

Review of Yealmpton Crossing

Report of the Chief Officer Highways, Infrastructure 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 a review of the options for installing a crossing facility of the A379 at Underhay, Yealmpton be undertaken, with a view to identifying funding for implementation, if an acceptable site can be identified.

1. Summary

A zebra crossing was advertised at Underhay on the A379 at Yealmpton in July 2014 but, following a number of objections, the proposal was not progressed. The original developer funding is no longer available.

2. Background/Introduction

A planning condition on the construction of 100 houses at Kitley Place on Milizac lose in Yealmpton required the developer, Taylor Wimpey, to install an unspecified type of crossing point at Underhay on the A379. The crossing aimed to connect Yealmpton Primary School on the south side of the A379 with residential development on the north side of the A379.

The close proximity of bus bays and side road junctions made it difficult to find a suitable site for a crossing position. Concerns were also raised about the speed of traffic on the A379. Four options for a zebra crossing were considered in detail between 2012 and 2014, none of which satisfied the criteria for the installation of a zebra crossing in terms of pedestrian and traffic flows. One of these options was advertised for implementation in July 2014, with a proposed construction start in September 2014.

The advertised crossing point, as shown in appendix A, was to be located approximately 50m to the west of the junction with Bowden Hill. Following advertisement, a number of objections were received and a decision was made not to progress with the proposal. As none of the other options was considered safe to implement the obligation to the developer was discharged.

Following a representation from Yealmpton Parish Council, supported by the Head Teacher and Parents Forum at Yealmpton Primary School, on 13 March 2017, Members have asked for the situation to be reviewed, in order to determine whether a crossing could now be installed.

3. Financial Considerations

The original design options were completed in 2014 and would need to be reviewed.

As the developer's obligation has now been discharged there is currently no funding in place to undertake the design or implementation works and funding would have to be found from other budgets.

4. Environmental Impact Considerations

A crossing point would help the school to promote walking to school amongst its pupils, reducing emissions from motorised transport.

5. Equality Considerations

No new policies are being recommended in this report and therefore an individual Equality Impact and Needs Assessment for the scheme is not considered necessary.

6. Legal Considerations

When making a Traffic Regulation Order it is the County Council responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, secures the expeditious, convenient and safe movement of traffic and provision of parking facilities.

7. Risk Management Considerations

There are no risk management considerations.

8. Public Health Impact

As walking to school is considered to be healthier than using motorised transport there would be a small public health benefit if the zebra crossing were to be installed.

9. Options/Alternatives

There is currently no crossing point in place.

10. Reason for Recommendations

In light of representations from the Parish Council and Primary School Devon County Council has been asked to review the previous proposals to determine whether a suitable site can be found, and funding identified, for the installation of a zebra crossing at this site.

Meg Booth
Chief Officer, Highways, Infrastructure Development and Waste

Electoral Division: Dartmouth & Marldon

Local Government Act 1972: List of Background Papers

Contact for enquiries: John Fewings

Room No: Ryefields, Avery Hill, Rydon Road, Kingsteignton, TQ12 3QG

Tel No: 01392 383000

Background Paper

Date

File Ref.

None

jf101117shh
sc/cr/ Review of Yealmpton Crossing

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VEHICULAR VISIBILITY PROVISION

	BUS STOP	WHEN BUS STOPPED, VISIBILITY TO:		NO BUS STOPPED, VISIBILITY TO:	
		EAST	WEST	EAST	WEST
OPTION 3	NORTH SIDE	49m	70m +	70m +	70m +
	SOUTH SIDE	43m	70m +	70m +	70m +

ZEBRA CROSSING CONSTRUCTION NOTES

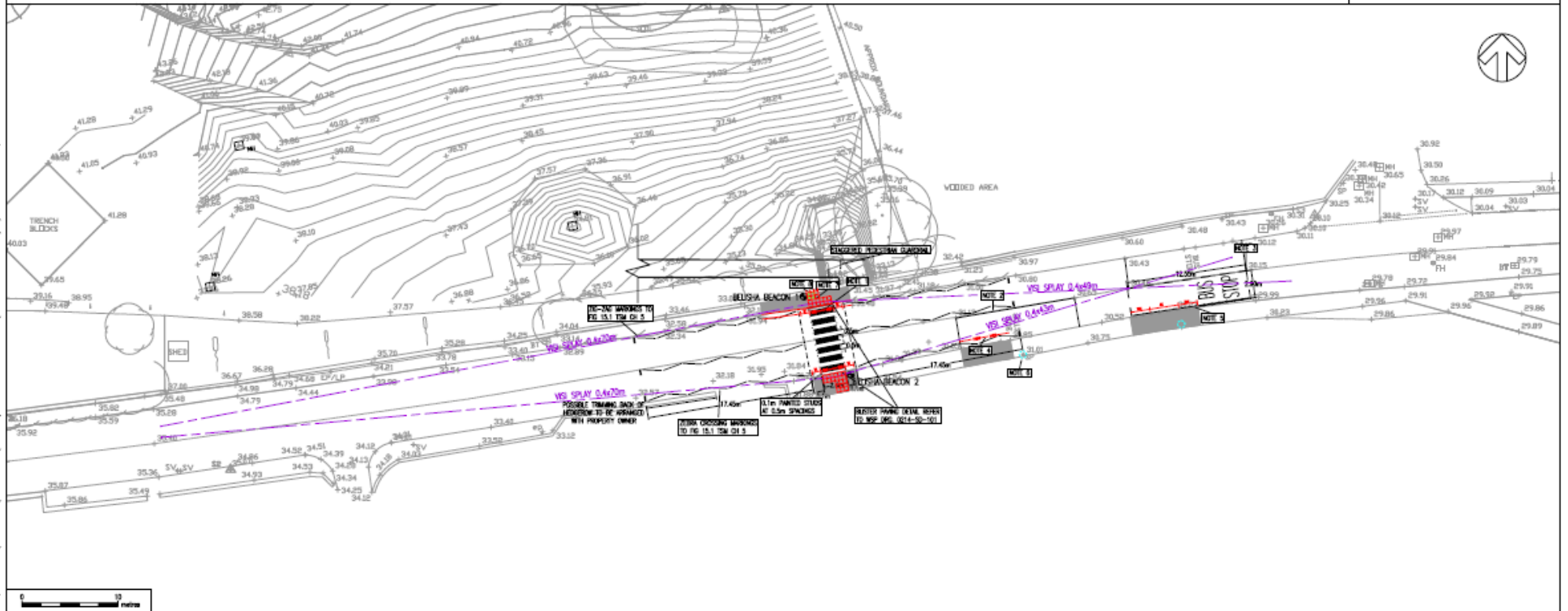
1. BREAKOUT EXISTING DROP CROSSING AND DROPPED KERBS (OUTSIDE OF CARAVANWAY) - AND REPLACE WITH PROPOSED KERBING.
2. RELOCATE BUS STOP - EXISTING MARKINGS TO BE REMOVED.
3. RELOCATE BUS STOP - NEW ROAD MARKINGS TO BE 1225.1
4. REMOVED HIGH ACCESS KERBING FROM EXISTING BUS STOP AND REPLACE WITH HIGH ACCESS KERBING AS SHOWN. REMOVE FOOTWAY SURFACING AND REGRADE TO SUIT PROPOSED KERB ARRANGEMENT.
5. REMOVED HIGH KERBING FROM PROPOSED BUS STOP LOCATION AND REPLACE WITH HIGH ACCESS KERBING AS SHOWN. REMOVE FOOTWAY SURFACING AND REGRADE TO SUIT PROPOSED KERB ARRANGEMENT.
6. EXISTING BUS STOP FLAT SIGN & POST REMOVED AND RELOCATED IN NEW POSITION AS SHOWN.
7. EXISTING FOOTWAY SURFACING REMOVED AND REGRADED TO MEET NEW KERB AND TACTILE CROSSING ARRANGEMENT.
8. EXISTING ELECTRICITY POST AND ASSOCIATED STREET LAMP REMAINS AS STREET LIGHTING PROVISION FOR NEW ZEBRA CROSSING.
9. TAYLOR WIMPEY TO ARRANGE ELECTRICAL SUPPLY FOR BELSIVA BEACONS.

DO NOT SCALE

KEY

- PROPOSED RED KERB (LAND WITH 125mm UPSTAND) REFER TO WSP ENG. 0214-02-101
- PROPOSED GR KERB (LAND WITH 0mm UPSTAND) REFER TO WSP ENG. 0214-02-101
- TRANSITION KERB RED TO GR
- TRANSITION ACCESS KERB RED TO ACCESS KERB
- ACCESS KERB (LAND WITH 225mm UPSTAND)
- BELSIVA BEACON 1 ZEBRA BEACON WITH SUITABLE OFFSET SHOWN TO ACHIEVE 450mm OFFSET FROM EDGE OF FOOTWAY (OR SIMILAR APPROVED) WITH NON ILLUMINATED POLE
- BELSIVA BEACON 2 ZEBRA POST-TOP BELSIVA BEACON (OR SIMILAR APPROVED) WITH NON ILLUMINATED POLE LOCATED 450mm FROM EDGE OF FOOTWAY
- FEW TO BE RELOCATED
- FEW TO BE REMOVED
- FOOTWAY TO BE REGRADED

EXISTING BUS STOP BELSIVA BEACON 1
MARKING TO EXISTING BUS STOP
1225.1



1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL TRAFFIC MARKINGS AND SIGNS SHALL BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2002.
3. ALL ROAD MARKINGS SHALL BE THERMOPLASTIC WITH RETRO REFLECTIVE GLASS BEADS.
4. ALL EXISTING ROAD MARKINGS WITHIN THE EXTENT OF HIGHWAY WORKS TO BE REMOVED AS REQUIRED.
5. MARKINGS ARE SHOWN INDICATIVE ONLY. FOR EXACT APPEARANCE REFER TO TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2002.
6. TRAFFIC MANAGEMENT TO BE IN ACCORDANCE WITH CHAPTER 6 OF THE TRAFFIC SIGNS MANUAL.

NO.	DATE	BY	FOR
1	14/10/2013	WSP	FOR CONSTRUCTION
2	14/10/2013	WSP	FOR CONSTRUCTION
3	14/10/2013	WSP	FOR CONSTRUCTION
4	14/10/2013	WSP	FOR CONSTRUCTION
5	14/10/2013	WSP	FOR CONSTRUCTION
6	14/10/2013	WSP	FOR CONSTRUCTION
7	14/10/2013	WSP	FOR CONSTRUCTION
8	14/10/2013	WSP	FOR CONSTRUCTION
9	14/10/2013	WSP	FOR CONSTRUCTION
10	14/10/2013	WSP	FOR CONSTRUCTION

WSP

WSP Group Ltd
Kable House, Southway Gardens, Southway East, Exeter, EX1 1HT
Tel: +44 (0)1392 267000 Fax: +44 (0)1392 267009
http://www.wspgroup.com

TAYLOR WIMPEY	LAND AT UNDERWAY, YEALMPTON

PROPOSED ZEBRA CROSSING, GENERAL ARRANGEMENT	

DATE	NO.	REV.	BY
12/01/2014	00214-02-111	001	WSP
12/01/2014	00214-02-111	002	WSP
12/01/2014	00214-02-111	003	WSP
12/01/2014	00214-02-111	004	WSP
12/01/2014	00214-02-111	005	WSP
12/01/2014	00214-02-111	006	WSP
12/01/2014	00214-02-111	007	WSP
12/01/2014	00214-02-111	008	WSP
12/01/2014	00214-02-111	009	WSP
12/01/2014	00214-02-111	010	WSP