

Report to Norwich highways agency committee
19 September 2013
Report of Head of city development services
Subject Proposed Hall Road zebra crossing

Item

8

Purpose

To consider results of the consultation on the proposal to introduce a zebra crossing outside No.10 Hall Road and to agree that the scheme should be implemented.

Recommendation

Members are recommended to;

1. Note the results of the consultation
2. Ask the head of city development to complete the necessary statutory processes associated with the installation of the zebra crossing as shown on plan number 13/HD/35/02/B and arrange for the scheme to be implemented.

Corporate and service priorities

The report helps to meet the corporate priority of a safe and clean city and the service plan priority to implement the Local Transport Plan and Norwich Area Transportation Strategy.

Financial implications

£30,000 to be funded from the Local Transport Plan..

Ward/s: Town Close and Lakenham

Cabinet member: Cllr Stonard, cabinet member for environment, development and transport.

Contact officers

Linda Abel – Senior transportation planner 01603 212190

Joanne Deverick – Transportation & network manager 01603 212461

Background documents

Consultation responses.

Report

1. The need for a pedestrian crossing on Hall Road south of Queens Road is identified and is currently 2nd priority in the transportation small to medium scale pedestrian crossing priority list. The aim of the project is to deliver a scheme that aids pedestrians crossing Hall Road to the south of Queens Road with a particular focus on those accessing the retail businesses in the area.
2. The Department for Transport's criteria on deciding the most suitable option of crossing (including number of pedestrians crossing in this area, number of vehicles and traffic speed) was considered. A zebra was considered the most appropriate option which would also be in keeping with the other three existing zebra crossings on Hall Road.
3. The notice of intent to install a zebra crossing on Hall Road outside No.10 was advertised in the local press and on street on Thursday 8th August 2013 and local frontagers and stakeholders were consulted. The consultation plan is attached as appendix 1. The consultation period ended on Friday 30th August.

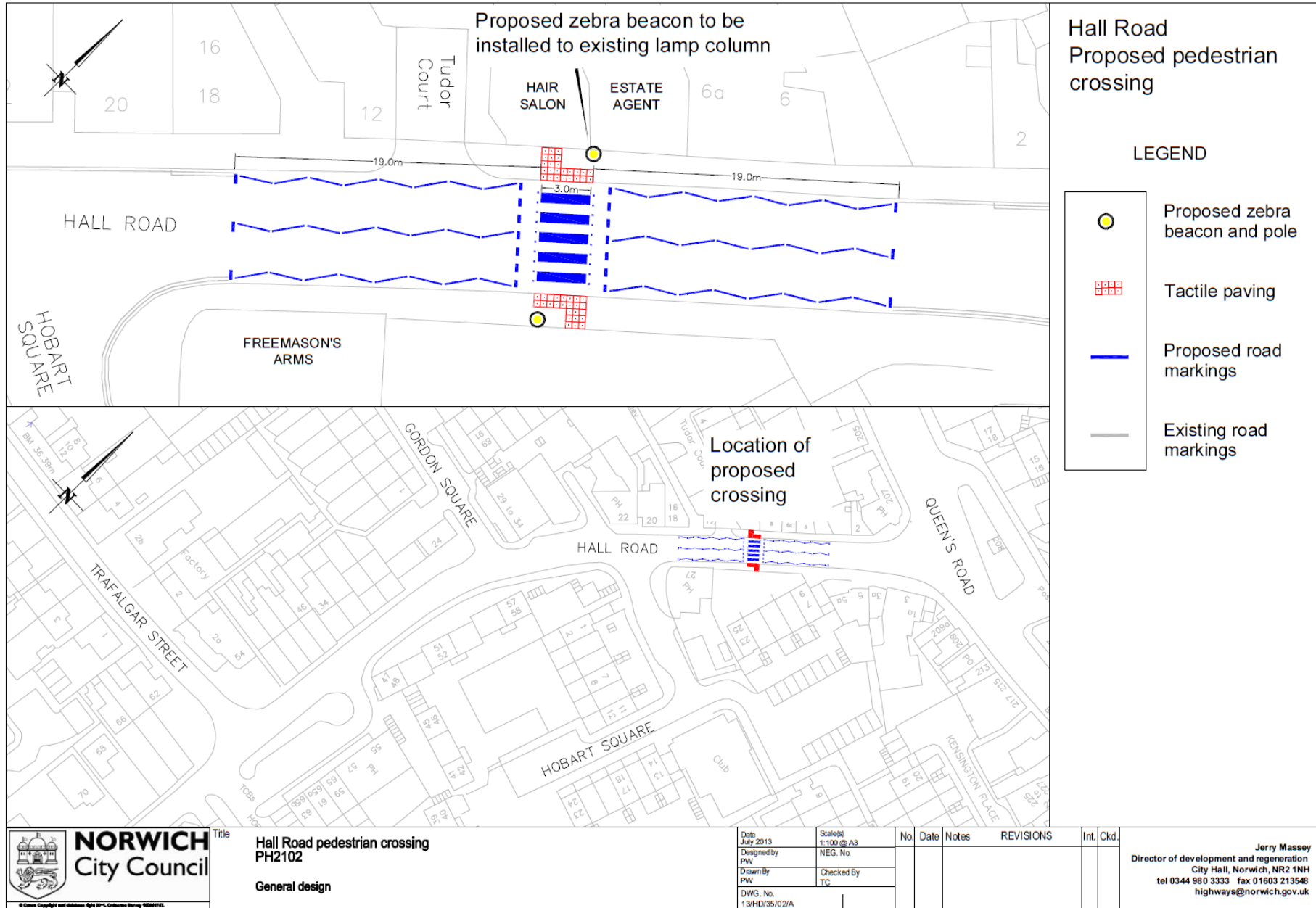
Consultation response

4. Four responses have been received from the consultation. One in agreement with the proposal and three objections.
5. The Secretary of the local residents association sent an email expressing pleasure that this crossing is to be installed and agreed with the positioning. It was also stated that concerns with crossing this section of road have been frequently mentioned.
6. The owner of No.6 Hall Road, Golden Fish Bar, commented that he did not believe there was a need for a crossing at this location and was concerned with the negative impact on his business due to the removal of most of the loading facility outside and the loss of evening parking for his customers.
7. The Chief Executive Officer of The Norfolk and Norwich Association for the Blind stated that "zebra crossings are not in the least bit suitable for the blind or visually impaired" and "I take the view that installing zebra crossings anywhere – let alone a complex medieval city like Norwich – represents a failing in the corporate duty of care because it leaves the vulnerable and disabled ill-served and in an unsafe position". He expressed a desire for no crossing to be installed rather than a "sub-optimal" zebra and considers a pelican crossing would be suitable.
8. The managers of the Kings Arms public house, 22 Hall Road are concerned for the safety of the crossing, congestion it will cause and loss of loading and parking for nearby shops. It is felt that congestion will increase at the junction with Queens Road at peak times and during home matches of Norwich football club. They believe that traffic travels too fast from Queens Road and loading and parking for the nearby shops will be displaced to outside their Public House. they suggest the junction of Queens Road with Hall Road is converted to a traffic signalled junction, which would "ease" traffic concerns and be "much safer and fairer for everyone".

Officers comments

9. The comments received from the local residents association in agreement with the proposals are welcome.
10. A crossing is needed in this section of Hall Road. We have received many requests for this location and recent surveys indicated that the number of people crossing and the time taken to find a suitable gap in traffic was considerable. In order to address the concern of loss of road side loading and evening parking outside the local shops, it is proposed to reduce the length of parking restrictions (zig zag markings) on the downstream side of the zebra in front of the local shops. The existing area proposed for the Zebra crossing is mainly double yellow lines with a 20m length of single yellow line (no parking Mon – Sat, 8am till 6:30pm.) outside the shops. The new proposal will retain 14m of this single yellow line. This is considered safe as there will still be sufficient restrictions to provide visibility for pedestrians and drivers Initial discussions with the Project Engineer for road safety at Norfolk County Council has confirmed this approach is acceptable. The amended proposals are detailed on Plan No.13/HD/35/02/B-- attached as appendix 2.
11. The objection received from the Chief Executive Officer of the NNAB indicates that the organisation believes zebra crossings do not give any benefit to the blind or visually impaired and in effect they make the road environment more dangerous for them. However zebra crossings are used nationally and are a very effective form at giving pedestrians priority at many locations. The design of the proposed crossing conforms to the recommendations of the Department for Transport with the provision of tactile paving, beacon with the more conspicuous 'zebrite' halo attached and associated road markings. This is the national guidance which considers all road users with and with out disabilities.
12. The NNAB would prefer to see a signalled crossing at this location, or no crossing at all. The volume and speed of traffic, and the number of pedestrians crossing would not justify a signalled crossing and as the support for the proposals from the local residents group shows, many people will benefit from a zebra crossing at this location.
13. Officers have tried contacting Royal National Institute of the Blind to understand if this complete opposition to a zebra crossing is representative of all blind people. However the RNIB does not have a published policy on the general use of zebra crossings and wanted to charge for advising on the suitability of a crossing on Hall Road. As the proposals conform exactly to DfT standards officers considered that the charge could not be justified
14. In considering the objection from the Kings Arms public house it is necessary to consider that road safety is often improved by vehicles slowing down or queuing at junctions. Slow traffic is always beneficial. If traffic is already queuing for the junction then the crossing will not add to this. A recent survey of traffic speeds in this section of Hall Road, mid morning when traffic is free flowing has shown the average speed of traffic travelling city bound as 23.2mph and the average speed of traffic travelling outbound as 23.5mph. These speeds are not considered inappropriate for the installation of a zebra. The crossing has also been positioned 50m south of the junction with Queens Road so that traffic will not back up and cause problems at the junction. The suggestion of changing the Queens Road junction to signal control would not help with road safety, If a signalled junction was installed, the help in

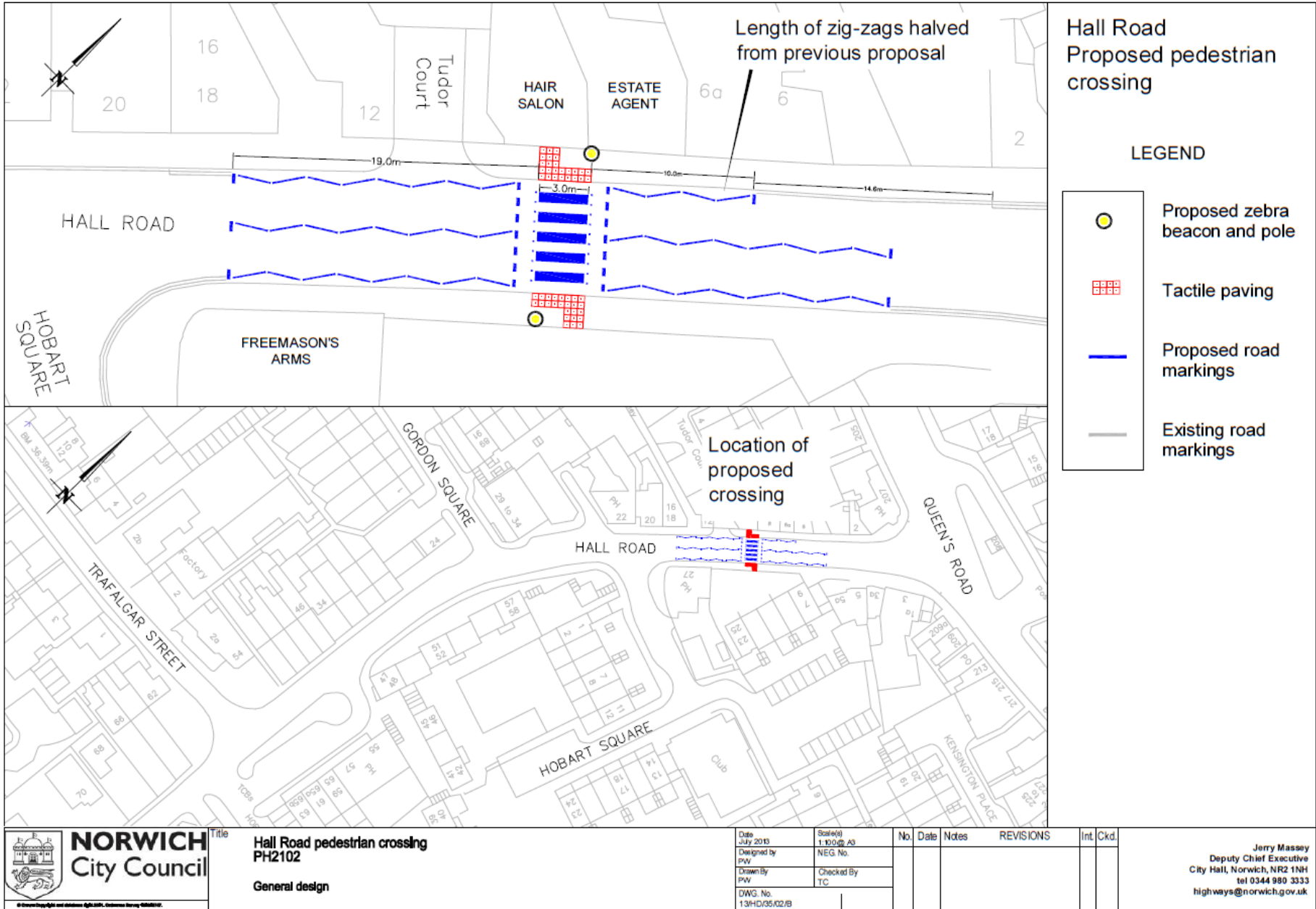
turning right at the junction with Queens Road would encourage drivers to use Hall Road as a rat run and traffic would increase. In the last five years there has been one recorded personal injury collision at this junction, a vehicle was hit in the back whilst waiting to turn right into Hall Road. Traffic lights would also add delays on the Inner Ring Road which is not acceptable. The concerns for lack of on street loading and evening parking can be addressed as detailed in paragraph 10 above



Title
Hall Road pedestrian crossing
PH2102
General design





Date	July 2013	Scales	1:100 @ A3	No.	Date	Notes	REVISIONS	Int.	Ckd.
Designed by	PW	NEG. No.							
Drawn by	PW	Checked By	TC						
DWG. No.	13/HD/35/02/A								

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Hall Road
Proposed pedestrian
crossing

LEGEND

-  Proposed zebra beacon and pole
-  Tactile paving
-  Proposed road markings
-  Existing road markings



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July 2013	1:100 @ A3						
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13/HD/05/02/B							

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