

<b>Report to</b>	Norwich Highways Agency committee 20 July 2017	<b>Item</b>
<b>Report of</b>	Head of city development services	<b>8</b>
<b>Subject</b>	Dereham Road; East of Outer Ring Road Pedestrian Assessment	

### **Purpose**

To consider the assessment findings on the need for pedestrian facilities on Dereham Road to the east of the Outer Ring Road and note the recommendations.

### **Recommendation**

The committee is recommended to:

- (1) note the findings of the assessment as described in the report.
- (2) request that a further pedestrian count and crossing assessment is carried out 6-9 months after the completion of the Dereham Road roundabout works to understand if pedestrian movements approaching the new crossings have changed in number or routing.

### **Financial implications**

None

**Ward/s:** Wensum

**Cabinet member:** Councillor Stonard – Sustainable and inclusive growth

### **Contact officers**

Kieran Yates, Transport Planner 01603 212471

Bruce Bentley, Principal Transportation Planner 01603 242445

### **Background documents**

None

## **Background**

1. In January 2017 the meeting of the Norwich Highways Agency Committee (NHAC) approved a report summarising consultation findings and recommendations to implement works to improve the Dereham Road/Outer Ring Road roundabout.
2. The report noted that 18 representations asked for a signal controlled crossing for pedestrians and potentially for cyclists to be provided to the east of the roundabout on Dereham Road. However it was considered that there was insufficient demand for such a facility to be justified.
3. Representations made by local residents and ward councillors at the NHAC meeting asked that further assessment work be undertaken. This report summarises these findings and makes further recommendations.

## **Summary of assessment area**

4. The section of Dereham Road (A1074) considered in this assessment extends from the Outer Ring Road roundabout junction towards the Hotblack Road/Bowthorpe Road junction; approximately 730 metres in length. This area is identified on the plan attached as appendix 1, which also shows existing waiting restrictions in the area.
5. The speed limit for this section of Dereham Road is 30mph, the national default speed limit for urban roads, whilst the Outer Ring Road has a speed limit of 40mph. As part of the design proposals for the roundabout the Outer Ring Road speed limit in this location will reduce to 30mph.
6. Existing pedestrian facilities include the splitter island (a small pedestrian refuge) at the Outer Ring Road roundabout, and pedestrian refuge islands at the Waterworks Road / Dereham Road junction. There is no pedestrian phase at the Dereham Road/Hotblack Road/Bowthorpe Road signalised junction, however dropped kerbs and tactile paving are provided on all arms of the junction.
7. There are several bus stops located on Dereham Road used by high frequency buses to and from the city centre that serve adjacent residential areas.
8. Most of the road junctions in the study area are protected with waiting restrictions (double yellow lines), these intend to help road safety, keep pedestrian crossing points clear of obstructive parking and inter-visibility between vehicles.
9. Other significant roads that bisect the area are:
  - (a) Waterworks Road that has a priority junction (Give Way) with Dereham Road
  - (b) Hotblack Road that has a signalised junction with Dereham Road
  - (c) Bowthorpe Road that has the same signalised junction as above.
10. A number of residential roads also connect with Dereham Road, a footpath connects the Norwich Community Hospital to Dereham Road, and a foot/cycle path connects to Mile Cross / Marriott's Way via Maple Close / Sycamore Crescent.

11. The neighbourhoods either side of Dereham Road are predominantly residential, comprising a mix of suburban style housing near the ring road and become progressively more urban and terraced in nature towards the city.
12. There are three areas of green space; the woodland area on the south of Dereham Road to the rear of the hospital site, a recreation ground on the north side and the Earlham Cemetery that borders both Bowthorpe Road and Dereham Road. These attract dog walkers, parents with children and youths.
13. Other non-residential premises in the area include:
  - (a) Wensum Junior School on Waterworks Road/Turner Road
  - (b) Norwich Islamic Centre on Dereham Road/Bond Street
  - (c) Norwich Community Hospital on Bowthorpe Road
  - (d) Allotments either side of the Outer Ring Road accessed via Dereham Road.
  - (e) The former Earl of Leicester PH site remains undeveloped.

## **Observations**

14. A city council officer attended the assessment area on a weekday afternoon around the time when the Wensum Junior School day and other schools ended and parents were collecting children, then on a separate occasion around the early evening rush hour.
15. It was noted that pedestrian movements were very dispersed around the area, and that there was no discernible overall pattern of movement. Pedestrians were observed walking along most streets and crossing predominantly near to junctions.
16. The geography and road network of the local area means that most vehicular traffic movement is radial along Dereham Road/Waterworks Road/Bowthorpe Road and orbital on the Outer Ring Road. The river valley and the cemetery causes severance of pedestrian movement, and so cross town pedestrian routes are limited to available streets and paths such as via Sycamore Crescent to Mile Cross across the river valley, Waterworks Road to Winchomb Road and vice versa. For this reason most pedestrian crossing movement across this section of Dereham Road is limited to the following points (not in any order of priority):
  - (a) Hotblack Road/Bowthorpe Road junction
  - (b) Waterworks Road junction
  - (c) Winchcomb Road junction
  - (d) Outer Ring Road roundabout.
17. Overall traffic volumes were highest on Dereham Road, with queuing of outbound traffic back from the Outer Ring Road roundabout tailing back at time towards

Waterworks Road. Although the local area felt dominated by traffic, actual traffic speeds appeared to be well within the 30mph speed limit due to traffic congestion.

### **Road safety summary**

18. Road safety specialists at Norfolk County Council were tasked to assess the collision history for this section of Dereham Road, summary as follows:

Five year recorded injury accidents; to end of February 2017

- (a) 12 recorded collisions
- (b) None involved a pedestrian
- (c) Four collisions occurred at the Dereham Road/Hotblack Road junction
- (d) Four involved tail end collisions with slowing or stationary vehicles
- (e) Three collisions occurred to the west of Waterworks Road including tail end collisions and vehicle turning right from Winchcomb Road into the path of a motorcyclists passing queuing traffic, and an eastbound car overtaking a parked bus that collided with its offside rear.
- (f) One incident involved a bus braking sharply and passengers being injured.

Overall:

- (g) The accident rate over this section of Dereham Road (65) is roughly 1.3 times the national urban A-Class road figure of 50 collisions/100MVKM.
- (h) However this is a very short section and this can skew rate calculations somewhat.
- (i) There is no discernible pattern of accidents in terms of their location, circumstances or road users
- (j) It is unlikely that a local safety scheme study would be undertaken here as there don't appear to be any significant apparent highway factors implicated in the collisions which could be easily treated. If further information becomes available then we could certainly revisit this opinion.

19. It is important to note that none of the recorded accidents involved a pedestrian in this section of Dereham Road.

### **Pedestrian counts**

20. For this assessment, pedestrian counts and waiting times to cross Dereham Road were undertaken on a weekday morning (approx 8am to 9am) and afternoon (4pm to 5pm)

(a) west of Waterworks Road

(b) west of the Hotblack Road/Bowthorpe Road on Dereham Road.

(c) at the Dereham Road signalised junction with Hotblack Road and Bowthorpe Road

21. West of the signalised junction pedestrian crossing numbers were very low – in the region of 5 persons per survey period in each location, although wait times experienced by pedestrians could vary significantly depending on traffic volumes and speed.



22. Pedestrian crossing activity was greatest at the signalised junction, the busiest arm of the junction was east of the traffic signals, from near the bus stop to and from the cemetery (pedestrians crossing to and from Hotblack Road to Bowthorpe Road).

### **Assessment and recommendations**

23. Overall assessment and recommendations follow:

- (a) The very low numbers of pedestrians surveyed as detailed in the Appendix, and five year safety record of nil pedestrian involvement does not justify spending on further pedestrian crossing facilities in this location.
- (b) The planned 20 year replacement of traffic signals in the year 2024 at the Dereham Road/Hotblack Road/Bowthorpe Road junction will provide an opportunity to review whether pedestrian crossing facilities should be provided. Should other funding arise prior to this date, this junction upgrade could be considered sooner.
- (c) The provision of a signalised crossing on Guardian Road near Winchomb Road is likely to encourage more pedestrians to cross there than at the roundabout itself. This in turn could lead to changes in pedestrian behaviour on this section of Dereham Road to the East of the Outer Ring Road. Whilst it is unlikely that a pedestrian crossing facility will be justified in future it is recommended that a further pedestrian crossing assessment is carried out 6-9 months after the completion of the roundabout works. This will ensure that the scheme is fully bedded in with new desire lines established.
- (d) Should the development of the Earl of Leicester public house site come forward a pedestrian refuge island on Dereham Road could be explored as part of the developers obligations.

## Integrated impact assessment



**NORWICH**  
City Council

### Report author to complete

**Committee:** Norwich Highways Agency Committee

**Committee date:** July 2017

**Director / Head of service** Dave Moorcroft/Andy Watt

**Report subject:** Dereham Road East of Outer Ring Road pedestrian issues

**Date assessed:** June 2017

**Description:**

	Impact			
<b>Economic</b> (please add an 'x' as appropriate)	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
Finance (value for money)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Social</b> (please add an 'x' as appropriate)	<b>Neutral</b>	<b>Positive</b>	<b>Negative</b>	<b>Comments</b>
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Natural and built environment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pollution	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**Recommendations from impact assessment**

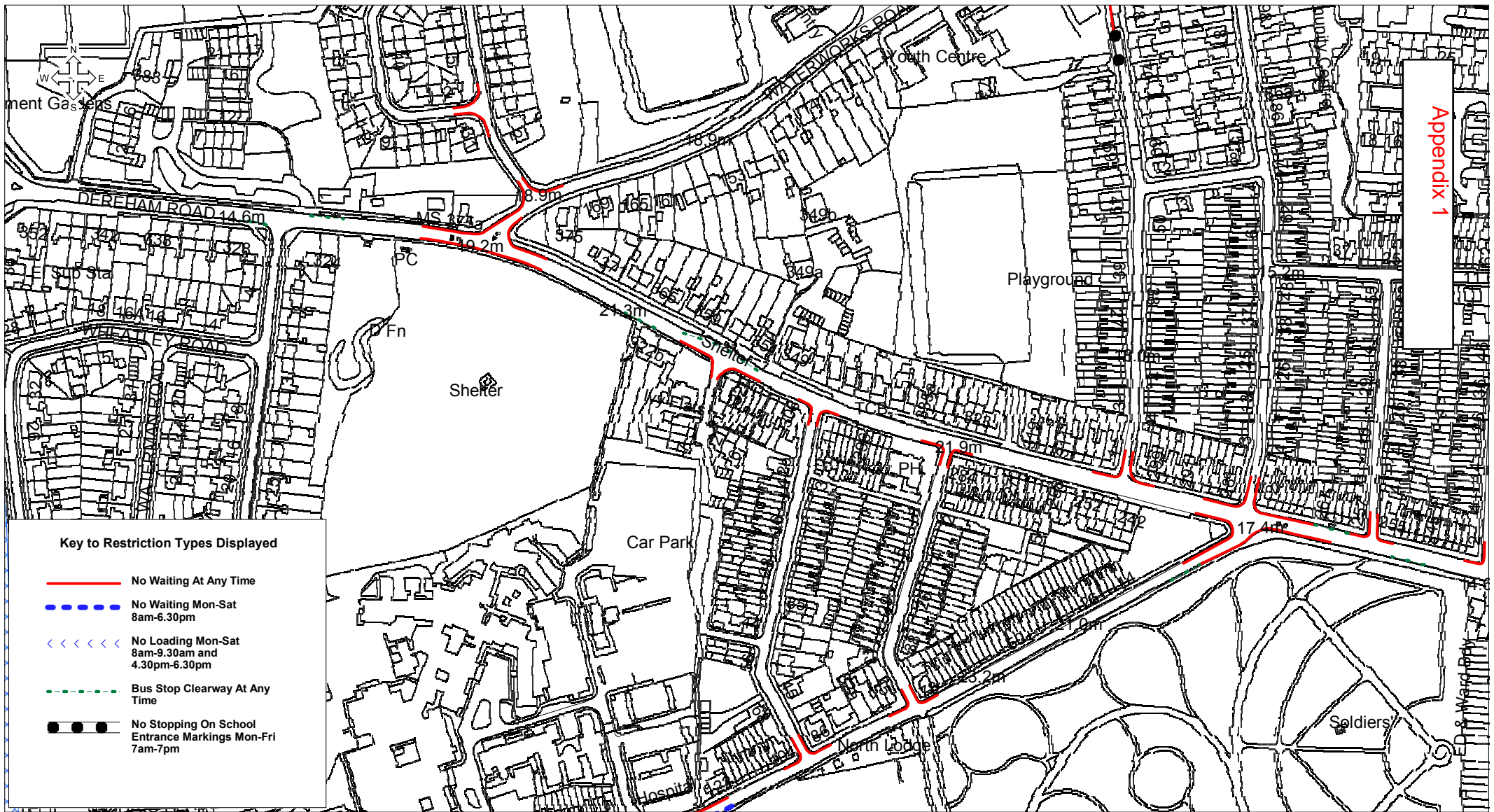
**Positive**

**Negative**

**Neutral**

**Issues**





2017 NHAC Dereham Road Location Plan (with existing restrictions)

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SCALE	1 : 3000
DATE	11/07/2017
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DRAWN BY	JG