

ENVIRONMENT AND COMMUNITY SAFETY OVERVIEW AND SCRUTINY COMMITTEE

Agenda Item 39

Brighton & Hove City Council

Subject:	PEDESTRIAN CROSSING ASSESSMENT METHODOLOGY		
Date of Meeting:	25 January 2011		
Report of:	Mark Prior – Lead Commissioner, City Infrastructure and Regulation		
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Wards Affected:	All		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

1.1 During discussion on the annual work plan, ECSOSC on 21 June 2010 asked for information on pedestrian crossings and how requests from members of the public are prioritised. Officers provided information on the current procedure to ECSOSC on 13th September 2010 but members requested additional information.

1.2 Since the last meeting of ECSOSC, officers have given further thought to the existing procedures and 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.

1.3 This report provides a summary of the proposed revised assessment methodology and includes worked examples of several locations that are currently on the pedestrian crossing request list.

1.4 Subject to the views of ECSOSC and future approval of the Cabinet Member for Environment, it is anticipated that the revised methodology will be adopted by April 2011 in time for the start of the new financial year. Subject to the availability of funding, new crossings identified as a priority will be implemented during the 2011/12 financial year.

2. RECOMMENDATIONS:

That members:

1. Consider the revised pedestrian crossing assessment methodology
2. Make comments on the appropriateness of the revised methodology. Any comments made will be reported to a future Cabinet Member Meeting when seeking approval for the revised methodology.

3. 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 are currently assessed based on a number of factors including the number of pedestrians crossing the road, the number of vehicles, and the number of pedestrian accidents in the immediate vicinity.

3.2 This approach while robust, does not take into account a number of factors such as public perception of danger, the impact of crossings on community cohesion, and improvements for mobility impaired people. Officers have therefore undertaken a review of procedures used by other authorities in the South East region and it is clear that a point scoring system would enable a more wide ranging assessment to take place, taking into account the social factors referred to previously.

3.3 Using the new scoring system, each site would be assessed and scored against a series of factors as set out in Appendix 1. These factors are intended to reflect either the difficulty experienced in crossing the road or the benefits that could be derived from improved facilities. The relative priority of assessed sites will be based on their overall score and subject to the availability of funding, those sites with the highest score will be implemented as soon as possible thereafter. The assessment would be carried out annually and a report detailing the results would be prepared for consideration at a Cabinet Member Meeting and the priority list made publicly available. This would provide clarity in the decision making process and would allow members of the public to see where a particular request is positioned relative to others on the list.

3.4 The full assessment method is included at Appendix 1 and an outline of the procedure is provided below.

3.5 When a request for a pedestrian crossing facility is 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 casualty has been recorded in the last 3 years that site will be deemed to have met the criteria and will go on to be fully assessed.
- Where there is no pedestrian casualty record, a sample one hour count of pedestrians and vehicles will be undertaken during the busiest time and only sites that demonstrate a clear need for a crossing will be put forward for full assessment – see Appendix 1 for more information.

3.6 All sites meeting the pre-qualification criteria set out above will be assessed in detail and prioritised using the proposed assessment procedure.

3.7 5 sites from the current pedestrian crossing request list have been assessed using the proposed new method and the results are included as Appendix 2 in the form of worked examples.

4. CONSULTATION

4.1 No Consultation has been carried out on this report for information.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

5.1 Funding for pedestrian crossings and other similar road safety schemes is obtained via Local Transport Plan capital funding from central government, or contributions from developers via S106 agreements. Budget settlements for financial year 10/11 are not yet known.

Legal Implications:

5.2 None identified directly in relation to this report

Equalities Implications:

5.3 None identified directly in relation to this report

Sustainability Implications:

5.4 None identified directly in relation to this report

Crime & Disorder Implications:

5.5 None identified directly in relation to this report

Risk and Opportunity Management Implications:

5.6 None identified directly in relation to this report

Corporate / Citywide Implications:

5.7 None identified directly in relation to this report

SUPPORTING DOCUMENTATION

Appendices:

1. Assessment and Provision of Pedestrian Crossing Facilities
2. Worked examples for 5 potential crossing locations

Background Documents

1. None