

Request for pedestrian crossing on the A379 Bridge Road in Shaldon

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 A379 Bridge Road in Shaldon is not progressed.

1. Background/Introduction

There have been several requests for a pedestrian crossing on the A379 adjacent to the junction with Riverside on the southern side of Shaldon Bridge, as shown in Appendix 1. It was agreed that a survey be undertaken to determine demand.

There is an existing School Crossing Patrol (SCP) operating close to this location.

2. Main Text/Proposal

A survey was undertaken at the junction in September 2021. 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 were higher than has been recorded in previous years. Therefore, a second survey was undertaken in April 2022, when the A380 works had been completed, and 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 Bridge Road at this location, and all vehicle movements at the junction. 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	522	9
08:00hrs to 09:00hrs	767	24
09:00hrs to 10:00hrs	619	31
10:00hrs to 11:00hrs	610	26
11:00hrs to 12:00hrs	615	19
12:00hrs to 13:00hrs	596	27
13:00hrs to 14:00hrs	620	25
14:00hrs to 15:00hrs	685	38
15:00hrs to 16:00hrs	767	46
16:00hrs to 17:00hrs	814	23
17:00hrs to 18:00hrs	722	23
18:00hrs to 19:00hrs	548	23
12 hour total	7,935	314

The main nationally applied 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:

Peak Hour	Start Time	End Time	V	P	PV ²
1	15:15	16:15	792	44	0.2760
2	14:15	15:15	699	43	0.2101
3	08:15	09:15	776	29	0.1746
4	16:45	17:45	808	24	0.1567
Average			769	35	0.2044

A PV² value of 0.2044 would not normally suggest that any form of pedestrian crossing facility is justified. A PV² value of 0.6 or above would indicate that a formal 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 PV² 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. The site will be considered against similar requests for future funding, but other sites with higher pedestrian flows, recorded collisions, or an absence of an SCP, would be likely to be given a higher priority.

6. Environmental Impact Considerations

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

11. Reasons for Recommendations

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

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Electoral Divisions: Ipplepen and the Kerswells, Teignmouth

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Ref.
Nil		

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Location Plan

