

**Report to Councillor Joy Dennis, Cabinet Member for Highways and Transport
July 2021**

Proposed pedestrian crossing, Turners Hill Road nr Hazelhurst Drive, Crawley

Report by: Matt Davey, Director of Highways, Transport and Planning

Electoral division(s): Maidenbower & Worth

Summary

As part of a community led proposal to improve pedestrian safety and reduce traffic speeds in the local area, the community highlighted the requirement for a pedestrian crossing to improve pedestrian safety.

An initial design approximately 55m east of Hazelhurst Drive was put forward with a formal consultation held in September 2020. Objections were received and this proposal was discussed at an informal meeting of the County Local Committee (CLC) in December 2020. CLC members did not support the proposal and an urgent decision was taken to investigate a crossing location further to the east of the initial proposal to help alleviate some of the concerns raised by residents.

Following technical investigations, a revised proposal was designed, and a second public consultation held. The proposal is supported by the local County Councillor Bob Lanzer and Sussex Police and therefore a signalised pedestrian crossing is proposed.

Recommendations

That the Cabinet Member for Highways and Transport approves the revised proposal for a signalised pedestrian crossing as advertised on 24 February 2021, under reference TRO/CRW8027/RC, as set out in section 2 of the report, with a view to completing construction before the end of the 2021/22 financial year.

Proposal

1 Background and context

1.1 The need to improve pedestrian safety for those trying to cross the road as well as for speed reduction measures was identified by residents in the community. Residents quote *"It is very dangerous for pedestrians in terms of crossing the road (there are no pedestrian crossing aids to assist); this road is routinely crossed by many elderly residents, youngsters going to school during the rush hour period and disabled residents"*. This request was considered alongside many others and achieved a significant scoring during the moderation period for community highways projects and was included in the Community Highway Schemes programme for implementation in 2020/21.

1.2 The scheme overview plan is attached at Appendix B.

2 Proposal details

- 2.1 The proposal is to provide a controlled crossing place primarily for residents wishing to cross north to south and vice versa. The southern footway is discontinuous and terminates approximately 40m further west of the proposed crossing position and Provision of a crossing would therefore encourage more pedestrians to choose to walk with a safe crossing point to access the northern footway which continues towards Crawley the northern footway has a narrow section over a length of approximately 20m.
- 2.2 The crossing will be 2.4m wide and will incorporate dropped kerbs and tactile paving. There will be three poles each with a pushbutton which incorporates rotating tactile cones and beepers that will activate during the hours of 7am to 10pm daily. Kerb side detection will be installed which will prevent vehicles being stopped if the pedestrian crosses, or changes their mind, prior to obtaining a green man signal to cross.
- 2.3 The revised location of the pedestrian crossing places it approximately 43m west of Hazelhurst Drive. This situates the crossing between Caxtons Cottage and Saxons.
- 2.4 The revised design relocates the crossing away from the area in which residents have notified officers is used by the occupants of Caxtons cottage to help aid their turning movements into, and out of, the private crossover.
- 2.5 It locates the crossing an acceptable distance from side road junction of Hazelhurst Drive, as well as keeping as much distance as possible between the crossing location and the terminal speed limit change, which will help to keep approach speeds as low as possible.
- 2.6 Vehicular activated signs located on the west of the junction of Turners Hill Road and Hazelhurst Drive will need to be removed as to not cause distraction to drivers approaching the pedestrian crossing. Further investigations and analysis will be undertaken to determine if they can be relocated in the vicinity without negatively impacting the safety of the pedestrian crossing.
- 2.7 A BT telegraph pole situated outside of Saxons and Delft Cottage will require relocating to the back of the footway. The reason for this alteration is to remove the obstruction it would cause to the forward visibility of the primary traffic signal head for westbound traffic.
- 2.8 The proposal will address concerns raised by the community regarding difficulties in crossing at this location and give pedestrians a controlled method to do so, by stopping the flow of traffic.
- 2.9 Resurfacing will be undertaken of both the carriageway and footways in the immediate area, to ensure a safe, secure, and long-lasting installation.
- 2.10 Widening of the northern footway into the verge will be required to allow pedestrians commuting east to west to do so without being obstructed by pedestrians waiting at the new crossing point. The widening also assures a minimum 1.5m clearance between the traffic signals pole and the back edge of the footway to ensure mobility scooters, wheelchair users and pedestrians pushing buggies can comfortably walk past the crossing.

- 2.11 Crown reduction and crown lifting of trees in the immediate area will be undertaken to ensure the site achieves the forward visibility requirements. Detritus in the immediate area will be disposed in order to provide a clean open crossing area.

3 Other options considered (and reasons for not proposing)

- 3.1 This site, due to the available carriageway width and approach speeds is not suitable for either a zebra crossing or pedestrian refuge island. Therefore, a signal-controlled pedestrian crossing is deemed to be the acceptable infrastructure improvement to achieve a safe crossing point.
- 3.2 During the consultation, several residents referred to the grass embankment at the end of the discontinuous footway on the southern side and requested WSCC explore the possibility for this being converted to a footway with the proposed crossing point being located here. (With the crossing in this location, the narrow section of footway outside of Caxtons would be able to be 'bypassed' altogether by pedestrians.) The embankment is not owned or controlled by the County Council and land transfer is not an option.

4 Consultation and engagement

- 4.1 A formal public consultation period was held between 24 February and 17 March 2021. This was advertised by site notices, advertisement on the West Sussex Traffic Regulation Order [pages](#) and hand delivered letters to all residents in the immediate frontage area of the proposed crossing site.
- 4.2 The local County Councillor Bob Lanzer was consulted and supports the proposal.
- 4.3 Sussex Police were consulted on the design and raised no objections to the proposal.
- 4.4 Five formal objections were received from members of the public and are summarised, with related officer comments, in Appendix A.

5 Finance

- 5.1 The proposed improvement is in the £26.775.4m Highways and Transport Delivery Programme 2021/22 approved in January 2021 and £80,000 has been allocated for this project.
- 5.2 The Highways Maintenance Revenue budget for 2020/21 is £10.000m and will meet the £1,500 cost per annum for routine maintenance, energy costs and annual inspections of the proposed site.
- 5.3 Once constructed, the pedestrian crossing will be adopted into the NEC3 Traffic Signals Term Maintenance Contract.
- 5.4 The estimated service life of a signalised pedestrian crossing is approximately 20-25 years, after which capital investment to refurbish the site would be required, which currently is estimated around £40,000.

6 Risk implications and mitigations

Community dissatisfaction	If WSCC were to cancel the proposal some members of the community would be disappointed that an opportunity to provide a safer crossing place has not been taken. In mitigation, officers have undertaken detailed investigations of any and all suggestions made by residents and therefore believe that proposal but forward is the best possible solution for a signalised crossing in the area, this has been discussed in depth with the local member with his support received.
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7 Policy alignment and compliance

- 7.1 Legal Implications - Throughout the course of this project, from design, contract tendering and public consultation all decisions are being made in accordance with any guidance and legal requirements to ensure compliance.
- 7.2 Equality – During the preparation of this proposal, no implications with the County Council’s Public Sector Equality Duty set out by the Equalities Act have been identified.
- 7.3 Climate Change – The crossing will be of benefit to people accessing local shops and amenities as well as providing improved infrastructure to encourage sustainable methods of travel. When operational, the crossing will cause vehicles to be stationary while pedestrians cross, but emissions associated with this are likely to be minimal and any disbenefit outweighed by providing a useful facility that encourages walking. The crossing equipment includes sensors to prevent traffic being stopped when a pedestrian has moved away and to vary the operating time of the crossing depending on how quickly pedestrians are able to cross. This will prevent cars being held for longer than necessary. The traffic signals run at extra low voltage to minimise the power required to operate the crossing.
- 7.4 Crime and Disorder – Sussex Police raised no concerns.
- 7.5 Public Health – the installation of the pedestrian crossing will encourage people to walk to the local amenities and Worth Way.

Matt Davey
Director of Highways

Contact Officer: Lee Maskell, Senior Engineer, 0330 222 3018 and lee.maskell@westsussex.gov.uk

Appendices:

Appendix A – Summary of Comments & Objections

Appendix B – Scheme Overview Plan