

Subject: Pedestrian Crossing Assessment and priority list
Date of Meeting: 24th January 2011
Report of: Strategic Director – Place
Contact Officer: Name: **Robin Reed** Tel: **29-3856**
E-mail: Robin.Reed@brighton-hove.gov.uk
Wards Affected: All

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 On the 21st June 2010 The Environment & Community Safety Overview Scrutiny Committee (ECSOSC), as part of its annual work plan, requested officers to provide information on pedestrian crossings and how requests from members of the public are prioritised. Following the initial ECSOSC review, officers have developed a more robust and up to date prioritisation procedure that takes into account Members' concerns such as residents fear of crossing busy roads and the public perception of dangerous roads. At its meeting of 25th January 2011, ECSOSC resolved to welcome the new methodology and agreed that it should be put forward for approval at a future Cabinet Member Meeting.
- 1.2 At the 26th May 2011 Environment Cabinet Member Meeting the revised methodology was explained including case studies. A revised pedestrian crossing assessment methodology was approved and permission granted to carry out assessments of all sites on the pedestrian crossing request list in the financial year 2011/12. Funding was allocated within 2011/2012 to implement priority locations.
- 1.3 This report presents the findings of the pedestrian crossing assessments of locations requested up to 30th June 2011 and identifies priority crossing points to be delivered over the next 12 months, subject to the availability of funds.

2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member for Transport & Public Realm supports the priority crossing list and grants permission for officers to begin implementing the prioritised pedestrian crossing locations where funding has been identified. Where crossing points require higher funding levels

these should be acknowledged and identified as part of future work plans.

- 2.2 That the Cabinet Member for Transport & Public Realm authorises officers to construct the prioritised pedestrian crossings for which funding has been identified within the financial year 2011/12, subject to Traffic Regulation Orders (TROs) being advertised prior to implementation of crossing points.

3. BACKGROUND INFORMATION

Chronology of Events

- 3.1 Requests for new pedestrian crossings are received regularly from members of the public and local Ward Members. Subject to the availability of funding, potential crossing locations were previously prioritised based on the number of pedestrian accidents in the immediate vicinity. At the Environment & Community Safety Overview Scrutiny Committee (ECSOSC) meeting on 21st July 2010, Members requested a review of this process. It was felt that the existing methodology did not consider the social issues associated with a lack of safe crossing points, nor did it consider the perceived danger of crossing the road.
- 3.2 Following the initial 21st July 2010 ECSOSC meeting officers undertook an investigation of pedestrian crossing assessment procedures used by other authorities in the South East region and proposed a point scoring system to enable a more wide ranging assessment to take place, taking into account the social factors in addition to collision history. Following this investigation a new robust pedestrian crossing methodology was proposed to assess crossing requests. This improved new methodology considers a range of important social factors which effect pedestrian movement such as public perception of danger, the impact of crossings on community cohesion, access to key services and green space and improvements for mobility impaired people.
- 3.3 In publishing the results of the crossing assessments on an annual basis the new methodology enables a more transparent approach to assessing pedestrian crossings and a more proactive approach to responding to requests from Ward Members and the public.
- 3.4 At its meeting of 25th January 2011, ECSOSC resolved to welcome the new methodology and this was approved at the 26th May 2011 Cabinet Member Meeting. At this meeting approval was granted to apply the new methodology to crossing requests received up until June 2011 and funding was allocated to install those crossings identified as a priority.

The Assessment Process

- 3.5 The approved methodology as set out in Appendix 1 for pedestrian crossing requests considers 14 different categories including; pedestrian collisions, access to services, pedestrian movements and vehicle counts at each location.
- 3.6 Ward Members were invited to request crossing locations for inclusion in this assessment process, in addition to the requests received by residents until the end of June 2011. In total 60 locations were assessed.
- 3.7 Each crossing request was subject to a pre-qualification assessment (see appendix 1). Those crossing points with a recorded pedestrian casualty in the last 3 years within 50 metres of the request location, and / or where a sample one hour vehicle and pedestrian count at peak time exceeded the threshold, were then subject to a full assessment.

Results

- 3.8 From the 60 requested crossing points, 4 crossing locations have been identified for implementation through the Safer Routes to Schools programme or through S.106 developer contributions and are planned to be delivered within the current financial year 2011/12. A further 14 locations did not meet the pre-qualification criteria so were removed from the priority list. Appendix 2 (tables B&C) lists all crossing points removed from the priority list.
- 3.9 The remaining 42 crossing requests were subject to a full assessment and have been ranked in priority order and listed in Appendix 2 (Table A).
- 3.10 Table 1 overleaf lists the top 10 scoring pedestrian crossing points. For each crossing point proposed actions have been listed along with funding sources.
- 3.11 Those crossing locations achieving a ranking within the top 10 will be prioritised for funding but this does not automatically qualify a particular location for implementation. For example, the cost of a crossing facility at a particular location may be prohibitive or upon closer investigation it may become apparent that suitable pedestrian provision already exists in a particular location and therefore further investment would not represent good value for money.

Table 1 - Top ten identified priority crossings

Crossing Number	Crossing Location	Priority Score	Proposed Actions	Proposed Crossing Facility	Funding Source 2011/2012	Future funding required
1	Lewes Road, Near Queensdown School Road	125	Design & implement in next 6-12 months	Signalised crossing point	*LSTF	none
2	Pavilion Parade, Edward Street	68	To be included in future plans	Junction re-design to accommodate signalised crossing	none	Proposed for inclusion in future LTP programmes
3	Eastern Road, near College Road	63.4	Design & implement in next 6-12 months	Relocation of zebra crossing point	LTP & external match funding	none
4	The Drive / Cromwell Road	63	To be considered as a future LTP project	Signalised crossing on junction arms	none	Proposed for inclusion in future LTP programmes
5	The Drive, near Wilbury Road	52	Adequate Pedestrian facility exists	none	none	none
6	Goldstone Villas/ Blatchington Road	38.4	Design & implement in next 6-12 months	Pedestrian refuge and junction improvement	LTP	none
7	Warren Road, near McWilliam Road	37.9	Design & implement in next 6-12 months	Pedestrian refuge Island	LTP	none
8	Portland Road/ Rutland Gardens	36.9	Design & implement in next 6-12 months	Pedestrian refuge Island	LTP	none
9	Coldean Lane, opposite Varley Halls	29.3	Design & implement in next 6-12 months	Pedestrian refuge Island	Section 106 funding	none
10	Coldean Lane, opposite Park Road	22.4	Design & implement in next 6-12 months	Pedestrian refuge Island	LSTF	none

*Local Sustainable Transport Fund

- 3.12 At crossing points where actions are proposed this is subject to further design work, associated TROs and Road Safety Assessments. The type of crossing facility proposed is considered on a case-by-case basis in accordance with Department for Transport guidance and determined by the existing road network, pedestrian and vehicle volumes and funding availability.
- 3.13 Where priority crossings require significant capital funding such as Pavilion Parade/ Edward Street and The Drive/Cromwell Road they are recommended for inclusion within future LTP works programmes, subject to the availability of funding.
- 3.14 As part of the Lewes Road Transport Project funded by the LSTF, funding has been allocated to implement crossing facilities at two of the priority crossing locations in Lewes Road, near Queensdown Road and Coldean Lane, opposite Park Road.
- 3.15 Suitable provision for pedestrians crossing The Drive near Wilbury Road already exists, where an extended pedestrian refuge serves pedestrians adequately. As there have been no recent collisions it is suggested that no further improvements should be made to this existing pedestrian crossing facility.
- 3.16 The assessment of new requests will be carried out once annually, and a new priority list established accordingly. The amended priority list will be proposed for approval at the relevant Cabinet Member Council Meeting. Identified priority crossing points will then be implemented within that financial year, subject to funding.

4. CONSULTATION

- 4.1 The proposed assessment methodology has been considered and approved by Members of ECSOSC and furthermore has been approved at the Cabinet Member Meeting on the 26th May 2011.
- 4.2 Works Notifications will be distributed at each location once feasibility and design work is completed, prior to implementation. In locations where Traffic Regulation Orders are required these will be advertised accordingly.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 The sum of £50,000 has been set aside within the LTP Capital budget to fund the construction of pedestrian crossings. In addition to this, the

Local Sustainable Transport Fund has a budget of £250,000 which will be used to supplement that amount.

Finance Officer consulted: Karen Brookshaw

Date: 13/12/11

Legal Implications:

5.2 The Council must comply with the requirements of section 23 of the Road Traffic Regulation Act 1984. Before establishing, altering or removing a pedestrian crossing the Council must:

- (a) consult the chief officer of police about the proposal
- (b) give public notice of the proposal; and
- (c) inform the Secretary of State in writing.

Adequate time must be given for responses to be made to the public notice and any responses must be taken into account in finalising proposals.

5.3 There are no Human Rights Act implications arising from this report.

Lawyer consulted: Carl Hearsom

Date: 13/12/11

Equalities Implications:

5.4 None identified directly in relation to this report

Sustainability Implications:

5.5 Improving the pedestrian environment will increase the number of people choosing to walk. Walking is the most sustainable form of all transport modes as it produces zero emissions and also improves public health through increased physical activity.

Crime & Disorder Implications:

5.6 None identified directly in relation to this report

Risk and Opportunity Management Implications:

5.7 None identified directly in relation to this report

Corporate / Citywide Implications:

5.8 None identified directly in relation to this report

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 There are many ways in which the Council could prioritise requests for pedestrian crossings. However, following a review of the various options available, the method presented in this report is considered the most fit for purpose.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 The adopted pedestrian crossing methodology was applied to crossing requests previously received and the list of priorities has now been identified. The report asks for approval to continue to prioritise new requests and to implement those recommended priorities.

SUPPORTING DOCUMENTATION

Appendix:

1. Pedestrian Crossing Priority Methodology
2. 2011/12 Pedestrian Priority List

Background Documents

1. May 26th CMM

