

APPENDIX 1

Horsham: Harwood Road Pedestrian Crossing

Summary of Objections

Objection	Officer Response
<p>The residents of a property in Roebuck Close raises 3 objections to the proposed crossing. Their property is the closes property to the proposed crossing:</p> <p>The noise from the bleeper on the crossing would be detrimental to their basic enjoyment of their property. The noise would affect their enjoyment of their garden and would interrupt their sleep at night, causing irritation, disturbed sleep and possibly resultant health issues.</p> <p>The installation of a crossing so close to their property will devalue it in terms of resale value and saleability. They believe no-one would choose to live so close to a pedestrian crossing.</p> <p>They do not believe there is a need for a crossing at this location. They estimate that a maximum of 15-20 families and 3 mobility scooter users cross the road daily at this location.</p>	<p>The crossing would be a 'dual crossing' where the road is crossed in two stages with pedestrians waiting on a central island between each stage. Where such crossings are installed, the bleeper sound is not used to avoid confusion for visually impaired pedestrians who may not be able to clearly determine which stage of the crossing is being indicated as safe to cross. Dual crossings rely upon a visual indication to cross (ie the red and green man display) and a tactile rotating cone located beneath each push button unit to assist visually impaired pedestrians, which is a standard installation at all new Puffin style crossings.</p> <p>The proposed location for the new crossing is as close as possible to the existing pedestrian refuge, with the northern most end of the new island being adjacent to the wide verge and communal grassed area located between the rear boundary of their property and the rear boundary 63 Falklands Drive. The crossing will not therefore be directly outside the objector's property.</p> <p>This crossing is being proposed as part of a Safer Routes to School initiative in liaison with Leechpool Primary School to provide improved local facilities and to encourage more children to walk to school. Prior to the installation of any crossing a pedestrian and vehicle count is carried out, the results of which are fed into a comprehensive spreadsheet. This compares the numbers and introduces weighting factors such as age, mobility and accident history, all of which increase the overall score. For a location to be given priority the result must exceed a score of 0.7, this location achieved a score of 0.86 and the provision of a pedestrian controlled crossing is therefore justified.</p>

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In addition to the 3 points above, the resident expresses the opinion that the cost of the crossing would be better spent repairing the numerous potholes that have appeared on the roads since the winter.

Routine highway maintenance is funded from a separate budget and is unrelated to funding for the proposed crossing.