebra crossing would necessarily result in a significant loss of residents parking

David Whitton
Head of Highways, Capital Development and Waste

Electoral Division: Exwick & St Thomas

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Ref.
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Nil

tv041215exh
sc/cr/zebra crossing Okehampton road
02 231215

Title: Okehampton Road Exeter PV² Survey

Date: 10/09/15

Summary of Results:

<u>Peak Hour</u>	<u>Start time</u>	<u>End Time</u>	<u>Vehicles</u>	<u>Peds</u>	<u>PV²</u>
1	08:15	09:15	776	43	0.2589357
2	17:00	18:00	725	40	0.2102500
3	18:00	19:00	650	38	0.1605500
4	16:00	17:00	637	39	0.1582499
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Average			697	40	0.1943236
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Okehampton Road Exeter PV Survey 10th September 2015

