

Technical Advice Note

WSCC Traffic Signals Section

Ref: *TAN VRCD 140425-001*

To: **Ian Gledhill**

Date: **14th April 2025**

Copy: **Simon Osborne**

RE:B2028 Vicarage Road, Crawley Down

Below are comments relating to the information received 1st April 2025 relating to the above signalised *crossing*.

Traffic Signals Dwg No:

- **ITB9155-GA-069.pdf**

1. A crossing should be located a minimum of 20m from a conflict point with a side road. Can the separation be clarified. [The crossing is 14m south of the centre line of the next junction to the north. There is no minimum clearance distance between a crossing and a junction – the relevant design standard – Traffic Signs Manual Chapter 6 – recommends that there is sufficient space for at least one waiting vehicle. It also advocates striking a balance between giving drivers time to move away from a junction and brake and minimising deviations from pedestrian desire lines \(ref: para 15.12.1 and 3\). A 14m gap is more than sufficient for a typical car \(usually no more than 5m long\) to wait at the stop line. The separation available also minimises deviation from pedestrians’ or cyclists’ desire lines. The crossing cannot be located further south because the carriageway and footway is constrained by the width of the bridge. Root protection areas prevent the siting of a footway \(and therefore crossing\) on the northern side of the junction. The crossing is around 4m from where the existing uncontrolled crossing is located and is a significant improvement on it. There is no scope to relocate further from the junction.](#) 14/04/25 – All points raised in response are logical, and since WSCC’s initial comments, a move towards a site by site basis has been determined. As previously requested, please provide speed data to help justify the distance between the crossing & conflict point.
2. There is a comment on the drawing stating the width behind a signal pole of 0.79m. This distance is substandard; the absolute minimum required is 1.2m, however our preferred minimum is 1.5m to enable wheelchairs/pushchairs to safely pass. [This is no longer applicable. The latest access drawing shows a 2m clearance behind the pole. The hardstanding will be widened using highway verge behind the existing footway. 2m exceeds these minima and is an acceptable shared cycle route width \(ref: LTN1/20 Table 7-2\).](#) 14/04/25 – Please annotate distances for all poles on the drawing; pole positioning seems to be set for a Puffin crossing, and not a Toucan, which should be 800mm from kerb face to centre of pole. Annotation on the drawing should clarify available space.
3. There are a large number of established trees which have the potential to impact approaching driver & waiting pedestrian visibility. A green man is only an invitation to begin crossing, and pedestrians should be able to see the approaches clearly; anyone crossing from West to East may have challenges observing Southbound traffic flow. [Whilst DMRB/TSM Ch.6 includes no](#)

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requirement for visibility to/from waiting pedestrians at signal-controlled crossings – the key test is driver visibility to signal heads – visibility splays between a pedestrian waiting to cross on the western side of the road and oncoming vehicles can be achieved to the stated stopping sight distance (ref: Appendix F). The sightline towards a pedestrian on the western side passes very slightly under the canopy of a tree. However, in order to secure visibility between vehicles and pedestrians, the sight line must be retained at a height of under 2m. The canopy does not extend this low, although it will need to be maintained to secure continued visibility. Again, it is important to note the proposed signal-controlled crossing is a significant improvement on the existing crossing arrangement at this location, benefiting not only residents of the proposed development but existing users of Worth Way and the wider Crawley Down community. 14/04/25 – Please provide a copy of Appendix F for future referencing. Visibility to be checked during site commissioning & adjustments to vegetation made if required.

4. Every signalised crossing, requires street lighting, and there does not appear to be suitable locations to install lighting columns. This would need to be checked with the authorities PFI provider, to ensure the proposed crossing can be suitably lit. There is street lighting at the junction with Grange Road and on Vicarage Road. The crossing does not appear to be any more remote from lighting than the signal-controlled crossing by Huntsland. The level of lighting of the column is acceptable and the puffin crossing to the north, which is similarly sited in relation to lighting columns, sets a local precedent. 14/04/25 – Prior to full design acceptance being granted, confirmation will be required by WSCC's PFI Provider that the current lighting is suitable for the installation of a signalised crossing. If the current provision is deemed to not be suitable, then a copy of the required street lighting design, along with details relating to installation will be required for future reference.
5. It is important to identify the proposed location for the signals controller and location for a maintenance bay. A maintenance bay is identified adjacent to the proposed access road. The controller box can be provided immediately south of the signals and is indicatively shown on drawing **ITB9155-GA-069A**. The matter can be confirmed at the detailed design stage. 14/04/25 – Point closed; locations identified seem most suitable given the constraints of the location.
6. Have the Structures team been consulted with regards the potential for installing a crossing in such close proximity to a bridge? 14/04/25 – Point not responded to.
7. We require a copy of the speed survey results for our records, and also to provide justification for the method of control which will be proposed should this scheme reach detailed design and construction. 14/04/25 – Point not responded to.

Adam Norris
Principal Engineer, Traffic Signals