

Report to Norwich Highways Agency committee

Item

21 September 2017

Report of Head of city development services

6

Subject Proposed Conversion of Three End of Life Signalled
Pedestrian Crossings

Purpose

To advise of the consultation results and request agreement to install three zebra crossings with associated works on Constitution Hill, Grove Road and Unthank Road.

Recommendation

To:

- (1) ask the head of development services to carry out the necessary legal process of advertising the proposal of replacing Constitution Hill signalised crossing with a zebra crossing on a raised table in the position of the existing signalised crossing, including removal of all pedestrian guardrail as shown on Plan No.16/HD/24/06. Consideration of comments received from the consultation to be delegated to the head of city development services in consultation with the chair and vice chair of this committee;
- (2) approve the replacement of Grove Road signalised crossing with a zebra crossing and associated road works as shown on Plan No.15/HD/31/02;
- (3) approve the replacement of Unthank Road signalised crossing with a zebra crossing and associated road works as shown on Plan No.16/HD/30/01.

Corporate and service priorities

The report helps to meet the corporate priority to provide a safe, clean and low carbon city and the service plan priority of implementation of the Transport for Norwich strategy..

Financial implications

£99,300 to be funded from the traffic signals upgrade programme

Ward/s: Nelson, Sewell and Town Close

Cabinet member: Councillor Stonard – Sustainable and inclusive growth

Contact officers

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Background documents

Constitution Hill pedestrian crossing assessment November 2015

Grove Road pedestrian crossing assessment July 2015

Unthank Road pedestrian crossing assessment July 2016

Report

Background

1. In accordance with the procedure agreed at the 18 July 2013 meeting of this committee (the Norwich Highways Agency committee (NHAC)) for end-of-life signalled crossings, pedestrian crossing assessments were undertaken for the crossings at Constitution Hill (by Ash Grove), Grove Road (by Victoria Street) and Unthank Road (by College Road). At each location, the pedestrian crossing assessment concluded that the most appropriate form of crossing to continue with was a zebra crossing.
2. For each location, outline designs were drawn up based on the recommendations of the pedestrian crossing assessments. Permission to advertise and consult on the proposals was obtained from Ward councillors and the chair and vice chair of NHAC.
3. For each location, the necessary road hump, crossing notice and traffic regulation order was advertised in the Eastern Evening News on 16 June 2017. Road notices were installed on site, local residents and businesses were written to and statutory transportation stakeholders notified. The consultation period ended on 11 July 2017, however responses were accepted until the end of July as a Sewell ward councillor was arranging a residents meeting at a later date.
4. The consultation documents can be found on the Norwich city council web site (<https://www.norwich.gov.uk/info/20193/consultations>).

Constitution Hill

5. The pedestrian crossing assessment was carried out in November 2015. It was informed by a pedestrian survey that had been carried out between 7am and 7pm on 7 July 2015. 502 pedestrians and cyclists were recorded crossing Constitution Hill in the area outside Sewell Park Academy, but only 139 of those crossing the road chose to use the existing signalised crossing.
6. The main pedestrian desire line, with most crossing activity was noted as 80m south of the existing pedestrian crossing. The majority of older children were observed crossing at gaps in traffic rather than using the push button call up. Younger children tended to use the crossing.
7. At present many pedestrians are choosing to cross unaided on this road but there have been no recorded personal injury accidents in the area in the last 5 years. Constitution Hill has a 20mph speed limit, moderate traffic flow (9950 vehicles a day) and generally small delays in waiting for a gap in traffic. It was for these reasons that the crossing assessment concluded that a zebra crossing would be the most appropriate form of crossing for this location. This would increase pedestrian priority and help those who have difficulty in assessing gaps in traffic. The zebra crossing is proposed to be installed on a raised table to further enhance the prominence of the crossing.
8. The advertised design for the replacement of the signalised crossing on Constitution Hill is shown in Appendix 2. As recommended in the pedestrian crossing assessment, the location of the new zebra crossing was proposed south of the existing crossing in

an area viewed to be the pedestrian desire line. In moving the crossing, the entrance to Ash Grove and Sewell College Academy would not be covered by the existing white zig zag markings, therefore new double yellow lines were proposed. The new zebra was proposed to be on a raised table to enhance the crossing and reduce traffic speeds.

Consultation results

9. A total of 17 responses to the consultation were received (3 of which were general for all three crossing consultations), of which 3 agreed with the proposed changes and 14 had concerns. A summary of all the responses received from the consultation on Constitution Hill are shown in appendix 1, including the survey independently conducted by Sewell councillors. The councillor survey had 36 responses, some of which had also responded independently.
10. The main issues raised are:
 - (a) The location of the crossing;
 - (b) The suitability of a zebra crossing;
 - (c) Traffic speeds on Constitution Hill.

The location of the crossing

11. Ten people and organisations responded to the consultation suggesting the crossing should remain in the same place. The reasons given were the existing crossing is near the pedestrian access to school and on direct route to school grounds to the east of Constitution Hill, pupils using a nearby local shop and connectivity to a new primary school to be built off Wall Road.
12. From the consultation carried out by Sewell councillors, 30 people indicated they thought the current crossing outside Sewell Park Academy should be retained and eight added comments that the crossing should remain in the same location.
13. From the consultation it is understood that since the crossing assessment, pedestrian access points to Sewell Park Academy may have changed, with the most northern access the only pedestrian access used from Constitution Hill. Sewell Park Academy has sport grounds on the east of Constitution Hill and pupils use these grounds for school lessons. The existing crossing is on the direct route to the sports fields and response received from Sewell Park Academy requested the crossing is left in the same location.
14. A local resident conducted their own pedestrian survey. In the three main times of pedestrian movement (school start, lunch and school end) it was found 66 people crossed at the existing crossing location and 46 between the crossing and Ash Grove (directly at the access into school). This gives 112 pedestrians crossing at or close to the existing crossing who would be likely to use a more reactive crossing such as a zebra in this location. South of Ash Grove, 106 pedestrians were recorded crossing Constitution Hill in different locations but mainly concentrated near Tillett Road junction (58).

15. To evidence this information, a further pedestrian survey will be carried out in September when Sewell Park Academy is open. The results of this survey will be available at the September meeting.

The suitability of zebra crossings

16. In the council consultation, three people agreed with the installation of a zebra and eight people and organisations objected. Of those objections, most were concerned that zebras would not be safe for children to use and some were concerned that zebras would be more difficult for people with disabilities to feel confident in their use.
17. From the consultation carried out by Sewell councillors, three people agreed with the installation of a zebra, but 11 were concerned with the safety of zebras.

Traffic speeds on Constitution Hill

18. Two people expressed concerns for traffic speeds on Constitution Hill and in the Sewell councillors' survey 11 people commented on non-compliance of the speed limit and the need to enforce.
19. This section of Constitution Hill is a signed only 20mph speed limit with no physical traffic calming. Traffic monitoring conducted in the week beginning 21 September 2015 recorded the average traffic speeds of around 28mph. This shows poor compliance with the 20mph speed limit. The average daily number of vehicles was recorded as about 9500 with a HGV percentage of 5%.
20. The southern section of Constitution Hill (south of De Caux Road) has traffic cushions installed. Interactive signs are installed either side of Sewell Park Academy entrances. These help to lower vehicle speeds.
21. The introduction of a zebra crossing should help reduce speeds as drivers will have to anticipate whether someone is likely to start crossing. The fact that it will be on a table further reduces speed and should improve compliance with the 20mph. restriction.

Stakeholder comments

22. Councillor Julie Brociek-Coulton instigated the separate consultation on the crossing proposals along with other ward councillors. Details of the survey results are included above and summarised in Appendix 1. Councillor Brociek-Coulton also gave a personal response requesting a signalised crossing is kept in the same position outside Sewell Park Academy.
23. Norfolk and Norwich Association of the Blind (NNAB) strongly objects to the removal of the signalised crossing. They state that signalised crossings give a clear message when it is safe to cross and are a vital aid to safe and confident navigation for visually impaired people (VIPs). They believe removing these crossings is a retrograde step and could stop VIPs from using the area.
24. Sewell Park Academy would like to see the crossing kept in the same location and to remain as a signal controlled crossing. The reasons stated were that the crossing is used for school children to get to school each day and is in the direct route for the journey between the two sites for the school.

Discussion

25. The public response and evidence supports installing the new crossing in the same location as the existing signalled crossing. This would mean a large number of pedestrians would possibly still choose to cross Constitution Hill unaided, but there is no evidence this has been unsafe in the past. The existing location does provide a crossing close to Sewell Park Academy pedestrian entrance to aid the more vulnerable pedestrian and is on route between the schools two sites.
26. If funding were available it would be an added benefit to consider installing an extra crossing further to the south near Tillett Road. This would accommodate pedestrians wishing to cross Constitution Hill in the lower section of this road and also pedestrians accessing Sewell Park. Aid in accessing Sewell Park was requested by some responses to the consultation. An additional crossing could further enhance compliance with the 20mph restriction. At the moment there are no further funds to pursue this suggestion, but it will be added to the list of requests for crossings for consideration when funds are available.
27. The NNAB, Norwich Access Group, Sewell Park Academy, Councillor Julie Brociek-Coulton and some residents are concerned about the safety of zebra crossings, especially for children and disabled pedestrians. There is no evidence that Zebra crossings are less safe for pedestrians. Evidence has shown the opposite, such as on St Andrews Street where the signalised crossing was replaced with a zebra crossing in 2008. Here, there were 8 recorded personal injury accidents recorded in the 5 years prior to the replacement and only 2 in the 9 years after. In other locations in the city where signalised crossings have been replaced with zebra crossings such as Ber Street and Bowthorpe Road, there have been no accidents recorded since their installation (September 2016 and April 2015 respectively).
28. The NNAB and Norwich Access Group are concerned for visually impaired people (VIPs) having a lack of confidence using a zebra crossing. With a signalised crossing they have the added benefit of either hearing the audio signal to tell them when to cross or feeling the rotating cone on the equipment. VIPs do not have the ability to see vehicles slowing down or achieving eye contact with the driver. However, in a residential, 20mph speed limit area, drivers should be more aware of pedestrians. Most VIPs would be able to hear the traffic and by standing at the kerb edge will give a clear message to drivers they wish to cross. The Highway Code says drivers must give way to pedestrians crossing. In the initial pedestrian survey carried out for the crossing assessment, 4% of pedestrians were classed as elderly and 1% were classed as disabled, which includes those that could be identified as VIPs, as well as those in wheelchairs and using walking aids. It is acknowledged that some VIPs are not easily detected, as they chose not to use a white stick or other aid, but these percentages are very low. It is not possible to justify the retention of a signalised crossing in this location for such a small percentage of users. In addition, given the very limited public funds available for highway works the most cost effective ways of providing suitable crossing facilities has to be found that will enable the installation and upkeep of acceptable crossings in as many necessary locations as possible.
29. It should also be remembered that zebra crossings have been used for many years both in the UK and in various formats across the world. Extensive research has been done by officers to find whether there have been studies proving the fears of the VIP community about the safety of zebra crossings for them. While it is acknowledged

that the use of zebra crossings may be more stressful for visually impaired people, no evidence has been found to suggest that they are less safe.

30. The Department for Transport recommend in their publication 'Local Transport Note 1/95 The assessment of pedestrian crossings' that zebra crossings are considered a suitable form of crossing provision in streets where traffic flows are moderate and 85th percentile vehicle speeds are under 35mph. Constitution Hill falls well within those thresholds.
31. The issue of traffic speed has been highlighted by many respondents to the consultation. The initial crossing assessment found the mean vehicle speed of around 28mph which is poor compliance within a 20mph speed limit. For this reason and to help slow traffic down, the zebra crossing is proposed to be installed on a raised table. This area is soon to be converted to a 20mph zone as part of the Magdalen Road area 20mph zone agreed at the March meeting of this committee. As the traffic speeds are higher than desirable, consideration will be given to install extra repeater signs and 20mph roundels on both approaches to the crossing.
32. If a zebra crossing on a raised table is to be located at the existing location of the signalised crossing, the legal procedure of advertising a road hump and crossing notice would need to be taken. Plan No.16/HD/24/06 shows details of a replacement zebra crossing in the location of the existing signalised crossing. The plan attached as Appendix 3 details these revised proposals

Grove Road

33. The pedestrian crossing assessment concluded the given the low vehicle speeds (average 19mph), moderate traffic flows (5040 vehicles per day) and that many pedestrians did not wait for the green man signal that most appropriate pedestrian crossing for this location was a zebra crossing.
34. The advertised design for the replacement of the signalised crossing with a zebra crossing on Grove Road is shown in Appendix 4. The crossing assessment recommends the new zebra should be located in the same position as the existing signalised crossing; therefore there are no proposed changes to existing parking restrictions on Grove Road.

Consultation results

35. Thirteen comments were received for the proposal for Grove Road. A summary of the responses can be seen in Appendix 1.
36. Including the general responses received for the consultation, six respondents approved the proposals and nine objected. The NNAB, Norwich Access Group and three residents were concerned for the safety of changing the signalised crossing to a zebra crossing. One resident thought it was a waste of resources and another thought that the proposal will not be good for the motorist. Norwich Conservatives and Norfolk Living Streets gave their support for the proposals.
37. The NNAB association strongly objects to the removal of the signalised crossing and guard railing. They state that light controlled crossings give a clear message when it is safe to cross and are a vital aid to safe and confident navigation for VIPs. They believe removing the guardrails takes away a clear aid to navigation and stops

vehicles mounting the kerb. Norwich Access Group supports the response from the NNAB.

Discussion

38. The pedestrian crossing assessment found that traffic flows are moderate (around 5000 a day) with low speed for this 30mph speed limit (average around 19mph). Five personal injury accidents were recorded in 6 years prior to the report for the area between Brazengate and Grove Avenue. Three of these included pedestrians and one was on the existing signal crossing when a pedestrian was crossing on a vehicle green phase.
39. A pedestrian survey carried out for the initial crossing assessment showed in a 12 hour period, 820 people crossed on the crossing and 225 crossed nearby. A record of the number of times the push button is activated in a 12 hour period reveals it is on average activated around 235 times, meaning only a quarter of pedestrians crossing at the signal crossing location activate the push button. This shows that with the low levels of traffic and speed, most people feel it is safe to cross the road unaided (840 out of 1,045). The proposed zebra crossing will be of greatest benefit to pedestrians, giving a priority to pedestrians which should help to attract those crossing in the vicinity but not on the existing crossing.
40. Some responders were concerned about the removal of the pedestrian guardrail. Railings can cause a barrier to pedestrians and can sometimes make it less safe if a pedestrian is stopped from walking onto the pavement. The railings also add to street clutter, reduce the width of available footpath and are expensive to install and maintain.
41. The NNAB response received for this consultation was similar to their response to the crossing on Constitutional Hill as above. In the survey 3% of pedestrians crossing at the existing crossing were recorded as elderly, 0.2% were classed as disabled, which includes those that could be identified as VIPs, as well as those in wheelchairs and using walking aids. For the reasons outlined above in paragraphs 28 to 31, these fears are not considered justified to retain a signalled crossing at this location.

Unthank Road

42. The pedestrian crossing assessment concluded that given the moderate traffic flows (9833 vehicles per day) and good compliance with the 30mph speed limit (average speeds 23mph) the most appropriate pedestrian crossing for this location was a zebra crossing. The advertised design for this is shown in Appendix 5. The crossing assessment recommends the new zebra should be located in the same position as the existing signalised crossing; therefore there are no proposed changes to existing parking restrictions on Unthank Road. The new zebra will be installed on a raised table to enhance the crossing and reduce traffic speeds.

Consultation results

43. Seven responses were received to the consultation. One from Ward Councillor Denise Carlo, one from the NNAB and five from residents. Including the general responses made to all 3 crossings, five responders objected to the crossing and five support the proposals, but three of these are concerned with traffic speeds and recent accidents in this location. A summary of the responses can be seen in Appendix 1.

Discussion

44. 314 pedestrians used the crossing in the 12 hour survey period and the average speed in the vicinity of the crossing was 23.2mph. Just under 10,000 vehicles are day use this section of Unthank Road.
45. The NNAB expressed a similar concern to this proposal as to the proposals for Constitution Hill and Grove Road (see above). In the survey 5% of pedestrians crossing at the existing crossing were recorded as elderly, 0.3% were classed as disabled which includes those that could be identified as VIPs, as well as those in wheelchairs and using walking aids. For the reasons outlined above in paragraphs 28 to 31, these concerns are not considered justified to retain a signalled crossing at this location.
46. Due to the concern for road accidents in the vicinity of the pedestrian crossing, a fresh assessment was carried out on the available accident data. None of the accidents recorded in the last five years involved a pedestrian, but there have been nine accidents, three of which stated "loss of control" and six involved two wheeled vehicles. Road safety officers from Norfolk County Council considered the data and concluded that the "out of control" accidents were not related to high speed but consequences of road users actions such as passing too close or turning into another's path. The proposal of installing the zebra crossing on a raised table will help to calm traffic which should help to reduce these incidences. It is not considered appropriate to install a 20mph speed restriction on this section of Unthank Road as there are no shops or other premises to attract extra pedestrian activity.

General comments to all three proposals

47. Three general comments were received to the proposals. One resident in agreement saying they were "an excellent idea". One from a resident who is a wheelchair user, objecting to the proposals, considering the changes will have a negative effect on people with disabilities. They expressed appreciation of the feeling of safety that comes with knowing traffic has stopped in response to the red light and the possibility that some people may feel excluded from the areas.
48. Norwich Access Group protested at the continuing removal of controlled pedestrian crossings around the city, stating that this is making life more dangerous and restricting independence. A serious disadvantage for a great number of people who are already facing extreme challenges.

Discussion

49. The two objections carry the same concerns as the response from the NNAB. In general people with disabilities find using zebra crossings not as reassuring as signalised crossings. This is understandable, but the Norwich transport network has to work for all pedestrians and as stated before, with the very limited resources of the highways budget, it is not possible to justify the retention of some signalised crossings. Each signalised crossing is assessed when it comes to the end of its life to find the most suitable crossing in accordance with current DfT guidance. This guidance takes into consideration traffic speeds and numbers, numbers of pedestrians and the percentage of vulnerable users, road safety and the road environment. The assessment also considers how the local environment and transport network has changed in the last 30 years since the crossing was originally

introduced. When many of the existing signalled crossings were introduced 20mph speed restrictions and traffic calming were not an option that could be considered. Creating an environment where motor vehicles are less dominant is far preferable for the majority of pedestrians across the city.

Conclusion

50. In consideration of the above it is recommended to install on:

- (a) **Constitution Hill**, a zebra crossing on a raised table in the location of the existing crossing as shown on plan No.16/HD/24/06 attached as Appendix 3. For this proposal a further hump and crossing notice would need to be advertised. It is suggested consideration of any comments is delegated to the head of city development services along with the chair and vice chair of NHAC. Also, consideration should be given when budget becomes available, to install a further zebra crossing to the south near the junction with Tillett Road.
- (b) **Grove Road**, a zebra crossing in the location of the existing signalised crossing as shown on Plan No.15/HD/31/02 attached as Appendix 4.
- (c) **Unthank Road**, a zebra crossing on a raised table, in the location of the existing signalised crossing as shown on Plan No.16/HD/30/01 attached as Appendix 5.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee: Norwich Highways Agency Committee

Committee date: 21/09/2017

Director / Head of service Andy Watt

Report subject: Three pedestrian crossings

Date assessed: 21/08/2017

Description: Three pedestrian signalised crossing on Constitution Hill, Grove Road and Unthank Road have come to the end of their lives and need to be replaced. An assessment of the suitability of each crossing has been undertaken and the recommended replacement crossings were consulted on. This report advises of the consultation responses received and recommends the installation of zebra crossings at each of the locations.

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The long term of the replacement of existing signal control crossings with zebra crossings will reduce maintenance liabilities.
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 checked="" type="checkbox"/>	<input type="checkbox"/>	
Financial inclusion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A zebra crossing gives preference to pedestrians over vehicles on the road and therefore encourages usage. This leads to more people using the crossing, increasing safety on the highway.
<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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Suitable pedestrian crossings encourage people to walk which is good for the health and well being of the individual.

	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	In areas where there are zebra crossings, drivers need to be more aware of pedestrians, which encourages consideration between different types of road user.
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A zebra crossing is usable by all road users, but some people with disabilities may find their use not as assuring as signal controlled crossings and feel they are not safe. However, this is not evidenced. Because the feeling of "not being safe" is real, this can limit the independent travel the person wishes to do. Training by specialists may be able to overcome this, but may not be available to all.
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The introduction of Zebra crossings in the three areas will reduce the amount of time pedestrians have to wait to cross, increase useage of the crossing and also reduce the time a vehicle has to wait each time. The priority to pedestrians will encourage more walking and reduce the number of short trips carried out in a vehicle.
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Street clutter will be kept to a minimum. Traffic signals and extensive guard railing will be removed.

	Impact			
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	In each case a zebra crossing has been assessed to be the best crossing solution for the location. These will cost less to install and maintain in the future than signposted crossings.
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There will be less standing time for motorists so less running time for vehicles. With the encouragement of walking, less short trips in a car will mean less exhaust fumes.
Sustainable procurement	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The zebra crossings will reduce the budget for signal replacement and maintenance in the future.
Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	As above, the zebra crossings help to prioritise pedestrian priority, encouraging walking and other forms of transport that cause less pollution.
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	All construction of the proposed installations will be risk assessed and dealt with as necessary.

Recommendations from impact assessment

Positive

The proposals are very positive for impact to most area except some disabled people who may benefit from seeking some expert training in using the crossings.

Negative

Some disabled people may not like the change and are concerned at using zebra crossings.

Neutral

Issues

A zebra crossing is usable by all road users, but some people with disabilities may find their use not as assuring as signal controlled crossings and feel they are not safe. Because the feeling of "not being safe" is real, this can limit the independent travel the person wishes to do. Training by specialists may be able to overcome this, but may not be available to all.

Responses to the consultation for the three pedestrian crossings.

Constitution Hill crossing

Constitution Hill responder	Object to replacement with zebra	Object to moving crossing	Comments	Officer comments
Resident	No	No	"a very sensible move"	Support welcomed
Resident	Yes		A light controlled crossing is far safer for pedestrians (mainly school students at this location), we have seen near misses on a zebra. Generally traffic travels too fast on Constitution Hill, the existing traffic calming does not work. Enforcement is needed on this 20mph especially at morning peak time.	A zebra crossing reduces waiting time for pedestrians and helps to assert pedestrian dominance. As the crossing will be quicker to use, young pedestrians will be more likely to use it, increasing safety. The proposed zebra will be installed on a raised table which will help speed enforcement.
Resident	Yes	Yes	Moving the crossing will serve no purpose, you are moving away from the shop which is used by pupils. The zebra crossing at the bottom of Constitution Hill is difficult to see, lights are safer.	The location of the crossing is discussed in the report. High visibility "zebrite type" beacons will be used at the new zebra crossing and will be seen from a suitable distance.
Resident	No	Yes	The existing crossing location is better as more direct route to new primary school and the scheme would be cheaper if a zebra was put in the same place. People do not use the crossing at the moment because they have to wait for the lights, this will change if it becomes a zebra.	The location of the crossing is discussed in the report.

Constitution Hill responder	Object to replacement with zebra	Object to moving crossing	Comments	Officer comments
Resident	Yes	Yes	The crossing needs to remain in the same location because it is near the school entrance, it is the route children take to the school grounds on the east site and the shop and would save tax payers money. The raised table is not needed as there is traffic calming on Constitution Hill. A signalised crossing is safer for children; there have been no accidents in the past.	The location of the crossing is discussed in the report. The proposed raised table helps to slow traffic and also gives prominence to the crossing. As above, zebra crossings are considered safe for children.
Resident	Yes	Yes	The crossing is used by school children and should stay where it is. A signalised crossing is safer for children, there have not been any accidents at this site.	The location of the crossing is discussed in the report. As above, zebra crossings are considered safe for children.
Resident		Yes	The crossing should remain in the same place. Pedestrian crossing survey undertaken and handed to officers.	The location of the crossing is discussed in the report.
Resident	No	No	A good idea and have no objections.	Support welcomed
Resident	Yes		There have been no accidents for years, why change things? If it is to save money it will be a shame if accidents increase..	The existing crossing signals have come to the end of their life. Consideration of past safety records is a useful assessment, but not the only consideration when deciding the type of crossing necessary in the present environment. Cost is taken into account but is not the reason for change.

Constitution Hill responder	Object to replacement with zebra	Object to moving crossing	Comments	Officer comments
Resident	Yes		The signal lights help drivers to emerge from Ash Grove. Traffic calming is needed on Constitution Hill. The new primary school will increase traffic and the need for parking.	Traffic on Constitution Hill will still be stopped by the zebra crossing, enabling vehicles to emerge from Ash Grove. The proposed raised table will act as traffic calming.
Resident		Yes	A signal crossing is safer for school children. The position of the existing crossing is correct for school children and it would be cheaper to put a zebra in the same place. The new proposed site would cause problems for residents accessing their properties.	The location of the crossing is discussed in the report. As above, a zebra crossing is considered safe for young pedestrians.
NNAB	Yes		The NNAB objects strongly to the removal of signalised crossings on this stretch of road. Light controlled crossings are an essential navigation aid for VIPs.	Please see report for response.
Sewell Academy	Yes	Yes	The current crossing is used by pupils coming to and from school and also to cross the road for P.E. lessons on our other site. The crossing should remain signal control and in the same location.	Please see report for response.
Cllr Brociek-Coulton	Yes	Yes	A signalised crossing should remain in the same place as the existing. With the new school on Wall Road it would be best to leave the crossing as it is until the school opens. A zebra would not be safe for the children because of traffic speeds on Constitution Hill.	Please see report for response.

Constitution Hill crossing continued

Survey conducted by Sewell councillors

Total 36 returns

	Number
Yes, remove crossing and replace with a zebra crossing	3
No, signalised crossing outside Sewell Park Academy should be retained	30
Comments:-	
Traffic speed is an issue	11
Signal crossings are safer	11
Existing crossing is in correct place	8
Another crossing at entrance to Sewell Park on Constitution Hill is needed	4
Leave the decision until the new primary school is open	3

Grove Road crossing

Grove Road responder	Objection to proposal	Comments	Officer comments
Resident	Yes	Will a zebra without pedestrian guardrails be safe for the visually and hearing impaired to use?	Concerns for pedestrians with disabilities are covered in the report.
NNAB	Yes	The NNAB objects strongly to the removal of signalised crossings on this stretch of road. Light controlled crossings are an essential navigation aid for VIPs. The same applies to the removal of the guard tiling, it is a vital and clear navigation aid to the crossing and stops vehicles mounting the pavement.	Please see report for response.
Norwich Access Group	Yes	This change would make it more difficult for disabled people since there is more discretion by drivers and partially sighted people usually cannot engage with the drivers directly. Supports NNAB response.	Concerns for pedestrians with disabilities are covered in the report.
Resident	Yes	Converting the crossing on Grove Road to a zebra seems a waste of time, energy and money. There is nothing wrong with it. Why change it?	The crossing has come to the end of its life and in need of replacement.
Resident	Yes	"You are making it so difficult for motorists"	It is important to consider vulnerable road users such as pedestrians and cyclists. Motorists are provided for but are not the priority mode of transport in Norwich.

Grove Road responder	Objection to proposal	Comments	Officer comments
Resident	Yes	Would be helpful to have a controlled crossing here	A zebra crossing is more beneficial to pedestrians as they do not have to wait for a light. A zebra will also impress on drivers that pedestrians are top priority in this residential area.
Resident	Yes	A signalised crossing is safer as drivers' vision is limited. I also object to the removal of the railings as this stops jaywalking.	Railings cause a barrier to pedestrians and can sometimes make it less safe if a pedestrian is stopped from walking onto the footpath. In this area the average speed of motorised vehicles is under 20mph, drivers have good visibility of the crossing.
Resident	Yes	The changing of the crossing to a zebra will be dangerous.	Zebra crossings are not dangerous. In this residential area drivers should be looking and reacting to pedestrians actions.
Norwich Conservatives		A zebra should be adequate with the reduced traffic flow. Will help pedestrians by reducing waiting time and help traffic as no unused red light time. Help residents by no more "cross now" beeps, reduce street clutter, more footway space and enhance the appearance of the residential area.	Support welcome
Resident		Fully supports the improvements	Support welcome
Resident		Fully supports the improvements	Support welcome
Resident		Pleased with the Zebra crossing ideas in the area	Support welcome

Grove Road responder	Objection to proposal	Comments	Officer comments
Norfolk Living Streets		We are pleased to give general support to the proposals for conversion of the existing signal crossing on Grove Road to a Zebra crossing.	Support welcome

Unthank Road crossing

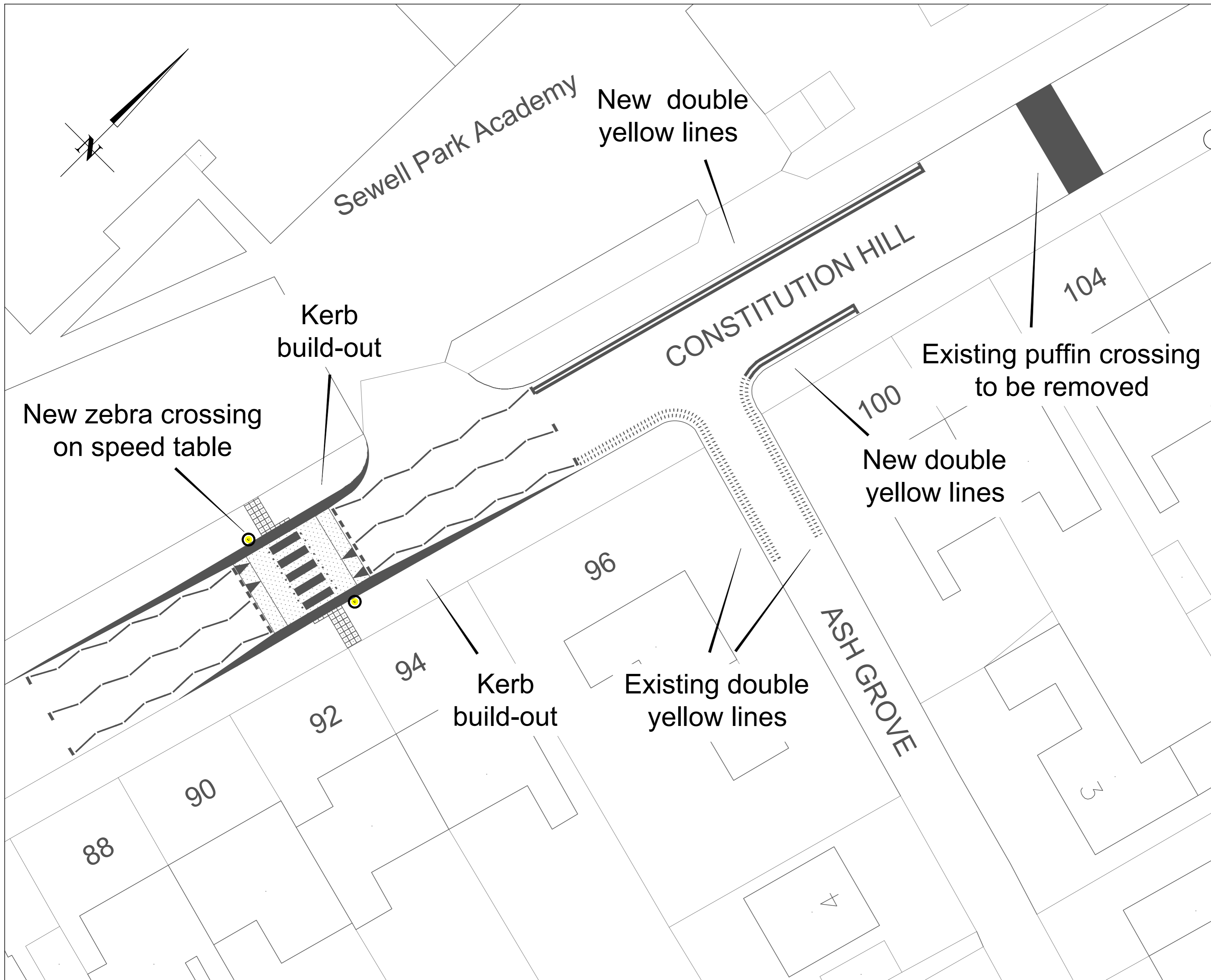
Unthank Road responder	Objection to proposal	Comments	Officer comments
Cllr D. Carlo		I'm happy to see a zebra on a raised table in place of the traffic signal crossing.	Support welcome
NNAB	Yes	The NNAB objects strongly to the removal of signalised crossings on this stretch of road. Light controlled crossings are an essential navigation aid for VIPs. The same applies to the removal of the guard tiling, it is a vital and clear navigation aid to the crossing and stops vehicles mounting the pavement.	Please see report for response.
Resident		I support the proposed replacement of the crossing, but think it would be better to extend the 20mph speed limit to this area. The raised table will help, but further traffic calming is clearly warranted	Support welcomed. Traffic speed is discussed in the report.

Unthank Road responder	Objection to proposal	Comments	Officer comments
Resident	Yes	The crossing is used by children and elderly pedestrians, the signal lights and railings make it safe for them. One set of signals and railings have been replaced recently, they do not need replacing again. Barriers protect pedestrians.	A zebra crossing reduces waiting time for pedestrians and helps to assert pedestrian dominance. The whole signal is at the end of its life and needs to be replaced. The recently installed lights and railings will be re-used elsewhere if possible.
Resident		Supports the proposal but there have recently been 2 accidents at the existing crossing due to speeding cars and the road narrowing. The railings protect pedestrians. The area should be made a 20mph. The kerb buildout should be removed if the barriers go.	Support welcome. Traffic speed is discussed in the report. The kerb buildout shortens the crossing time for pedestrians and gives a prominence to the crossing.
Resident		Potentially a good idea but there has recently been 2 accidents at the existing crossing due to speeding cars. The railings protect pedestrians. The area should be made a 20mph.	Support welcomed. Traffic speed is discussed in the report.
Resident	Yes	I strongly feel that this crossing should remain as it is as it provides a much more solid stopping deterrent whereas the zebras are more ambivalent. I have seen drivers continue when there are people crossing on zebras.	It is unfortunate that some drivers are inconsiderate for pedestrians. However, pedestrians must not be disadvantaged because of this. It is the legal duty of drivers to stop for a pedestrian on a zebra crossing.



NOTES

APPENDIX 2



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REVISIONS

No.	Date	Notes	Int.	Ckd.

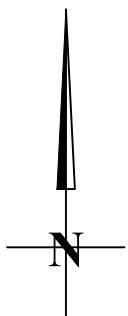
Title
**Constitution Hill
 pedestrian crossing
 PH2118**
 Scheme outline

Scale(s) NTS

Date	March 2017	DWG. No.	16-HD-24-04
Designed by	PW	NEG. No.	
Drawn By	PW		
Checked by	LA		

Andy Watt
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 tel 0344 980 3333
 highways@norwich.gov.uk

APPENDIX 3



Existing signal controlled crossing replaced by zebra crossing on raised speed table with 2m length guard rail panel on both sides of the crossing and both sides of the road.

Sewell Park Academy

CONSTITUTION HILL

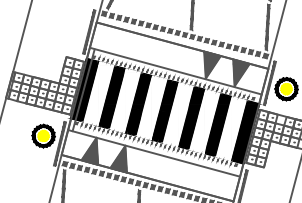
ASH GROVE

108

104

100

96



NORWICH
City Council

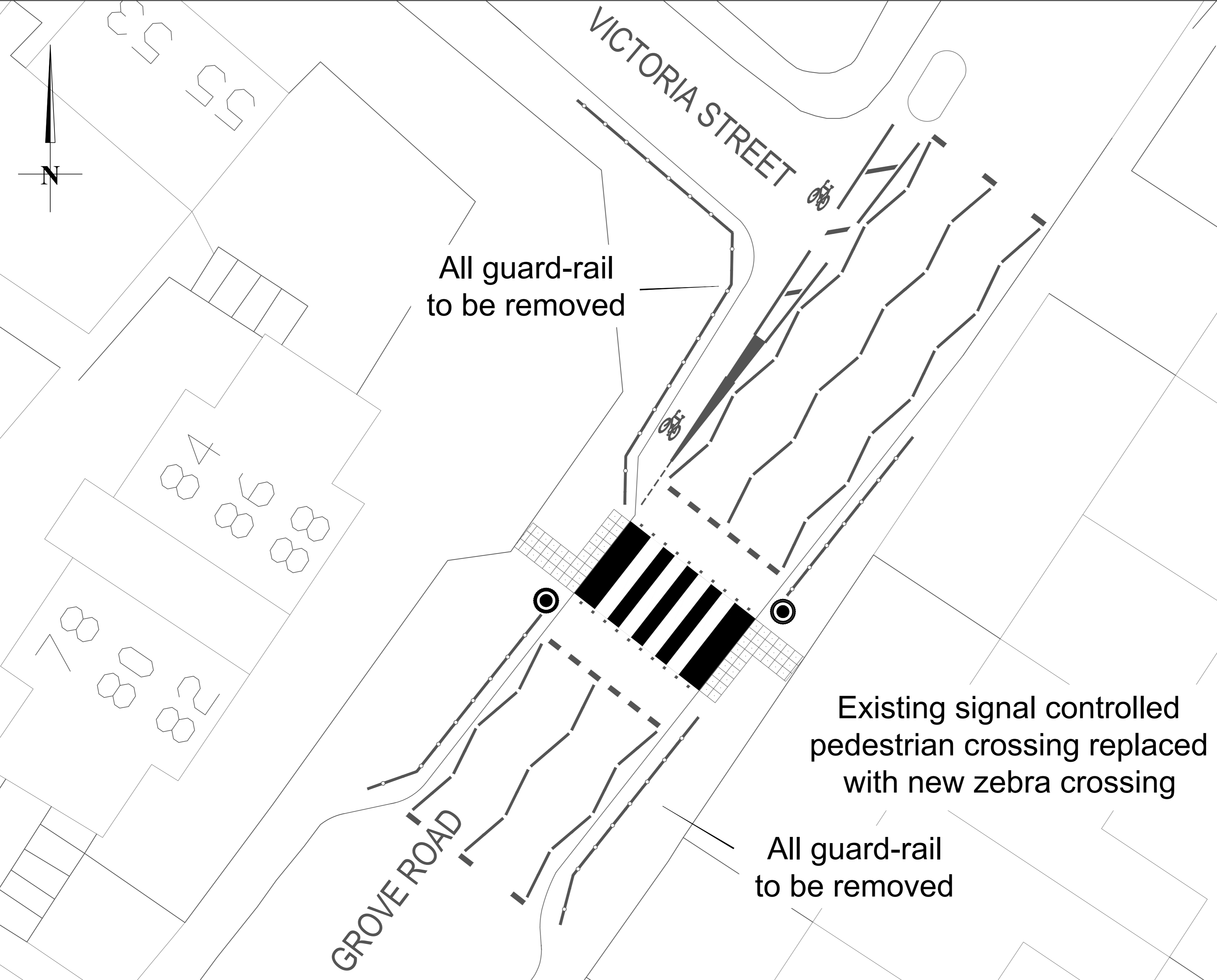
Andy Watt
Head of City Development Services
City Hall, Norwich, NR2 1NH
tel 0344 980 3333
highways@norwich.gov.uk

Title
Constitution Hill pedestrian crossing
PH2118
Revised scheme outline

Date August 2017	Scale(s) NTS
Drawn By PW	Designed By TC
Checked By LA	NEG. No.
DWG. No. 16-HD-24-06	

No.	Date	Notes	REVISIONS	Int.	Ckd.

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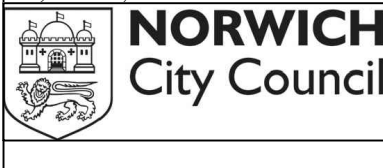
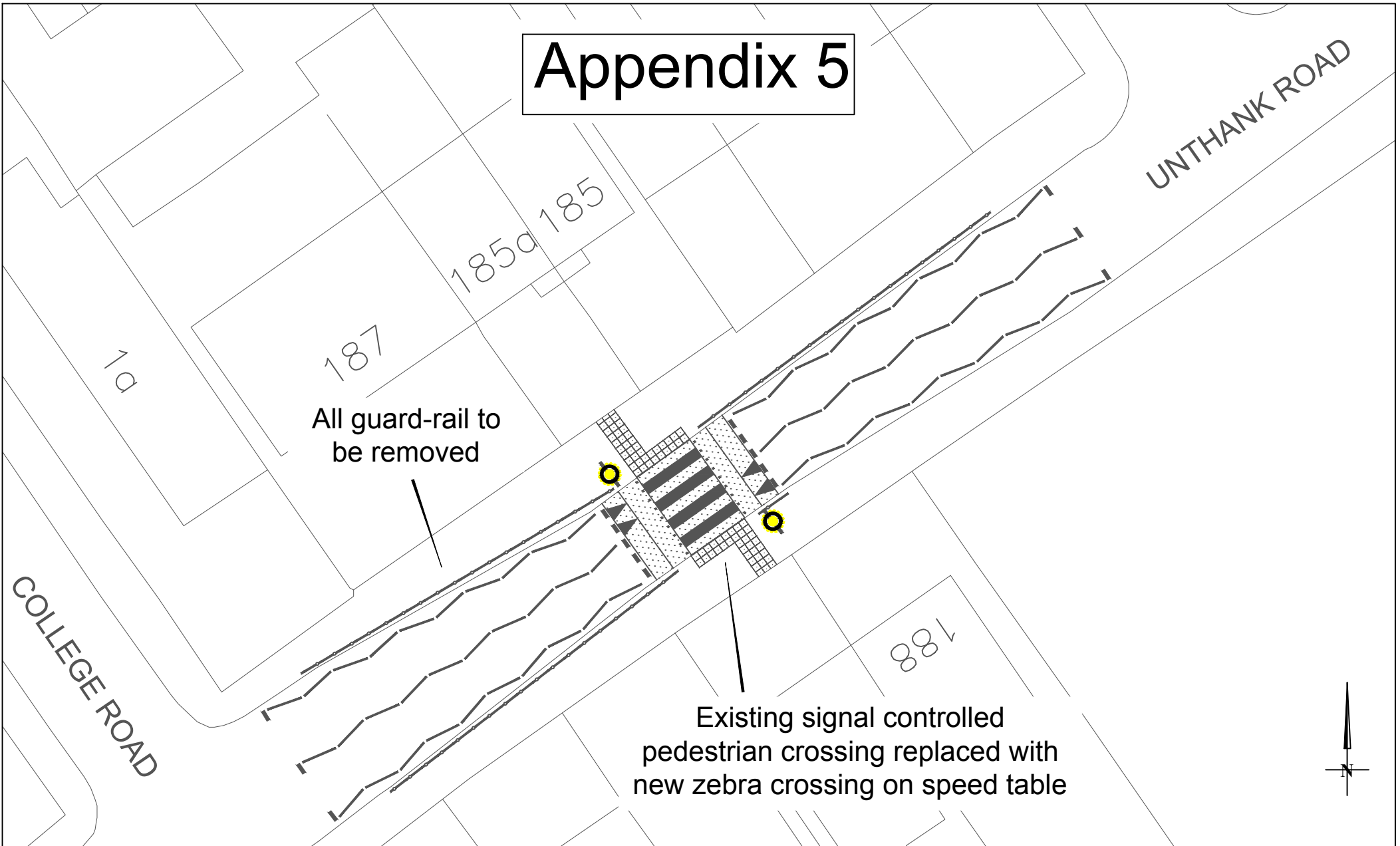
REVISIONS				
No.	Date	Notes	Int.	Ckd.

Title
PH2117 Grove Road Zebra Crossing
Consultation plan

Scale(s) NTS	
Date 3/17	DWG. No. 15-HD-31-02
Designed by KD	NEG. No.
Drawn by PW	
Checked by LA	

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Appendix 5



NORWICH City Council

Title
Proposed Zebra Crossing by
185 Unthank Road, Norwich
Consultation Plan

No.	Date	Notes	REVISIONS	Int.	Ckd.	Date	Scale(s)
						March 2017	NTS
						Drawn By PW	Designed By PW
						Checked By LA	NEG. No.
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						DWG. No. 16 HD 30 01	

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