

**Request for pedestrian crossing on the A379 in Shaldon**

Report of the Chief Officer for Highways, Infrastructure 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 results of the survey be noted; and**
- (b) **Traffic flows be reviewed once the works on the A380 are completed.**

**1. Background/Introduction**

There have been a number of requests for a pedestrian crossing on the A379 at the junction with Riverside on the southern side of Shaldon Bridge, as shown in Appendix I. It was agreed that a survey be undertaken to determine demand.

**2. Main Text/Proposal**

A survey was undertaken at the junction on Thursday 9 September. This was delayed until term time to ensure that it included school traffic. It did however take place at a time when there was significant disruption on the A380 due to road works and observed traffic flows are higher than has been recorded in previous years. A second survey has been requested, but this cannot be programmed until spring 2022, when evenings are lighter. A survey of traffic levels could be repeated once the works on the A380 are completed.

The data was collected on a neutral weekday, between 7am to 7pm. It included all pedestrians who crossed Bridge Road at this location, and all vehicle movements at the junction.

The traffic and pedestrian flows were recorded as follows:

Time Period	Two-way traffic flow	Pedestrians crossing
07:00hrs to 08:00hrs	833	14
08:00hrs to 09:00hrs	1,037	28
09:00hrs to 10:00hrs	797	23
10:00hrs to 11:00hrs	794	12
11:00hrs to 12:00hrs	816	28
12:00hrs to 13:00hrs	836	32
13:00hrs to 14:00hrs	909	32
14:00hrs to 15:00hrs	944	45
15:00hrs to 16:00hrs	1,078	81
16:00hrs to 17:00hrs	1,180	26
17:00hrs to 18:00hrs	1,331	53
18:00hrs to 19:00hrs	893	35
<b>12 hour totals</b>	<b>11,448</b>	<b>419</b>

Based on previous records it is estimated that traffic flows are approximately 20% higher than those recorded before the pandemic, when typical flows of 9,000 to 10,000 vehicles a day have been recorded.

One of the main criteria used to assess the suitability and type of any new pedestrian crossings uses the calculated value of Pedestrians (P) multiplied by the vehicle flow squared ( $V^2$ ), all divided by  $10^8$  and averaged over the four busiest hours of the day.

The calculated figures, based on the survey, would be as follows:

<u>Peak Hour</u>	<u>Start Time</u>	<u>End Time</u>	<u>V</u>	<u>P</u>	<u>PV<sup>2</sup></u>
1	15:00	16:00	1,078	81	0.9413
2	17:00	18:00	1,331	53	0.9389
3	14:00	15:00	944	45	0.4010
4	07:45	08:45	1,042	34	0.3692
Average			1,099	53	0.6626

A  $PV^2$  value greater than 0.6 would suggest that a zebra crossing could be considered at this location. A calculated  $PV^2$  at 20% lower traffic flows would be 0.4100, below the threshold where a pedestrian crossing would be considered.

There have been no recorded collisions at this location in the previous 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.

There are currently 68 sites across Devon on the Casualty Severity Reduction list with five or more injury collisions in the last five years. There is for example a site at East Street in Newton Abbot where there have been 10 pedestrian collisions in the past five years.

### **3. Options/Alternatives**

There are three alternative options at this location.

The first option is to wait until the results of the follow up survey.

The second option is to take no further action at this location. There have been no recorded collisions at this location and a budget has not been identified for the works.

The third option is to consider an alternative scheme, installing a pedestrian refuge at this location would enable pedestrians to cross the road in two movements, and would be likely to slow down vehicles.

### **4. Consultations/Representations/Technical Data**

No consultation has been undertaken, but a number of requests for a pedestrian crossing point have been received.

## **5. Financial Considerations**

Based on similar schemes constructed in the past it is estimated that the cost of installing a zebra crossing at this location would be approximately £50,000. If a design is undertaken the likely cost could be determined more accurately.

Currently no source of funding has been identified.

## **6. Environmental Impact Considerations**

A formal crossing at this location would help pedestrians to cross the A379 and would therefore be likely to increase pedestrian movements in the village.

## **7. Equality Considerations**

A pedestrian crossing at this location would make it easier for pedestrians crossing the road and would be likely to have a greater impact for children, parents with school age children, and those without access to a private vehicle.

## **8. Legal Considerations**

Any crossing point would need to be advertised in advance and would be subject to a full Road Safety Audit process.

## **9. Risk Management Considerations**

A full Road Safety Audit process would be undertaken as part of the design of any crossing point.

## **10. Public Health Impact**

A formal crossing at this location would help pedestrians to cross the A379 and would therefore be likely to increase pedestrian movements in the village.

## **11. Reasons for Recommendations**

Because of the roadworks currently underway on the A380 there has been a significant increase in vehicles on the A379 through Shaldon. Although the survey has indicated that a zebra crossing could be considered at this location it is likely that that threshold would not have been reached in normal traffic conditions.

Meg Booth  
Chief Officer for Highways, Infrastructure Development and Waste

**Electoral Divisions: Ipplepen and the Kerswells, 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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Location Plan

