

Version 1.0  
First Approved January 2023  
Last reviewed

## **Safer, Better Streets – Highway improvement Prioritisation**

### **PURPOSE OF POLICY**

To ensure that highway infrastructure relating to concerns around traffic speeding, traffic volumes and pedestrians crossings are provided on the basis of impartially assessed demonstrated need.

### **POLICY**

1. When a request for street improvement as a result of concerns about pedestrians safety, speeding traffic, volumes of traffic or general traffic related issues are received, an initial assessment will be undertaken to determine if the site meets the agreed pre-qualification criteria, as follows:

#### **Pre-qualification criteria**

- Where a pedestrian casualty has been recorded that site will be deemed to have met the criteria and will go on to be fully assessed.
  - Where there is no relevant pedestrian casualty record;  
a sample one hour count of pedestrians and vehicles will be undertaken during the busiest time and only sites with a sample  $PV^2$  value of greater than  $0.2 \times 10^8$  will be put forward for full assessment.  
OR if speeding traffic exceeds 20 % above the existing speed limit during an hour's observation.  
OR if traffic volumes exceed 250 vehicles per hour during assessment.
2. All sites meeting the pre-qualification criteria set out in (1) will be assessed in detail and prioritised using an approved assessment procedure that takes into account factors such as pedestrian casualties, speed limits, severance, access to

schools and existing conditions and LCWIP priority. See table 1 below.

3. The type of facility constructed will be determined by site assessment bearing in mind the site characteristics including casualty history, vehicle speeds and difficulty of crossing. And design in accordance to latest Department for Transport guidance including LTN120.

#### **NOTE ON PV<sup>2</sup>**

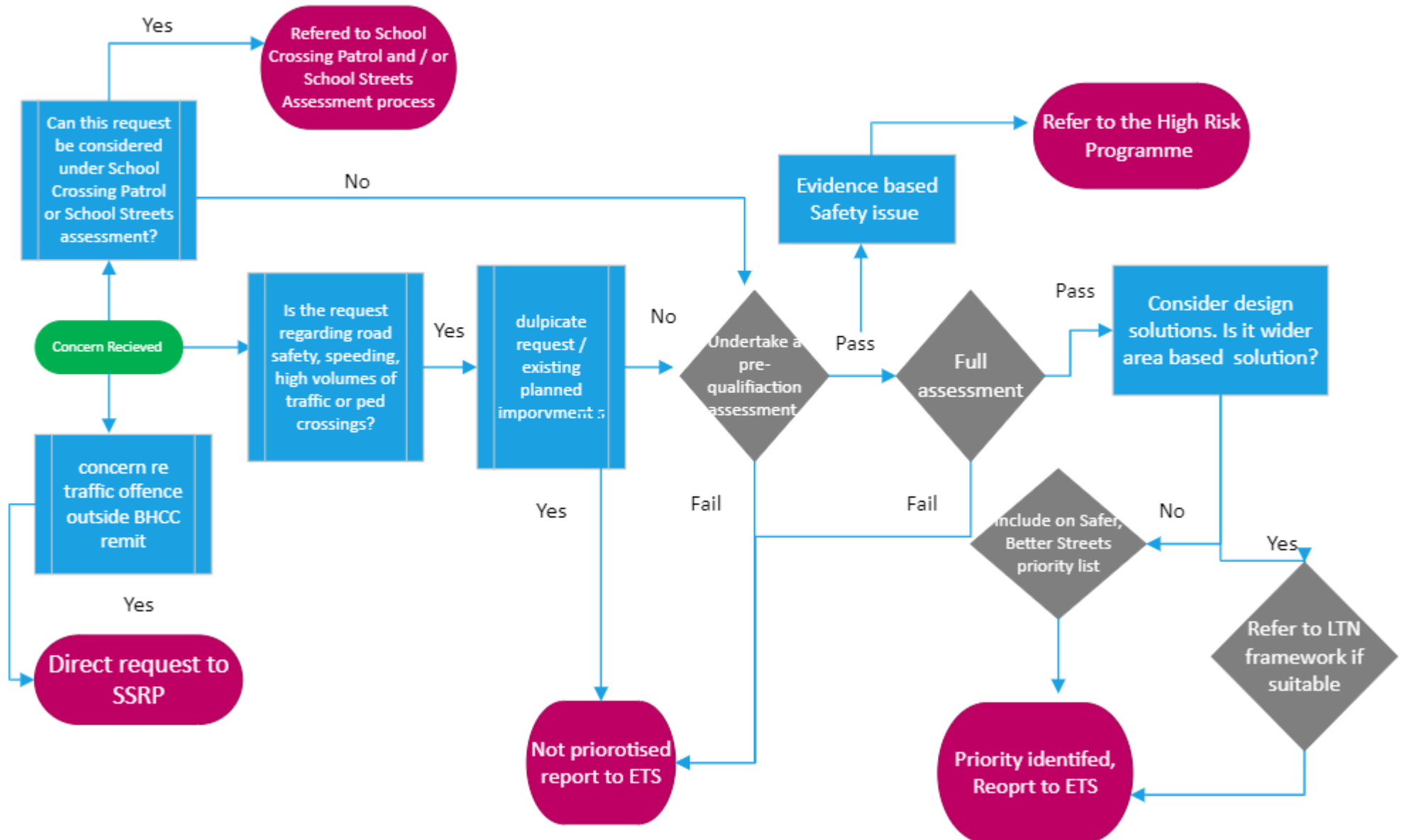
PV<sup>2</sup> gives an impartial measure of the need for a pedestrian improvement at any site by determining the number of vehicles and pedestrians using the area; it is nationally accepted and has been tried and tested over many years. Using a pre-qualification criteria ensures that detailed assessment is only undertaken for those sites with a proven need and reduces the impact on limited resources.

#### **TYPES OF IMPROVEMENTS**

- Crossing improvements – these can range from pedestrian islands, buildouts, traffic light-controlled crossing points.
- Traffic calming measures – raised tables, removal of centre lines, additional signing and lining, highway narrowing.
- Street improvements – such as footway widening, junction realignment. Modal filters
- Larger scale improvements could include Low Traffic neighbourhoods, Large scale junction redesigns, Corridor treatments.

Process Flow Chart

**Safer, Better Streets Process Flow chart**



**Safer, Better Streets – Full Assessment Scoring Sheet.**

<b>Factor</b>	<b>Options</b>	<b>Score</b>
1	<b>Improvements for Mobility Impaired</b> Score 2 for crossings specifically requested to improve conditions for mobility impaired	
2	<b>Routes to School-</b> Score 3 for sites specifically identified as an issue with school related traffic	
3	<b>Access to Public Transport</b> Score 2 for sites which will improve access to public transport	
4	<b>Reduction of Severance</b> Score 2 for sites which reduce severance (e.g. to serve sole local store / shopping area or where a residential area is severed by a heavily trafficked A or B class road	
5	<b><u>Pedestrian &amp; Cycle Collision</u></b> Score 3 for each fatality Score 2 for each serious-casualty Score 1 for each slight casualty	
6	<b><u>Other vehicle collisions *</u></b> Score 3 for each fatality Score 2 for each serious casualty Score 1 for each slight casualty	
7	<b>Road Width</b> Score 2 for roads over 9m Score 1 for roads between 7 and 9m	
8	<b>Actual Speed</b> Score 3 for roads >20% than posted speed limit Score 2 for roads between 0-20% higher than posted speed limit.	

9	<b>Footpaths and Cycle Routes</b> Score 1 for sites which serve an existing designated cycling or walking route such as the National Cycle Network, bridle path or footpath.	
10	<b>Street Lighting</b> Score 1 for sites with no street lighting Score 0.5 for sites with existing but sub-standard street lighting	
11	<b>Active Travel</b> Score 1 for sites that will clearly improve active travel in an area, thereby resulting in additional pedestrian and cycle movements	
12	<b>Walkability</b> Score 1 for sites that will clearly improve the 'walkability' of an area, thereby resulting in additional pedestrian movements	
13	<b>Links to South Downs</b> Score 1 for sites that create a new link to the South Downs National Park	
14	<b>Average PV squared value (busiest four hours)</b> Score equals average PV squared x 10 (e.g. PV2 of 0.25 becomes score of 2.5)	
15	<b>Reduce the impact of vehicles using inappropriate routes particularly on residential roads</b> Score 3 for excessive non residential traffic in residential areas Score 2 for moderate traffic in residential areas Score 1 for light traffic in residential areas.	
16	<b>Identified as a Council priority route in LCWIP –</b> Score 2 for each that applies score 3 for each if it's an LCWIP Priority. Neighbourhood Priority Area Local links for improvements Area based treatments Strategic network improvements	
	<b>Overall Score</b>	

\*Scores awarded subject to causation factors

