

## **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 be progressed if community funding is confirmed.**

### **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. A survey has been undertaken, which has shown that there are not sufficient pedestrian and vehicle flows to make this site a priority for funding.

There has been a School Crossing Patrol (SCP) in place close to this location, but this is no longer operating.

### **2. Main Text/Proposal**

A survey was undertaken at the junction in April 2022. The results indicated that the pedestrian and vehicle flows did not meet the normal criteria where the site would be considered for funding.

At the meeting of this committee on 25 July 2022 it was resolved that the request be not progressed, whilst noting Members comments. It was also noted that schemes could be considered at sites across Devon if local councils/communities were able to secure alternative funding. The local member has indicated that he would like to consider this option.

Should local council or community funding be possible it is recommended that the following process be used.

- An initial safety appraisal be undertaken by Devon County Council to determine whether the proposal could be supported.
- An outline design be drawn up, with options laid out, and a safety audit undertaken. This would enable an initial cost estimate to be determined.
- A detailed design of the agreed proposal be drawn up, and a safety audit undertaken. This would enable a more detailed cost estimate to be determined, based on a bill of quantities.
- A contractor would be procured to undertake the work.

It should be noted that there is no guarantee that the work would be completed. For example, if the proposals were unable to satisfy the safety audit process, they would not be able to proceed. It should also be noted that the community would be responsible for funding the full cost of the project, including safety audits, as county council funding is not available. Payment would need to be received ahead of each of the stages in the process outlined above.

For this specific proposal an initial safety appraisal has been undertaken and is included in this report as Appendix 2.

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

Given the relatively low flows of pedestrians and vehicles, when compared against request at other sites, Devon County Council would be unable to prioritise funding at this location.

However, a crossing could be considered if external funding is available.

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

Several requests for a pedestrian crossing point have been received. Any funding proposed from the Parish Council would need to have community support.

### **5. Financial Considerations**

Based on similar schemes constructed in the past it is estimated that the cost of designing and installing a zebra crossing at this location would be approximately £80,000. As design proposals are developed it will be possible to determine the likely cost more accurately.

The cost may increase if difficulties, such as additional drainage requirements or utilities works, are needed to complete the project.

Currently no source of funding has been identified. However, the local member has indicated that funding may be available from either the local community or the Parish Council.

The county council is beginning to receive more requests for community funded highways schemes, a process therefore needs to be developed that will allow these schemes to be evaluated and potentially progressed.

Once in place the maintenance of the crossing would be the responsibility of the county council.

### **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.

An administrative process would need to be put in place to allow the local community to fund the provision of the crossing.

## **9. Risk Management Considerations**

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

No collisions have been recorded at, or near, this junction in the last five years for which we have validated data (1 January 2017 to 31 December 2021).

## **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 for funding at this location. However, it could be considered if it was able to be funded locally. The design and funding of any proposal would need to be considered by this committee prior to implementation.

Meg Booth  
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**Electoral Divisions: Ipplepen & the Kerswells and 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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sc/cr/Request for pedestrian crossing on the A379 Bridge Road in Shaldon

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Location Plan



## **Initial Safety Appraisal**

### **Bridge Road, Shaldon Zebra Crossing proposal**

#### **Location:**

The proposal is to install a zebra crossing on Bridge Road (A379) close to the junction of Riverside Road. There isn't a recent vehicle speed and volume survey available, older data shows approximately 8,000 vehicle movements a day and a mean speed of 25.2mph. Riverside Road is a lightly trafficked road and does not have a footway.

The main pedestrian flow appears to be straight across between the Riverside Road and the footpath that runs alongside the estuary. There is a natural desire line to cross at this location as there is a well-used footpath link on the opposite side of Riverside Road that is part of the Templar Way Trail.

A site visit was undertaken on Friday 11 November at approximately 2.00-2.30pm. During the time of the site visit several pedestrians were observed crossing at this location. The traffic was relatively constant, but many gaps in the traffic gave pedestrians the opportunity to cross safely. No vehicles were observed to be travelling at inappropriate speeds. None of the pedestrians had any issues crossing straight across from the footpath into Riverside Road or vice versa.

#### **Visibility:**

The views from both sides of the road are excellent and approaching traffic can be observed for a considerable time. This allows pedestrians plenty of opportunity to make a judgement to cross safely. At busier times of day there might be a delay for pedestrians in finding a safe opportunity to cross.

It would not be possible to install a controlled crossing straight from the footpath across the road into Riverside Road so it would have to be installed either north or south of Riverside Road. Design guidance does not allow a zebra crossing to be installed within 5m of a junction

#### **Collision data:**

There are no reported injury collisions at the junction of Bridge Road and Riverside Road in the last five years of validated data (2017-2021). There is one pedestrian injury collision that occurred approximately 300m north of the junction in 2020 which involved a 11-year-old pedestrian crossing the road.

#### **Option 1: Install the Zebra crossing to the north of the Riverside Road junction**

To the north of the junction of Riverside Road there are the speed limit terminal signs. These would probably interfere with the visibility of the required belisha beacons for the crossing. The signs would block the view of the belisha

beacons or vice versa. This would require the terminal signs and the speed limit to be moved further north.

It should be noted that on the western side of the road there is a large telecom cover in the footway suggesting that there are telecoms cables under the western footway. If these require moving the cost of the crossing could rise substantially.

There are drain gratings located to the south of where the crossing would be installed these would require moving to the northern side of the crossing to stop water running across the crossing.

Located at the footway junction is a staggered guard rail barrier, to make the crossing closer to the natural desire line the northern section of the guard rail should be removed. The crossing would not be on the natural desire line and some pedestrians would not use the crossing; however, the crossing would possibly help in the busier times on the road.

### **Option 2: Install the Zebra crossing to the south of the Riverside Road junction**

On the western side of Bridge Road, the footway is separated by a low wall and a section of anti-pedestrian surfacing. To install a crossing point a section of the wall would have to be removed and an area of footway surfacing to be installed to allow access to a crossing. On the eastern side there is a driveway into the church so a crossing would have to be located further south. Also located on the eastern side is a school warning sign and a set of wig wags (flashing orange lights) these would have to be relocated as they cannot be co-located with a set of belisha beacons. The most suitable location would be equal distance between the two entrances into the church. It is likely that many pedestrians would use the zebra crossing in this location.

### **Conclusion:**

There does not appear to be a strong requirement for a zebra crossing at this location in terms of road safety. The most suitable option is to the north as it is probably close enough to the desire line to be workable but may have significant additional costs with moving the speed limit and possible telecom diversion costs. The option to the south is too far off the desire line and many pedestrians would not use the crossing.