TA 68/96

THE HIGHWAYS AGENCY

THE SCOTTISH OFFICE DEVELOPMENT DEPARTMENT

THE WELSH OFFICE
Y SWYDDFA GYMREIG

THE DEPARTMENT OF THE ENVIRONMENT FOR NORTHERN IRELAND

The Assessment and Design of Pedestrian Crossings

Local Transport Notes 1/95 and 2/95

Summary: This Advice Note incorporates DoT Local Transport Notes 1/95 and 2/95 into the DMRB. LTN 1/95 recommends the practices to be followed when planning at-grade pedestrian crossings. LTN 2/95 recommends the practices to be followed when designing and installing at-grade pedestrian crossings.

VOLUME 8 TRAFFIC SIGNS AND LIGHTING
SECTION 5 PEDESTRIAN CROSSINGS

PART 1

TA 68/96

THE ASSESSMENT AND DESIGN OF PEDESTRIAN CROSSINGS

Contents

1. INTRODUCTION

Local Transport Notes 1/95 and 2/95

1.1 LTN 1/95 and LTN 2/95, The Assessment of Pedestrian Crossings and The Design of Pedestrian Crossings, have been produced by the Department of Transport on behalf of the Welsh Office, Scottish Office and the Department of the Environment for Northern Ireland. TA 68/96 incorporates LTN 1/95 and LTN 2/95 into the Design Manual for Roads and Bridges. These Documents supersede TD 28 (DMRB 8.5) and TA 52 (DMRB 8.5)

Scope

1.2 LTN 1/95 recommends the practices to be followed when planning at-grade pedestrian crossings.

1.3 LTN 2/95 recommends the practices to be followed when designing and installing at-grade pedestrian crossings.

Implementation

1.4 This Advice Note should be used forthwith in the preparation of road schemes, including those currently being progressed, unless directed otherwise by the Overseeing Organisation.

1.5 In England, Scotland and Wales the use of LTN 1/95 and LTN 2/95 is not modified by this Advice Note. However in Northern Ireland their use is modified by Chapter 2 of this Advice Note, as the degree of conflict between pedestrians and vehicles retains PV^2 as a design criterion.

2. ASSESSMENT FACTORS AND CHOICE

(Applicable only in Northern Ireland)

2.1 Crossings are provided as amenities to give access and easier movement to pedestrians without incurring excessive delays to traffic. Generally the provision of crossings should be targeted at the needs of those people who experience most difficulty and danger in crossing. It should not be assumed that the provision of a crossing alone will necessarily lead to a reduction in road accidents.

2.2 When carrying out assessment of the site the degree of conflict between pedestrians and vehicles is estimated by counting the number of vehicles passing the site in both directions, and the number of pedestrians crossing the road along a length extending at least 50m on each side of the proposed crossing site. Particular attention should be paid to the existence of established or popular pedestrian routes or natural paths in the vicinity and to possible difficulties in changing them without physically guiding pedestrians.

2.3 The degree of conflict between pedestrians and vehicles is determined by PV^2 where V is the 2-way total hourly flow of vehicles and P is the 2-way total hourly flow of pedestrians crossing the road within 50m on either side of the site at busy times. When taking these counts a pedal cycle should be counted as one vehicle, since it can impede a pedestrian to the same extent as a motor vehicle. Children should always be included in pedestrian counts.

2.4 Counts of numbers of vehicles and pedestrians are normally taken within the period 0600 to 2200 to cover a typical working day. It is not necessary to count for the whole period or to commence the count on the hour. In some instances it may be desirable to count over shorter periods to determine peak pedestrian and vehicle volumes. Provided the count is typical and representative of site conditions, the actual counting should be a matter of local judgement.

2.5 Where the proposed crossing site is within 50m of a road junction the count of pedestrians crossing on the junction side of the site should be taken up to the projection of the nearest kerb line of the intersecting road. Depending on the site conditions a proportion of all those crossing between the junction and the normal 50m limit should be added to the count.

2.6 The numerical criterion against which the requirement for a pedestrian crossing will be assessed is provided by the average of the four highest hourly rates of PV^2. An average value exceeding 10^8 for an undivided road or 2×10^8 for a divided road will meet this criterion. Where there are pronounced seasonal variations in the number of pedestrians and vehicles, pedestrian crossings may be considered appropriate where the requirement for provision of a facility is likely to be met for at least 4 months of the year.

2.7 Although numerical calculations of the degree of conflict between pedestrians and vehicles (PV^2) provide a basis for assessing the need for a pedestrian crossing all the other factors set out in the sections on site and option assessment in LTN 1/95 must also be taken into account.

3. REFERENCES

1 The Assessment of Pedestrian Crossings
Local Transport Note 1/95
(HMSO) April 1995.

2. The Design of Pedestrian Crossings
Local Transport Note 2/95
(HMSO) April 1995.

4. ENQUIRIES

All technical enquiries or comments on this Advice Note should be sent in writing as appropriate to:

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