

# Brighton & Hove City Council

## Environment, Transport & Sustainability Committee

## Agenda Item 51

**Subject:** Pedestrian Crossing Priority Programme 2023/2024

**Date of meeting:** 15 November 2022

**Report of:** Executive Director, Economy, Environment & Culture

**Contact Officer:** Name: Jazmine Hayes  
Tel: 01273 291264  
Email: jazmine.hayes@brighton-hove.gov.uk

**Ward(s) affected:** All

**For general release**

### **1. Purpose of the report and policy context**

- 1.1 Since the introduction of the methodology in 2011, 73 of the priority crossing locations identified have been improved or are planned to be 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 of sites can be seen in Appendix 2, Table B.
- 1.2 This report presents the findings of the pedestrian crossing assessments of locations requested up to 26 April 2022 and identifies priority crossing points to be delivered over the next 2 years, subject to the availability of funds.
- 1.3 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 re-designs, schemes may be delayed until funding can be made available.
- 1.4 If a suitable technical solution cannot be found or agreed within the constraints of the programme budget options will be reported back to this Committee.

### **2. Recommendations**

- 2.1 That Committee agrees the new Pedestrian Crossing Priority Programme listed in Appendix 2.
- 2.2 That Committee agrees that officers can commence the identified locations in the Pedestrian Crossing Priority Programme top 10 priority list identified at table 1 in this report.

### **3. Context and background information**

- 3.1 On the 21 June 2010, the Environment & Community Safety review Scrutiny Committee (ECSOSC) requested officers develop a revised prioritisation procedure that considered members' concerns such as residents fear of crossing busy roads, public perception of dangerous roads and social issues associated with a lack of safe crossing points.
- 3.2 At the 26 May 2011 Environment Cabinet Member Meeting the revised pedestrian crossing assessment methodology was approved, and permission was granted to carry out assessments of all sites on the pedestrian crossing request list in the financial year 2011/2012. Assessments using the Council's agreed methodology have been carried out since 2011 and funding allocated to make necessary improvements at priority locations.

#### **The Assessment Process**

- 3.3 The approved methodology for pedestrian crossing requests, as set out in Appendix 1, considers 14 different categories including pedestrian collisions, access to services, pedestrian movements and vehicle counts at each location.
- 3.4 Each crossing request is subject to a pre-qualification assessment. This comprises of 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. Those satisfying this pre-assessment are then subject to a full assessment.
- 3.5 From April 2021 to April 2022, 56 new crossing location requests have been received and where these requests meet the criteria, they have been added to the Pedestrian Priority List 2023/2024, those that have not met the criteria have been listed, see Appendix 2.

#### **Update on 2021/2022 – 2022/2023 Sites**

- 3.6 Upper Hollingdean Road (near Hollingbury Pub) was ranked 4<sup>th</sup> on the 2021/2022 priority list with a design proposal for a Zebra Crossing but following investigation by highway engineers was not considered technically feasible or a safer solution and as a result this location is removed from the priority list.

### **4. Analysis and consideration of alternative options**

- 4.1 Table 1 below lists the top 10 scoring Pedestrian Crossing Priority locations. For each crossing location proposed, actions and funding sources have been listed. Those crossing locations achieving a ranking within the top 10 will be prioritised for funding and will be assessed by officers and where a safe design solution is identified this will be progressed and implemented.

Table 1 Top 10 Priority List

*\*Identifies new additions to the list*

No.	Request Financial Year	Pedestrian Crossing Request Location	Score	Narrative	Funding source	Planned delivery year
1	2019/20	London Road @ The Deneway (Request Upgrade to Zebra)	26.10	This location is being considered as part of ATF Tranche 2 – A23 scheme (Phase 2 and 3) due to be implemented in 2023/2024.	DfT - Active Travel Fund	2023/2024
2	2020/21	Goldstone Villas / Clarendon Villas / Eaton Villas	23.30	This location was proposed as part of a corridor scheme; officers developed designs and consultation on proposals but due to concerns with potential ran running on residential side roads this scheme should be considered as part of a wider area improvement scheme when future funding can be allocated.	Future funding to be allocated	To be confirmed
3	2013/14	A293 Roundabout (South Arm)	20.10	Improvement works have previously been undertaken in line with the programme's budget, including widening footways at the south arm, extra lining to alert for speed reduction, widening on central reserve and hedge trimming to improve visibility. Further options are to be investigated.	Section 106	2023/2024
4	2022/21	<i>*Elm Grove / Hampden Road and de Montford Road</i>	16.30	<i>Design work commenced under the Hanover and Tarner Low Traffic Neighbourhood Pilot scheme boundary road improvement works.</i>	<i>Carbon Neutral Fund</i>	<i>2022/2023</i>
5	2021/22	<i>*Junction of Clarendon Rd and Goldstone Villas, Hove</i>	15.90	<i>This location has previously been addressed through this programme. It will be considered as part of a wider area improvement scheme around Hove Station when future funding can be allocated.</i>	<i>Future funding to be allocated</i>	<i>To be confirmed</i>
6	2017/18	Old Shoreham Road - Lullington Avenue / Weald Avenue	15.70	Construction is progressing and expected to be implemented by end of 2022.	LTP	2022/2023
7	2021/22	<i>*Surrenden Road, at the point where it is met by Harrington Road</i>	14.80	<i>Options to be investigated with potential to review wider area treatment along Surrenden Road.</i>	<i>LTP</i>	<i>2023/2024</i>
8	2021/22	<i>*Whitehawk Road/Roedean Road/Bristol Gardens/Arundel Road</i>	14.50	<i>Options to be investigated.</i>	<i>LTP</i>	<i>2023/2024</i>
9	2011/12	Goldstone Villas / Station Approach	14.10	This location was proposed as part of a corridor scheme; officers developed designs and consultation on proposals but due to concerns with potential ran running on residential side roads this scheme should be considered as part of a wider area improvement scheme when future funding can be allocated.	Future funding to be allocated	To be confirmed
10	2021/22	<i>*Elm Grove / Bonchurch Road</i>	13.12	<i>Design work commenced under the Hanover and Tarner Low Traffic Neighbourhood Pilot scheme boundary road improvement works.</i>	<i>Carbon Neutral Fund</i>	<i>2022/2023</i>

4.2 The new Pedestrian Crossing Priority Programme list at Appendix 2 contains 36 locations. Of the 56 requests made in 2021/2022, 11 locations are on the new priority list, 1 location has been constructed by another scheme, 12

locations were deemed unsuitable or with insufficient detail to progress and 32 locations did not satisfy the initial pre-assessment criteria.

- 4.3 Officers' assessments, in line with the methodology, identify the most suitable solution for each location. Road safety implications and individual circumstances and related designs are all considered when reaching solutions. There are instances where installing a new crossing facility may not be the safest option or prohibitive at particular location. Upon closer investigation by officers, it may become apparent that safe and suitable pedestrian provision already exists in a particular location and further investment would not represent good value for money.
- 4.4 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.
- 4.5 The assessment of new requests will continue to be carried out annually, and a new priority list established accordingly. Where urgent work is identified 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.
- 4.6 The Pedestrian Crossing Priority Programme process will be considered as part of the developing Traffic Calming and Safety Framework as this develops to include and consider a range of traffic management measures to respond to residents' concerns on the Highway Network.

## **5. Community engagement and 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 26 May 2011.
- 5.2 Prior to implementation, works notifications will be distributed at each location once feasibility and design works are completed. In locations where TROs are required these will be advertised accordingly and discussed with ward councilors in advance.
- 5.3 To support members, officers will provide a briefing session on the process. ward councilors and key stakeholders will also have input at milestones to inform the design.

## **6. Conclusion**

- 6.1 The pedestrian crossing methodology was applied to crossing requests previously received and the new 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 implications**

- 7.1 There are no direct financial implications arising from the recommendations of this report. Various funding sources have been identified for the implementation of some priority pedestrian crossings schemes including Local Transport Plan (LTP), Safer Route to Schools funding or other external funding sources. Appropriate funding will need to be sought for the remaining unfunded schemes to be implemented. Any significant variations to budget will be reported as part of the council's monthly budget monitoring process.

Name of finance officer consulted: John Lack Date consulted (24/10/22)

## **8. Legal implications**

- 8.1 There are no direct legal implications arising from the report, save, as identified in the report, that statutory Traffic Regulation Orders may be required for the implementation of certain crossings.

Name of lawyer consulted: Alison Gatherer Date consulted (19/10/22)

## **9. Equalities implications**

- 9.1 Officers have conducted an Equality Impact Assessment (EqIA) in January 2022 for the Pedestrian Crossing Priority programme, which can be found in Appendix 3.

## **10. Sustainability implications**

- 10.1 Improving the pedestrian environment and removing some of the barriers for pedestrians we will increase the number of people choosing to walk. Walking is the most sustainable form of all transport modes as it produces zero emissions. These pedestrian crossing facilities will not only help to contribute to the Councils targets on climate change, but it will help the council meet its commitment to a net zero carbon city by 2030.

## **11. Other Implications**

### **Social Value and procurement implications**

- 11.1 No implications identified.

### **Crime & disorder implications:**

- 11.2 No implications identified.

### **Public health implications:**

- 11.3 By improving the walking environment, we are encouraging more people to walk more often. Public Health England have recognised that daily walking can not

only increase physical fitness but improve mood, quality of life lead to weight loss and reduce the risk of early death.

## **Supporting Documentation**

### **Appendices**

1. Pedestrian Crossing Priority Methodology
2. Full Pedestrian Priority List 2022/2023 and associated tables.
3. EIA for Pedestrian Crossing Priority Programme

### **Background documents**

1. Upper Hollingdean Road (near Hollingbury Pub) Briefing Note