

Policy and Sustainability Committee

10.00am, Thursday, 6 August 2020

Updated Pedestrian Crossing Prioritisation 2020/2021

Executive/routine	Routine
Wards	All
Council Commitments	16

1. Recommendations

- 1.1 It is requested that Committee:
- 1.1.1 approves the updated pedestrian crossing priority list for 2020/21 as set out in Appendix 1;
 - 1.1.2 notes the locations identified for pedestrian crossing improvements through Section 75 funding or by their inclusion within larger projects in Appendix 2; and
 - 1.1.3 notes the results of the public consultations on design proposals for Corstorphine Road and the number of responses on proposals at West Granton Road (Appendix 3).

Paul Lawrence

Executive Director of Place

Contact: Ewan Kennedy, Service Manager, Transport Networks

E-mail: ewan.kennedy@edinburgh.gov.uk | Tel: 0131 469 3575

Updated Pedestrian Crossing Prioritisation 2020/2021

2. Executive Summary

- 2.1 This report seeks approval for an updated prioritisation of pedestrian crossings for implementation and/or improvements.

3. Background

- 3.1 On [28 July 2009](#) the former Transport, Infrastructure and Environment Committee, approved a report titled “Pedestrian Crossing Prioritisation Process”, which set out a system for evaluating potential pedestrian crossing locations and developing and maintaining a prioritised list of crossing improvements.
- 3.2 At the Transport and Environment Committee of [4 June 2013](#), the weightings outlined in the aforementioned process were amended slightly to ensure that rural areas were not disadvantaged by the process applied, as naturally there are lower numbers of pedestrians in these environments.
- 3.3 The priority process ensures that pedestrian crossing improvements of a suitable type are delivered at the locations identified as having the most need.
- 3.4 Pedestrian crossing requests are collated in the order they are received, and assessments are undertaken in bi-annual batches. The number of assessments undertaken, and the number of proposed crossing improvements therefore vary from ward to ward.
- 3.5 The base data which is used to assess if a location is suitable for a crossing is known as the PV2 value. This is a nationally recognised value that indicates the number of passing vehicles and crossing pedestrians. Pedestrian and vehicle counts are taken over the peak hours of a week day, from 7.00am to 10.00am and 3.00pm to 6.00pm, and avoiding any school holidays or other factors which may skew results. This base PV2 value is then adjusted to take account of local factors such as the age of those crossing, the composition of passing traffic, the number of personal injury collisions involving pedestrians and the number of trip-attractors such as schools, doctors’ surgeries, shops etc.

- 3.6 A location with an adjusted PV2 value of 1 or higher (2 or higher on a dual carriageway) would be considered for a puffin crossing, locations with a value of 0.3 or higher would be considered for a suite of measures that includes a zebra crossing, refuge island or pavement build-outs. If a very low PV2 value is achieved no additional crossing facilities may be recommended. Appendix 4 contains a flow diagram, which details the steps carried out in a pedestrian crossing assessment.
- 3.7 This process is only used for the provision of stand-alone pedestrian facilities, such as puffin/zebra crossings and pedestrian islands; it does not apply to the provision of pedestrian phases at existing traffic signal controlled junctions.
- 3.8 On [9 August 2018](#), Transport and Environment Committee approved the pedestrian crossing priority list for 2018/19.
- 3.9 On [14 May 2020](#), Policy and Sustainability Committee considered a report on Creating Safe Spaces for Walking and Cycling and agreed that an updated pedestrian crossing prioritisation programme for 2020/21 should be presented to the committee as scheduled and that work should continue when national construction guidance allowed.

4. Main report

- 4.1 Appendix 1 sets out the current prioritised list of 75 locations for pedestrian crossing improvements. This list also includes anticipated timescales for delivery. It is, however, likely that COVID-19 may impact on the projected design, consultation and construction programmes
- 4.2 Since August 2018, a total of 106 locations have been assessed, with 44 meeting the criteria for improved pedestrian crossing facilities. The list presented in Appendix 1 has been reviewed to identify locations adjacent or near each other that meet the criteria. These locations have been combined into a single entry and will be delivered together.
- 4.3 Contracts for the construction of five pedestrian crossing improvements were awarded earlier this year, prior to the COVID-19 outbreak. The delivery of these improvements had to subsequently be suspended but, following the recent easing of restrictions on construction work, delivery at the following locations is programmed to commence either later this month or at the start of September:
 - 4.3.1 Lasswade Road - at Little Learners Nursery;
 - 4.3.2 Fettes Avenue - at Comely Bank Road;
 - 4.3.3 West Granton Road - east of Granton Mains East;
 - 4.3.4 Gilmerton Dykes Street - at Gilmerton Dykes Crescent; and
 - 4.3.5 Ratcliffe Terrace - at BP garage.
- 4.4 In addition, a further improvement at Queensferry Road, Kirkliston (Section 75 funded) will be delivered as part of a footway resurfacing scheme being undertaken

under the Capital Maintenance Programme. A contract for construction has been awarded but a start date for the work has not yet been agreed. It is, however, expected that the crossing will be delivered prior to Christmas 2020.

- 4.5 Design work is currently ongoing for a further twelve improvements, for which delivery is expected to commence before the end of this financial year.
- 4.6 Some of the prioritised locations are on roads where changes have recently been made or are planned to improve conditions for walking and cycling as part of the Spaces for People programme. The two teams are working closely together to ensure that any proposed changes are complementary.
- 4.7 There are three previously prioritised crossings which are included on the list but are currently on hold:
 - 4.7.1 As a result of traffic diversion routes required for the Trams to Newhaven project, the previously approved crossing improvement on Pilrig Street at Cambridge Avenue;
 - 4.7.2 On Gilmerton Dykes Street at the bus terminus, pending the Council's adoption of parking bays introduced as part of the adjacent housing development; and
 - 4.7.3 The proposed pedestrian crossing improvement at Torphichen Street, while discussions are ongoing about development funding.
- 4.8 There are a further seven identified pedestrian crossing improvements which will now be undertaken as part of larger schemes, included in other Council work programmes. These detailed in Appendix 2.
- 4.9 Consultations have been undertaken on the preliminary design proposals at Corstorphine Road and West Granton Road. The results of the Corstorphine Road consultation are included in Appendix 3, alongside the number of responses received for West Granton Road.

5. Next Steps

- 5.1 If the recommendations of this report are approved, work will continue to deliver the prioritised list of schemes for 2020/21.
- 5.2 Work on the delivery of pedestrian crossing facilities identified in the priority list is continuous and resources normally allow for the progression of approximately 10-12 crossings concurrently.
- 5.3 Work will continue to align planned improvements with on-going or new Council schemes and to tie improvements to larger projects and Section 75 programmes as appropriate.
- 5.4 As new requests are received, these will be assessed and prioritised if the criteria are met. New pedestrian crossing improvements are added to the priority list below

those previously approved. It is, however, possible that some crossings can be delayed and, in this event, installation of other crossings will be brought forward.

6. Financial impact

- 6.1 The budget for delivery of pedestrian crossing improvements is contained in the Council's Road Safety Capital budget, with an approximate spend of £200,000 per financial year.
- 6.2 The Council has been awarded a greatly increased allocation of funding for 2020/21 from the Scottish Government's Cycling Walking Safer Streets programme. It is expected that this will allow a significantly increased spend on crossing improvements this financial year.
- 6.3 For an assumed Council capital expenditure of £200,000, the associated loan charges over a 30-year period would be a principal amount of £200,000 and interest of £170,000, resulting in a total cost of £370,000 based on an assumed loans fund interest rate of 4.386%. This represents an annual cost of £12,000 to be met from the corporate loans charge budget. There would be no loan charges associated with expenditure funded by the Cycling Walking Safer Streets grant.
- 6.4 Borrowing will be carried out in accordance with the Council's Treasury Management Strategy.

7. Stakeholder/Community Impact

- 7.1 Consultations are undertaken on preliminary proposals to allow the local community and other relevant stakeholders to view and provide feedback on the proposals as part of the design process. This ensures that the facilities take account of the requirements of the local community.
- 7.2 The delivery process of each pedestrian crossing improvement takes into account the road safety, mobility and accessibility needs of all users. Due regard will be given to the protected characteristics through the design and consultation process.
- 7.3 The delivery of pedestrian crossing improvements supports the Council's commitments to encourage active travel, reduce vehicle dependency and lower carbon emissions. Pedestrian safety and accessibility are also improved.

8. Background reading/external references

- 8.1 None.

9. Appendices

- 9.1 Appendix 1 – Updated Pedestrian Crossing Priority List.
- 9.2 Appendix 2 – Other Planned Pedestrian Crossings.
- 9.3 Appendix 3 – Consultation Results.
- 9.4 Appendix 4 – Pedestrian Crossing Assessment Process.

Appendix 1
Updated Pedestrian Crossing Priority List

Reference	Location	Adjusted PV2	Crossing Type	Estimated Construction Year
Pedestrian Crossing Improvements - Schemes Currently Under Development				
1	London Street - at Drummond Place	1.480	Raised Table	2020/21
2	West Granton Road - east of Granton Mains East	3.666	Refuge Island	2020/21
3	Fettes Avenue - at Comely Bank Road	1.745	Refuge Island	2020/21
4	South Gyle Broadway - at east roundabout	1.150	Signalised Crossing	2020/21
5	Ratcliffe Terrace - at BP garage	0.402	Refuge Island Upgrade	2020/21
6	Crewe Road South - at Comely Bank roundabout	0.789	Refuge Island Upgrade	2020/21
7	Gilmerton Dykes Street - at Gilmerton Dykes Crescent	0.388	Refuge Island	2020/21
8	Lasswade Road - at Little Learners Nursery	0.663	Refuge Island Upgrade	2020/21
9	East Fettes Avenue - at Broughton High School	0.504	Refuge Island	2020/21
10	Costorphine Road (A8) - east of Kaimes Road	2.810	Signalised Crossing	2020/21
11	Great King Street - west end towards St Vincent Street	0.406	Various Options to be Considered	2020/21
12	Restalrig Road - at Ryehill Terrace	0.352	Build Out	2020/21
13	Corbiehill Road - at Main Street	0.303	Refuge Island	2020/21
14	Slateford Road - between Hutchison Crossway and Appin Place	2.352	Signalised Crossing	2020/21
15	Albion Road - at Albion Place	0.460	Refuge Island	2020/21
16	Ashley Terrace - at Shaftesbury Park, and at Cowan Road	0.850 0.517	Refuge Island / Various	2020/21
17	Lanark Road - at the south end of Kingsknowe Playing Fields	0.370	Refuge Island Upgrade	2020/21
18	Lanark Road West - at Stewart Road	0.892	Various Options to be Considered	2021/22
19	Yeaman Place - at Dundee Street, and at Polwarth Crescent	1.869 0.457	Signalised Crossing / Refuge Island	2021/22
20	North West Circus Place - at Royal Circus	0.545	Various Options to be Considered	2021/22
21	Craiglockhart Avenue - north of Craiglockhart Drive North	0.425	Refuge Island Upgrade	2021/22
22	Colinton Road - at Craiglockhart Park, and at Lockharton Crescent, and at Little Monkeys Nursery	0.606 0.379 1.927	Various Options to be Considered	2021/22

Reference	Location	Adjusted PV2	Crossing Type	Estimated Construction Year
23	Telford Road - at Forthview Terrace, and at Telford Place	0.553 0.505	Refuge Island Upgrades	2021/22
24	Gilmerton Dykes Street - at Bus Terminus	0.490	Refuge Island	On Hold
25	Pilrig Street - at Cambridge Avenue	0.320	Refuge Island	On Hold
26	Torphichen Street - at existing drop crossing near corner	0.402	Various Options to be Considered	On Hold
Pedestrian Crossing Improvements - Upcoming Proposals				
27	Whitehill Road - east of Lawhouse Toll	0.319	Various Options to be Considered	2021/22
28	Clermiston Road - at Clerwood Park	0.329	Various Options to be Considered	2021/22
29	Grassmarket - at existing zebra crossing	4.708	Signalised Crossing	2021/22
30	Queensferry Road - east of Buckingham Terrace, and at Blinkbonny Crescent steps	1.469 0.561	Signalised Crossing / Various	2021/22
31	Gorgie Road - east of Number 511, and at Chesser Court	2.855 2.639	Signalised Crossing / Various	2021/22
32	Moredun Park Road - adjacent to school and library	0.771	Various Options to be Considered	2021/22
33	Newcraighall Road - at Fort Kinnaird roundabout east leg, and at west leg, and at Craigmillar Community Arts	1.308 1.458 0.662	Signalised Crossing / Various	2021/22
34	Albany Street - at Dublin Street	0.681	Various Options to be Considered	2021/22
35	Longstone Road - at Longstone Gardens	0.624	Various Options to be Considered	2021/22
36	Saughton Road North - south of WhinPark Medical Centre	0.310	Refuge Island Upgrade	2021/22
37	Ferry Muir Road - between Tesco and Shell garage	0.579	Various Options to be Considered	2021/22
38	Annandale Street - north west roundabout arm	0.332	Various Options to be Considered	2021/22
39	Chapel Street - at West Nicolson Street	4.143	Signalised Crossing	2022/23
40	Crichton Street - at George Square	0.456	Various Options to be Considered	2022/23
41	Liberton Brae - at Orchardhead Road and Tower Mains junction	0.448	Various Options to be Considered	2022/23
42	Duddingston Park - at Durham Place Lane	0.589	Refuge Island Upgrade	2022/23
43	Colinton Mains Drive - between Oxfangs Road North and Colinton Mains Garden	0.442	Various Options to be Considered	2022/23
44	Learmonth Terrace - at Queensferry Road	0.694	Various Options to be Considered	2022/23
45	Comiston Road - north of Riselaw Crescent	0.526	Refuge Island Upgrade	2022/23
46	Henderson Row - east of Saxe Coburg Terrace	0.339	Various Options to be Considered	2022/23

Reference	Location	Adjusted PV2	Crossing Type	Estimated Construction Year
47	Peffermill Road - adjacent to hockey fields	1.322	Signalised Crossing	2022/23
48	Regent Steps - at Abbeyhill/Abbey Mount	0.707	Various Options to be Considered	2022/23
49	Westerhailes Road - at Calder Drive	1.624	Signalised Crossing	2022/23
50	Trinity Crescent - at York Road	0.413	Various Options to be Considered	2022/23
51	Milton Road West - between Duddingston Avenue and Southfield Terrace	0.336	Refuge Island Upgrade	2023/24
52	McDonald Road - at Broughton Road	0.412	Various Options to be Considered	2023/24
53	Dublin Street - at Drummond Place	0.313	Refuge Island Upgrade	2023/24
54	Slateford Road - east of Primrose Terrace	0.325	Various Options to be Considered	2023/24
55	McDonald Road - adjacent to school gate	0.549	Various Options to be Considered	2023/24
56	Tipperlinn Road - at Morningside Place	0.749	Various Options to be Considered	2023/24
57	Lauriston Place - at Heriot Place	3.312	Signalised Crossing	2023/24
58	Commercial Street - near to Cromwell Place	0.567	Various Options to be Considered	2023/24
59	Craighall Road - at Craighall Avenue, and near Craighall Terrace	0.943 0.573	Various Options to be Considered	2023/24
60	Whitehouse Road - at Barnton Grove junction	2.282	Signalised Crossing	2023/24
61	Gracemount Avenue - at Lasswade Road	1.646	Signalised Crossing	2023/24
62	Dean Bridge - at Bells Brae and planter	3.906	Signalised Crossing	2023/24
63	Leven Street - north of Glengyle Terrace	4.727	Signalised Crossing	2023/24
64	Abercromby Place - near to Dublin Street	1.466	Signalised Crossing	2024/25
65	Inverleith Place - at Arboretum Road	2.409	Signalised Crossing	2024/25
66	Newhaven Road - at Dudley Gardens and at Summerside Place	0.403 0.377	Various Options to be Considered	2024/25
67	Drum Street - at Ravenscroft Street	0.456	Various Options to be Considered	2024/25
68	Eastfield Road (Airport) -between Moxy Hotel and Stantec	0.419	Various Options to be Considered	2024/25
69	Morningside Park - at Morningside Road	0.311	Various Options to be Considered	2024/25
70	Falcon Avenue - at Morningside Road	0.547	Various Options to be Considered	2024/25

Reference	Location	Adjusted PV2	Crossing Type	Estimated Construction Year
71	Duddingston Crescent (Milton Road) - at Park Avenue	0.321	Various Options to be Considered	2024/25
72	Bellevue Place - at B901 Bellevue	3.632	Signalised Crossing	2024/25
73	St Colme Street - at Ainslie Place	6.188	Signalised Crossing	2024/25
74	Ferry Road - at Monmouth Terrace	2.742	Signalised Crossing	2024/25
75	East London Street - adjacent to St Mary's RC Primary School	1.812	Signalised Crossing	2024/25

Appendix 2
Other Planned Pedestrian Crossings

Location	Crossing Type	Means of delivery
The Loan, South Queensferry	Signalised crossing	Queensferry High Street Public Realm Scheme
Marchmont Road at Marchmont Crescent junction	Signalised crossing	Active Travel Marchmont to King Buildings
Candlemaker Row at George IV Bridge	Various crossing improvements being considered.	Active Travel Meadows to George Street
Old Dalkeith Road between Inch Park and Bridgend Community Centre	Signalised crossing	Active Travel Bioquarter to Dalkeith Road
Gilmerton Road at Aldi	Various crossing improvements being considered.	Capital Maintenance Scheme
Bernard Terrace at St Leonard's Street	Zebra crossing	South East Locality
Queensferry Road, Kirkliston	Signalised Crossing and Footway Widening	Section 75/ Capital Maintenance Scheme
Newbattle Terrace at Falcon Gardens	Signalised Crossing	Section 75/ Capital Maintenance Scheme

Appendix 3 Consultation Results

3.1 Corstorphine Road - Consultation Responses

A public consultation was carried out on the proposed signalised crossing on Corstorphine Road, east of Kaimes Road. Members of the public within the vicinity of the project were invited to take part in this consultation, as well as statutory consultees. The results can be found below.

Respondent	Number
Local Resident	133
Local Business	25
Edinburgh Access Panel	1
Totals	159

Response to comments raised during the consultation period -

1. Why are you building this crossing?

Following a request for a pedestrian crossing facility, Corstorphine Road east of Kaimes Road was surveyed through the priority system approved by the Council's Transport, Infrastructure and Environment Committee on 28 July 2009 that was developed to evaluate locations and the crossing type most suitable for each location.

The base data which is used to assess if a location is suitable for a crossing is known as the PV2 value. This is a nationally recognised value that indicates the number of passing vehicles and crossing pedestrians. Pedestrian and vehicle counts are taken over the peak hours of a week day, from 7am to 10am and 3pm to 6pm, and avoiding school holidays or any other factors which might cause an abnormal result.

This base PV2 value is then adjusted to take account of local factors such as the age of those crossing, the composition and speed of passing traffic, the road width, the number of pedestrian accidents and the presence of nearby trip attractors such as schools, doctors' surgeries, shops etc.

It met the Council's criteria for a signalised crossing facility and was approved by the Council's Transport, Infrastructure and Environment Committee on 9 February 2010. The delivery of the pedestrian crossing facility was put on hold while exploring potential funding from a nearby development, and latterly it's potential integration with a larger active travel scheme.

2. Can the crossing be a toucan crossing?

The proposed puffin crossing facility will be delivered by the Council's Road Safety team having met the approved criteria for this type of facility. Our colleagues in the Active Travel team have longer term proposals for Corstorphine Road, which would involve upgrading the crossing facility to a toucan crossing. For more information, please contact activetravel@edinburgh.gov.uk.

3. Can segregated cycle lanes be provided along Corstorphine Road

Improving cycling facilities along Corstorphine Road falls under the proposals being progressed by the Council's Active Travel team. More information is available by contacting activetravel@edinburgh.gov.uk.

4. Can the steps at Traquair Alley be removed and replaced with a ramp?

Unfortunately, this is outwith the scope of the proposed signalised crossing scheme. The Council's Active Travel team are exploring this in line with plans to upgrade the puffin facility to a toucan in the future.

5. Can yellow boxes be installed at Kaimes Road, the entrance and exit to Silvan House, and 235 Corstorphine Road?

The implementation of yellow boxes at each of the requested locations will be considered as part of the detailed design process.

6. The access to 235 Corstorphine Road will lose the right turning lane, can additional marking be installed to ease this?

This will be considered as part of the detailed design process.

7. Can a right turning lane be installed at the bottom of Kaimes Road?

The implementation of a right turning lane will be considered as part of the detailed design process.

8. Can the island at Kaimes Road remain to preserve space for turning vehicles and cyclists?

The removal of the existing island near to Kaimes Road is necessary to facilitate the proposed build out to reduce the width of the signalised crossing. Its removal is also required to allow for the Active Travel teams proposed cycling improvements.

9. Will the crossing be responsive to pedestrians and cyclists or will there be a long delay?

As a pedestrian crossing facility, traffic will only be stopped when there is the demand to cross. In response to the volume of traffic on Corstorphine Road, the equipment uses a detector to measure traffic on approach to ensure both crossing demand is addressed in a timely manner and that traffic flow is not excessively impeded.

10. Can contrasting tactile paving be used?

A request was made for a contrasting colour - preferably red – to be used for the tactile paving. The Edinburgh Street Design Guidance for tactile paving states that the colour should be of a contrasting grey colour and that red & buff may be used only in exceptional circumstances if there is a special requirement. Within asphalt surfacing this should be light grey; in flagged areas this should be charcoal grey. This will be considered as part of the detailed design process.

11. Can the latest technology for the crossing be used, e.g. rotating cones?

Tactile cones to assist blind or partially sighted pedestrians will be fitted as standard to this crossing.

12. Will the noise of the beeping be disruptive?

The audio will be switched off between the hours of 23:00 and 06:00.

13. Will the new crossing slow traffic and increase congestion?

The Council's Local Transport Strategy expresses a policy of Edinburgh putting pedestrians first, which is complemented by the Council's Street Design Guidance, whose underlying philosophy is the role of a streets as a place for walking, cycling and as social spaces should be given much more prominence in the design process, reflecting the way communities live and interact.

Further information on the Edinburgh Street Design Guidance can be found at the link below:
<http://www.edinburgh.gov.uk/streetsdesign>

14. Will the new crossing not worsen pollution and air quality?

Our pedestrian crossing programme stems from the premise of improving road safety. It is also key in promoting accessibility and to support/encourage journeys made on foot. An overarching objective would be to positively impact air quality issues across the city by encouraging more people to travel actively, a vital part of that is making it safer and more convenient to do so.

15. Can Corstorphine Road be reduced to 20mph?

The final 20mph network was approved by the Transport and Environment Committee on 13 January 2015. In developing the network, a consistent approach was applied across the city using a set of criteria to establish a network of 20mph streets in the city centre, main shopping and residential streets while retaining a strategic network of roads at 30 and 40 mph on key arterial routes, such as Corstorphine Road.

The introduction of the citywide 20mph network is a major project for the Council, taking in a high percentage of streets. It is likely that as a result of surveys, monitoring and public feedback, there will be some post implementation adjustments. This may involve further changes to speed limits, both within 20mph zones and possibly on some strategic routes which have retained higher speed limits. Comments raised through this consultation in relation to a reduction to 20mph will be recorded as part of this review.

16. There is greater demand for a pedestrian crossing facility at Pinkhill

If you would like a specific location assessed for pedestrian crossing facilities, please send the details of the location to transport.roadsafety@edinburgh.gov.uk and an officer will contact you.

17. Can the crossing be installed on the west side of Kaimes Road?

The proposed crossing location was identified during the assessment process. It will cater to the pedestrian demand from Silvan House and Traquair Alley, in addition to supporting the Active Travel teams proposals.

18. Should the crossing not encompass South Lodge and Kaimes Road?

Corstorphine Road was the location surveyed that met the Council's criteria for a signalised crossing facility. The inclusion of additional junctions is therefore outwith the remit of the scheme.

19. Is this not too close to the existing crossing at the zoo?

In the interests of safety and to permit traffic flow, we do not generally install signalised pedestrian crossing facilities within 100 metres of each other. The existing signalised crossing, adjacent to Edinburgh Zoo, is approximately 200 metres from the site of the proposed crossing facility.

20. Can continuous footpaths should be added across the entrance and exit to Silvan House?

This is outwith the scope of the proposed pedestrian crossing installation.

21. Why are you narrowing two running lanes into one?

The proposed design does not reduce the number of running lanes. Two lanes in each direction will remain.

3.2 West Granton Road - Consultation Responses

A public consultation was carried out on the proposed pedestrian refuge island on West Granton Road, east of Granton Mains East. Members of the public within the vicinity of the project were invited to take part in this consultation, as well as statutory consultees. The collation of responses is currently ongoing

Respondent	Number
Local Resident	11
Police Scotland	1
Total	12

Appendix 4 – Pedestrian Crossing Assessment Process

