

## Summary of Comments and Objections: Burgess Hill: Keymer Road – Pedestrian Crossing

### Objections to the proposal

Comments	Engineer's Response
<p>Burgess Hill Town Councillor: The proposed crossing is of limited benefit to pedestrians at this location because it only helps cross one of four roads which meet at the Hoadley's Corner roundabout. This junction is unsafe for pedestrians and would benefit from being signalised, with a pedestrian crossing phase. This would also benefit students approaching the school from other routes.</p> <p>The proposal should be reviewed as part of the developing Place and Connectivity plans for Burgess Hill.</p>	<p>Crossing was identified by Burgess Hill Girls School as a high priority within their travel plan to encourage school children to walk to school, as it was felt crossing this road was at times not safe and requested something be installed before an accident occurred. The school submitted a formal request to West Sussex County Council, who assessed the location and determined it as suitable for a signalised crossing.</p> <p>The creation of a controlled crossing on Keymer Road (B2113) will result in the two busiest arms of Hoadleys' Corner Roundabout, containing signalised crossings. The other approaches to this roundabout are designated as unclassified roads, due to lower traffic density, therefore making them easier to cross without assistance of a controlled crossing.</p> <p>This consultation relates to the installation of a new signalised crossing supported by the local member, to be funded through the Local Transport Improvement Programme for 2020/21.</p> <p>Fully signalising of Hoadley's Corner roundabout wouldn't be advisable as a standalone scheme. Currently the traffic flow at the roundabout is restricted by exit blocking which would still be apparent with traffic signals. A Burgess Hill town study would be required, which may determine that the current configuration would be sufficient if the rest of the network is improved.</p> <p>This would require considerable investment, exceeding the budget and is beyond the approved brief of</p>

	<p>installing a crossing to support a modal shift.</p> <p>The crossing is proposed to be between 30 &amp; 40m away from the junction, therefore outside of the affected area of the roundabout. Burgess Hill Town Council were consulted and returned no objection to the crossing proposal.</p>
<p>Resident of Winkhurst Way: Proposal appears to be at the wish of the school while ignoring the impact on road transport. Keymer Road is extremely congested, especially at times the crossing will be most used. Positioning the crossing next to the roundabout will cause gridlock.</p> <p>Schoolchildren and residents are able to safely cross the road now. The crossing will create a problem rather than solving one.</p>	<p>Crossing was identified by Burgess Hill Girls School as a high priority within their travel plan to encourage school children to walk to school, as it was felt crossing this road was at times not safe and requested something be installed before an accident occurred. The school submitted a formal request to West Sussex County Council, who assessed the location and determined it as suitable for a signalised crossing. It will be located approximately 40m south of the roundabout. This distance will provide sufficient stacking capacity for drivers and should not have an impact on the nearby roundabout.</p> <p>Additionally a controlled crossing facility will enable more vulnerable pedestrians to cross Keymer Road and continue to remain active for longer.</p>
<p>Resident of The Warren: The proposed crossing is 40m from Hoadleys Corner, which is subject to heavy traffic with tailbacks at busy periods. It is currently dangerous for pedestrians heading towards the station from Junction Road, Silverdale Road and Keymer Road and difficult for cyclists to negotiate the roundabout. It would be of wider benefit to signalise the junction with a pedestrian phase.</p> <p>It would be wiser to await the proposals from the Place and Connectivity programme.</p>	<p>The creation of a controlled crossing on Keymer Road (B2113) will result in the two busiest arms of Hoadleys' Corner Roundabout, containing signalised crossings. The other approaches to this roundabout are designated as unclassified roads, due to lower traffic density, therefore making them easier to cross without assistance of a controlled crossing.</p> <p>The train station can be reached from Silverdale Road and Junction Road, by utilising the pedestrian crossing outside of the train station.</p> <p>The creation of a controlled crossing on Keymer Road (B2113) will result in the two busiest arms of Hoadleys' Corner Roundabout, containing signalised crossings. The other approaches to this roundabout are designated as unclassified roads, due to lower traffic</p>

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<p>Resident of Broadlands: Is doubtful crossing is needed as most children attending the school are driven in by parents, with very few walking.</p> <p>Adding a new crossing here would bring number of traffic lights through Burgess Hill to seven. The number of traffic lights cause a constant build up of traffic through town and adding another set will make this worse. New lights will make congestion worse at the Keymer Road/Folders Lane roundabout. WSCC should be solving congestion, not adding to it.</p>	<p>Crossing was identified by Burgess Hill Girls School as a high priority within their travel plan to encourage school children to walk to school. The school submitted a formal request to West Sussex County Council, who assessed the location and determined it as suitable for a signalised crossing.</p> <p>New pedestrian crossings are only installed in key areas identified by local residents. Parents dropping children off at schools add to congestion experienced, thus increasing the ability to cross the road will assist in achieving a modal shift from private vehicle use to walking as the preferred mode of transport to and from the school.</p>
<p>Resident of Keymer Road: A light controlled crossing is not the best solution to provide a safe crossing while maintaining traffic flow.</p>	<p>Travel speeds were shown to be too high for the installation of a Zebra crossing &amp; it is West Sussex County</p>

<p>Traffic lights near the roundabout will cause dangerous queues of traffic across the roundabout and cause unnecessary noise and pollution.</p> <p>A zebra crossing would be a better solution as this allows pedestrians to cross but maintains a better flow of traffic.</p> <p>Currently uses the current crossing island with young children and does not find it particularly unsafe.</p>	<p>Council's preference to not install them outside locations where high volumes of pedestrian traffic can occur at once, such as a school, due to pedestrians having right of way all the time someone is on the crossing. If one was positioned outside a school, there could be a long stream of children crossing the road, which would hold vehicles up significantly. Additionally, Zebra crossings offer limited assistance to visually impaired pedestrians, whereas the proposed signalised crossing will utilise rotating tactile cones as well as audible beepers to indicate when the green man has appeared, aiding vulnerable users.</p> <p>The installation of a signalised crossing limits the available crossing time, and assist pedestrians in a balanced manner, once a request to cross has been registered via one of the push buttons.</p>
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### **Support for the Proposal**

<p>Resident of Sevenfields: This is a busy road close to a roundabout and children have to cross with unpredictable traffic. Children on the way to school should be protected. There used to be a school crossing patrol at this location, but no-one would want to do this now with the amount of traffic, and the road will only get busier.</p>
<p>Resident of Sevenfields: It is currently dangerous for girls arriving and leaving Burgess Hill Girls' School, wholeheartedly supports the proposal.</p>