

OPEN

Changes following consultation

1. The following changes have been made to the Crossings Facilities Strategy following the consultation.
2. School Crossing Patrols have been included in the Strategy and are now one of the options available when considering what type of crossing should be installed at a location. The Prioritisation Matrix will also be used to prioritise sites for School Crossing Patrols. This takes into account feedback received from the Council's Strategic Infrastructure and Parking Service. School Crossing Patrols are not a statutory requirement and locations remain subject to funding by the council.
3. The terminology within the Prioritisation Matrix has been reviewed to make it easier to understand.
4. Some of the areas within the Prioritisation Matrix have been adjusted in line with feedback, as follows.

- a. Area B – Sustainable Travel - has been updated to make it clearer which 'Scenario and 'Trip Type' are used when utilising the 'Propensity to Cycle Tool'. The measure asking whether the location is adjacent to a shared use path has also been removed to remove a potential bias over one type of route.

The main opposition to this area which was due to a perceived focus on cycling at the expense of pedestrians. These comments have not been addressed. Measures related to cycling are included within the matrix as it is a mode of Active Travel. The promotion of Active Travel aligns with the 'Green' aim set out within the council's Corporate Plan therefore it was deemed appropriate for this area to be retained with the minor adjustments as detailed above.

- b. Area C - Accessibility and capacity - has been updated to further clarify what each measure represents, addressing feedback that some of the terminology was difficult to understand. An additional measure has also been added referencing the distance to the nearest controlled crossing point. This was deemed a valid suggestion that should be considered as part of the prioritisation process.
- c. Area D – Amenity - has been condensed to address feedback that there are too many categories and measures for different types of facilities. This led to concerns that scores would be disproportionate in some locations and that smaller villages may be disadvantaged. Measures 12, 15 and 17 have been combined as a result. The scores

have also been adjusted for this combined measure to ensure any facility scores at least 1 point.

- d. Area F - Local concern - has been updated to include near miss reporting. This is to address feedback received about Area A – Casualty reduction - where there was concern that “the council has to wait for someone to be hurt before a crossing is introduced”. No further changes to Area A are proposed.
5. No changes are proposed to the following areas, for the following reasons, and the reason for this is as follows:
- a. Area G - Supporting growth. This received the highest level of support therefore despite some suggestions that the scores should be increased. It is not proposed to amend the measures or scores.
 - b. Area H Protects and improves the environment. This also received high levels of support (60% agreed the right measures had been used, 57% agreed the proposed scores were appropriate). Despite some concerns being raised over this area being “urban-centric”, it is not proposed to amend the measures or scores.
 - c. Area E - Neighbourhood engagement. This also received a good level of support (57% agreed the right measures had been used, 53% agreed the proposed scores were appropriate). However, concern was raised around the influence of politicians on the framework and the weightings given to particular stakeholders. No amendments are proposed on the basis that the primary role of members is to represent the ward for which they are elected and act as an advocate for their residents. Therefore it is considered acceptable for members’ feedback to be given a higher weighting.
6. Some respondents expressed a view that the prioritisation matrix was complex. While this view is understood, it needs to be appreciated that the matrix is an assessment tool used by professionals within the Highways service. As such, it necessitates a level of complexity to reflect the multitude of factors that are taken into consideration regarding crossings.