

Western Bypass Crossing at Plymouth Road, Totnes

Report of the Chief Officer for 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 in light of the impact on traffic delays and air quality a scheme to introduce a signal controlled crossing on the north arm of the junction between the Western Bypass and Plymouth Road in Totnes is not progressed.

1. Background/Introduction

At the HATOC meeting on 23 November 2018 a petition was presented requesting an additional signal-controlled crossing on the north arm of the junction between the Western Bypass and Plymouth Road in Totnes. A report was then brought to the meeting on 5 April where it was resolved that the addition of a straight through crossing be investigated, which would enable pedestrians to cross in one movement. It was accepted that this would have an impact on traffic flows through the junction.

2. Main Text/Proposal

The junction of Plymouth Road and the Western Bypass in Totnes is controlled by traffic signals. A signal-controlled crossing point on the south side of the junction was installed as a part of the Casualty Severity Reduction Scheme programme in 2006 to allow pedestrians to cross the Western Bypass safely. There are existing central traffic islands which allows pedestrians to cross the Western Bypass in two movements on both sides of the junction. The current layout is shown in Appendix I.

There is a pedestrian link from Collapark and Paige Adams Road that connects to the west side of the Western Bypass just to the north of the junction. Residents using this link and wishing to walk into Totnes either need to cross Plymouth Road first to access the signal-controlled crossing on the south side of the junction or cross on the north side using the central island.

Mrs Lawson presented a petition of 64 signatures to the meeting of this Committee on 23 November 2018 following a collision on 1 October 2018 which occurred when an 11 year old boy was crossing the Western Bypass on the north side the traffic signals and was hit by a vehicle. The petition asked for an additional signal-controlled crossing on the north side of the junction. There have been no other collisions recorded at or near this junction in the past five years. In order to target funding where there is the greatest need sites are normally prioritised under the County Council's Casualty Severity Reduction (CSR) programme where they have 5 five or more injury collisions recorded within a 30 metre radius within a five year period.

A scheme has now been developed by WSP, with single straight-across crossings on both sides of the junction, this is shown in Appendix II. The impact of this scheme has been assessed.

Due to the longer pedestrian clearance times associated with single straight-across crossings traffic would be held on a red signal for longer and therefore junction capacity will be reduced. This is likely to mean that there will be greater delays in traffic flows at peak times, resulting in longer queues. Details of the forecast impact on vehicle delays and queuing will be presented at the Committee.

3. Options/Alternatives

The current signal arrangement has reached the end of its planned life and is due for replacement.

At this stage the options are:

- (a) Replace the existing signals, as they are, as a part of the planned maintenance programme.
- (b) Pursue the design developed by WSP to allow a scheme to be implemented when funding becomes available.

4. Consultations/Representations/Technical Data

A letter and petition with 64 signatures was handed to the HATOC chairman at the meeting on 23 November.

Members resolved to investigate this option at the South Hams HATOC on 5 April 2019.

5. Financial Considerations

The casualty record does not justify the funding of a scheme from the Casualty Reduction Programme,

The current signal arrangement has reached the end of its planned life and is due for replacement at a cost of £30,000. If a scheme was to be progressed as in Appendix II to be implemented in conjunction with the replacement the additional costs would be £138,000.

Currently section 106 budgets that may be available to fund the additional costs total £95,381.

6. Environmental Impact Considerations

The identified scheme would allow pedestrians to cross the southbound and northbound traffic lanes in one go, improving pedestrian access across the Western Bypass. However, it would have a substantial impact on traffic flows and would increase traffic congestion and emissions from stationary traffic impacting on air quality.

7. Equality Considerations

The identified scheme would have a positive benefit for pedestrians as it will aid crossing of this junction on the northern side. However, it would have a negative impact for car drivers as it will cause additional delays for traffic movements at the junction.

8. Legal Considerations

There are no specific legal considerations.

9. Risk Management Considerations

In her petition Anthea Lawson requests that action be taken before another collision occurs. There have been no other recorded pedestrian collisions at this junction in the past five years.

Adding additional pedestrian phases to this junction would increase the delays for traffic and increase traffic congestion on the Western Bypass impacting on air quality.

10. Public Health Impact

Changing the pedestrian crossing facilities at this junction may increase the number pedestrian journeys from the Plymouth Road area into Totnes.

11. Summary

This report outlines a scheme to provide a separate signal controlled crossing on the northern side of the Western Bypass at its junction with Plymouth Road.

The casualty record does not justify the funding of a scheme from the Casualty Reduction Programme. Funding could come from a mixture of s106 funding and signal maintenance budgets, although this may not be sufficient to fund the whole of the scheme, and would mean that the s106 funding is not available for other schemes in the community.

As the scheme would result in greater delays in traffic flows at peak times, resulting in longer queues and impacting on air quality, on balance it is recommended that the scheme is not progressed.

Meg Booth
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Division: Totnes & Dartington

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Ref.
Nil		

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sc/cr/Western Bypass Crossing at Plymouth Road Totnes
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Plan of current junction layout



