

Casualty Severity Reduction Scheme, East Street, Newton Abbot

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 scheme shown on plan B20003/2 in Appendix I is approved for construction at an estimated cost of £135,000; 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

The proposed scheme aims to improve safety for pedestrians on the A381, East Street, Newton Abbot in the vicinity of its junctions with Scott Close and Union Street.

2. Introduction

Following validation checks on the accuracy of injury collisions recorded by the Police over the previous calendar year. Devon County Council (DCC) undertakes an annual review of all injury collisions recorded across the highway network for the previous five year period. All collisions involving an injury that are recorded by the Police are categorised according to their severity as either a collision resulting in a slight, serious or fatal injury. As part of this annual review process DCC identifies any sites where five or more injuries of all severities have been recorded within a 30m radius over the five year period. These sites called cluster sites are then investigated in detail to identify any distinct collision patterns that could potentially be mitigated with appropriate road safety interventions. Engineering schemes identified to reduce injury collisions at cluster sites are referred to as Casualty & Severity Reduction (CSR) Schemes.

Scott Close is the access road from East Street into the former Newton Abbot Hospital site, which was later redeveloped to become a Sainsburys local supermarket, a Doctors surgery and a care home. The access from East Street into the site is shared between both vehicular and pedestrian users. With provision for pedestrians being made by a virtual (or painted) footpath within the narrow vehicular entrance. The current signalised pedestrian crossing facility is located next to eastern side of the shared entrance. Due to the close proximity of this crossing to

the junction, both the pavement and the waiting area for the crossing have low kerbs which can on occasion be driven over when vehicles are using this entrance.

Over the five year period 2015-2019, ten injury collisions were recorded in a cluster site on the A381 East Street corridor in the vicinity of the Union Street\Scott Close junction and pedestrian crossing.

Two of these collisions were serious in severity. One involving a vehicle failing to stop for a red light at the crossing and colliding with a mobility scooter crossing the carriageway. And one involved a mobility scooter driving off the footway whilst passing a pedestrian and being struck by a passing vehicle.

The other eight recorded collisions were slight in severity, with six involving a collision between a vehicle and a pedestrian. Two of these involved children entering the carriageway into the path of approaching vehicles. One involved a pedestrian being struck by the wing mirror of a passing vehicle. Two involved pedestrians being struck by a vehicle whilst using the existing signal-controlled pedestrian crossing. One involved a vehicle over running the corner of the pavement and colliding with a pedestrian, whilst it was turning left into the Sainsburys junction.

3. Proposal

The proposed CSR scheme is detailed on Plan B20003/2 in Appendix I. The scheme seeks to widen the entrance to the Scotts Close\Sainsburys site by removing a section of the gate post and wall.

This will enable the existing virtual footway to be replaced with a new 1.8m wide kerbed footway into the site. To accommodate this footpath, the signal controlled pedestrian crossing will be relocated 1.2m to the east of its current position. Traffic bollards will also be installed on this corner to deter any overrunning of the pavement. The pavement and kerbing will be realigned on both sides of the entrance, with new drainage and a new uncontrolled crossing point established across the mouth of the junction.

To increase the visual impact of the “Puffin” signalised pedestrian crossing, new LED signal heads, road markings and contrasting coloured high friction surfacing are included within the scheme. The scheme estimate for approval includes the full cost of resurfacing through the site to provide a good road surface for implementing the replacement lining and high friction surfacing. It may be possible for a proportion of these additional surfacing costs to be met through maintenance budgets. But the scheme estimate in this report for approval includes the higher value for the full cost of all works.

4. Options/Alternatives

Options were considered as part of the design process for alternative controlled crossing locations and for reallocating the limited available highway space to increase pavement width on the northern side of the road.

5. Consultations

Consultation has been undertaken with local members. And the scheme has also been subject to consultation through the planning process. The proposed changes to entrance post and wall require Listed Building Consent and this has been subject to consultation through the planning process. The proposed modifications to the signalised pedestrian crossing are subject to the advertisement of a public notice.

6. Financial Considerations

Local Transport Plan Integrated Block funding to implement the scheme has been identified under the 2020/21-2021/22 Transport Capital Programme.

7. Legal Considerations

To introduce a new or modified controlled pedestrian crossing the Council is required to issue a public notice in accordance with Section 23 of The Road Traffic Regulation Act 1984. When introducing new traffic schemes it is the County Council's 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.

8. Environmental Impact Considerations (Including Climate Change)

The scheme will have a small but positive impact on supporting walking for sustainable low carbon travel within the town.

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 scheme proposal requires Listed Building Consent. A planning application has been submitted and has been subject to statutory consultation through the planning process. But at the time of writing this report, a decision from the Local Planning Authority has not yet been made.

The proposal will have no significant additional ongoing revenue costs for the Council to maintain the new crossing and road layout changes.

11. Public Health Impact

There will be a small but positive benefit to public health and road safety by supporting and encouraging active travel choices.

12. Reasons for Recommendations

It is recommended that proposed scheme will have a positive benefit in reducing future injury collisions at this identified cluster site.

Dave Black
Head of Planning, Transportation and Environment

Electoral Divisions: Newton Abbot South and Newton Abbot 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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Appendix I To PTE/21/11

