

Southend-on-Sea Borough Council

Report of Corporate Director of Enterprise, Tourism and
the Environment

To

**Traffic & Parking Working Party & Cabinet
Committee**

On

14th June 2012

Agenda
Item No.

Report prepared by:
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Management and Road Safety Team

Requests for Pedestrian Crossing Facilities

Executive Councillor: Councillor Cox

A Part 1 Public Agenda Item

1. Purpose of Report

- 1.1 To advise Members of the results of investigations to assess requests for pedestrian crossing facilities and recommend appropriate actions.

2. Recommendation

That the Traffic & Parking Working Party and Cabinet Committee:

- (i) **Note the results of the investigations; and**
(ii) **Agree to introduce the factors detailed in Appendix 2 as a process to prioritise pedestrian crossing requests as and when the budgets allow.**

3. Background

- 3.1 We receive many requests for crossings. However, it is not possible to provide crossings at every location where a pedestrian may want to cross and we need to provide strategically placed crossings at the locations demonstrating the most need either by the level of conflict between pedestrians and traffic or due to the vulnerability of the pedestrians.
- 3.2 Not all locations are suitable for a pedestrian crossing to be provided, we must have regard primarily for safety however we must also consider whether a crossing would be safe for example sited away from visibility impediments such as bends and that there is an appropriate carriageway width for whichever feature is determined appropriate.
- 3.3 If the location is deemed appropriate, the levels of pedestrian crossing at, and within, 50 metres of the requested location is monitored along with traffic flows. These are generally recorded at peak travel times or at the times when usage is likely to be high for example school times, shop opening hours, etc. and the final measure consists of an average figure from the busiest four hours of the survey.

- 3.4 The pedestrian figures are multiplied by the traffic flow figures and any location which totals 1 is considered as appropriate for a crossing facility.
- 3.5 Further investigation is then required to determine the most appropriate facility for the type, speed and nature of the road.
- 3.6 Once evidenced that a crossing will be of benefit, further factors will need to be considered to prioritise requests as the numbers of requests received far outweigh the budgets available. Appendix 2 to this report suggests factors to create a weighting system for prioritising requests.
- 3.7 As a guide, the following is a list of minimum prices for the various types of crossings. The prices are very wide ranging as each site considered may require varying measures such as guardrails, parking prohibitions or that the carriageway is wider than standard etc.

Zebra Crossing	£30,000 to £40,000
Signal Controlled Crossing	£60,000 to £70,000

- 3.8 Members should also note that the installation of a crossing facility will result in an increase in accident statistics. On average, in the Borough of Southend-on-Sea, formal crossings are expected to generate between 0.8 and 0.9 accidents per year. This due to many factors such as drivers not reacting in good time resulting in sharp stops and subsequent rear shunts, pedestrians being less aware of the road activity due to the presence of a crossing and also due to an increase in pedestrian activity in a concentrated area.
- 3.9 Providing crossings at infrequently used locations could increase the level of anticipated accidents further, due to drivers regularly using the route and becoming accustomed to driving straight through due to low pedestrian activity.

4. Other Options

- 4.1 Consider other methods to prioritise the provision of pedestrian crossings.

5. Reasons for Recommendations

- 5.1 The recommendation will enable appropriate priorities for the provision of pedestrian crossings.

6. Corporate Implications

6.1 Contribution to Council's Vision & Corporate Priorities

- 6.1.1 This approach will contribute to the Council's Vision and the delivery of Corporate Priorities.

6.2 Financial Implications

- 6.2.1 Use of existing budgets for any resulting works.

6.3 Legal Implications

- 6.3.1 Formal pedestrian crossings such as a Zebra or signalled crossing are subject to statutory consultation process.

6.4 People Implications

- 6.4.1 Neutral

6.5 *Property Implications*

6.5.1 Neutral

6.6 *Consultation*

6.6.1 Any proposals would be subject to full consultation including statutory consultation processes.

6.7 *Equalities and Diversity Implications*

6.7.1 None

6.8 *Risk Assessment*

6.8.1 None

6.9 *Value for Money*

6.9.1 N/a at this stage

6.10 *Community Safety Implications*

6.10.1 Neutral

6.11 *Environmental Impact*

6.11.1 Neutral

7. Background Papers

7.1 None

8. Appendices

Appendix 1 Proposed priority ranking

Appendix 2 List of sites recently investigated

APPENDIX 1 – PROPOSED PEDESTRIAN CROSSING CALCULATION FORMULA

PV^2 is the nationally recognised formula used to assess the difficulty in crossing the road

P = the number of pedestrians crossing at or within 50 metres of the requested location in an hour

V = the number of vehicles in an hour squared

Multiplying the figures by 10^8 provides the initial score.

Where the resulting sum = 1.0 at any period during the survey, a crossing may be justified.

The following factors are then scored to create a priority listing:

FACTOR	SCORE
Location subject to use by high levels of mobility impaired or older road users	2
Location is near to a school and will form part of a safer route treatment/promote walking to school	2
Location sited near to public transport facility	2
Pedestrian Casualty Accident History	3
Road Width 7 to 9m	1
Road Width >9m	2
Speed Limit 50mph	2
Speed limit 40mph	1
Existing Facilities within 100m	-2
Linking existing or proposed cycle or walking routes	1
Works programmed for the area and facility can be incorporated into design	2

APPENDIX 2 – LIST OF SITES RECENTLY INVESTIGATED			
Location	Highest PV2	Accident History	Comments
Prittlewell Chase, Chase High School (school peak survey only)	1.550	Nil	Likely cost expected to be in excess of £80,000 due to dual carriageway and construction of footway through central reservation, possible carriageway construction
Marine Parade, Salisbury Road	0.020	Nil	
Eagle Way, Fraser Close, The Renown	0.005	2 in the last 3 yrs, within 50m of roundabout	See separate item in Member's Request Report
Scratton Road by Railway Bridge	0.017	Nil	
West Road by Hamlet Court Road	0.018	Nil	
Western Approaches and Green Lane Junction	0.004	Nil	
Station Road, Parkanaur Avenue	0.039	1 in last 3 years	
Manners Way, Oakengrange Drive	0.060	Nil	
The Ridgeway by shops	0.958	Nil	

NOTES

1. Surveys undertaken 8am to 6pm weekday, unless specified otherwise
2. Accident information provided by Essex Police and includes all accidents involving pedestrians between 1/5/2009 and 30/4/2012.