

A39 Pilton Causeway, Barnstaple, Crossing Facility

Report of the Head of Planning, Transportation and Environment

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 proposed crossing scheme shown on plan 19013/5A in Appendix I is approved for construction at an estimated cost of £133,000; and**
- (b) the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the Chair of HATOC and the local member, to make minor amendments to the scheme details.**

1. Summary

In conjunction with planned signals maintenance work, the report seeks scheme approval to introduce a new pedestrian crossing facility at the A39 Pilton Causeway signalised junction in Barnstaple.

2. Introduction

Pilton Causeway is a main road junction on the A39 to the north of Barnstaple town centre. The junction with Pilton Quay and St George Street is a staggered signalised four way junction which currently has a controlled pedestrian crossing facility on the southern A39 arm of the junction. On the A39 northern arm of the junction it has an uncontrolled pedestrian refuge facility for pedestrians to cross the road between phases of the signals.

There is currently a strong desire line for pedestrians to cross on the northern side of the junction, particularly for school children, when walking from St Georges Road towards Pilton Quay and on to the schools at Abbey Road. With further development pressure along the A39 corridor pedestrians crossing will be in increased conflict with traffic levels at the current uncontrolled crossing.

Due to the age of the current signals equipment at the junction, routine maintenance works are required to replace them. Planning for maintenance work has provided an opportunity to review the current pedestrian provision and to consider options for introducing improved pedestrian facilities.

3. Proposal

Plan 19013/5A in Appendix I details the proposed scheme. The proposed crossing is located on the northern A39 North Road arm of the junction. The scheme will provide a staggered controlled pedestrian crossing that operates with pedestrian demand as part of the signalised junction. Pedestrians will cross the A39 in two stages between an enlarged staggered central island.

This site and junction is very constrained in terms of available highway space. To maintain the current traffic lanes on both the Pilton Quay and North Road approaches into the junction and to avoid impacting on adjacent private land and a listed building. The proposed scheme will incorporate a minimum width 2.5m wide central staggered island without pedestrian guard rails. The carriageway will be widened and the kerb lines modified on both sides of the proposed crossing facility.

Subject to approval the scheme will be constructed in 2021 in conjunction with planned maintenance works for the full signalised junction. The estimated cost of the proposed scheme for approval includes both the signals upgrade costs for the full junction and the additional costs required to construct the new pedestrian crossing facility.

4. Options/Alternatives

Alternative options were considered at the feasibility design stage. This included options to:

1. Provide a staggered crossing and maintain existing traffic lanes by utilising private land outside Bridge House.
2. Provide a staggered crossing and maintain existing traffic lanes by removing the existing cycle lane on North Road.
3. Provide a staggered crossing reducing the Pilton Quay approach to one lane.
4. Provide a single straight across (non staggered) crossing.
5. Maintain the current layout and uncontrolled refuge crossing point.

To minimise impact on the operation and capacity of the signalised junction, the proposed scheme for approval maintains existing traffic lanes and incorporates a staggered as opposed to a straight single crossing. It avoids impacting on adjacent private land, and it maintains the on road cycle lane from North Road.

5. Consultations

A request to investigate provision of an improved crossing facility at this junction was raised by the local member during discussions of planning applications near to the Hospital over the past years and again at more recent site meetings.

Feasibility design was undertaken in 2019 and capital funding was identified for detailed design and construction in the 2020/21-2021/22 Transport Capital Programme. Updates were provided to Council questions raised in May and October 2019 and to the ND HATOC in July 2020.

6. Financial Considerations

Local Transport Plan funding to implement the scheme has been identified under the 2020/21-2021/22 Transport Capital Programme. The estimated cost including contingency is £133,000. This total incorporates £39,000 from traffic signals budgets and £94,000 from the Local Transport Plan Integrated Block.

7. Legal Considerations

There are no legal considerations.

8. Environmental Impact Considerations (Including Climate Change)

The scheme will have a positive impact on promoting sustainable low carbon travel in the town and it will support walking to schools.

9. 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.

10. Risk Management Considerations

The proposal will have a minor impact on the operation and vehicle capacity of the junction. But this risk has been minimised by maintaining existing traffic lanes on the approaches into the junction and by incorporating a staggered crossing facility. The staggered two stage crossing facility will operate in conjunction with the signalised phases of the current junction. There will be a small increase to the intergreen time (or clearance time) between changes in the phases of the signals. But this will have a minor impact on the operation of the junction.

11. Public Health Impact

There will be a small but positive benefit to public health by supporting active travel.

12. Reasons for Recommendations

The proposed scheme will have a positive benefit in supporting active travel and supporting safer routes to schools.

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Electoral Division: Barnstaple North

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Ref.
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Nil

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