

ITEM No ...5.....

REPORT TO: CITY DEVELOPMENT COMMITTEE – 31 OCTOBER 2022

REPORT ON: PEDESTRIAN CROSSING ASSESSMENT PROCESS

REPORT BY: EXECUTIVE DIRECTOR OF CITY DEVELOPMENT

REPORT NO: 269-2022

1 PURPOSE OF REPORT

1.1 This report proposes a new process for the assessment of pedestrian crossing requirements. The process outlined in this report provides weighting to vulnerable road users and other road related factors over and above current guidance. It is proposed that this process be used to assess the requirements for future pedestrian crossing facilities.

2 RECOMMENDATION

2.1 It is recommended that the Committee:

- a approves the proposed pedestrian crossing assessment process detailed in this report; and
- b remits the Head of Sustainable Transport & Roads to re-evaluate historical pedestrian crossing assessments on the new assessment process.

3 FINANCIAL IMPLICATIONS

3.1 There are no financial implications from this report.

4 BACKGROUND

4.1 The Council currently uses Local Transport Note LTN 1/95 and pedestrian survey data in a Pedestrian Vehicle squared (PV2) ratio format to assess the need for pedestrian crossing facilities.

4.2 The proposed process seeks to establish an enhanced means of assessing pedestrian crossings, so that crossings are implemented on the justification that they make it easier for all pedestrian groups to cross the road. The new process aims to provide weighing factors to consider more vulnerable road users and other site specific characteristics such as road accidents, different vehicle types (HGVs, buses etc), road width, and vehicle speed while balancing the fact that a crossing can demonstrate a clear and tangible need. This need will be based upon a re-defined set of criteria.

4.3 The Council receives a number of requests for pedestrian crossings throughout the city each year from elected representatives, members of the public, and community groups. It should also be acknowledged that there are requests for locations where it isn't appropriate to install a pedestrian crossing for engineering, visibility, or road geometry reasons.

4.4 The new pedestrian prioritisation process involves providing additional factors to the Pedestrian Vehicle Ratio assessment. This PV2 assessment associates a survey of pedestrians and vehicles at a site and provides a PV2 value calculation (a nationally recognised ratio to compare passing vehicles and pedestrians which indicates existing pedestrian demand and length of time of opportunity to cross the road).

- 4.5 The base PV2 value has proved a viable starting point from which to prioritise requests, but it counts every pedestrian as having the same requirements, irrespective of age or disability. Feedback received from the general public, disability groups, community groups, and schools, indicates that vulnerable pedestrian groups, including those under 16, those over 65 years of age, and people with disabilities, feel their road safety needs are not being met by the previous assessment process.
- 4.6 A new pedestrian crossing assessment and prioritisation process is therefore proposed that builds upon the base PV2 value, with adjustment factors applied to take account of the following additional factors:
- a vulnerable user groups (under 16, over 65 and people with disabilities);
 - b the composition of vehicular traffic (higher levels of buses and HGVs impact upon the way people perceive risk in crossing roads, and the gaps required in traffic to facilitate safe crossing);
 - c carriageway conditions: wide roads and vehicle speeds that make crossing difficult; and
 - d the number of trip-attractors e.g. schools, surgeries, shops etc within close proximity of the proposed location.
- 4.7 Appendix 1 provides an example of the new framework. A location with a new assessment value of one or higher will be considered for pedestrian facilities. Locations with a value of less than one would still be considered for improvement, however, these locations would require additional justification and would likely only be considered as part of a wider pedestrian /cycle network improvement.
- 4.8 Crossing type will be site-specific and will depend on a detailed site assessment and design. The types of crossing could be: Toucan, Puffin, Zebra, footway buildouts, refuge islands, etc.
- 4.9 Previous pedestrian crossing surveys recorded the additional details associated with this proposed assessment process, and the historical assessments will be subject to a desktop re-evaluation exercise to recalculate the assessment value based on the new process criteria. Following completion of the reassessment exercise a location would not be considered for reassessment for a minimum of 3 years unless there was a clear material change in nearby circumstances, such as new development or road improvements.
- 4.10 Locations with new assessment values greater than 1 will be included in road safety proposals reported to the City Development Committee as part of the annual road safety report.

5 POLICY IMPLICATIONS

- 5.1 This report has been subject to an Integrated Impact Assessment to identify impacts on Equality & Diversity, Fairness & Poverty, Environment and Corporate Risk. A positive impact on one or more of these issues was identified. An appropriate Senior Manager has checked and agreed with this assessment. A copy of the Integrated Impact Assessment showing the impacts and accompanying benefits of/mitigating factors for them is attached to this report at Appendix 2.

6 CONSULTATIONS

- 6.1 The Council Leadership Team have been consulted in the preparation of this report and are in agreement with its content.

7 BACKGROUND PAPERS

7.1 None.

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29 September 2022

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APPENDIX 1

Location	PV ²	U - Vulnerable Road Users		V - Vehicle Composition		Pedestrian Injury Accidents within 50 meters of crossing location - (previous 3 years at time of assessment)	A - Accident Factor	W - Road Width Factor			S - 85th Percentile Speed Factor (mph)					T - Trip Ends		New Assessment Value
	Unfactored Ratio	Children >15% (%plus 100/115)	Mobility Impaired >15% (% plus 100/115)	Buses & Coaches >10% (2)	HGV's >10% (2.3)	Injury accidents	1+ (no of accidents/10)	Road Width (m)	Road Width >7.3m	Actual Width/7.3	<30 (1)	30 - 35 (1.1)	36 - 40 (1.2)	41 - 45 (1.3)	>46 (1.4)	Serves 2 trip ends (school. Shops. Leisure. Community) (1.25)	Serves 3+ trip ends (1.4)	PV ² * U * V * A * W * S * T
South Road at Lidl	0.881	1	1	1	1	0	1	10.0	N	1.37	-	1.1	-	-	1	-	1.327	
Blackness Road at Kelso Steps	0.192	1.307	1	1	1	0	1	7.8	Y	1.07	-	1.1	-	-	1	-	0.295	
Arbroath Road East of Scott Fyffe	1.175	1.68	1	1	1	0	1	9.5	Y	1.30	-	-	1.2	-	1.25	-	3.853	

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APPENDIX 2



Integrated Impact Assessment

Committee Report Number: 269-2022

Document Title: Pedestrian Crossing Assessment - Committee Report 269-2022

Document Type: Procedure

Description:

Sets out an updated framework for assessing pedestrian facilities in the city. This includes a more detailed process that includes additional factors that will aid vulnerable users group in supporting the delivery of pedestrian facilities.

Intended Outcome:

Improve better analysis and targeting of resources to support vulnerable road users.

Period Covered: 31/10/2022 to 01/10/2025

Monitoring:

The council undertakes pedestrian monitoring and will use this process for assessing facilities. This will uplift PV2 ratio and therefore will be assessed by comparing with base PV2 outputs.

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Equality, Diversity and Human Rights

Impacts & Implications

Age: Positive

Pedestrian facilities can improve road safety for elderly residents crossing the road. It also improves accessibility across busy roads.

Disability: Positive

Pedestrian facilities can improve road safety for disabled residents crossing the road. It also improves accessibility across busy roads.

Gender Reassignment: Positive

Improves road safety for all pedestrians and it also improves accessibility across busy roads.

Marriage & Civil Partnership: Positive

Improves road safety for all pedestrians and it also improves accessibility across busy roads.

Pregnancy & Maternity: Positive

Improves road safety for all pedestrians and it also improves accessibility across busy roads.

Race / Ethnicity: Positive

Improves road safety for all pedestrians and it also improves accessibility across busy roads.

Religion or Belief: Positive

Improves road safety for all pedestrians and it also improves accessibility across busy roads.

Sex: Positive

Improves road safety for all pedestrians and it also improves accessibility across busy roads.

Sexual Orientation: Positive

Improves road safety for all pedestrians and it also improves accessibility across busy roads.

Are any Human Rights not covered by the Equalities questions above impacted by this report?

No

Fairness & Poverty

Geographic Impacts & Implications

Strathmartine:	Positive
Lochee:	Positive
Coldside:	Positive
Maryfield:	Positive
North East:	Positive
East End:	Positive
The Ferry:	Positive

West End:

Positive

Positive Implications (Strathmartine):	Improves road safety for all pedestrians and It also improves accessibly across busy roads.
Positive Implications (Lochee):	Improves road safety for all pedestrians and It also improves accessibly across busy roads.
Positive Implications (Coldside):	Improves road safety for all pedestrians and It also improves accessibly across busy roads.
Positive Implications (Maryfield):	Improves road safety for all pedestrians and It also improves accessibly across busy roads.
Positive Implications (North East Whitfield):	Improves road safety for all pedestrians and It also improves accessibly across busy roads.
Positive Implications (East End Mid Craigie):	Improves road safety for all pedestrians and It also improves accessibly across busy roads.
Positive Implications (The Ferry):	Improves road safety for all pedestrians and It also improves accessibly across busy roads.
Positive Implications (West End):	Improves road safety for all pedestrians and It also improves accessibly across busy roads.

Household Group Impacts And Implications

Looked After Children & Care Leavers: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.

Carers: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.

Lone Parent Families: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.

Single Female Households with Children: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads

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Greater number of children and/or young children: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.

Pensioners - single / couple: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.

Unskilled workers or unemployed: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.

Serious & enduring mental health problems: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.

Homeless: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.

Drug and/or alcohol problems: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.

Offenders & Ex-offenders: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.

Socio Economic Disadvantage Impacts & Implications

Employment Status: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.

Education & Skills: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.

Income: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.

Caring Responsibilities (including Childcare): Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.

Affordability and accessibility of services: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.

Fuel Poverty: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.

Cost of Living / Poverty Premium: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads

Connectivity / Internet Access: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.

Income / Benefit Advice / Income Maximisation: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.

Employment Opportunities: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.

Education: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.

Health: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.

Encourages active travel which has health benefits.

Life Expectancy: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.

Encourages active travel which has health benefits.

Mental Health: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.

Encourages active travel which has health benefits.

Overweight / Obesity: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.

Encourages active travel which has health benefits which help reduce weight.

Child Health: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.

Encourages active travel which has health benefits.

Neighbourhood Satisfaction: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.

Transport: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.
Encourages active travel and reduces the need to use the car.

Environment

Climate Change Impacts

Mitigating Greenhouse Gases: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.
Encourages active travel which can reduce car usage.

Adapting to the effects of climate change: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.
Encourages active travel which can reduce car usage.

Resource Use Impacts

Energy efficiency & consumption: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.
Encourages active travel which can reduce car usage and reduces fossil fuel use.

Prevention, reduction, re-use, recovery or recycling of waste: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.
Encourages active travel which can reduce car usage and reduces fossil fuel use.

Sustainable Procurement: No Impact

Transport Impacts

Accessible transport provision: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.
Encourages active travel which can reduce car usage.

Sustainable modes of transport: Positive

Improves road safety for all pedestrians and It also improves accessibly across busy roads.
Encourages active travel which can reduce car usage.

Natural Environment Impacts

Air, land & water quality: Positive

Encourages active travel which can reduce car usage and improve air quality

Biodiversity: No Impact

Open & green spaces: No Impact

Built Environment Impacts

Built Heritage: No Impact

Housing: No Impact

Is the proposal subject to a Strategic Environmental Assessment (SEA)?

No further action is required as it does not qualify as a Plan, Programme or Strategy as defined by the Environment Assessment (Scotland) Act 2005.

Corporate Risk

Corporate Risk Impacts

Political Reputational Risk: Positive

This is a commitment of the administration and the process will improve the analysis and targeting of limited resources of the council. Will assist the council to deliver more active travel infrastructure for vulnerable road users.

Economic/Financial Sustainability / Security & Equipment: Positive

The process will improve the analysis and targeting of limited resources of the council.

Social Impact / Safety of Staff & Clients: Positive

improve safety of vulnerable road users which include staff and clients.

Technological / Business or Service Interruption: No Impact

Environmental: Positive

Encourage active travel and assist in reducing car usage.

Legal/Statutory Obligations: No Impact

Organisational/Staffing & Competence: No Impact

Corporate Risk Implications & Mitigation:

The risk implications associated with the subject matter of this report are "business as normal" risks and any increase to the level of risk to the Council is minimal. This is due either to the risk being inherently low or as a result of the risk being transferred in full or in part to another party on a fair and equitable basis. The subject matter is routine and has happened many times before without significant impact.