

Thank you for your response. I can understand the reasoning with regards to the crossings not being possible now.

However, please can you send me the details of the PV data, where it has come from, when and how it has been established and how the point system works.

The attached data was supplied from TfGM following a comprehensive and independent survey of the boroughs SCP sites. The last survey at Church Lane was completed on 14 Oct 2021.

The data shows the SCP is not justified in the morning but is justified in the afternoon. Other factors taken into consideration include:

- Speed limits
- Carriageway width
- Footpath width
- Road junctions
- Existing permanent crossings

The SCP remains established for both am and pm.

Dividing the Max PV² values at Church Lane, 3,245,494 (am) and 6,302,029 (pm) by 10 to the power 8 provides the actual PV² value. The morning PV² value is 0.032 and the afternoon PV² value is 0.063.

Network management typically look for a PV² value of above 0.7 for a zebra crossing and above 1 for a push button pedestrian crossing.

Church Lane o/s St Lukes

	Peds	Vehs	PV ²
08:00 - 08:30	0	363.0	0
08:05 - 08:35	4	365.0	532,900
08:10 - 08:40	8	343.0	941,192
08:15 - 08:45	17	350.3	2,086,469
08:20 - 08:50	20	378.8	2,870,294
08:25 - 08:55	20	398.8	3,181,361
08:30 - 09:00	20	402.8	3,245,494
08:35 - 09:05	17	392.8	2,623,406
08:40 - 09:10	13	393.8	2,016,361
08:45 - 09:15	4	384.5	591,361
08:50 - 09:20	1	356.0	126,736
08:55 - 09:25	1	341.0	116,281
09:00 - 09:30	1	328.7	108,022

Max PV² Value: 3,245,494

SCP Viability Ranking B

	Peds	Vehs	PV ²
14:30 - 15:00	0	410.0	0
14:35 - 15:05	0	415.7	0
14:40 - 15:10	0	409.2	0
14:45 - 15:15	0	425.2	0
14:50 - 15:20	12	422.3	2,140,385
14:55 - 15:25	24	449.7	4,852,803
15:00 - 15:30	29	447.8	5,816,086
15:05 - 15:35	29	460.8	6,158,653
15:10 - 15:40	29	465.8	6,293,020
15:15 - 15:45	29	466.2	6,302,029
15:20 - 15:50	17	453.7	3,498,829
15:25 - 15:55	5	435.3	947,576
15:30 - 16:00	0	425.7	0

Max PV² Value: 6,302,029

SCP Viability Ranking A

P	Crossing facilities justified (consider light controlled crossing)
A	Crossing Patrol Site justified
B	Patrol Site not justified (may consider additional assessment to verify the position)
C	Patrol Site definitely not justified (may consider additional assessment in exceptional circumstances)