

HIW/17/23

South Hams Highways and Traffic Orders Committee
24 March 2017

Request for a pedestrian crossing at Marldon School

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 request for a pedestrian crossing at Marldon School is not progressed;**
- (b) The alternative measures detailed in Section 3 of this report be explored with the school and local community.**

1. Background/Introduction

The local District Council Member requested that this Committee consider the matter of a pedestrian crossing outside Marldon School at the 11 November 2016 meeting. It was resolved:

- (a) that the Committee wholeheartedly support the principle of a pedestrian crossing outside Marldon School; and
- (b) that officers prepare an evidence base, including the required surveys, costings and monitoring, and submit a project proposal to the next meeting of the HATOC, or that the Chair be given delegated authority to approve the project proposal, whichever is the earlier.

2. Main Text/Proposal

A pedestrian crossing was installed just to the south of the entrance to Marldon School in 2004, but was removed after a short period leaving the dropped kerbs and tactile paving. It is understood that the crossing was removed because of complaints from local residents, related to the proximity of the crossing to private driveways, which is difficult to avoid at this location. There was also a conflict with the operation of the bus stops.

The criteria for installing a pedestrian crossing are generally accepted to be based on the number of vehicles (V) and the number of pedestrians (P), in a calculation called PV^2 . The criteria are based on the average value over the 4 busiest hours of the day. Given the relatively low numbers of both at this location, and the very low numbers of pedestrians outside of school dropping off and picking up times, the site would not meet the accepted criteria.

It would be difficult to install a zebra crossing outside the school, because of the close proximity of the driveways on the east side of the road, and because the bus stops would have to be removed, or moved further from the school entrance, to accommodate the crossing.

There are no recorded collisions on Marldon Cross Hill for the latest standard 5 year validated data period between 1/1/2011 and 31/12/2015. A pedestrian collision occurred on 19 January 2016 near Millmans Road, but this collision has not yet been validated so cannot

be used in any analysis as its location and details could be inaccurate. It is understood that the pedestrian was not injured because of the relatively slow speed of traffic at the time.

Inappropriate parking and resultant congestion in the vicinity of the Marldon School, particularly during pupil drop-off and pick-up periods, is considered to be the main issue, which is prevalent outside many schools around the County. The current zig zag markings, with associated signs, are legally enforceable but are generally disregarded.

A previous School Crossing Patrol service was not maintained due to problems with recruitment. A volunteer scheme was not considered feasible due to a lack of volunteers.

3. Options/Alternatives

A central pedestrian refuge might be the most appropriate response if one could be sited without compromising vehicle movements into adjacent premises. However, the road is only wide enough to accommodate a 1.5m refuge which is not ideal where pushchairs need to be accommodated. Local road widening to enable a wider refuge to be installed would raise the cost considerably.

Bollards, or other physical barriers such as planters, could be placed on the footway to prevent parking outside of the school. This may push the parking problem onto nearby residential roads such as Millmans Road and Marldon Grove.

4. Consultations/Representations/Technical Data

No consultation has been undertaken on this issue, but local residents objected to the previous crossing that was installed.

5. Financial Considerations

It is estimated that a pedestrian crossing would cost between £30,000 and £35,000, although this could change during the design stage. The cost may be lower if some of the infrastructure from the previous crossing, such as the ducting, could be reused.

No budget has been identified for these works and there is currently no section 106 funding available.

6. Environmental Impact Considerations

There are not considered to be any environmental issues in regards to this scheme.

7. Equality Considerations

There are not considered to be any equality issues in regards to this scheme.

8. Legal Considerations

When making a Traffic Regulation Order it is the County Council responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, secures the expeditious, convenient and safe movement of traffic and provision of parking facilities.

9. Risk Management Considerations

The previous zebra crossing was removed within a short time of it being constructed, and a new zebra crossing may similarly attract complaints.

10. Public Health Impact

There are not considered to be any public health impacts in regards to this scheme.

11. Recommendations

On the basis that the site does not meet the criteria for a zebra crossing, and that complaints led to a previous crossing being removed, it is recommended that the request for a zebra crossing not be progressed.

It is recommended that alternative safety measures be explored with the school and the community.

David Whitton
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Division: South Brent & Dartington

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Ref.
None		

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