

# PEDESTRIAN CROSSING ASSESSMENT CRITERIA MATRIX

ASSESSOR: Jonathan Waters

SITE: Long Causeway, Adel (By St. Helen's Lane)

DAY/DAY/TIME: 4/12/2024

WEATHER & ROAD CONDITIONS: Sun and clouds – slightly damp - Cold

## Section 1: Site Assessment

SCORE	-3	-2	-1	0	1	2	3	Total
<b>Benefit for locality *</b>		A worsening of condition in both i. Access to frontage property ii. Restrictions on waiting	A worsening of conditions in either: i. Access to frontage property ii. Restrictions on waiting	10 properties or less benefiting	Whole Street of up to 50 properties benefiting	Local neighbourhood of up to 200 properties benefiting	A whole town, village or district benefiting	<b>2</b>
<b>Crossing impact on the Locality *</b>	A worsening of conditions in <b>ALL</b> of: i) Access to premises made more difficult ii) Passing trade removed iii) Restrictions on waiting iv) Noise/Visual Pollution	A worsening of conditions in any <b>TWO</b> of: i) Access to premises made more difficult ii) Passing trade removed iii) Restrictions on waiting iv) Noise/Visual Pollution	A worsening of conditions in <b>ONE</b> of: i) Access to premises made more difficult ii) Passing trade removed iii) Restrictions on waiting iv) Noise/Visual Pollution	No real impact but maybe a couple of properties benefiting at most (commercial/ industrial)	A parade of 15 shops or business properties benefiting	A small town or village benefiting	A major town centre benefiting	<b>0</b>
<b>Public Interest</b>				First request in 3 years	Two independent requests in last 12 months	Regular complaint OR Petition	Regular complaint AND petition	<b>2</b>
<b>Traffic Speed Assessment</b>				Mean speeds within prescribed limit	Reduction of mean speeds up to 10% of prescribed limit	Reduction of mean speeds up to 20% of prescribed limit	Reduction of mean speeds up to 30% of prescribed limit	<b>1</b>
<b>Highway</b>	<b>Use Section 2 – Highway Assessment score</b>							<b>0</b>
<b>Assessment</b>								
<b>Road Safety</b>	<b>Use Section 3 – Road Safety History score</b>							<b>0</b>
<b>History</b>								
<b>Traffic/ Pedestrian</b>	<b>Use Section 4 – Traffic/Pedestrian score</b>							<b>2</b>
<b>Surveys</b>								
<b>TOTAL SCORE</b>								<b>7</b>

\*Note – scores on first two items to be halved when residential area is 250m+ away from road

## Section 2: Highway Assessment

Road character: Two Way single carriageway, Dual Carriageway, etc	Type of Road 2 way S/C	Road Classification Unclassified	Direction of flow (2 way) North to South
Carriageway width: *Between Islands or central reserve for dual carriageways	Overall Width 6.0	Lane 1* 3.0	Lane 2* 3.0
Other road features (presence of alternative crossings, refuges islands, traffic calming, TROs etc):-			
Speed cushions to northern extent of surveyed area.			
Other road factors (adjacent junctions, accesses etc):- Junction with St. Helen's Lane			
Frontage (✓ any)			
	Shops	Residential ✓	School
Other (hospital, day centre etc):-			
Bus services/stops proximity:- Northbound bus stop (flag) in survey area. Southbound bus stop (shelter) 30 metres to south.			
Visual check of crossing opportunities (circle one):			
( 0 ) Very easy - no difficulty within a few seconds			
( <b>0</b> ) <b>Easy - short wait up to 30 seconds</b>			
( 1 ) Moderate difficulty - wait of up to one minute			
( 2 ) Difficult - more than a one minute wait			
( 3 ) Very difficult - long wait of two minutes or more			
( 3 ) Impossible - after waiting several minutes for an opportunity			
Judgement should be based on normal walking pace WITHOUT having to walk fast or run to cross in safety.			

## Section 3: Road safety history

Accidents:	5 year period from 01/01/2019 to 04/12/2024			
Severity	slight	serious	fatal	
Adult pedestrian	0	0	0	
Child pedestrian	0	0	0	
Others	0	0	0	
Other factors:-				
	-1	0	1	2
Risk potential increased	No effect on safety	Risk potential reduced	Some accident savings possible	

Note: Recorded for 50 metres either side of study site.

#### Section 4: Traffic/Pedestrian Surveys

Traffic/Ped surveys:	12 hours	Busiest hour	Second busiest hour
Flow:-	0700 to 1900	0800 to 0900	1430 to 1530
All vehicles	4419	731	541
Adult pedestrians (all)	223	57	45
Child pedestrians	55	16	19
Elderly people	29	8	4
Other relevant groups			
1.			
2.			
Other details:-			
$PV^2 = 0.19$			
Speed Limit	85 percentile	Average (mean)	
20	26	22	

Pedestrian volumes per hour at busiest hours:

**25 – 50 = 1 point, 50 – 75 = 2 points, >75 = 3 points.**

High volume of child/ elderly pedestrians + 1 point

#### Conclusions/ recommendations: 7 Points

The location does not qualify for a formal controlled pedestrian crossing under the criteria set out above. The location would benefit from informal measures, however the narrow nature of the carriageway in this area does not support the introduction of a traffic island. A speed plateau could be considered to provide at-level crossing opportunities and also to assist in lowering the speed of through traffic and this can be considered as funding allows.

# PEDESTRIAN CROSSING CRITERIA FLOW CHART

