

Revised Policy for the Provision of Pedestrian Crossings and Pedestrian Phases at Traffic Signals

The Policy

1. Introduction

This policy explains how requests for new pedestrian crossings will be considered by the County Council's Environment and Economy Directorate.

The demand for new crossings far exceeds the County Council's ability to provide funding. For this reason we will compare the need at requested sites, so that decisions can be made in a consistent way and best value obtained from the available resources.

2. Safety

We will consider safety first, so we will only assess the need for crossings at locations where the appropriate design standards for safety can be met.

3. How we will assess the need for a pedestrian crossing

We will assess the level of need for a requested crossing by:-

1. Measuring the degree of conflict between pedestrians crossing the road and the two-way traffic flow and
2. We will also take into account the following factors
 - the age and ability of pedestrians;
 - the different types of vehicles in the flow of traffic;
 - the length of time pedestrians have to wait to cross;
 - the width of the road;
 - the speed of traffic and
 - the pedestrian injury accident record at the site.

4. The survey

If the safety requirements for a crossing can be satisfied then we will measure the conflict between the traffic and pedestrians by carrying out a 12-hour survey which will count:-

- the number of pedestrians crossing in an hour (P)
- the flow of vehicles in both directions in an hour (V)

Our assessment will be based on the average of the four busiest hours in the day (between 7 am and 7 pm). When the survey are carried out, the pedestrians will be classified by their age and ability; and the vehicles will be classified by vehicle type so that we can take into account the differences between cars, heavy goods vehicles, buses, motorcycles and pedal cycles.

5. The appropriate type of crossing

We will use the information gathered in the survey and the various factors listing in 3.2 to determine whether a crossing should be provided and which type of crossing (if any) is appropriate at the site.

There are three main types of crossing - a refuge, a Zebra crossing or a signal-controlled crossing (usually a Puffin). The type of crossing to be provided will also be subject to engineering considerations (e.g. there must be sufficient width to fit in a refuge).

To justify a signal-controlled crossing, such as a Puffin, it will be necessary to demonstrate a much higher level of need than a refuge. We will consider a Zebra crossing at the intermediate level of need.

6. Upgrading a Zebra crossing to a Puffin crossing

Generally the pedestrian accident rate at Zebra crossings is lower than at Puffin crossings. However a Zebra crossing may be considered for conversion to a Puffin crossing, when a worse than average pedestrian injury record is likely to be improved.

We may also consider upgrading a Zebra crossing to a Puffin crossing as part of a wider traffic management scheme linked to the County Council's Urban Traffic Control System in appropriate circumstances.

7. Provision of pedestrian phases at traffic signals

We will investigate the need for a pedestrian phase at an existing traffic signal junction in a similar way to a stand-alone pedestrian crossing. However, providing a pedestrian phase reduces the time available for traffic and at busy junctions this can result in long queues of vehicles. For this reason each junction will be considered individually.

8. The priority list

We will include a justified crossing in a list, ranked by the level of need, for future funding. The list will be used annually to inform the selection of schemes to be included in the County Council's capital programme.

9. Other circumstances where crossings will be provided or upgraded

This policy describes the way in which we will consider requests for new crossings based on surveys of existing pedestrian and vehicle flows. The following approaches to the provision of crossings in the County Council's Local Transport Plan will coexist with the method of justifying schemes in this policy.

- **Safer Routes to School** – where the aim is to encourage more children to walk to school with less use of the car.

- **Casualty Reduction Schemes** – where the rate of return from likely casualty savings is sufficient to justify the expenditure on a crossing.
- **Developer-funded schemes** – where crossing facilities are required to mitigate anticipated traffic impact of developments and/or anticipated increases in pedestrian flows.
- **Facilities installed on Quality Pedestrian Corridors** – where crossing facilities may be considered as part of a package of measures on a strategic walking corridor.

10. The technical procedure

A procedure covering the technical details of the operation of this policy is maintained by the Council's Head of Transport and Highways.

The content of this procedure may be reviewed and updated by the Head of Transport and Highways, but it is to be expected that the same technical process will be used to assess all schemes during an annual funding cycle.