

Factors considered during modified pedestrian crossing assessments

Factor	Local Authority										Popularity
	Cheshire East	West Sussex	Lincolnshire	Warwickshire	Edinburgh	Rotherham	Portsmouth	Derby	Luton	Leicester	
Pedestrian flow (4 peak hours)											6
Weighted Pedestrian Flow											4
Separate proportion of children											5
Separate proportion of elderly/disabled											5
Separate proportion of people with prams											5
Vehicle flow (4 peak hours)											6
Weighted Vehicle Flow											4
Vehicle composition (HGVs / Buses)											4
Accidents in previous 3 yrs											7
Road width											7
Speed limit											2
85th percentile speed											5
Combined speed limit / roadwidth											2
Crossing delay											6
Community support (requests/petitions)											1
Severance / suppressed demand											6
Proportion of cyclists crossing											1
Public transport access improvement											2
SRTS / Strategic cycle or ped route											1

Most common factors used

Either weighted ped flow or a combination of normal ped flow / % of types of vulnerable users

Either weighted veh flow or combination of normal veh flow / % of HGV / buses

Accidents in previous 3 year period (no distinction for severity)

Road width

Crossing time / delay

Severance / proximity to trip attractors

85th percentile speed

Less common factors used

Speed limit or a combination of speed limit and road width

Number of requests for the scheme (community demand)

Number of cyclists crossing

Positive impact on access to bus stops / services

Contribution to SRTS, strategic cycle or ped network