

**Councillor Chris Read – Leader of the Council**

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CR/LH	(01709) 822700	22700	Councillor Chris Read

15<sup>th</sup> March 2024

Mr Simon Currie

Dear Mr Currie

**Supplementary question at Council – 28<sup>th</sup> February 2024**

Thank you for your supplementary question at Council. For clarity, I've set out your question below along with my response:

***If Kimberworth, St. Bede's, Blackburn, Meadow View or Redscope could not get an automated crossing when children cross the road twice a day, what criteria had been required for the all singing and dancing crossing on Meadowbank Road at the bottom of Pembroke Street, which was effectively a road to nowhere.***

I can advise that the crossing at Meadowbank Road entered the Transport Capital Programme in 2020, following concerns being raised by the local community about the ease of crossing the road at this location. In this assessment, the Council utilised the conventional, long-standing national practice at the time, of assessing the necessity for a crossing by using the PV<sup>2</sup> ratio, which evaluates the potential conflict between pedestrians and vehicles. This approach tended to prioritise locations with high traffic flow over others, hence why Meadowbank Road would have scored highly in the assessment given its road classification.

Moreover, there were broader strategic aims, such as facilitating access for bus passengers to bus stops along Meadowbank Road, a key bus route. Additionally, enhancing pedestrian access to the Canal via a footpath near the crossing was an objective of the project.

After thorough consideration of these factors and adhering to established industry protocols at the time, the decision was made to proceed with the crossing as per Council procedures.

Subsequently, there have been criticisms of the PV<sup>2</sup> methodology, supported by a growing body of evidence indicating its limitations in prioritising crossing locations effectively. Consequently, the Council has proactively re-evaluated its processes, acknowledging that the PV<sup>2</sup> calculation alone is insufficient for prioritisation.

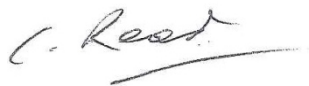
The revised approach aims to provide a more comprehensive assessment of pedestrian crossing needs, factoring in traffic volume, speed, road width, and the diverse mobility of pedestrians, including school children.

By combining severance estimation with user numbers, the pedestrian crossing programme can target areas with the highest demand effectively. This approach, however, does not restrict the use of other funding sources where they might be more suitable for providing crossings.

The overarching goal remains, and has always been, to implement crossings where they are most beneficial, adapting to evolving guidance and incorporating new evidence for continuous improvement. We appreciate your input, and these adjustments to our processes reflect our commitment to addressing concerns effectively.

I hope this information is helpful.

Yours sincerely



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