

Report for Resolution

Report to Norwich Highways Agency Committee
27 January 2011

Item

7

Report of Head of transportation

Subject Ketts Hill pedestrian refuge

Purpose

This report informs members of the objections to the proposal for a new pedestrian refuge on Ketts Hill halfway between the existing pedestrian crossing by the junction of Britannia Road and the pedestrian island at the junction of Barrack Street.

Recommendations

The committee is recommended agree to install a new pedestrian refuge on Ketts Hill, together with extensions to the existing Double Yellow Line, as shown on Plan No10/HD/048/02 contained in Appendix 1 of this report.

Financial Consequences

The Local Transport Plan has allocated £35,000 from 2009/10 budget to fund this scheme.

Strategic Priority and Outcome/Service Priorities

The report helps to meet the strategic priority “Strong and prosperous city – working to improve quality of life for residents, visitors and those who work in the city now and in the future” and the service plan priority of delivering the Local Transport Plan.

Contact Officers

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Background

1. Local Members have requested that a pedestrian crossing be provided on Ketts Hill. Using the City Council's standard assessment methods this site ranks 7th in the priority list with surveys demonstrating that up to 40 pedestrians an hour cross at the location.
2. These surveys also show that there is no one obvious desire line for pedestrians on Ketts Hill, but crossing movements tend to take place at the roundabout and in the vicinity of the side roads.
3. The crossing point is therefore proposed to be located in a position that has regard to the crossing patterns and considers safety implications and impact (in terms of loss of parking) of the positioning of the new refuge.
4. In December 2010 consultation was carried out with key stakeholders and approximately 90 households in the Ketts Hill area. The associated Traffic Regulation Order (TRO) was also advertised in the press and on site from the 10th December 2010.

Consultation Responses

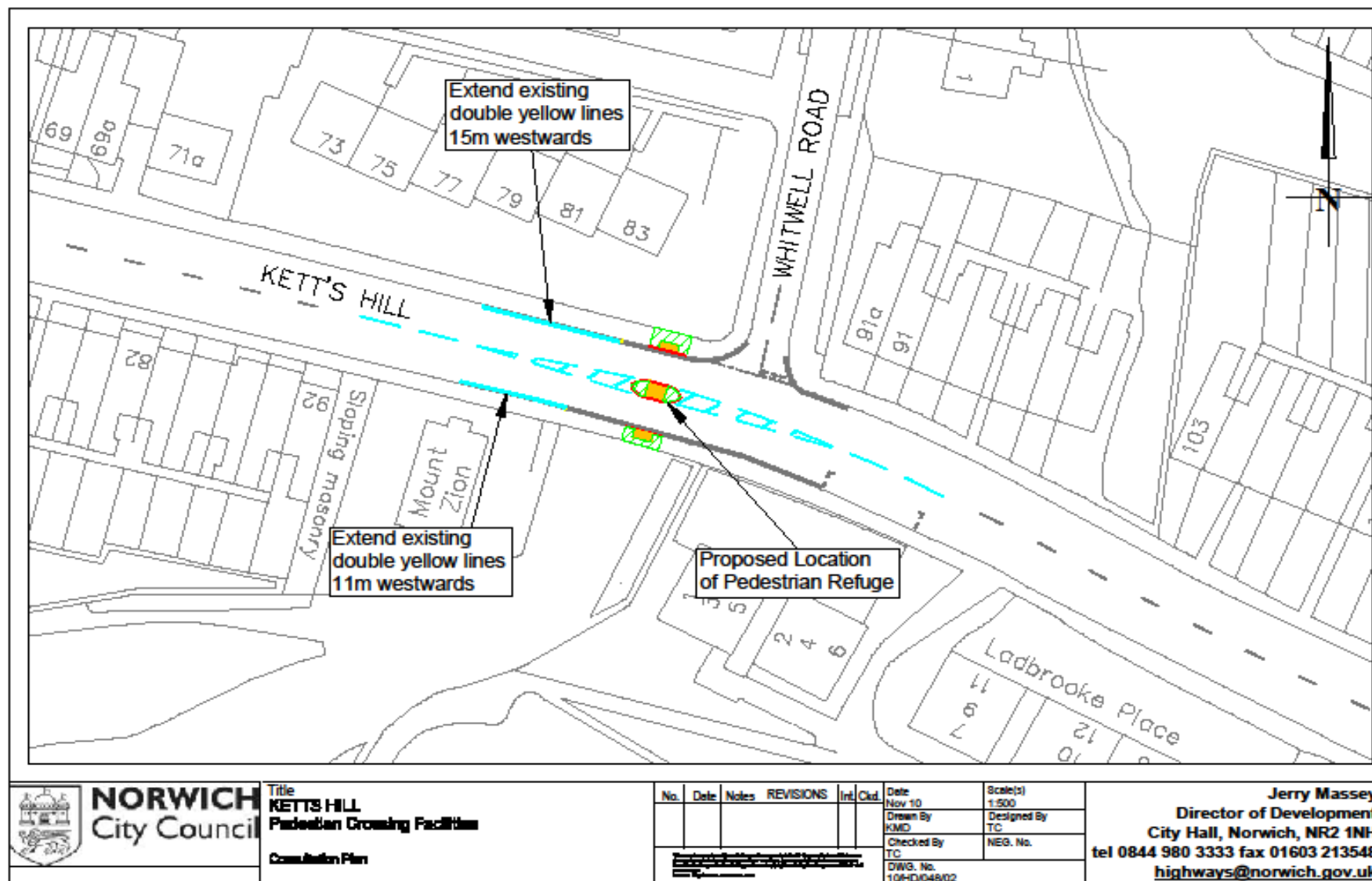
1. Four responses were received to the consultation; three from local residents objecting to the scheme primarily on the grounds of loss of car parking (although one resident would prefer the provision of a light controlled crossing) and one from Living Streets supporting the proposal. A summary of the responses, together with officer comments is contained within Appendix 2

Discussion

2. The provision of any pedestrian crossing facility on Ketts Hill will result in the loss of some on-street parking. The proposed refuge has been located to minimise any impact by placing the crossing adjacent to existing yellow lines. This will mean 5 car lengths of double yellow line would need to be installed to accommodate the refuge. Locating the crossing elsewhere on Ketts Hill would have at least the same (if not greater) impact particularly as, elsewhere on the street, the housing is at much higher density than in this location and is likely, therefore, to have a much higher parking demand.
3. The installation of a light controlled crossing would be substantially more expensive than the solution proposed, and not warranted by the demand in this location.

Conclusion

5. The pedestrian refuge should be installed in the location proposed.



Appendix 2

Ketts Hill - Pedestrian Refuge response comments to consultation carried out in December 2010

Respondent	Comment(s)	Officer Comments
Resident 1, Ketts Hill	Unhappy with loss of parking adjacent to property due to having negotiate steps from property with heavy/bulky equipment on a regular basis. Would prefer to see proposed refuge located further up the hill.	Relocation of refuge further up the hill is not possible due to junction layout with Whitwell Road and would still remove the same amount of parking spaces, but in a location outside a terrace of houses, where parking demand is higher. Bulky goods can still be loaded/unloaded, provided no obstruction is caused
Resident 2 Ketts Hill	Against the proposal as there is already limited space availability on Ketts Hill for parking.	
Resident 3, Ketts Hill	In support of the need of a crossing but would prefer to see a signal controlled crossing, has concerns over traffic speeds/pedestrian safety. Opposed to the removal of resident parking spaces. Would prefer signal crossing near to roundabout at bottom of Hill. Thinks that cars would ignore proposed yellow lines and cause obstruction near to proposed refuge.	Safety of proposed crossing requires double yellow lines to ensure that pedestrians waiting to cross are visible, and can see oncoming vehicles, and to ensure that the road is no obstructed by inappropriately parked vehicles These can be enforced and are mostly complied with. Advance signing would be present to warn drivers of new refuge. Signal controlled crossing beyond the scope of this Scheme, and the demand would not warrant such a provision in this location. Alternative crossings would also require the loss of at least an equivalent amount of parking
Living Streets	In support of the proposals.	Support noted