

<b>Subject:</b>	<b>Pedestrian Crossing Assessment and priority crossings</b>		
<b>Date of Meeting:</b>	<b>27<sup>th</sup> November 2012</b>		
<b>Report of:</b>	<b>Strategic Director – Place</b>		
<b>Contact Officer:</b>	<b>Name: Tracy Beverley</b>	<b>Tel: 29-3813</b>	
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<b>Wards Affected:</b>	<b>All</b>		

**FOR GENERAL RELEASE****1. SUMMARY AND POLICY CONTEXT:**

- 1.1 The revised pedestrian crossing methodology was approved at the 26<sup>th</sup> May 2011 Environment Cabinet Member Meeting. At this meeting permission was also granted to carryout assessments of all sites where pedestrian crossings had been requested until the 30<sup>th</sup> June 2011.
- 1.2 On site assessments were carried out on these crossing requests and the findings were reported to the 24<sup>th</sup> January 2011 Environment Transport & Sustainability Cabinet Member meeting. That report presented the findings of the pedestrian crossing assessments of locations requested up to 30<sup>th</sup> June 2011 and identified priority crossing points to be delivered during the financial year 2011/12, subject to the availability of funds.
- 1.3 As a result of that process six priority crossing facilities were successfully installed in 2011/2012. Additional crossing request received between 30<sup>th</sup> June 2011 and July 2012 have now been assessed and included into the 2012/13 pedestrian crossing priority list.
- 1.4 This report presents the findings of the 2012/13 priority list including proposed actions for the top priority crossing locations. Additionally it recommends the Transport Committee grants permission to install the identified priority crossings within the financial year 2012/13 using allocated funding.

**2. RECOMMENDATIONS:**

- 2.1 That the Transport Committee approves 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 Transport Committee authorises officers to carry out the necessary statutory consultation and subject to the outcome of that consultation construct the prioritised pedestrian crossings for which funding has been identified within the financial year 2012/13.

### **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 21<sup>st</sup> 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 21<sup>st</sup> 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 25<sup>th</sup> January 2011, ECSOSC resolved to welcome the new methodology and this was approved at the 26<sup>th</sup> 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.

- 3.5 The first pedestrian priority list was produced and presented to the Environment, Transport and Sustainability Cabinet meeting on the 24<sup>th</sup> January 2012. The top ten priority crossing points were listed and approval was given for the implementation of the following crossing points within the Financial Year 2011/12;
- Coldean Lane (outside Varley Halls) - pedestrian island
  - Coldean Lane (near Park Road) - pedestrian island
  - Lewes Road (near Queensdown School Road) - toucan crossing
  - Nevill Road (opposite Greyhound Stadium) - pedestrian island
  - Portland Road (near Rutland Gardens) - pedestrian island
  - Goldstone Road/ Blatchington Villas – pedestrian island
- 3.6 Pedestrian Crossing requests received between June 2011 and May 2012 were assessed using the pedestrian crossing methodology and included in the pedestrian priority list. This report provides the 2012/13 priority list and recommended actions.
- 3.7 At this meeting a commitment was also made to provide additional funding for Cromwell Road/ The Drive pedestrian crossing and junction improvements. This scheme is currently under construction.

### **The Assessment Process**

- 3.8 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.
- 3.9 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 2012. In total 26 additional locations were assessed.
- 3.10 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**

- 3.11 The 26 requested crossing points were added to the existing pedestrian priority list. From the 26 new requests 11 satisfied the pre-qualification

assessment and were included in the priority list. The remaining requests did not meet the criteria and are listed with those which did not meet the criteria in 2011/12 (see Appendix 2 Table B).

- 3.12 The 11 crossing points underwent a full 12 hour assessment and were included in the original crossing priority list and ranked in order (see Appendix 2 Table A).
- 3.13 Where crossing points have been delivered as a result of 2011/12 pedestrian priority system these have been listed in Appendix 2 Table C. Crossing points listed as part of other LTP funded schemes such as Safer Routes to School have not been included in this report.
- 3.14 Table 1 overleaf lists the top scoring pedestrian crossing points. For each crossing point proposed actions have been listed along with funding sources.
- 3.15 Those crossing locations achieving highest ranking 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 Priority Crossing Locations

<b>Priority Score</b>	<b>Crossing Location</b>	<b>Proposed Actions</b>	<b>Proposed Crossing Facility</b>	<b>Funding Source 2011/12 – 2012/13</b>	<b>Future funding required</b>
68	Pavilion Parade, Edward Street,	To be considered as part of the *BBA project	n/a	n/a	BBA/ LTP
63	Eastern Road, near College Road	To be considered as part of the BBA project and/ or Three T's Development	Relocation of existing Zebra Crossing	BBA/ S106	None
52	The Drive / Cromwell Road	Currently being installed	Signalised crossing on junction arms	LTP	None
37.9	The Drive, near Wilbury Avenue	Following additional observations additional crossing facility to be installed	Pedestrian refuge.	LTP	none
21.9	Warren Rd, near McWilliam Rd	Crossing not supported by ward members. No further action	None	None	
21.6	Sackville Rd, Old Shoreham Road	To be considered as part of the wider development plans for Sackville Trading Estate.	n/a	None	S106 Sacville Trading Estate.
21.5	Marine Drive / Rifle Butt Rd	Current adequate pedestrian refuge exists Further monitoring required.	None	None	None
20.7	Surrenden Rd / Between Harrington Rd and Vardean Road	Pedestrian crossing facilities to be installed in line with 20mph proposals.	Corridor improvement including formal & informal crossing points.	LTP	None
18.1	Goldstone Villas / Clarendon Rd	Pedestrian crossing facility to be implemented	Junction treatment, to include Ethel Street junction	LTP	None
17.7	Carden Avenue/ Braybon Avenue	Existing crossing facility. No further action required.	None	None	None
17.4	Dyke Rd / The Droveaway	Crossing improvements to be designed in line with proposals for Dyke Road cycle lane improvements.	Junction treatment	LTP	LTP
15.4	Carden Avenue, near Sainsbury's	Pedestrian crossing facility to be implemented	Zebra Crossing point	LTP	None
	Sackville Rd, north of Livingstone Rd	Pedestrian crossing facility to be implemented	Pedestrian Island	LTP	None

(\*BBA – is a Better Bus Areas project targeted at improving Sustainable transport on the Edward Street Corridor)

- 3.16 At crossing points where actions are proposed this is subject to further design work, associated Traffic Regulation Orders (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.
- 3.17 Where priority crossings require significant capital funding such as Pavilion Parade/ Edward Street and Sackville Road / Old Shoreham road they are recommended for inclusion within future funding streams, for example Better Bus Areas (BBA)LTP works programmes, subject to the availability of funding.
- 3.18 Following further assessments for The Drive near Wilbury Road crossing request it is recommended this crossing point is installed within the desire line to facilitate school children crossing The Drive.
- 3.19 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 Committee 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 26<sup>th</sup> 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 Capital: The sum of £200,000 has been set aside within the LTP Capital budget for 2012-13 to fund the assessment and construction of pedestrian crossings.

Finance Officer consulted: Karen Brookshaw      Date: 02/11/12

### 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: 06/11/12

### 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 Evidence suggests that crossing points such as pedestrian refuges/ islands can assist with speed reduction. Where crossing points are

proposed within potential 20mph areas these crossing facilities will physically support these speed reduction proposals.

## **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 Assessment Methodology
2. Pedestrian Priority List 2012/13

### **Background Documents**

1. May 26<sup>th</sup> 2011 Cabinet Members Meeting
2. Environment, Transport and Sustainability Cabinet meeting on the 24<sup>th</sup> January 2012