

## **Highways and Transport Committee**

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<b>Date of Meeting:</b>	26 January 2023
<b>Report Title:</b>	Notice of Motion Criteria for the Installation of Zebra Crossings and Light Controlled Crossings
<b>Report of:</b>	Tom Moody, Director of Highways & Infrastructure
<b>Report Reference No:</b>	HT/77/22-23
<b>Ward(s) Affected:</b>	All

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### **1. Purpose of Report**

- 1.1. This report responds to the Notice of Motion proposed at Council in October 2022 seeking that 'a report be prepared for the relevant Committee which will enable the Council to review the criteria for traffic light timings and to review the criteria for the installation of zebra crossings and light controlled crossings with the ambition to installing more each year'.
- 1.2. This report outlines actions required to address the issues raised by the Notice of Motion.

### **2. Executive Summary**

- 2.1. This paper proposes the review of the Council's current Pedestrian Crossing Policy, with an exercise undertaken to engage with identified stakeholders to develop an approach to the provision of controlled and uncontrolled pedestrian crossing facilities that considers pent-up pedestrian demand.
- 2.2. The setting of traffic signal timings is largely covered by the Traffic Signs Manual - Chapter 6 – Traffic Control (2019) and any future amendments will need to be aligned with this document.
- 2.3. The recommendations in this report align with the Council's Corporate Plan. They support the objective of being an open and transparent council as well as supporting sustainability initiatives within our communities which promote a local response to the climate challenge.

### **3. Recommendations**

- 3.1.** The Highways and Transport Committee is recommended to endorse the proposed response to the Notice of Motion, with a review undertaken to the Council's approach to:
- 1) Traffic signal timings.
  - 2) The criteria for the installation of zebra crossings and light controlled crossings.
- 3.2.** Which results in an update of the existing Policy.

### **4. Reasons for Recommendations**

- 4.1.** In May 2019, the Council made a commitment to be carbon neutral by 2025 and in January 2022, made a further pledge to make Cheshire East a carbon neutral borough by 2045. The promotion of active travel, through the provision of facilities such as pedestrian crossings that encourage active travel are key to this.
- 4.2.** The Notice of Motion supports the Corporate Plan 2021 – 25 Objective of being Green together with the Priority of being a 'A Thriving and Sustainable Place - A transport network that is safe and promotes active travel'.

### **5. Other Options Considered**

- 5.1.** No other options were considered. In the interests of being open and transparent, the response to this Notice of Motion to Council will be considered by the relevant service Committee in accordance with the Council's Constitution.

### **6. Background**

#### Criteria for Selecting a Controlled Crossing

- 6.1.** The **current** 'Criteria for Selecting a Controlled Crossing' is based around the existing Pedestrian Crossing Policy that was approved by the Cabinet Member for Environmental Services in December 2011.
- 6.2.** This policy is based around advice in the Local Transport Note 1/95: The Assessment of Pedestrian Crossings (withdrawn December 2019) and uses the PV<sup>2</sup> method as to the degree of conflict between vehicles and pedestrians.

- 6.3. Currently, following an initial request, sites are assessed through a manual count to calculate the site specific PV<sup>2</sup>. For sites with low values then they will not normally be considered for any further consideration and not taken forward.
- 6.4. Other factors including feasibility of construction, local representations, local interest groups and relative priority with other sites are considered at this initial stage. However, the PV<sup>2</sup> calculation is the overriding factor. This approach is considered to be a somewhat quantitative only taking into account existing site demand.
- 6.5. It is **proposed** to develop a new approach to the 'Criteria for Selecting a Controlled Crossing' that in addition to the PV<sup>2</sup> calculation it also includes a formalised qualitative assessment and informal consultation with the ward member and relevant town and parish council. This proposed approach will also enable a greater consideration given to trip generators such as shop locations, schools and other community facilities.
- 6.6. The aim of this new approach is to identify suppressed demand for crossings and to factor in local support for the proposals. It is considered that this information will help give wider consideration at an earlier stage in the assessment, determination to the type of crossing and help establish relative priority with other sites.
- 6.7. The Traffic Signs Manual – Chapter 6 – Traffic Control (2019) supersedes the previous advice given in documents such as Local Transport Note 1/95 and promotes a more qualitative approach to assessing potential controlled pedestrian crossing points.
- Traffic Signal Timings
- 6.8. In the past, nationally, the approach to traffic signal design has tended to prioritise vehicular movement over that of pedestrians. With the advent of design documents such as Manual for Streets and Manual for Streets 2 focus has shifted to considering the wider street scape and the types of users in an area.
- 6.9. The setting of traffic signal timings is intrinsically linked to traffic conditions and pedestrian movements, as such timings are outlined in the Traffic Signal Manual - Chapter 6 – Traffic Control (2019). Any future amendments to traffic signal timing in the Borough must be linked to this.

## 7. Consultation and Engagement

- 7.1.1. As part of the new approach, it is proposed to undertake a consultation with relevant stakeholders to help identify the factors that should be considered when developing a new approach to the identification of controlled pedestrian crossing facilities.
- 7.1.2. Work will be undertaken with the Council's Research and Consultation Team to identify the appropriate stakeholders who should be consulted as part of this process.

## **8. Implications**

### **8.1. Legal**

- 8.1.1.** The contents of this report and the recommendation to propose a review of the Council's Current Pedestrian Crossing Policy have been considered and are supportable based on the information provided.

### **8.2. Finance**

- 8.2.1.** The provision of controlled pedestrian crossing points places a burden on both the Council's capital budget (construction costs) and revenue budget (maintenance and running costs). As such and new facilities will see increased strain on both these budgets.
- 8.2.2.** Wherever possible other funding streams including Section 106, ward members budgets, active travel and opportunity to work with Town and Parish Councils to joint fund will be considered alongside the traditional allocation from the Integrated Transport Block.
- 8.2.3.** The review is focussed on the criteria used for determination to the type of crossing and prioritisation. Decisions around installations will form part of the annual business planning process and considered only when Capital funding is affordable and against other priorities in the Highways business plan to also ensure the Annual Revenue Budget is not exceeded.

### **8.3. Policy**

- 8.3.1.** In 2011 the Council approved a Pedestrian Crossing Policy, this policy references practices that are now considered to be out of date. The proposals in this response to the Notice of Motion will see the Pedestrian Crossing Policy updated.

### **8.4. Equality**

- 8.4.1.** There are no equality implications as a result of this response to the Notice of Motion.
- 8.4.2.** Equality impact assessments will be prepared for any proposed Policy amendment

### **8.5. Human Resources**

- 8.5.1.** There are no Human resource implications arising as a result of this Notice of Motion.

### **8.6. Risk Management**

- 8.6.1.** There are no risk management implications arising as a result of this Notice of Motion.

### **8.7. Rural Communities**

8.7.1. There are no specific rural communities' implications as a result of this Notice of Motion.

## 8.8. Children and Young People/Cared for Children

8.8.1. The introduction of controlled pedestrian crossings can have positive impacts for Children and Young People/Cared for Children within the borough. Appropriately placed controlled pedestrian crossing can have positive impacts on children's health and well-being by encouraging greater levels of active travel. There is evidence that increasing active travel can have positive impacts on students participation with learning and readiness-to-learn.

## 8.9. Public Health

8.9.1. The introduction of controlled pedestrian crossings can have positive impacts on public health within the borough. The introduction of controlled pedestrian crossings in appropriate locations can have positive impacts on levels of air quality, noise, road accident casualties and health/wellbeing.

## 8.10. Climate Change

8.10.1. Committee will note that the provision of controlled pedestrian crossings within Cheshire East can make a positive contribution to more active and sustainable journeys, reducing congestion, improving road safety, improving air quality and reducing carbon emissions from motorised vehicles.

<b>Access to Information</b>	
Contact Officer:	Mike Barnett Head of Highways <a href="mailto:michael.barnett@cheshireeast.gov.uk">michael.barnett@cheshireeast.gov.uk</a>
Appendices:	None
Background Papers:	<a href="#">Pedestrian Crossing Policy - Report to Cabinet Member for Environmental Services 5th December 2011</a>