

Version 1.4

First Approved January 2023

Last reviewed October 2023 *changes shown in red text.

Safer, Better Streets – Highway improvement Prioritisation

PURPOSE OF POLICY

To ensure that highway infrastructure relating to concerns around traffic speeding, traffic volumes and pedestrian crossings are provided based on impartially assessed demonstrated need.

POLICY

1. When a request for street improvement as a result of concerns about pedestrian 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 or cyclist 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 or cyclist casualty record the most appropriate assessment will be undertaken from the list below;

- a sample one-hour count of pedestrians and vehicles will be undertaken during the busiest time and only sites with a sample PV² value of greater than 0.2 x 10⁸ 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.

Where the primary concern is:

- Speed only requests: Lamp column mounted speed radar ('Black Cats') will be installed for approx. 7 days to get gather average and representative speed data for the location. Prior to installation, an in-person assessment of the site for suitability of the location and lamp column will be required. The average speed count will used to assess if it meets the pre-qualification criteria.
- Inappropriate traffic volumes 'rat running': A 1 hour vehicle count will be undertaken (residential unclassified roads are suitable for this assessment only, officers will use their discretion on the assessment of locations if roads are not unclassified but residential)
- Pedestrian crossings: 1-hour PV2 assessment at peak times.
- For multi-faceted requests: officers will use their discretion to decide on the most appropriate metric to assess the issues of concern.

Only one pre-qualification assessment will be applied per site.

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 considers factors such as pedestrian casualties, speed limits, severance, access to schools and existing conditions and Local, Cycling and Walking Infrastructure Plan (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 designed in accordance with the latest Department for Transport guidance including LTN120.

NOTE ON PV²

PV² 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 allows limited resources to be focused where they are most needed.

NOTE FOR SPEED

Before undertaking an assessment for speed, further investigations will be made to see if signs / lines, Mobile Vehicle Activated

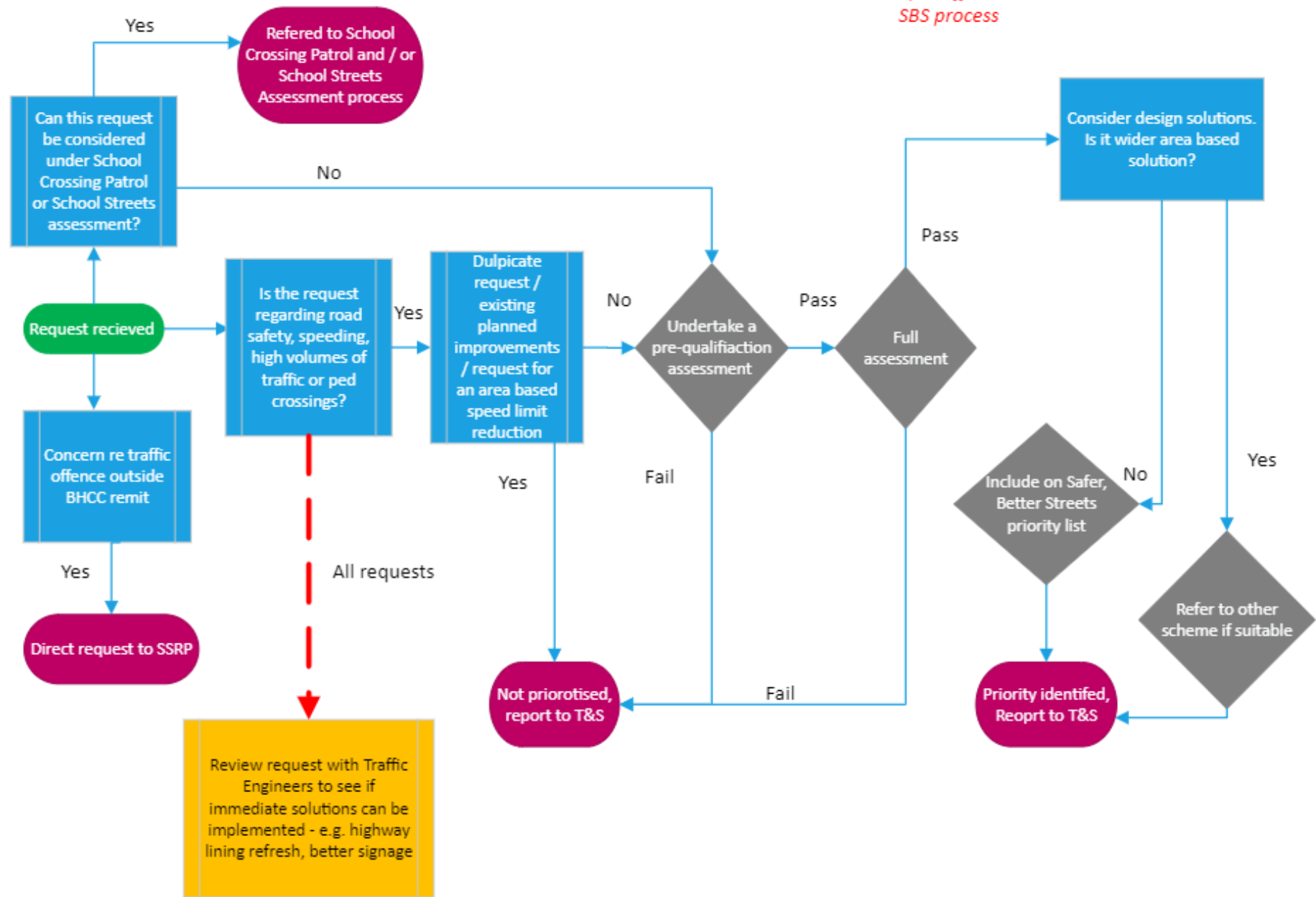
(MVAS) signs or other measures might be more appropriate. Speed cannot be assessed where requests relate to a junction.

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 large scale junction redesigns or corridor treatments.

Safer, Better Streets Process Flow chart

**All yearly 'high risk sites' (as per reported accident data) that are not being progressed by a different scheme will be assessed via the SBS process*



Factor	Options	Score
1	Improvements for Mobility Impaired Score 2 for crossings specifically requested to improve conditions for mobility impaired.	
2	Routes to School- Score 3 for sites specifically identified as an issue with school related traffic.	
3	Access to Public Transport Score 2 for sites which will improve access to public transport for example near to bus stop or train station.	
4	Reduction of Severance 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 only.	
5	<u>Pedestrian & Cycle Collision</u> Score 3 for each fatality Score 2 for each serious-casualty Score 1 for each slight casualty	
6	<u>Other vehicle collisions</u> * Score 3 for each fatality Score 2 for each serious casualty Score 1 for each slight casualty	
7	Road Width Score 2 for roads over 9m Score 1 for roads between 7 and 9m	
8	Actual Speed – Score 3 for roads >20% than posted speed limit. Score 2 for roads between 0-20% higher than posted speed limit. *Night-time anti-social speeding will be reported to SSRP	
9	Footpaths and Cycle Routes Score 1 for sites which serve an existing designated cycling or walking route such as the National Cycle Network, bridle path or footpath.	
10	Street Lighting Score 1 for sites with no street lighting Score 0.5 for sites with existing but sub-standard street lighting	

11	Active Travel Score 1 for sites that will clearly improve active travel in an area, thereby resulting in additional pedestrian and cycle movements	
12	Walkability Score 1 for sites that will clearly improve the 'walkability' of an area, thereby resulting in additional pedestrian movements	
13	Links to South Downs Score 1 for sites that create a new link to the South Downs National Park	
14	Average PV squared value (busiest four hours) Score equals average PV squared x 10 (e.g., PV2 of 0.25 becomes score of 2.5)	
15	Reduce the impact of vehicles using inappropriate routes particularly on residential roads only applies to requests where there's a rat running concern raised. Score 3 for excessive non-residential traffic in residential areas (over 250) peak time. Score 2 for moderate traffic in residential areas (170 to 250) peak time. Score 1 for light traffic in residential areas. (100 to 169) peak time	
16	Identified as a Council priority route in LCWIP – Local Cycling and Walking Infrastructure Plan (LCWIP) (brighton-hove.gov.uk) Score 3 if a priority strategic route or priority neighbourhood area. Score 2 if included in LCWIP but not a priority.	
	Overall Score	

*Scores awarded subject to causation factors