

Subject:	Pedestrian Crossing Assessment and Priority List		
Date of Meeting:	11TH October 2016		
Report of:	Executive Director – Economy, Environment & Culture		
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Ward(s) affected:	All		

FOR GENERAL RELEASE**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 On the 21st June 2010 The Environment & Community Safety review 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.
- 1.2 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. 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. Assessments have been carried out annually since and funding allocated to make necessary improvements at priority locations.
- 1.3 Since the introduction of the methodology in 2011, 38 of the priority crossing locations identified have been improved through either Local Transport Plan (LTP), Safer Route to Schools funding or other external funding sources such as Local Sustainable Transport Fund & Better Bus Area. The full list can be seen in Appendix 2, Table C.
- 1.4 This report presents the findings of the pedestrian crossing assessments of locations requested up to January 2016 and identifies priority crossing points to be delivered over the next 12 months, subject to the availability of funds.
- 1.5 The 'type' of crossing facility proposed is considered on a case by case basis by Highway Engineers. Often the most appropriate and cost effective solution for locations can be pedestrian refuges or buildouts. Where larger scale facilities which are likely to exceed available budgets are required, such as full junction redesigns, schemes may be delayed until funding can be made available.

2. RECOMMENDATIONS:

- 2.1 That the Environment Transport & Sustainability 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 Environment Transport & Sustainability Committee authorises officers to construct the prioritised pedestrian crossings for which funding has been identified within the financial year 2016/17, subject to Traffic Regulation Orders (TROs) being advertised prior to implementation of crossing points.

3. CONTEXT/ BACKGROUND INFORMATION

- 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 May 2013 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 January 2016. In total 25 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.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 From the most recent 25 requested crossing points, 4 locations did not meet the pre-qualification criteria so were removed from the priority list. Appendix 2 (Tables B,C & D) lists all locations removed from the priority list, implemented or locations that didn't meet the initial criteria.
- 4.2 The remaining 21 crossing requests were subject to a full assessment and have been ranked in priority order and listed in Appendix 2 (Table A).
- 4.3 The Church Road, Portslade Crossing point has been assessed through this process and included within the priority list.
- 4.4 On the 27th November 2012 Environment, Transport and Sustainability Committee Marine Drive/ Rifle Butt road was removed from the priority list as the existing facility was deemed appropriate however a commitment was given to monitor this location should circumstances change. Marine Drive / Rifle Butt Road has now been reassessed and due to a change local conditions will now be reconsidered for pedestrian improvements in coordination with the Road Safety Team.
- 4.5 Table 1 lists the top 10 scoring pedestrian crossing points. For each crossing point proposed actions have been listed along with funding sources.
- 4.6 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.
- 4.7 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.
- 4.8 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.

Table 1 - Top ten identified priority crossings**

Crossing No.	Crossing Location	Priority Score	Proposed Actions	Proposed Crossing Facility	Funding Source 2016/17	* Future funding required
1	Church Road Hove near Hova Villas	30.2	Provide as part of future corridor improvement scheme	Corridor Treatment required	None	LTP
2	Sackville Rd, Old Shoreham Road	21.9	Junction improvement scheme linked to new development	Formal Pedestrian crossing on junction arms	None	S106
3	Hangleton Link Road (A293) NR Fox Way	20.1	Lining and signage	None	LTP	None
4	Cromwell Road East of Selbourne Place	18.2	Await outcome of TRO decision	Pedestrian Island	LTP	None
5	Whitehawk Road nr Henley Road	16.8	Implement in conjunction with the SRTS proposals.	Pedestrian Island	none	S106
6	Old Shoreham Rd near Olive Road	15.5	Further investigation required technically difficult site	Possible formal crossing	LTP	None
7	Eastern Road between Chesham St and Chichester Place	15	Implement as part of SRTS programme	Pedestrian Island	Possible S106	None
8	Goldstone Villas/Station Approach	14.1	Provide as part of future corridor improvement scheme	Corridor treatment and pedestrian islands	None	LTP
9	Mackie Avenue near Ladies Mile Road	14.1	Implement	Pedestrian Island	LTP	None
10	Millers Road/ Highcroft Villas	12.5	Implement improvements	Junction improvements to improve pedestrian movements	LTP	None

*Proposals require more funding than currently allocated therefore it is suggested additional funding is sought prior to implementation.

** Marine Drive/ Rifle Butt Road will be returned to the priority list and can be seen in The Priority List Table 1 A.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 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.
- 5.2 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.

6. CONCLUSION

- 6.1 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.

7. FINANCIAL & OTHER IMPLICATIONS:

- 7.1 The capital costs associated to the recommendations in the report will be funded from the approved capital programme and funded from a mixture of Local Transport Plan (LTP) capital funding, Section 106 receipts and identified external grant funding. The approved LTP budget allocation for pedestrian crossings in the 2016/17 financial year is £0.115m.
- 7.2 Officers will continue to identify opportunities to maximise external funding sources to support the implementation of pedestrian crossings. External funding is potentially an important source of income, but funding conditions need to be carefully considered to ensure that they are compatible with the aims and objectives of the council.

Finance Officer Consulted: Steven Bedford

Date: 08/09/16

Legal Implications:

- 7.3 The Council's powers and duties under the Highways Act 1980 and the Road Traffic Regulation Act 1984 must be exercised to secure the expeditious, convenient and safe movement of all types of traffic, including pedestrians. The actions detailed in this report will assist in demonstrating that the Council will be in a position to comply with its statutory duty.

The Council has to follow the rules on consultation promulgated by the government and the courts. The relevant provisions in relation to consultation on the proposals in this report are summarised below.

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.

Lawyer Consulted: Stephanie Stanmmars

Date: 09.09.16

Equalities Implications:

7.3 None identified directly in relation to this report

Sustainability Implications:

7.4 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.

Any Other Significant Implications:

7.5 None

SUPPORTING DOCUMENTATION

Appendices:

1. Pedestrian Crossing Priority Methodology
2. Proposed 2016/17 Pedestrian Priority List

Documents in Members' Rooms

1. None

Background Documents

1. New Pedestrian Crossing Methodology - 26th May 2011 Environment Cabinet Member Meeting