

PEDESTRIAN CROSSING ASSESSMENT CRITERIA MATRIX

ASSESSOR: Jonathan Waters

SITE: Kings Road, Bramhope (centred on service road to 1A-12A)

DAY/DAY/TIME: 24/1/2024

WEATHER & ROAD CONDITIONS: Carriageway dry, road sides damp, sunny and overcast interval weather

Section 1: Site Assessment

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	Whole Street of up to 50 properties benefiting	Local neighbourhood of up to 200 properties benefiting	A whole town, village or district benefiting	1
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	0
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	1
Highway Assessment	Use Section 2 – Highway Assessment score							1
Road Safety History	Use Section 3 – Road Safety History score							0
Traffic/Pedestrian Surveys	Use Section 4 – Traffic/Pedestrian score							0
TOTAL SCORE								3

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

Section 2: Highway Assessment

Road character: <small>Two way single carriageway, Dual Carriageway, etc</small>	Type of Road 2-way single carriageway	Road Classification U/C	Direction of flow (2 way) EW
Carriageway width: <small>*Between Islands or central reserve for dual carriageways</small>	Overall Width 5.8	Lane 1* 2.9	Lane 2* 2.9
Other road features (presence of alternative crossings, refuges islands, traffic calming, TROs etc):- None in immediate area of crossing survey			
Other road factors (adjacent junctions, accesses etc):- Upon a junction which services a small number of properties			
Frontage (✓ any)	Shops	Residential ✓	School
Other (hospital, day centre etc.):- None			
Bus services/stops proximity:- None			
Visual check of crossing opportunities (circle one): <p>(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</p>			
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 10/04/2024		
Severity	slight	serious	fatal
Adult pedestrian	0	0	0
Child pedestrian	0	0	0
Others	0	0	0
Other factors:-			
	-1	0	1
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	0730 to 0830	1630 to 1730
All vehicles	7160	776	879
Adult pedestrians	18	3	3
Child pedestrians	3	1	0
Elderly people	0	0	0
Other relevant groups			
1.			
2.			
Other details:-			
$PV^2 = 0.02$			
Speed Limit	85 percentile	Average (mean)	
30	29.0	21.54	

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: 3 Points

No further action planned as the score falls below the threshold for intervention. Very low numbers of pedestrians and no large scale benefit to the local community to be gained through any such provision results in this low score.

PEDESTRIAN CROSSING CRITERIA FLOW CHART

