

## Consultation Response Summary

<b>Objection/Comments</b>	<b>Comments from Director of Highways Transport &amp; Planning</b>
<p data-bbox="288 271 724 304">Resident of Turners Hill Road</p> <p data-bbox="288 342 679 589">Whilst this proposal overcomes some of the issues of the previous one particularly with regard to vehicle access to nearby properties there remain several problems.</p> <p data-bbox="288 627 735 1473">The proposed location of the crossing will still direct pedestrians to the very narrow section of footway in front of Caxtons and will cause difficulties for those with small children particularly if pushing a buggy. There is the added problem of during wet weather of traversing the section of pavement where the road floods. Notes that in responses to the previous consultation, CRW8025, the Director of Highways Transport and Planning suggests this may be dealt with by gully cleaning and jetting, but as it has been an issue for many years they very much doubt whether the proposed measures will be effective.</p> <p data-bbox="288 1512 735 2040">A number of responses to the previous consultation suggested an alternative location for the crossing further west where the southern footway currently ends. The Council comments that such a proposal would be discounted as it would interfere with an established vehicle crossover into the "Welcomes" residential property notwithstanding that this access has been fenced off and stopped up for some</p>	<p data-bbox="767 271 1350 943">As noted in the previous consultation, it is appreciated that the narrow section of footpath outside of Caxtons Cottage &amp; Caxtons Barn does exist and does cause a localised pinch point on the footpath. The design team has considered a number of possibilities. Such as reviewing highways land ownership and carriageway width with a view to widening the footpath. Also considered was the possibility to install a traffic calming pinch point/build out with priority movements to enable space to be gained to widen the footway. However, the volume of vehicles, speeds, and proximity to private vehicle accesses rule this out. Ultimately leading us to a position in which this footpath can't be widened.</p> <p data-bbox="767 981 1350 1509">During the second consultation period, officers have re-visited the site to further analyse residents' suggestions for a crossing located at the end of the discontinuous footpath on the southern side, just west of the narrow section of footpath. Although it is appreciated that the secondary access to the Welcomes has been formally closed, there's inadequate room to install the pedestrian crossing whilst allowing the private crossover point of Caxtons Barn to join the carriageway before the associated stopline and not to affect their turning movements.</p> <p data-bbox="767 1547 1326 1899">It is also considered that the footpath on the northern side is still narrow at this position and with the implementation of traffic signals equipment and waiting pedestrians at the crossing, any pedestrians walking longitudinally along the footpath east to west will be blocked, which may encourage them to walk within the carriageway.</p> <p data-bbox="767 1937 1326 2040">Officers on the project have also approached the existing landowner of the grass embankment to discuss the</p>

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<p>time. The Council envisages possible further issues if an additional area of the southern verge is required owing to uncertainty as to land ownership. Whilst there may be potential difficulties with a crossing in this location it is important that these be fully investigated before discounting the suggestion given this represents residents' clearly expressed preference.</p> <p>Mention is made in the current proposal of the need to relocate the current vehicle activated speed limit sign. They do not think this would be a good use of funds as the sign is widely ignored. Wherever the crossing is to be sited the associated traffic lights should be vehicle activated so as to go to red if an approaching vehicle is exceeding the speed limit.</p> <p>Although they object to the proposal in its current form they do support the principle of a crossing in the general area provided it is located where it would be most convenient and safe for pedestrians to use.</p>	<p>possible dedication or purchase of the land to enable a crossing to be considered in this location. However, after detailed discussions with the landowner, they have rejected the possibility. Therefore, this location is considered not viable.</p> <p>In the UK it is not permitted to set the signals to turn to red if vehicles approach at high speed. This is because drivers will soon learn that a red light does not always mean that someone is crossing, but just to slow them down. There is a strong likelihood that drivers could then start ignoring red lights, with the obvious potential consequences for pedestrian safety.</p> <p>Officers have instructed a speed survey to be undertaken to review the signs' effectiveness in the 5-year period since they have been installed. Analysis of the data will be undertaken with a decision made whether to relocate the signs or to remove them.</p>
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<p>Resident of Turners Hill Road</p> <p>Would like to object to the revised proposal to site a pedestrian crossing directly in front of their house for several reasons:</p> <p>1 - The vast majority of pedestrians currently walk along the south side of Turners Hill Road and cross after Caxtons where the north side of the footpath is significantly wider and therefore safer. Your proposal will force pedestrians to cross before Caxtons and therefore walk along the narrowest section of footpath. As you are unable to widen the footpath or install a guard-railing they believe this will be a significant safety issue, particularly as lockdown eases and more traffic will use the road meaning the HGV's and wide loads will be unable to give pedestrians additional room.</p> <p>2 - The section of road where you propose to install the crossing is in a 30mph zone but unfortunately there are on-going issues with traffic travelling well excess of the speed limit and yet you propose to remove the only active deterrent for speeders, another safety issue.</p> <p>3 -As per my previous comments on TRO/CRW8025/RC, if you are to force pedestrians to walk along the narrowest section of footpath in front of Caxtons, the widest section of footpath on both the north and south side of the road is near to Hazelhurst Drive, and</p>	<p>As denoted in the prior objection, <i>"it is appreciated that the narrow section of footpath outside of Caxtons Cottage &amp; Caxtons Barn does exist and does cause a localised pinch point on the footpath. The design team has considered a number of possibilities. Such as reviewing highways land ownership and carriageway width with a view to widening the footpath. Also considered was the possibility to install a traffic calming pinch point/build out with priority movements to enable space to be gained to widen the footway. However, the volume of vehicles, speeds, and proximity to private vehicle accesses rules this out. Ultimately leading us to a position in which this footpath can't be widened"</i>.</p> <p>Officers have arranged a speed survey to be undertaken prior to any formal works. Analysis of the data will be undertaken with a decision made whether to relocate the signs or remove altogether.</p> <p>If no reduction to the average speed is recorded, this would emphasise the decision that the current VAS signs are not achieving any form of positive speed reduction and is likely being ignored by road users. Prior experience has shown that the installation of a signalised pedestrian crossing can have as much impact, if not more in some cases in relation to speed reductions in a localised area. Approaching drivers will be cautious to the fact that the signals may change ahead of them which can impact their speeds.</p> <p>As highlighted in the original consultation, <i>"A pedestrian crossing in the area east of Hazelhurst Drive as identified by this resident would place the crossing outside of the desire line identified within the community highways application. There are also technical, and construction related factors against an installation in this position."</i></p>
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	<p>this is where the majority of pedestrian traffic originates or is destined, why is the crossing not being sited there?</p>	<p><i>Some of which are, potential approach speeds of westbound vehicles, available land for installation, existing police camera, underground utility services, mature trees and risk of damaging the structural integrity of the M23 over bridge with the requirement to install advanced vehicle detection for the signals.</i></p>
	<p>Resident of Turners Hill Road</p> <p>It remains a shame that the option they and some others advocated of using the land (not currently owned by WSCC) at the end of the pavement on the southern side has been discounted (even though they believe it technically feasible) because it is where pedestrians typically currently cross because the vast majority of people feel uneasy/unsafe walking along the very narrow strip of pavement that runs immediately outside of 'Caxtons'. And, though they accept that when crossing from south to north the traffic will have been halted and so will reduce the speed of passing vehicles when walking along that narrow strip, of course the traffic is unlikely to be stopped when returning to the crossing to cross north to south.</p> <p>So, though they sense that the revised siting for the crossing as discussed at committee is now almost certainly going to prevail</p>	<p>During the consultation period for the revised location, officers returned to site and spoke with the landowner of the grass embankment to discuss the possible dedication or purchase of the land to enable a crossing to be considered in this location. However, after detailed discussions with the landowner, they have rejected the possibility. Therefore, this location is considered not viable.</p> <p>Requests for guardrail along this narrow stretch of footway has been received by other residents within prior correspondence. Unfortunately, there needs to be a minimum clearance of 450mm for any street furniture from the edge of the carriageway. Even without this minimum installation width, any guardrail along this stretch would narrow the footpath further, making it even more difficult for pedestrians in wheelchairs and those with buggies to navigate between the wall and railing. Which could lead to pedestrians walking within the carriageway.</p> <p><i>As indicated above, "Officers have instructed a speed survey to be undertaken to review the signs effectiveness in the 5-year period since they've been installed. Analysis of the data will be undertaken with a decision</i></p>

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<p>(and for sure a crossing located even in a less than ideal position is better than not having one at all), they would appeal to those responsible to then give as much consideration as can be to other mitigations.</p> <p>For example, for that narrow stretch of pavement outside of 'Caxtons', and accepting there is almost no scope to widen it, could not say some nice black railings be installed along the road gutter to act as a barrier such that pedestrians will <i>feel</i> safer (especially when great juggernauts are hurtling by); such railings would not in my view overly narrow the carriageway and so not impede the traffic?</p> <p>Further, at some point just west or just east of The Ridings junction, could another 30mph vehicle activation sign (similar to that as currently located close to Hazelhurst Drive) be installed such that, no matter what direction vehicles are coming from, they will be reminded of the speed limit should they be speeding.</p> <p>The extent of speeding along this stretch of Turners Hill Road has become ridiculous, it resembles more a race track. They appeal to those in authority to just have an informal look, they won't need to stay long to get a sense of how dangerously fast the vehicles are travelling. They have in the past sought to get police involvement in monitoring speeding vehicles here but,</p>	<p><i>made whether to relocate the signs or remove altogether.</i> All options will be considered before any final decision is made.</p> <p>Officers appreciate that vehicles approaching the area from the east are at times travelling more than the signed speed limits. Once the speed data is received, this will be reviewed and sent to the relevant authorities should this raise significant concern. Residents who have concerns about speeds in the local area should report this via the following links.</p> <p><a href="https://www.westsussex.gov.uk/roads-and-travel/road-safety/speeding-and-speed-limits/speeding-and-anti-social-driving/">https://www.westsussex.gov.uk/roads-and-travel/road-safety/speeding-and-speed-limits/speeding-and-anti-social-driving/</a></p> <p><a href="http://www.operationcrackdown.org/">http://www.operationcrackdown.org/</a></p>
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	<p>and maybe because of resources and more pressing priorities, this has met with no success, instead they have been pointed in the direction of Community Speedwatch which, though good and my thanks to the volunteers and organisers, it has failed to make any inroads in practice to curb the speeding.</p>	
	<p>Resident of Turners Hill Road</p> <p>Having looked at the details on the website and thy see that you have 'very cleverly' excluded the full extent of the very narrow footpath passing in front of Caxtons from your currently planning diagram.</p> <p>This piece of footpath already falls well short of published guidelines for the width of footpaths, and the proposed positioning of the crossing will only serve to route much more pedestrian traffic along it.</p> <p>Furthermore, this traffic will consist substantially of people with pushchairs, toddlers and other young children under their supervision. In my opinion a disaster waiting to happen.</p>	<p>The drawings are not intended to mislead about the length of the narrow section of footway. Officers consider this to be accurately shown.</p> <p>Officers acknowledge the statements from this resident. As denoted above, <i>"it is appreciated that the narrow section of footpath outside of Caxtons Cottage &amp; Caxtons Barn does exist and does cause a localised pinch point on the footpath. The design team has considered a number of possibilities. Such as reviewing highways land ownership and carriageway width with a view to widening the footpath. Also considered was the possibility to install a traffic calming pinch point/build out with priority movements to enable space to be gained to widen the footway. However, the volume of vehicles, speeds, and distance to the proposed crossing rules this out. Ultimately leading us to a position in which this footpath can't be widened"</i>.</p> <p>The aim of this proposal is to introduce a controlled crossing which will stop traffic flow and allow pedestrians to cross the road. By matter of operation, the approaching traffic will be bought to a stationary position when the crossing is being used. This will impact vehicle speeds here and on the approaches every time the crossing is used, especially during peak periods when traffic flows are greatest. Outside of these times, flows may be expected to be lighter with greater gaps in oncoming traffic. This may allow any pedestrians who feel</p>

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		cautious, to wait for a break in the flow before walking past Caxtons.
	<p>Resident of Salehurst Road</p> <p>They support this proposal, however have two questions.</p> <p>1) the path on the north side of the road, west of the proposed crossing is very narrow. Specifically at the point by "the caxtons". It is very imposing when there is a lot of traffic to walk along this narrow path, particularly when large trucks and busses pass by, literally inches away. Has this been considered, is the path at this point being widened?</p> <p>2) Has the council considered an alternative approach of re-exposing the pathway on the south side of the road? Just west of the proposed crossing point, the current path stops and pedestrians are forced to cross the road. However the path only appears to stop because the owners of the houses have "reclaimed" the pathway area and have left their grass and hedges overflow onto what would be the path way. Further west, after the houses, and running parallel to the old school, this pathway can be seen simply as an overgrown bank. Has the council considered re-exposing this pathway along the south side of the road? If that is a feasible approach,</p>	<p>Please see the following response from other objections on the same subject matter.</p> <p>Narrow Path:  <i>"It is appreciated that the narrow section of footpath outside of Caxtons Cottage &amp; Caxtons Barn does exist and does cause a localised pinch point on the footpath. The design team has considered a number of possibilities. Such as reviewing highways land ownership and carriageway width with a view to widening the footpath. Also considered was the possibility to install a traffic calming pinch point/build out with priority movements to enable space to be gained to widen the footway. However, the volume of vehicles, speeds, and distance to the proposed crossing rules this out. Ultimately leading us to a position in which this footpath can't be widened".</i></p> <p>Western Location:  <i>"During the second consultation period, officers have re-visited the site to further analyse residents' suggestions for a crossing located at the end of the discontinuous footpath on the southern side, just west of the narrow section of footpath. Although it is appreciated that the secondary access to the Welcomes has been formally closed, there is inadequate room to install the pedestrian crossing whilst allowing the private crossover point of Caxtons Barn to join the carriageway before the associated stopline and as not to affect their turning movements. It is also considered that the footpath</i></p>

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<p>perhaps that would be cheaper and less disruption than having to put in place a new crossing?</p>	<p><i>on the northern side is still narrow at this position and with the implementation of traffic signals equipment and waiting pedestrians at the crossing, any pedestrians walking longitudinally along the footpath east to west will be blocked, which may encourage them to walk within the carriageway”.</i></p> <p><i>“Officers on the project have also approached the existing landowner of the grass embankment to discuss the possible dedication or purchase of the land to enable a crossing to be considered in this location. However, after detailed discussions with the landowner, they have rejected the possibility. Therefore, this location is considered not viable”.</i></p>
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