

Director of Highways, Transport and Planning	Ref No: CMS8021
May 2020	Key Decision No:
B2133 Keymer Road, Burgess Hill, Pedestrian Crossing	Part I
Report by Manager, Traffic Signals and Street Lighting	Electoral Division: Burgess Hill East

Summary

The scheme was identified by Burgess Hill Girls School as a high priority within their travel plan to provide controlled crossing facilities on Keymer Road. The school community is supported by the Local Member who has secured funding through the Local Transport Improvement Programme for the proposed implementation of a formalised crossing on Keymer Road in Burgess Hill.

Following public consultation five objections were received from members of the public, and two letters of support received. These have been summarised, with related officer comments, in [Appendix B](#) to this report.

Recommendation

That the Director of Highways, Transport and Planning, having considered that the resulting benefits to the community outweigh the objections raised, authorises the Director of Law and Assurance to make the order as advertised and install the pedestrian crossing.

Proposal

1. Background and Context

- 1.1. The scheme was identified by Burgess Hill Girls School as a high priority within their travel plan to provide controlled crossing facilities on Keymer Road, due to concerns raised by parents regarding the ease of crossing Keymer Road.
- 1.2. Support has been received from the Local Transport Improvements team, who believe the installation of this crossing will provide a safe crossing point for local residents and in particular school children. Thus resulting in a modal shift from private vehicle use to walking as the preferred mode of transport to and from school.

- 1.3. The proposed pedestrian crossing will be sited outside of Burgess Hill Girls School, approximately 30m south of Hoadley's Corner Roundabout, and 100m north of the junction with Oak Hall Park.
- 1.4. This location will provide a formalised clear crossing place primarily for access to the school but will also offer wider community benefits in a busy road environment. Keymer Road is a key access road into the town.
- 1.5. The proposed improvement will be funded from the Local Transport Improvement Programme for 2020-21.
- 1.6. The crossing will be 3.2 meters wide, and will incorporate dropped kerbs and tactile paving. There will be four poles each with a push button unit which incorporates beepers that will be active during the hours of 7AM and 10PM. Kerb side detection would prevent vehicles being stopped if the pedestrian crosses or changes their mind prior to obtaining a green man signal to cross. When operated, tactile cones would activate to indicate to pedestrians with visual impairment that the traffic has been signalled to stop.
- 1.7. A scheme overview is provided as [Appendix A](#).
- 1.8. Following a public consultation five objections were received from members of the public. This has been summarised, with related officer comments, in [Appendix B](#) to this report.

2. Proposal

- 2.1 It is proposed to install a Puffin crossing at the location identified in section 1.2 on Keymer Road as designed.
- 2.2 The proposal will address concerns raised by the community regarding difficulties in crossing Keymer Road.
- 2.3 The proposal will give pedestrians wishing to cross the road at this location a controlled method to do so, by stopping the traffic flow.

3. Resources

- 3.1 The scheme is in the Local Transport Improvement Programme for delivery in 2020-21 approved by the Cabinet Member for Highways and Infrastructure April 2020 with an allocated budget of £150,000.
- 3.2 The annual maintenance cost is estimated at £1,500 per year and will be met from the Highways Revenue Works budget.
- 3.3 The scheme's implementation will address community concerns identified in section 1.1 of this report.
- 3.4 The works will be undertaken by the County Council's Traffic Signals term contractor to achieve best value.
- 3.5 The administrative work for the Traffic Regulation Order will be carried out internally.

Factors taken into account

4. Consultation

- 4.1 Formal consultation was undertaken between 19 March 2020 and 2 April 2020 by way of Site Notices on the County Council website and also erected on the proposed location and letters in envelopes marked Consultation Document hand delivered to all frontages and affected properties/residences.
- 4.2 Local member Anne Jones was consulted and gave permission to advertise the scheme.
- 4.3 Mid-Sussex District Council, Burgess Hill Town Council, local bus operators, and the emergency services were consulted and raised no objections.
- 4.4 Public notices were issued on site, and an advertisement made in Burgess Hill Library. Online consultation was also undertaken on the County Council website. Five objections were received raising concerns over the crossing location and effect on existing levels of congestion. This is detailed with responses in [Appendix B](#).

5. Risk Management Implications

- 5.1 Should the proposed scheme be undertaken, the risk to the County Council is limited; conversely if it is not made it is likely to have negative consequences in terms of the continuation of road safety concerns by residents of Burgess Hill.
- 5.2 The scheme will achieve a safe crossing point for pedestrians and have a positive influence on driver behaviours in this section of Keymer Road.
- 5.3 The revenue maintenance costs of the scheme are unfunded and maintaining this installation may result in other revenue activities being under funded.

6. Other Options Considered

- 6.1 There is an existing refuge island uncontrolled crossing point in Keymer Road, to the north of the proposed location. The option to improve the uncontrolled crossing point was considered, however this is not suitable for long term use as a crossing due to predicted increased traffic flows and an uncontrolled crossing doesn't cater for visually impaired, pedestrians with mobility issues and the school's requirement to have a controlled crossing point.
- 6.2 Consideration was given to positioning the new crossing at the same location as this refuge island, however this was not feasible due to the proximity of the roundabout and issues with traffic queues.

7. Equality Duty

- 7.1 The Equality Act 2010 bans unfair treatment and seeks equal opportunities in the workplace and in wider society. It also imposes a Public Sector Equality Duty. The protected characteristics are age, disability, gender reassignment,

marriage/civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

- 7.2 The protected characteristics have been duly considered and assessed in the course of the consideration of this proposal. No relevant or disproportionate impact upon any of the protected characteristics in the Equality Act 2010 has been identified in the consideration of the proposals detailed in this report.

8. Social Value

- 8.1 The proposals will address concerns from the community as detailed in 1.1, giving a social benefit to those living there.

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Appendices

[Appendix A – Scheme Overview Plan](#)

[Appendix B – Consultation response summary](#)