

ASSESSOR J. Waters

DAY/DAY/TIME 9 November 2021

WEATHER & ROAD CONDITIONS Overcast

SCORE	-3	-2	-1	0	1	2	3	Total
Benefit for Locality		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 (residential)	Whole Street of up to 50 properties benefiting	Local neighbourhood of up to 200 properties benefiting	A whole town, village or district benefiting	2
Crossing impact on the Locality	A worsening of conditions in ALL 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 TWO 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 ONE 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	0
Public Interest				First request in 3 years	Two independent requests in last 12 months	Regular complaint OR Petition	Regular complaint AND petition	2
Traffic Speed Assessment				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	0
Highway Assessment	Use Section 2 – Highway Assessment score _____ ➡							0
Road Safety History	Use Section 3 – Road Safety History score _____ ➡							0
Traffic/ Pedestrian Surveys	Use Section 4 – Traffic/Pedestrian score _____ ➡							0
							<u>TOTAL SCORE</u>	4

Section 2: Highway Assessment

Road character: Strategic route – Two way, single carriageway	Type of Road Major	Road Classification A660	Direction of flow SE - NW
Carriageway width: <small>*Between Islands or central reserve for dual carriageways</small>	Overall Width 9.4m	Lane 1* . 3.0m	Lane 2* . 3.0m
Other road features (presence of alternative crossings, refuges islands, traffic calming, TROs etc):- Traffic island present, but only 1.0m wide.			
Other road factors (adjacent junctions, accesses etc):- Junction with Hall Rise (residential) nearby			
Frontage (✓ any)	Shops	Residential	School
Other (hospital, day centre etc.): -			
Bus services/stops proximity:- Bus stops in close proximity, both sides			
Visual check of crossing opportunities (circle one): (0) Very easy - no difficulty within a few seconds (0) Easy - short wait up to 30 seconds (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 <small>Judgement should be based on normal walking pace WITHOUT having to walk fast or run to cross in safety.</small>			

Section 3: Road safety history

Accidents:	5 year period from 01/01/16 to 29/10/2021		
Severity	slight	serious	fatal
Adult pedestrian	0	0	0
Child pedestrian	0	0	0
Others	0	1	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:-	0700-1900	1700-1800	0700-0800
All vehicles	14819	1595	1387
Adult pedestrians (all)	52	7	8
Child pedestrians	12	2	5
Elderly people	3	0	0
Other relevant groups			
1.			
2.			

Other details:-			
Speed Limit	85 percentile	Average (mean)	
40	37.8	33.2	

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:

The low volume of pedestrians crossing in this area cannot support the introduction of a formal facility, which will need to be a signal controlled facility on a 40mph A-classified route.

The wait time is typically short and the tidal nature of traffic from Dyneley Arms presents opportunities to cross the inbound lane, with the outbound lane being more consistent with traffic flow, but not to an extent where wait times are lengthy.

The existing traffic islands are 1.0m wide, which are substandard for anything more than a single pedestrian and do not support the use of these facilities by those with pushchairs, also due to the stepped access from the north side of the road. It would be supported to widen these islands to a more suitable size to safely accommodate pushchairs or similar and to take out the stepped access and re-grade the footway to make these level access. This will be pushed for as part of the Bramhope Primary School expansion scheme, should this proceed.

PEDESTRIAN CROSSING CRITERIA FLOW CHART

