

Highways Engineers Statement – Proposed Crossing, Englefield Road

West Berkshire Council follows Department for Transport (DfT) guidelines for the assessment of pedestrian crossings. The DfT have numerous documents relating to this but the main ones that authorities will refer to are LTN 1/95 the assessment of crossings and TA68/96 for the pedestrian versus vehicle (PV²) calculation. These are the two documents that West Berkshire Council uses for assessment of all pedestrian crossings in the district.

The DfT advises that crossings should only be used where there are few available gaps in the traffic and a large number of pedestrians who are finding it difficult to cross the road due to insufficient gaps in traffic.

In order to guide highway authorities DfT produced a calculation to determine the level of pedestrian and traffic volume required to justify a crossing. If a crossing is installed below the threshold figures there is a possibility that drivers will become familiar with there being no pedestrians and this familiarity can be dangerous should a pedestrian use it and a driver is not expecting to encounter a pedestrian.

In order to establish if a crossing is justified a pedestrian/vehicle survey is undertaken and the figures transposed to a graph which will establish if a crossing is justified. Using these criteria ensures crossings are only installed where they are needed and gives a consistent approach across the district.

It is our opinion that based on what we know the crossing will fall considerably short of the criteria required and we are basing this on:

- Current vehicle counts (about 1800 v/p/d source SDR check 20-26/09/16).
- According to pupil plots the majority of pedestrians will have no need to cross Englefield Road.
- The lack of footway on the south western side of Englefield Road beyond Cloister Mews meaning those travelling on that side will be forced to cross the road approximately 400metres before reaching the school and will have no need for a crossing at the school.
- Any pedestrian/vehicle survey will only cover a distance of 50m either side of the proposed crossing point (TA68/69) so those crossing at Cloister Mews will not be included in any calculations.
- The figures for the calculation will be an average of the four busiest recorded hours and not just the school time (TA68/69).

We have agreed to undertake a full survey once the school is up and functioning and to install a Zebra crossing should the PV² qualifying criteria be met.



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Traffic Management & Road Safety