

## **Casualty Severity Reduction Scheme, A379, Shute Hill, Teignmouth**

Report of the Head of Planning, Transportation and Environment

Please note that the following recommendation is subject to consideration and determination by the Committee before taking effect.

**Recommendation: It is recommended that the proposed scheme shown on plan B20004/3A in Appendix I is approved for construction at an estimated cost of £48,000.**

### **1. Summary**

The proposed casualty and severity reduction scheme will replace an existing Zebra controlled crossing with a signal controlled Puffin crossing on the A379 near its junction with Shute Hill, Teignmouth.

### **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.

Over the five year period 2015-2019, five slight severity injury collisions were recorded in a cluster site on the A379 at Teignmouth, in the vicinity of its junction with Shute Hill. Three of these recorded collisions involved a vehicle failing to stop at a Zebra crossing, which then collided with and caused injury to a pedestrian using the crossing. One recorded collision involved a cyclist shunting a vehicle that had been waiting at the Zebra and one involved a cyclist being struck by a vehicle turning left onto the A379 from the Waitrose car park.

The current Zebra crossing facility is located on the A379 just to the west of its junction with Shute Hill. For traffic travelling on the A379 towards the crossing from the east, the road is segregated on this approach by a solid central traffic island that prevents traffic from Shute Hill turning right onto the A379. For traffic travelling towards the crossing from the west the A379 is segregated by a central painted

hatched area and right turn lane serving the entrance to the Waitrose supermarket. A pedestrian underpass is located approximately 30m to the east of the current at grade Zebra crossing between the rail station and Lower Brook Street. And uncontrolled crossing points are located on the A379 roundabout junctions to the east and west of Shute Hill.

The current Zebra crossing facility was introduced in 2006/7 at the request of the Teignbridge HATOC committee members to cater for crossing demand between the Co-Op supermarket (now Waitrose) and Shute Hill. There have been regular concerns raised about the safety for pedestrians using this crossing facility since it was first introduced and this proposed CSR scheme seeks to address injury collisions recorded at this crossing site by upgrading the facility to traffic signal control.

### **3. Proposal**

The proposed CSR scheme is detailed on Plan B20004/3A in Appendix I. The scheme seeks to convert the existing Zebra controlled crossing into a traffic signal controlled Puffin crossing. The scheme includes enlarging the existing central traffic island on the east of the proposed crossing and construction of a new traffic island on the western side of the proposed crossing. The scheme will include resurfacing of the A379 and the provision of new high frictions surfacing and lining for the Puffin crossing. It is proposed to commence construction in March 2021.

### **4. Options/Alternatives**

At the assessment stage for a crossing facility prior to the installation of the current Zebra a range of options were considered including. Preventing pedestrians crossing at this site and encouraging use of the nearby underpass. An uncontrolled refuge facility like crossing points at the nearby A379 roundabout junctions was also considered. But as an established crossing point over the A379 it is recommended that the best option to improve safety for pedestrians is to upgrade the current facility to traffic signal control.

### **5. Consultations**

Consultation has been undertaken with the local member and the proposed modifications to the pedestrian crossing are subject to the advertisement of a public notice. It should also be noted that the A379 Bitton Park Road to the west of this site is part of a designated Air Quality Management Area. The relevant environmental officer for the air quality monitoring authority Teignbridge District Council has been consulted on the potential impacts on air quality for converting the current zebra controlled crossing to a signal controlled crossing and no objections were raised to this scheme proposal.

## **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. The scheme costs for resurfacing the A379 is being funded from highway maintenance budgets.

## **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 encouraging 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 proposal will have additional ongoing revenue costs for the Council to maintain new crossing signals equipment.

The introduction of new traffic signals may be a feature that will have a negative impact on traffic congestion along the corridor.

## **11. Public Health Impact**

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

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**Electoral Division: Teignmouth**

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/21/12

