

Report to Norwich highways agency committee

12 June 2014

Report of Head of city development services

Subject End of life signalled crossings – Options for 3 sites

Item

7

Purpose

To seek approval to consult on proposals to replace end of life signalled crossings on Earlham Green Lane, Bowthorpe Road and Ber Street.

Recommendations

That the committee:

- (1) approves in principle the proposals to
 - (a) Upgrade the Earlham Green Lane pelican crossing to a toucan crossing
 - (b) Remove the pelican crossing on Bowthorpe Road and replace it with a zebra crossing
 - (c) Remove the pelican crossing on Ber Street and replace it with a pedestrian refuge and associated kerb build out.
- (2) asks the head of city development services to carry out public consultation on the proposals and to progress the statutory procedures associated with advertising legal orders and notices that are necessary for implementation of the proposals.

Financial consequences

The majority of the costs associated with these changes will be funded by the traffic signal replacement budgets. Details of the costs of each change are given in the report.

Corporate objective / Service plan priority

The scheme helps to meet the corporate priority 'A safe and clean city' and the service plan priority to implement the Local Transport Plan.

Wards: Mancroft, Wensum, University and Bowthorpe

Cabinet member: Cllr Stonard – Environment, development and transport

Contact Officers

Joanne Deverick Transportation & network manager
t: 01603 212461 e: joannedeverick@norwich.gov.uk

Background documents

Feasibility reports

Background

1. At your meeting in July 2013 you resolved to agree the principle that when any signalled crossing is due for refurbishment, consideration is given to replacing the signalled crossing with an alternative facility such as zebra crossing or pedestrian refuge where pedestrian numbers and traffic levels are suitable and subject to the approval of the committee
2. There are 3 locations in the city where existing pelican crossings are now due for refurbishment as the signal equipment is obsolete. These are Earlham Green Lane by Earlham Grove, Bowthorpe Road outside the Norwich Community Hospital and Ber Street by Horns Lane. Assessments have been carried out at each of these locations and recommendations have been made for each site.

Earlham Green Lane by Earlham Grove

3. The existing pelican crossing on Earlham Green Lane is situated approximately 20m southeast of the crossroad junction with Earlham Grove and Hutchinson Road. Surveys undertaken in January 2014 show that on an average day 647 people use the crossing between 7am and 7pm, of these 306 are adults (47%), 166 are escorted children (26%), 92 are unaccompanied children (14%), 68 are cyclists (68%), 14 are elderly (2%) and 5 are disabled (1%). The crossing use was at its heaviest between 3pm and 4pm when 172 people used it.
4. The speed limit on Earlham Green Lane is 30mph. Of the just over 10,000 vehicles a day that use this section of road only around half complied with the 30mph limit; the 85th percentile speed is approx. 35.5mph. There have been 8 recorded injury accidents in the last 6 years in the vicinity of the junction, of these 2 occurred on the crossing itself.
5. The existing numbers using the crossing and the relatively high approach speeds suggests that a signalled crossing at the location is the most appropriate form of crossing. Given the existence of a cycle track on the south west side of Earlham Green Lane and the numbers of cyclists using the crossing it is recommended that the signalled crossing be upgraded to a Toucan crossing and that a short stretch of footpath on the corner of Earlham Green Lane / Earlham Grove is converted to pedestrian / cyclist shared use.
6. In addition to these measures it is proposed to remove the existing pedestrian refuge to the northwest of the junction that is of a substandard width and lightly used. This will allow the radius into Hutchinson Road to be tightened and a speed table provided across the junction to help the continuity of the cycle track on Earlham Green Lane.
7. A plan showing the proposals is attached as appendix 1

8. The £61k cost of converting the existing crossing to a Toucan crossing will be met from the signal replacement programme. The additional works to remove the refuge and amend the junction with Hutchinson Road at a cost of £14k will be funded through the Local Transport Plan budget

Bowthorpe Road outside the Norwich Community Hospital

9. The existing pelican crossing on Bowthorpe Road between Farrow Road and Merton Road is situated between the Norwich Community Hospital and the Julian Hospital. Surveys undertaken in January 2014 show that on an average day 409 people use the crossing between 7am and 7pm, of these 282 are adults (69%), 27 are escorted children (7%), 77 are unaccompanied children (19%), 3 are cyclists (1%), 18 are elderly (4%) and 5 are disabled (1%). The crossing use was at its heaviest between 8am and 9am when 78 people used it. On site observations suggest that there is almost no movement between the 2 hospitals themselves.
10. The speed limit on Bowthorpe Road is 30mph. Just over 7,500 vehicles a day that use this section of road; the average speed is 27.5mph and the 85th percentile speed is 33mph. There have been 2 recorded injury accidents in the last 6 years in the vicinity of the crossing, 1 of these involved a pedestrian who used crossed on a red man signal.
11. The data for this site suggests that a zebra crossing would be suitable. The proportion of elderly and disabled pedestrians is relatively low (4% and 1% respectively) and it is these groups who benefit most from a signalled crossing. The approach speeds are well within the tolerances for a zebra crossing, which suggest an 85th percentile speed of less than 35mph is acceptable. Zebra crossings are more responsive to pedestrian demand than signalled crossings and in the case of the recorded accident on the crossing; the onus would have been on the driver to stop for the pedestrian.
12. This site is due for surface dressing early in 2015/16 which will afford good skid resistance at the crossing. It is proposed that if this scheme is agreed then the crossing will be introduced at the same time as the surface dressing is carried out.
13. A plan showing the proposals is attached as appendix 2
14. The £30k cost of zebra crossing at this site can be fully funded from the signal replacement budget.

Ber Street by Horns Lane

15. The existing pelican crossing on Ber Street is situated 15m northwest of the Horns Lane junction. Surveys undertaken in January 2014 show that on an average day 137 people use the crossing between 7am and 7pm, of

these 102 are adults (75%), 3 are escorted children (2%), 8 are cyclists (6%), 16 are elderly (11%) and 8 are disabled (6%). No unaccompanied children used it, The crossing use was at its heaviest between 8am and 9am when 23 people used it.

16. The speed limit on Ber Street is currently 30mph. Just over 9300 vehicles a day use this section of road; the average speed is 26mph and the 85th percentile speed is 30.5mph. There has been 1 recorded injury accident in the last 6 years in the vicinity of the crossing, this did not involve a pedestrian
17. Ber Street will be included in the city centre 20mph speed restriction zone that is proposed as part of the Push the Pedalways project. It would therefore be opportune for this crossing point to also incorporate speed reducing measures.
18. The crossing provision most suited to this location given the numbers of pedestrians crossing and the need to reduce speeds is a pedestrian refuge. The low numbers of pedestrians crossing at this location do not justify the provision of a signalled crossing. Zebra crossings are not advised in areas where pedestrian flows are low, such as here, as drivers can get into the habit of ignoring them.
19. Ber Street is excessively wide at this point and it is possible to provide a build-out on the southwest side of the street as well as a pedestrian refuge. The removal of the zig-zags for the existing signalled crossing and provision of a build-out allowing pedestrians to see and be seen between parked cars, means that the existing pay and display bays on Ber Street can be extended, providing an additional 4 on-street parking spaces.
20. A plan showing the proposals is attached as appendix 3
21. The £32k cost of a pedestrian refuge and build-out can be fully met from the signal replacement budget.

Next Steps

22. It is proposed that public consultation is carried out on the 3 proposals and the legal orders necessary for each scheme are advertised. This consultation will involve local people as well as all relevant stakeholders, including the Norfolk and Norwich Association for the Blind. The results will be considered by a future meeting of this committee before a final decision on the future of these crossings is made





