

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.

1) Recommendation

It is recommended that the Committee be asked to support the request for a pedestrian crossing at The Lamb in Totnes, should the Town Council confirm that this is a community priority and if community funding is confirmed.

2) Background/Introduction

There have been requests for a pedestrian crossing at The Lamb. A pedestrian and vehicle survey indicated that a crossing would not be a priority at this location. Subsequently it has been suggested that local community could fund the proposal, and that the Town Council could investigate this.

It was reported at this Committee on 4 November 2022 that the County Council are looking at putting in place a mechanism that will allow schemes that are funded by local communities to progress, and councillors asked that further work be done to progress.

3) Main Body/Proposal

A survey was undertaken at the junction in April 2022. The results have not suggested that any form of pedestrian crossing facility is justified. There have been no recorded collisions at this location in the previous five years, there are currently 68 sites across Devon on the Casualty Severity Reduction list with five or more injury collisions in the last five years.

Schemes could be considered at sites across Devon if local councils/communities were able to secure alternative funding. The local member has indicated that she 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 1.

4) Options/Alternatives

The results of the pedestrian and vehicle survey have suggested that a pedestrian crossing would not be justified at this site.

Should the town council consider this site to be a local priority it could be considered for community funding, although it would have to be assessed for safety and there is no guarantee that it would be implemented.

5) Consultations/Representations/Technical Data

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

6) Strategic Plan

This proposal would not be considered a priority for funding by the County Council because of the low pedestrian flows recorded.

7) Financial Considerations

The County Council are not intending to fund the design or construction of a pedestrian crossing at this location.

It is estimated that the design and construction of a pedestrian crossing at this location could cost in excess of £80,000. More accurate determinations of cost could be made as the design process progresses.

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) Environmental Impact Considerations (Including Climate Change)

A formal crossing at this location may help a small number of pedestrians to cross The Lamb and may therefore increase pedestrian movements, and reduce vehicle emissions, in the town.

10) 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.

11) Risk Management Considerations

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

12) Summary/Conclusions/Reasons for Recommendations

The traffic and pedestrian survey has indicated that a zebra crossing would not normally be considered at this location, but a crossing could be considered if community funding is available.

Meg Booth

Director of Climate Change, Environment and Transport

Electoral Division: Totnes & Dartington

Local Government Act 1972: List of background papers

Background Paper: Nil

Date

File Reference

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

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Appendix 1 to CET/23/6

The Lamb, Totnes - Zebra Crossing proposal

1 Location:

The proposal is to install a zebra crossing on The Lamb close to the junction of Leechwell street. The Lamb is used to access the car parks and is also used to avoid the traffic lights on Western Way and Ashburton Road.

A site visit was undertaken on Friday 4th November at approximately 12.00-12.30pm. During the time of the site visit several pedestrians were observed crossing at this location. There did not appear to be a single desire line across the road, pedestrians crossed at numerous locations. 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.

2 Surveys:

There aren't any recent vehicle speed surveys available, older data shows a mean speed of 17mph and 20mph 85th percentile, the speed limit is 30mph. A pedestrian count was carried out in April 2022 which showed a total of 445 pedestrian crossings in a twelve-hour period with a peak of 61 pedestrian crossings between 16:45 and 17:45. A report was provided to HATOC which recommended the crossing was not progressed.

The main pedestrian flow appears to be straight across The Lamb between Leechwell Street north (LSN) and Leechwell Street south (LSS). LSN has been closed to traffic and there are a series of bollards to prevent traffic accessing Leechwell Street north from The Lamb and vice versa.

None of the pedestrians had any issues crossing straight across from LSN into LSS. LSS has limited pavements and in fact reduces to nothing approximately 50m from the junction with The Lamb. A number of pedestrians were witnessed walking in the roadway rather than the pavement. Almost all pedestrians walking towards The Lamb on LSS walked in the road even when the pavement was wide enough to walk on.

3 Visibility:

The views from both sides of the road are good and approaching traffic can be observed for sufficient time. This allows pedestrians the opportunity to make a judgement to cross safely. At peak times the of day there might be a delay for pedestrians in finding a safe opportunity to cross but not to the extent where they are likely to take a risk.

It would not be possible to install a controlled crossing straight from LSN across the road into LSS so it would have to be installed either east or west of Leechwell Street. Road Design guidance does not allow a zebra crossing to be installed within 5m of a junction.

4 Collision data:

There are no reported injury collisions at the junction of Leechwell Street in the last five years of validated data (2017-2021).

Option 1: Install the Zebra crossing to the East of the Leechwell Street junction

To the east of the junction of Leechwell Street there are a number of driveways into private garages, it would not be possible to install a zebra crossing on this side of Leechwell Street junction.

Option 2: Install the Zebra crossing to the West of the Leechwell Street junction

To the west of the junction of Leechwell Street there is a possible location to install a zebra crossing. There are several ironworks located in the road in this area, there appears to be a possible site that would work between the ironworks (this has not been accurately measured, just an opinion).

It should be noted that as part of DCC policy the zebra crossing would require 50m of High Friction Surfacing (HFS) on each approach. This would be achievable on the eastern side. On the western side the 50m of HFS would encroach onto the area of brick pavers. It is not possible to install HFS onto brick pavers so the brick pavers would have to be removed and a suitable surface laid. This would increase the cost of the zebra crossing considerably.

5 Conclusion:

There does not appear to be a strong requirement for a zebra crossing at this location in terms of road safety. The only option is to the west as it is probably close enough to the desire line to be workable but may have significant additional costs with the resurfacing work that will be required.