

# ENVIRONMENT CABINET MEMBER MEETING

## Agenda Item 17

Brighton & Hove City Council

**Subject:** Pedestrian Crossing Assessment Methodology  
**Date of Meeting:** 26 May 2011  
**Report of:** Strategic Director, Place  
**Contact Officer:** Name: Robin Reed Tel: 29-3856  
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**Key Decision:** No  
**Wards Affected:** All

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 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.
- 1.2 The Environment & Community Safety Overview 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.
- 1.3 At its meeting of 25<sup>th</sup> 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.
- 1.4 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.

#### 2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member approves the revised pedestrian crossing assessment methodology and grants permission for officers to carry out the assessment on all sites on the pedestrian crossing request list in the financial year 2011/12. Subject to funding, sites identified as a priority would be implemented towards the end of financial year 2011/12.

### **3. BACKGROUND INFORMATION**

- 3.1 Potential locations for pedestrian crossings have historically been assessed based on the number of pedestrians crossing the road, the number of vehicles passing the site, and the number of pedestrian accidents in the immediate vicinity. Whilst this approach is robust, it does not take into effect many of the social issues that can result from a lack of safe and accessible crossing facilities. For example, crossings can improve the public perception of dangerous roads while also addressing community cohesion issues and access for mobility impaired people.
- 3.2 During the ECSOSC review, officers undertook a review of procedures used by other authorities in the South East region and it became 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 will 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.
- 3.4 The assessment would be carried out once annually, usually in advance of the new financial year, 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.
- 3.5 The full assessment method is included at Appendix 1 and an outline of the procedure is provided below.
- 3.6 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 relevant pedestrian casualty has been recorded within 50 metres of the site 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.
- 3.7 All sites meeting the pre-qualification criteria set out above will be assessed in detail and prioritised using the proposed assessment procedure.
- 3.8 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 The proposed assessment methodology has been considered and approved by Members of ECSOSC.

4.2 Consultation on individual proposals at specific locations will be undertaken once a priority list has been developed.

#### **5. FINANCIAL & OTHER IMPLICATIONS:**

##### Financial Implications:

5.1 Funding for pedestrian crossing schemes is via Local Transport Plan capital funding, or contributions from developers via S106 agreements. There is an allocation of £50,000 for this project in 2011/12, to include the cost of undertaking surveys.

*Finance Officer Consulted: Karen Brookshaw*

*Date: 21/04/11*

##### Legal Implications:

5.2 There are no legal implications arising directly from this Report.

*Lawyer Consulted: Carl Hearsum*

*Date: 20/04/11*

##### Equalities Implications:

5.3 None identified directly in relation to this report

##### Sustainability Implications:

5.4 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.

##### 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

## **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 City Council receives many requests for pedestrian crossing facilities each year. The methodology presented in this report will ensure a fair and robust assessment is undertaken on each request and will lead to the establishment of a priority list for implementation subject to the availability of funding.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

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

### **Documents In Members' Rooms**

None

### **Background Documents**

None