

**Priory Hill/Struet Junction
Brecon**

Pedestrian Crossing Design

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Introduction

The junction of Struet and Priory Hill is a busy junction and also the point where children cross to walk to the local primary and high school. Following community concerns and lack of crossing patrol, a pedestrian crossing was installed. This crossing has been in-situ since early 2012 and in that time there has been only one reported accident.

The crossing is located on the desire line for pedestrians, and whilst it is close to the junction, to position it further away would make it less utilised, as pedestrians would still cross at the desired location rather than at the crossing.

Since the pedestrian crossing was installed a number of concerns were raised regarding the positioning of the signal head opposite the junction, and why the signal head didn't face directly towards Priory Hill. The signal head was positioned in this manner, as, if the head faced Priory hill, when the lights were on green, drivers would automatically think they had right of way, causing confusion and creating a hazard for drivers on all approaches to the junction.

A review of the current situation has been carried out with the options as follows:

1.1 Do Nothing

This option will keep the current status quo. Given that there has only been one slight accident since the crossing was installed, this remains a viable option.

1.2 Enhance Signing and Lining at the Junction

A site survey was carried out and visibility from the junction is restricted. There are no physical measures that can be done to improve this as there is insufficient widths due to the constraints of building locations and the bridge parapets. However, it is an option to introduce a stop line at his junction rather than a give way line providing the secretary of state gives approval for this. This would dictate that drivers stop at the junction, rather than slow down and only give way if vehicles are travelling along Struet, and ensure that the driver only proceeds when they are confident it is safe to do so.. The reduced visibility does fall below the threshold for a stop line therefore it is expected this permission would be granted. Also the introduction of an additional advance sign warning of the pedestrian crossing would be beneficial.

1.3 Upgrade the Pedestrian Crossing to a Signal Controlled Junction

This option would prevent any ambiguity at the junction. However, this is likely to create congestion on Struet at peak times. This option has a major cost implication, and with the limited budgets of PCC it cannot currently be considered.

Conclusion

The option to introduce a stop line, depending on approval from the Secretary of State, and enhancing the existing signing is the most cost effective. PCC will apply to the for approval of the Stop Line and enhance the existing signing.