Appendix A

Leicestershire Highways	Form QA304 (June 22) Sheet 1 of 4

PEDESTRIAN CROSSING FACILITY
METHOD OF ASSESSMENT - SUMMARY SHEET

See Process 10/10

SITE: North Street, Barrow upon Soar

DATE OF SURVEY: 08/06/2022

Leicestershire County Council's method of assessment is carried out in conjunction with Department for Transport Local Transport Notes 1/95 & 2/95.
This guidance provides a more thorough yet flexible approach to determining the justification for a pedestrian crossing.

LCC assessment method adopts the principles above and uses the nationally recognised PV^2 assessment as a base point.

Using the above guidance the PV^2 is modified by factoring vulnerable road users and types of vehicles.

The final modified PV^2 value will be based on the following formula:-

PV^2 mod x A x T x W x S

Final modified PV^2 value

Should the modified PV^2 value be less than 0.4 a crossing facility is not supported and no further action is taken.
Should the modified PV^2 value be greater than 0.4, a crossing facility is supported and further action taken to determine the type of crossing appropriate.

Depending on the degree of justification above 0.4 will determine whether uncontrolled or controlled facilities are proposed.
As a guide for values between 0.4 & 0.6 consider uncontrolled and above 0.6 controlled.
Examples of uncontrolled measures are refuges, road narrowings, build outs and dropped kerbs.
Examples of controlled measures are zebras, puffins, and toucan crossings.
If the modified value is greater than 0.9, consider a signal controlled crossing
As a guide a value in excess of 0.9 is strong justification for a signal controlled crossing.

Recommendation

NO ACTION	UNCONTROLLED MEASURES	ZEBRA CROSSING	SIGNAL CROSSING

Comments:

Signed: **Print Name:** **Date:**

Leicestershire Highways	Form QA304 (June 22) Sheet 2 of 4

PEDESTRIAN CROSSING FACILITY
METHOD OF ASSESSMENT - CALCULATION SHEET

See Instruction 20/15

SITE:
DATE OF SURVEY:

RECORDED PV² FOR THE 4 HIGHEST PEAK HOURS

TIME	PEDESTRIANS						
	Child <16	Adult	Adult with pram	Elderly	Disabled	Others	TOTAL PEDS
08:00	80	37	4	1	0	10	132
15:00	99	57	13	0	0	3	172
16:00	20	34	2	0	0	4	60
17:00	14	38	1	0	0	4	57
Average Value							

Others
Cyclists & Equestrians

TIME	VEHICLES						
	Cars	LGV	Bus	HGV	Motorcycles	Cycles	TOTAL VEH
08:00	714	53	6	15	2	3	793
15:00	502	73	6	13	4	2	600
16:00	608	76	4	8	5	5	706
17:00	748	66	2	2	8	6	832
Average Value							

PV² VALUE (x108)	
0.8301	
0.6192	
0.2991	
0.3946	
0.5357	PV²

Adjusted PV²
Value P² modified

TIME	PEDESTRIANS (modified)						
	Child <16	Adult	Adult with pram	Elderly	Disabled	Others	TOTAL PEDS
08:00	100	37	5	2	0		144
15:00	123.75	57	16.25	0	0		197
16:00	25	34	2.5	0	0		61.5
17:00	17.5	38	1.25	0	0		56.75
Average Value							

Others
Cyclists & Equestrians

TIME	VEHICLES (modified)						
	Cars	LGV	Bus	HGV	Motorcycles	Cycles	TOTAL VEH
08:00	714	106	12	37.5	2	3	874.5
15:00	502	146	12	32.5	4	2	698.5
16:00	608	152	8	20	5	5	798
17:00	748	132	4	5	8	6	903
Average Value							

Modified PV² value	
1.1012	
0.9612	
0.3916	
0.4627	
0.7292	**PV² mod**

Leicestershire Highways	Form QA304 (June 22) Sheet 3 of 4

PEDESTRIAN CROSSING FACILITY
METHOD OF ASSESSMENT - CALCULATION SHEET

See Instruction 20/15

Pedestrian Injury Accident Factor **A**

A=1+N/10, where N is the number of pedestrian injury accidents in the previous 3 years

3 year pedestrian accident record from to

Number of treatable pedestrian accidents 0

Factor A 1

Waiting Time Factor **T**

The average waiting time will be derived by the Engineer attempting to cross the road at 5 random times during the known peak traffic period.

The factor to be taken from the table below

Average Waiting Time	Waiting Time Factor (T)
<=to 20 seconds	1.00
21 seconds to 30 seconds	1.20
31 seconds to 40 seconds	1.25
More than 40 seconds	1.30

Waiting Time Survey		Date
Attempt	Time (secs)	Average Wait
1	5	
2	5	
3	5	
4	5	
5	5	5

Factor T 1.00

Width of Road Factor **W**

This factor considers the standard road width to be 7.3 metres. The road width factor is obtained by dividing the road width by 7.3m i.e. road width/7.3

Actual road width 6.5 /7.3

Factor W 0.89

Speed Limit Factor 1.2 **S**

The speed limit factor is based on the 85%ile speed.

85%ile Speed of road	Speed limit Factor (S)
<20 mph	0.8
21-30 mph	1.0
31-40 mph	1.2
41-50 mph	1.3

85%ile speed 24.7 mph

Factor S 1 Speed Limit Factor from table above.

Revised PV^2

0.6493

Leicestershire Highways	Form QA304 (June 22) Sheet 4 of 4

PEDESTRIAN CROSSING FACILITY
METHOD OF ASSESSMENT - CALCULATION SHEET

See Instruction 20/15

Special Factors to be applied where appropriate:	Put 1 next to yes or no as appropriate Yes	 No
1. Does the road divide a substantial community		1
2. Are there any community centres or homes for the elderly in the vicinity.		1
3. Are there any hospital, clinics or doctors surgery in the vicinity		1
4. Is it a busy shopping centre or for rural locations substantial pedestrian movement to a post office or local shop.		1
5 Is the location adjacent to a school or where a school crossing patrol operates or a facility that attracts/draws young pedestrians i.e. public play area	1	
	1	
If one of the above applies it will be factored by	**1.50**	
If two of the above applies it will be factored by	**1.75**	
If three of the above applies it will be factored by	**2.00**	
If four of the above applies it will be factored by	**2.25**	
If five of the above applies it will be factored by	**2.50**	
Factor C	**1.50**	

FINAL SCORE

0.973927119

Recommendation

NO ACTION	UNCONTROLLED MEASURES	ZEBRA CROSSING	SIGNAL CROSSING
>0.4	0.4 - 0.6	0.6 - 0.9	0.9+

Comments

Signed: **Print Name:** **Date:**