



Title: **Totnes Road, Paignton – Proposed Pedestrian Crossing**

Public Agenda Item: **Yes**

Wards Affected: **Goodrington with Roselands**

To: **Transportation Working Party.** On: **17th November 11**

Key Decision: **No** How soon does the decision need to be implemented **Jan 2012**

Change to Budget: **No** Change to Policy Framework: **No**

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1. What we are trying to achieve and the impact on our customers

1.1 To consider whether the implementation of a controlled pedestrian crossing on Totnes Road, Paignton is appropriate.

2. Recommendation(s) for decision

2.1 That the proposed pedestrian crossing is not implemented and that the associated Section 106 contribution is returned.

3. Key points and reasons for recommendations

3.1 As part of a recent planning decision a contribution was paid to Torbay Council towards the cost of a pedestrian crossing in Totnes Road, Paignton in the vicinity of Hayes School.

3.2 Highways Officers have carried out a pedestrian survey of the location and deemed that the usage does not meet the levels required to recommend a controlled facility at this location.

3.3 The location is currently a School Crossing Patrol site, which has been subject to significant engineering improvements in recent years.

For more detailed information on this proposal please refer to the supporting information attached.

Patrick Carney
Service Manager – Streetscene and Place

Supporting information

A1. Introduction and history

- A1.1 Planning consent was granted in 2009 for the change of use of the former Totnes Road Service Station to a restaurant. As a condition of the associated Section 106 agreement a payment was secured in the form of a highway contribution towards the cost of the provision of a pedestrian crossing facility across of the Application site/Hayes School.
- A1.2 The site is on the A3022 Totnes Road, Paignton adjacent to Hayes School, which currently operates as a School Crossing Patrol (SCP) Site. The site has undergone improvements in recent years to improve the SCP facilities and does not require any further engineering improvements at the present time to operate as a SCP site.
- A1.3 Where pedestrian crossings are proposed in a location a highway authority should ensure that a pedestrian survey is carried out to ascertain the levels of pedestrian usage during the day and the likely difficulty in crossing. Collision records and speed readings can also be considered as part of this process.
- A1.4 It is essential that the position of the crossing is on a pedestrian desire line and that the desire line is used regularly throughout the day as underused crossings can become ignored by drivers who regularly use the route, potentially increasing the likelihood of a collision.
- A1.5 A pedestrian and speed survey was undertaken at the location in July 2011. This showed that although there was a substantial desire line during school starting and finishing times, the usage was extremely light outside of those hours. Average vehicle speeds were generally below 30mph although 85th percentile speeds were noted at around 35mph. Collision data also showed that there had been 1 slight injury collision during the previous five year period, which did not involve a pedestrian.
- A1.6 Current national guidelines would not recommend that a zebra crossing is installed on roads where the 85th percentile speeds exceed 35mph and therefore the implementation of such a crossing would be on the upper limit of speed criteria at this location.
- A1.7 The developer's contribution to the crossing is £13,785.00. Members should be mindful that an average cost of a zebra crossing would be in the region of £21,000 with a signalised crossing costing in the region of £45,000. Any differential in cost would therefore have to be made up from Torbay Council funding, which may conflict with current priorities set by members as part of the Council's Road Safety Initiatives. The scheme does however sit within the area currently designated as the 'St Michaels Traffic Action Zone'.
- A1.8 The high usage at school times is currently dealt with by means of the SCP. It is however always a consideration that when a patrol is unavailable for the site, the presence of a zebra crossing may enable children to cross at the location with a similar degree of safety. A decision based on this should however be viewed with caution as again familiarity with the site can again cause drivers to ignore the crossing. A signalised crossing would not normally be recommended to

include a SCP, however there are examples of SCP's successfully assisting a zebra crossing.

A1.9 Whilst there is clearly an opportunity to utilise a developers contribution to invest in Torbay's highway network, it should be noted that for the reasons outlined above, in normal circumstances, officers would not recommend a controlled crossing facility at this location and therefore members are advised to ensure that their decision is based purely on pedestrian safety grounds. It is however likely that if a crossing is not implemented at this location, the contribution would have to be returned to the developer as the purpose of the contribution is very specific.

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

A2.1.1 There is no current pedestrian collision concern at this location, there is however a possibility that pedestrian related collisions could increase at this location if a controlled crossing was implemented, with the usage remaining low and drivers starting to ignore the crossing

A2.1.2 Whilst Torbay council currently operates a school crossing patrol site at this location there is always a risk that due to personnel or funding issues this facility may not be available in the future and this may cause difficulties for parents and children to cross the road at this location.

A2.2 Remaining risks

A2.2.1 The decision of the Working Party will determine whether the developers contribution should be used or returned. If this is the case it is unlikely that external funding will be made available for a facility at this location in the future.

A2.2.2 If a crossing is approved there is a possibility that due to Council funding constraints and the priorities of this Working Party in relation to Road Safety Initiatives, that the additional funding required to implement a crossing may not be forthcoming, resulting in the contribution being returned to the developer on time related grounds.

A3. Other Options

A3.1 There are no other uncontrolled crossing layout options at this location that could be considered whilst it operates as a school crossing patrol site. If the patrol was to be permanently removed then it may be possible to realign the road layout to provide a pedestrian refuge as can be seen on other sections of Totnes Road, near to this location. This arrangement would not be suitable for a patrol site.

A3.2 The implementation of a controlled crossing facility could be approved by this Working Party.

A4. Summary of resource implications

A4.1 The scheme would be implemented by officers within the Streetscene and Place

business unit. There is currently no budget provision for the Torbay Council contribution to a crossing.

A5. What impact will there be on equalities, environmental sustainability and crime and disorder?

A5.1 None

A6. Consultation and Customer Focus

A6.1 The location falls within the area identified for the St Michael's Traffic Action Zone and residents in this area have recently been requested to identify road safety issues within this area. No requests were received in respect of upgrading this crossing although parking issues in the vicinity were identified and measures in respect of this have already been approved by this Working Party for advertisement as part of the Traffic Action Zone.

A6.2 No consultation has been carried out on the specific issue of this crossing, although it should be noted that crossings near schools are unlikely to raise objections. Such consultations can however raise expectations as parents of schoolchildren and school staff often support the implementation of crossings, without giving due consideration of all the safety issues involved.

A7. Are there any implications for other Business Units?

A7.1 No

Appendices

Appendix 1 Location Plan

Documents available in members' rooms

None.

Background Papers:

The following documents/files were used to compile this report:

Agreement under S106 of the Town and Country Planning Act 1990 dated 3rd July 2009, Deed no Z 6024.

Report to People (Communities) Policy Development Group, 19th July 2011, 'Road Safety Initiatives 2011/12'

Casualty Reduction Report 2010.