

## **Request for a formal Pedestrian Crossing on the A386 – Northam**

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 assessment made of the current conditions that exist at the two informal crossing points on the A386 in Northam is noted;**
- (b) officers conduct a full survey assessment of the selected pedestrian crossing point to determine the design and delivery of the type of crossing required together with all associated costs;**
- (c) officers negotiate to secure funding from local development, as appropriate, to deliver the pedestrian crossing.**

### **1. Summary**

This report sets considers the request made for the provision of a formal pedestrian crossing on the A386 in Northam.

### **2. Background/Introduction**

At the request, the local County Member, investigations have been undertaken into the establishment of a formal Pedestrian Crossing at a location on the A386 adjacent to the Jehovah Witness Church, signified by a cross on the location map contained within Appendix A to this report. The lines of sight from both directions for pedestrians and vehicle drivers are considered to be sufficient to dispel any safety concerns on visibility at this location. Please refer to the photograph in Appendix A to this report.

Currently, there are two informal crossing points on the A386 in the vicinity. The first being at the position mentioned above and the second some 70 metres further north towards the centre of Northam and opposite the public swimming pool. Both crossing points have a central island within the carriageway.

Pedestrian safety concerns have been increasingly expressed in relation to the positioning of this informal crossing which is located opposite the public swimming pool. It is considered to be poorly positioned in that the forward visibility, particularly from the approach from the north, is restricted due to the topography of the road. Furthermore, pedestrians crossing at this point have to negotiate the width of the main carriageway and also the full depth of a bus bay, which could very well be occupied, therefore inhibiting clear and safe passage.

To the west and adjacent to this crossing is a large parcel of unaccommodated land with a site entrance within distance of 2 metres. The potential for this land to be developed would require relocation of this informal crossing and removal of the associated traffic island to facilitate all turning movements entering and exiting the site.

### **3. Proposal**

The primary concern of Devon County Council, as the highway authority, is to safeguard the travelling public from exposure to undue risk. Where conditions exist that provide for the establishment of a formalised crossing that meets with this fundamental requirement, due consideration needs to be given to provide for such a facility. This will require the commissioning of a detailed survey to establish volume of traffic flow in relation to the number of persons crossing the carriageway at this location. This will determine the type of pedestrian crossing that will be required and consequently the design, layout and associated traffic measures that will be required to be put in place. To ensure legal compliance a full independent Road Safety Audit will also need to be conducted prior to use.

It is estimated that the costs associated with the establishment of fully functional and operational pedestrian crossing would be in the region of £40k - £45k. Potentially funding may be available through development and officers have been advised that such a development proposal is currently being considered not far from the preferred crossing point on the A386.

### **4. Consultation and Representations**

There is a legal requirement to advertise a traffic regulation order for the introduction of any change to traffic management on the highway. Any subsequent objections must be considered by the Highway Authority before progressing to making and sealing the order.

### **5. Financial Considerations**

To be progressed the costs of establishing a formalised pedestrian crossing would need to be secured through development or another external source of funding. The cost of the Traffic Regulation Order (TRO) process is around £3,500 to cover the legal, advertising, survey and design work involved. To this must be added the actual cost of the required number of road signs and their installation.

### **6. Equality Considerations**

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

### **7. Legal Considerations**

There is a legal requirement for the Highway Authority to give due consideration to the Road Traffic Regulation Act 1984, Traffic Management Act 2004, The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and all other enabling powers.

It is the duty of the local authority in exercise of its functions under the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic and the provision of suitable and adequate parking facilities having regard, so far as it is practicable, to the following factors:

- (a) the desirability of securing and maintaining reasonable access to premises;
  - *Officer recommendation: Not relevant to this proposal.*
- (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
  - *Officer recommendation: Not relevant to this proposal*

- (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
  - *Officer recommendation: Not relevant to this proposal.*
- (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles;
  - *Officer recommendation: Not relevant to this proposal.*
- (d) any other matters appearing to the local authority to be relevant;
  - *Officer recommendation: Not relevant to this proposal.*

## **8. Risk Management Consideration**

No risks have been identified associated to the recommendations above.

## **9. Options/Alternatives**

The alternative measure that has been considered is where a suitable funding source could not be secured to deliver a formal pedestrian crossing, to remove the upper crossing point and to leave the existing lower crossing point unaltered.

## **10. Reason for Recommendation**

The reason for the recommendations set out in this report is that the request for the determination and implementation of a pedestrian crossing is in accordance with best practice.

David Whitton  
Head of Highways, Capital Development and Waste

## **Electoral Divisions: Northam**

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Reference
Nil		

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sc/cr/pedestrian crossing a386 northam  
02 270516

**APPENDIX A**  
**To HCW/16/42**

**Locational Picture & Map of proposed formal pedestrian crossing on the A386 Northam**



