

**A386, Old Station Road, Horrabridge: Investigation into the improvement of Pedestrian Crossing Facilities**

Report of the Head of Highways, Capital Development and Waste

***Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.***

**Recommendation: It is recommended that:**

- (a) the contents of the report detailing the results and analysis of surveys undertaken are noted;**
- (b) a bid be prepared for future funding from the Market and Coastal Towns Programme for the widening of the existing Pedestrian Refuge.**

**1. Background**

Horrabridge Parish Council have requested provision of a Pedestrian Crossing on the A386 Old Station Road, between its junction with Graybridge Road and Manor Gardens. The request has been looked at several times previously but was not progressed due to the relatively low pedestrian volumes crossing the road and the lack of a relevant injury collision history in the area.

The matter was last considered by this Committee at its meeting on 27 March 2013, report HTM/13/36 and Minute \*48 refer.

Following receipt of the latest request from the Parish Council it was agreed to look at the matter again and to undertake a new investigation.

**2. Results of Investigation.**

When investigating the need for pedestrian crossing facilities Devon County Council considers a number of factors. These include the pedestrian casualty rate and community severance which may in turn lead to suppressed demand.

Of particular interest is the relationship between the amount of traffic and the number of pedestrians crossing the road during the day. 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. In this situation it may actually be safer to provide an uncontrolled facility where pedestrians may feel at risk and take more care in crossing the road as a result.

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

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

An index of 1 would be required to safely justify provision of a Signalled crossing (Pelican or Puffin) and this would be achieved by an average of 100 pedestrians crossing the road over the peak 4 hours in a day with an average traffic flow of 1,000 vehicles an hour over those 4 hours.

$$100 \times 1,000 \times 1,000 / 1,000,000,000 = 1$$

Zebra Crossings should only be introduced within 30mph Speed Limits and as a guide a  $PV^2$  value of 0.5 could be considered as adequate justification. The numbers here 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 an hour. A  $PV^2$  value of below 0.5 would indicate that a pedestrian refuge is more likely to be appropriate.

A  $PV^2$  count was undertaken on Thursday 15 May 2014. The date was agreed with the Parish Council who felt that a Thursday in term time would be representative. The results are shown in Appendix I.

The survey was undertaken over 3, 100 m sections of the A386 within the 30mph speed limit in the village and the highest combination of results, from Zone 1 and Zone 2, gave a result of 0.39. This approach was taken as the combined Zones covered bus stops on both sides of the road and the existing pedestrian refuge. The total number of pedestrians crossing the road in the 12 hour period 7am to 7pm was counted at 153 with total vehicle flows at 14,234 over the same period. The average of the highest 4 hours of pedestrians crossing was 21 per hour with an average of 1,377 vehicles an hour over the same period.

In the 5 years to 31 December 2013 there had been no injury collisions involving pedestrians reported to the Police on the 300m section of the A386 surveyed. Further investigations have revealed that this is also the case for the 10 year period to 31 December 2013.

The results of the investigation have been reported to Horrabridge Parish Council and in their response of 20 October 2014 (Appendix II, which is incorrectly dated) they have asked that the matter is again reported to HATOC and have indicated that some of the costs involved might be funded by the Parish Council dependent on the amounts involved.

### **3. Options and Alternatives**

A draft design of the options for improvements to pedestrian crossing facilities has been prepared. These include widening of the existing pedestrian refuge to a width of 2.5 metres and provision of a Zebra Crossing facility to the Northwest of the Manor Gardens Junction.

The draft design of the improved Pedestrian Refuge can be seen in Appendix III, Plan No. B14016/1. This option would be appropriate to the current numbers of pedestrians crossing the road, would maintain current pedestrian patterns which have proven to be safe over the last decade and also deal with the safety concerns expressed by the Parish Council regarding pushchairs and buggies overhanging the existing refuge into the carriageway. A 2.5m wide refuge would also accommodate more pedestrians safely and would be wide enough to accommodate Bicycles. Costs of this option are estimated at £17,000.

The draft design of the Zebra Crossing can be seen in Appendix IV, Drawing No. B14016/2-2. The design incorporates footway widening, relocation of a telegraph pole and

closing off the existing pedestrian refuge. The Island would be retained as it provides protection to right turners into Graybridge Road. Costs involved would be in the region of £54,000.

Also implicit in this design would be removal of the Safety Camera located to the southwest of the bus stop on the north-eastern side of the road. The Peninsula Safety Camera Partnership has indicated that this enforcement site is one which they would wish to continue in operation.

Continued operation of the camera could be achieved by moving the camera to the northwest of the Graybridge Road junction (Grenofen side) which is currently a less visible location very close to the start of the speed limit. The costs involved in this have not been established but are thought to exceed £10,000. It is also possible that this would require the 30mph speed limit gateway to be moved towards Grenofen. This would be contrary to County Council Policy as this section of road has no development and also remove the logical gateway from the beginning of the village to a location drivers might not easily associate with the start of a settlement.

Taking into account the views of the Parish Council, the potential for suppressed crossing demand and for future development in the village, it is possible that a future assessment of the level of pedestrian vehicle conflict might result in a different recommendation. It might therefore be appropriate to undertake a further survey should the funding situation change, particularly as a result of development within the village.

#### **4. Financial Considerations**

Currently a budget of £3,000 has been made available from the Market and Coastal Town's programme to fund investigation of this matter. Costs to date have slightly exceeded £2,500. Future funding allocations for schemes of this type are uncertain. However, given the investment already undertaken and the results of the investigation, it would be appropriate to prepare a bid for up to £20,000 for modification to the existing pedestrian refuge should funding become available in the future.

#### **5. Environmental Impact Considerations**

There are no environmental impacts arising from the recommendation.

#### **6. Equality Considerations**

There are no equality considerations impacts arising from the recommendation.

#### **7. Legal Considerations**

There are no specific legal considerations arising from the recommendation.

#### **8. Risk Management Considerations**

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

As indicated in Section 2 above, the current system for crossing the road has a good safety record. The recommendation would improve the current facility without introducing the risks currently attendant in providing a Zebra Crossing at this location.

## 9. Reasons for Recommendations

The recommendation minimises risk and potential future costs to the County Council but also provides for appropriate future enhancement of pedestrian crossing facilities in Horrabridge subject to funding availability.

David Whitton  
Head of Highways, Capital Development and Waste

### **Electoral Division: Yelverton Rural**

#### Local Government Act 1972: List of Background Papers

Contact for enquiries: Mike Jones

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Background Paper	Date	File Ref.
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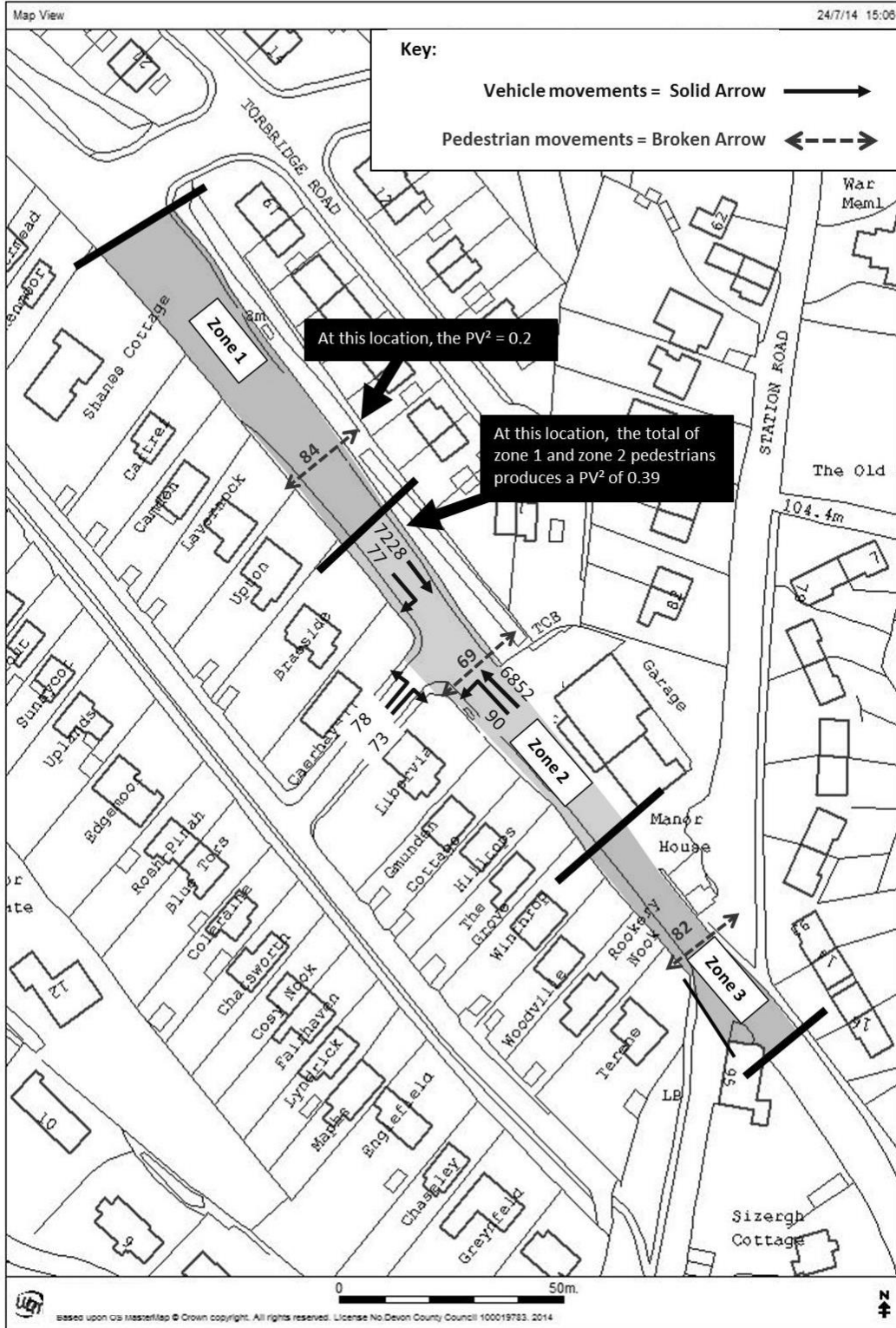
None		
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sc/cr/a386 old station road horrabridge pedestrian crossing facilities  
02 130315

Horrabridge traffic and pedestrian May 2014 results

Thursday 15/05/2014

07:00-19:00



**HORRABRIDGE PARISH COUNCIL**

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11 October 2013

Dear Mr Jones

We refer to the letter dated 11 October 2013 from Horrabridge Parish Council to Cllr John Hart of Devon County Council regarding the proposed A386 pedestrian crossing in Horrabridge. This was in response to the HATOC committee decision not to allow a pedestrian crossing in Horrabridge earlier in the year. Subsequent to the above mentioned letter a second survey was commissioned and the Council now write with regard to the findings of the second survey and related comments by yourself.

The Council does wish you to bring this matter to the HATOC committee in March of next year and we outline below our reasoning behind this request.

We feel that the results of the second survey indeed justify a pedestrian crossing for the village and that with increasing levels of traffic and various new development projects in the local area, including Tavistock, e.g. Tesco etc., the justification for a crossing can only grow over the next few years.

During the first survey in 2013 Horrabridge Parish Councillors personally observed the difficulty for somebody pushing a buggy across the road using the current vehicle separator. The buggy or the person must, of necessity, protrude into the road as the separator is not wide enough to offer protection. If there are further children holding onto the buggy the situation becomes extremely precarious. This also applies to anyone trying to push someone in a wheelchair.

When you add into the equation the number of schoolchildren daily crossing this area during particularly busy times of the day in order to access the bus stops this does become a very dangerous area of road to cross.

The Council appreciates that the current speed camera may have to be moved further along the road in order to facilitate the Pedestrian Crossing, however, this is a decision that the Council are clearly not qualified to comment upon.

Cont....

**HORRABRIDGE PARISH COUNCIL**

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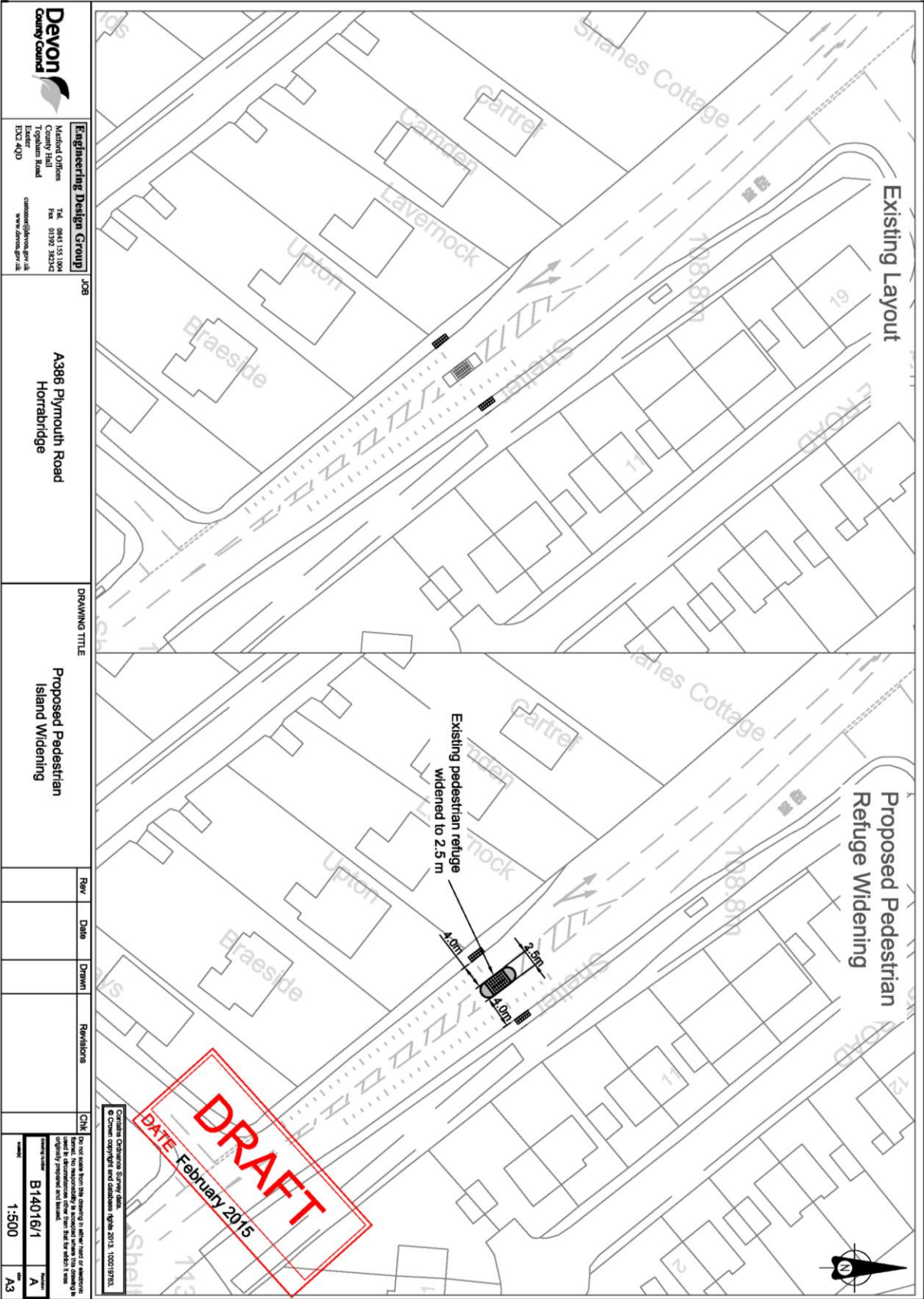
As no costs have been discussed at this stage it is difficult for the Council to confirm partial funding for the project. However, in principle a level of funding could be undertaken by the Council dependent upon the amounts involved.

To confirm, the Council wish to proceed further with their request for a Pedestrian Crossing on the A386 and feel that there is ample qualitative evidence from villagers of constant near misses to justify the inclusion of a safe crossing area on that stretch of road near the bus stops.

Yours sincerely

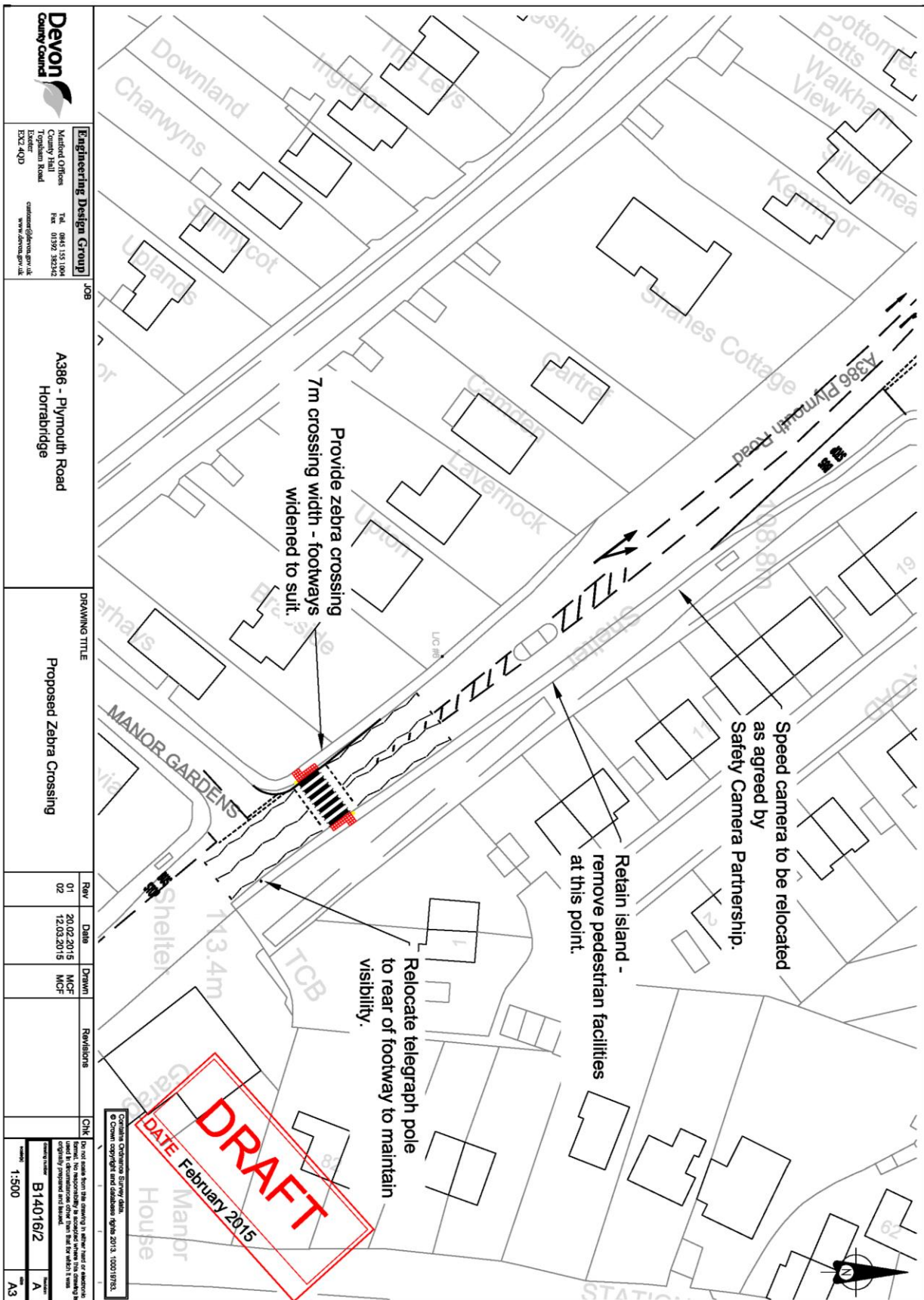
**HORRABRIDGE PARISH COUNCIL**

**Signed by the Clerk and Finance Responsible Officer, Lynda Young**



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<b>JOB</b> A386 Plymouth Road Horrabridge		<b>DRAWING TITLE</b> Proposed Pedestrian Island Widening	
<b>Rev</b>	<b>Date</b>	<b>Drawn</b>	<b>Revisions</b>
<b>CHK</b>	Do not make from this drawing in either hand or electronic form without the written consent of the originator, engineer and designer. © Crown Copyright and database right 2013, 100019783.		
Drawing No: B14016/1 Scale: 1:500 Sheet: A3	DATE: February 2015		





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**JOB**

A386 - Plymouth Road  
Horrabridge

**DRAWING TITLE**

Proposed Zebra Crossing

REV	DATE	BY	CHK
01	20.02.2015	MCF	
02	12.03.2015	MCF	

**Revisions**

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DATE February 2015

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