

Request for pedestrian crossing at The Lamb in Totnes

Report of the Director of Climate Change, Environment and Transport

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

Recommendation: It is recommended that the request for a pedestrian crossing on The Lamb in Totnes is not progressed.

1. Background/Introduction

There have been several requests for a pedestrian crossing on The Lamb in Totnes, as shown in Appendix 1. It was agreed that a survey be undertaken to determine demand.

2. Main Text/Proposal

A survey was undertaken at the junction in April 2022. This was delayed until the spring when evenings are lighter, and schools have returned from the Easter Holiday period.

The data was collected on a neutral weekday, between 7am to 7pm. It included all pedestrians who crossed The Lamb at this location, and all vehicle movements on The Lamb, including those at the junction with Leechwell Street. It should be noted that pedestrians crossed at multiple points on the road, rather than at one single point. The weather on the day of the survey was dry and overcast, with no rain.

The traffic and pedestrian flows were recorded as follows:

Time Period	Two-way traffic flow	Pedestrians crossing
07:00hrs to 08:00hrs	354	20
08:00hrs to 09:00hrs	613	45
09:00hrs to 10:00hrs	456	13
10:00hrs to 11:00hrs	340	22
11:00hrs to 12:00hrs	373	31
12:00hrs to 13:00hrs	388	39
13:00hrs to 14:00hrs	345	36
14:00hrs to 15:00hrs	423	36
15:00hrs to 16:00hrs	603	56
16:00hrs to 17:00hrs	693	50
17:00hrs to 18:00hrs	627	59
18:00hrs to 19:00hrs	289	38
12 hour total	5,504	445

The main nationally applied criteria used to assess the suitability and type of any new pedestrian crossings takes 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>PV²</u>
1	16:30	17:30	683	57	0.2659
2	15:30	16:30	679	50	0.2305
3	08:00	09:00	613	45	0.1691
4	14:30	15:30	512	46	0.1206
Average			622	50	0.1965

A PV^2 value of 0.1965 would not normally suggest that any form of pedestrian crossing facility is justified. A PV^2 value of 0.6 or above would indicate that a zebra crossing would be considered. For values of 0.9 and above a signalised 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.

3. Options/Alternatives

Given the low value of PV^2 it is not recommended that a crossing point be implemented at this site.

4. Consultations/Representations/Technical Data

No consultation has been undertaken, but several 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 may help pedestrians to cross The Lamb and may therefore increase pedestrian movements in the town.

7. Equality Considerations

A pedestrian crossing at this location may 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 may help pedestrians to cross The Lamb and may therefore increase pedestrian movements in the town.

11. Reasons for Recommendations

The traffic and pedestrian survey has indicated that a zebra crossing would not normally be considered at this location.

Meg Booth
Director of Climate Change, Environment and Transport

Electoral Division: Totnes & Dartington

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Ref.
Nil		

jf230622shh
sc/cr/Request for pedestrian crossing at The Lamb in Totnes
02 290622

Location Plan

