

Crawley Borough Council

Overview and Scrutiny Commission

Supplementary Agenda

Monday, 9 March 2020

Anna Maria Brown

Head of Legal, Democracy and HR

	Pages
5 Three Bridges Station Improvement Final Design	3 - 84
To consider report PES/338 of the Head of Economy and Planning.	
10 Exempt Information – Exclusion of the Public	
The Commission is asked to consider passing the following resolution:-	
That under Section 100A (4) of the Local Government Act 1972 the public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in Part 1 of Schedule 12A of the Act by virtue of the paragraphs specified against the item.	
11 Town Hall Site Redevelopment: Revised Budget for the District Heat Network	85 - 94
Exempt Paragraphs 3 & 5	
To consider report DCE/05 of the Deputy Chief Executive.	

NOTE: The Chair has agreed that, although this report and information was not available for at least five clear days before the meeting, there are special circumstances justifying its urgent consideration.



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Crawley Borough Council

**Report to Overview and Scrutiny Commission
9 March 2020**

**Report to Cabinet
11 March 2020**

Three Bridges Station Improvement Scheme – Next Steps *Report of the Head of Economy and Planning – PES/338*

1. Purpose

- 1.1 The purpose of the report is to progress proposals to improve Three Bridges Station, creating a new entrance to the station from Station Hill and a vibrant and attractive station forecourt space with excellent connectivity.
- 1.2 This report seeks Cabinet approval for the current recommended design for the Three Bridges Station Improvement Scheme - Three Bridges Station Improvement Scheme Brochure, with the exception of the highways aspects and, subject to planning permission, delegated authority for officers to undertake a procurement exercise. Once a suitable contractor is selected, Cabinet approval will be sought to appoint them to carry out the construction of the final approved scheme.

2. Recommendations

- 2.1 The Overview and Scrutiny Commission are asked to consider whether the proposals will achieve the objectives set out in the report and decide what comments if any, it wishes to submit to the Cabinet.
- 2.2 The Cabinet, having considered
 - the outcome of three separate public consultation exercises undertaken on the Three Bridges Station improvement scheme,
 - the Petition signed by over a 1000 individuals entitled “No Right Turn - Three Bridges Station Objection’ and presented to and debated by Full Council on 26th February 2020
 - the request contained within the Notice of Motion approved by Full Council at its meeting held on 26 February 2020
 - all other forecast impacts associated with the Three Bridges Station Improvement Scheme proposals, as detailed within report,

is recommended to

- a) Approve the principles and the design for the Three Bridges Station Improvement Scheme as set out within the Three Bridges Station Improvement Scheme Brochure except in relation to the highways aspect of the scheme, in particular the proposed “No Right Hand Turn” out of the station, which is the

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responsibility of West Sussex County Council as the Highway Authority to determine.

- b) Pass responsibility for determining a decision on the “No Right Hand Turn” to West Sussex County Council as Highway Authority and in doing so requesting that the Highway Authority take the necessary action to identify a viable alternative option for retaining the right hand turn as requested by the above petition. If no viable option for maintaining the right hand turn out of the station can be identified then West Sussex County Council are asked to confirm this.
- c) Request that West Sussex County Council, as the Highway Authority, makes a **clear public decision** over ‘the right hand turn out of Three Bridges station’, **by 1 July 2020**. Including within that **public decision**:
- whether to continue with the Scheme in its current recommended design **or** to provide an alternative scheme design to retain the right hand turn out of Three Bridges station, based on either a viable modified version of the previously considered Option 3 as detailed in the Traffic Modelling Summary dated January 2020, **or** on similar viable alternatives **and**
 - confirm that if an alternative scheme becomes the preferred option that further public consultation would take place before West Sussex County Council approves the final scheme.
- d) Note that if a clear public decision is not made by **1 July 2020** then Crawley Borough Council, as the lead partner for the Three Bridges Station Improvement Scheme, on behalf of the Crawley Growth Programme, will presume that, the current recommended design option contained within the Three Bridges Station Improvement Scheme Brochure with **no right turn** is the Highway Authority’s approved option and as such will continue with this scheme, which is part of the Crawley Growth Programme as agreed with West Sussex County Council and the Coast to Capital Local Enterprise Partnership.
- e) Confirm it will support the ultimate decision taken by West Sussex County Council over the right hand turn, e.g. continue with the scheme design in its current recommended format or select an alternative scheme design, retaining the right hand turn, which would be developed by West Sussex County Council (Highway Authority), subject to a further public consultation exercise.
- f) Confirm that in accordance with the above being resolved, to:
- i) Approve the addition of £89,000 of Section 106 monies to the Three Bridges Station Improvement scheme, which is part of the Crawley Growth Programme.
 - ii) Delegate authority to the Head of Economy and Planning in consultation with the Cabinet Member for Planning and Economic Development to submit a planning application for the final scheme and undertake, subject to planning permission, a procurement exercise for the scheme, in accordance with the Council’s Procurement Code, to recommend a suitable contractor with the appointment of the contractor requiring Cabinet approval.
 - iii) Delegate the negotiation and approval of the terms of all relevant legal documentation to the Head of Economy and Planning, Head of Legal, Democracy and HR and Head of Corporate Finance, in consultation with

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the Cabinet Member for Planning and Economic Development. (*Generic delegation 2 and 3 will be used to enact this recommendation*).

- g) Note that all matters relating to the designs for the Three Bridges Station Improvement Scheme are subject to planning permission being granted.

3. Reasons for the Recommendations

- 3.1 The proposed scheme seeks to support the following aims of the Crawley Growth Programme, of which the Three Bridges Station Improvement Scheme is part
- Improve significantly the quality of sustainable transport infrastructure (bus, cycle routes and pedestrian walkways) and;
 - Achieve major bus, cycle and pedestrian connectivity enhancements at 3 of Crawley's 4 railway stations – Crawley, Gatwick and Three Bridges.
- 3.2 The scheme will deliver this by creating a brand new station entrance off Station Hill and improving pedestrian, bus user and cyclist access into and exiting from the station, transforming the station forecourt public realm and strengthening sustainable transport connections to benefit both local residents and commuters to Manor Royal and all parts of Crawley. It will also provide dedicated and upgraded taxi waiting and public drop off / pick up zones.
- 3.3 The recommendations take into account the full debate by Members on the petition and the debate on the Council motion that took place at Full Council on the 26 February, which are explained in detail in section 5 of this report.
- 3.4 West Sussex County Council is asked to make a public decision as described in 2.2b and c above by 1 July 2020 at the latest to ensure that the Three Bridges Station improvement scheme can then progress in accordance with the Crawley Growth Programme delivery timeline agreed with the Local Enterprise Partnership.

4. Background

- 4.1 Extensive preparation work has been carried out over a number of years to draw up suitable scheme design proposals and these proposals have been subject to three separate public consultation periods, with significant community participation, as explained in this report along with positive and pro-active action taken by the Council, with West Sussex County Council and partners, in response to each consultation.
- 4.2 Crawley Borough Council, supported by partners West Sussex County Council, Network Rail and Govia Thameslink Railway (Southern), have carried out three significant and well publicised public consultation exercises since November 2014 on the Three Bridges Station improvement scheme.
- 4.3 The three consultation exercises have provided almost eleven weeks of public consultation on the scheme with a total of 779 responses received from residents and stakeholders.
- 4.4 A further 3 weeks of public consultation would also take place, should a planning application for the scheme be submitted. This would bring the total amount of public consultation on the scheme to almost 14 weeks.

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- 4.5 The following provides a more detailed response on the scheme's extensive consultation history and on how the current preferred design option came into being.
- 4.6 There are a number of Appendices to this report and these are set out below:
- **Appendix A** – Station Forecourt – Have your say,
 - **Appendix B** - Three Bridges Revised Proposal
 - **Appendix C** - Principal Petitioner's Speech
 - **Appendix D** - Summary of the Debate on the Petition
 - **Appendix E** – Notice of the Motion - summary of the Full Council debate
 - **Appendix F** – Traffic Modelling Executive Summary Report
 - **Appendix G** – A Snap shot of the third consultation results
 - **Appendix H** – Equality Impact Assessment
- 4.7 In 2013 a feasibility study, was commissioned by Southern Railway Ltd, West Sussex County Council (WSCC) and Crawley Borough Council (CBC) to identify transport interchange infrastructure and public realm improvements to Three Bridges Station.
- 4.8 The agreed objectives of the scheme at the time were as follows;
- Improve access to the station by sustainable forms of transport
 - Improve the transport interchange facilities
 - Improve provision for the picking up / dropping off of passengers by car
 - Improve provision for the taxi rank
 - Improve the physical environment of the station forecourt area
 - Maintain safe access to the passenger car park and other uses
- 4.9 The feasibility study undertaken by AECOM reported, in 2013, on three proposals to improve access to Three Bridges Station. AECOM reported the findings of the study in their report entitled "Three Bridges Station Forecourt Enhancement Report" dated October 2013. Waterman Infrastructure & Environment were then commissioned by Crawley Borough Council to undertake further work on the scheme and this narrowed it down to two options, which are described in detail at 4.11.1 below.
- 4.10 The planning permissions for the development of the train maintenance depot (CR/2011/0093/FUL) and Regional Operations Centre (CR/2011/0075/FUL) at Three Bridges Station included a Section 106 legal agreement for the developers, Network Rail, to make a contribution towards transport or interchange improvements at the station. The contribution cannot be used for any other purpose and under the terms of the agreement if it is not used within an agreed time limit, which is currently 31st March 2021, the funds will have to be repaid to Network Rail.

4.11 First Public Consultation

- 4.11.1 The first public consultation on this scheme was undertaken based on two options;
- a) Option 1 – brought forward proposed changes that would impact how people use buses and taxis, and how people walk around the station area, This included the following changes for taxis, cars, pedestrians and cyclists;
- The current taxi drop-off area would become a dedicated 20-minute drop-off/pick-up point for cars;
 - Taxis would have a new dedicated pick-up/drop-off point to the side of the station; increasing the number of licensed taxis from 8 to 18 spaces approx.;
 - A new pedestrian route would allow safer access to the bus stop (adjacent to the station) and the pick-up/drop-off point;
 - A pedestrian area in front of the station would improve access;

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- The pedestrian crossing outside the station would be realigned to reduce the number of roads that need to be crossed;
- The footway on the station side of the road (underneath the railway bridge) would be widened and become a shared footpath and cycle lane. The cycle lane would link to new and existing cycle routes; and
- The bus stop would be removed under option one;
- The right hand turn out of the station would be removed to provide the necessary developable space to accommodate the above improvements.

b) Option 2 – brought forward proposed changes that would impact how people use cars, taxis in and around the station.

This retained the right hand turn and included the following changes for taxis and cars, however there were no improvements proposed for pedestrians and cyclists due to insufficient developable space;

- The current taxi drop-off area would become a dedicated pick-up/drop-off point for cars.
- Taxis would have a new dedicated pick-up/drop-off point to the side of the station; increasing the number of taxis from 8 to 18 spaces approximately.
- The bus stop would remain in the same place under this option.

4.11.2 Both options can be seen in **Appendix A – Proposed Three Bridges Station Forecourt Works – Have your Say**. The Consultation took place from 10th November to 5th December 2014. It also included information about a proposed traffic light upgrade scheme, (The Traffic Light Upgrade Scheme was completed by West Sussex County Council in 2017). The outcome of the consultation showed that Option 1, which included the no right hand turn out of the station (**Appendix A – pages 6 - 8**) was preferred by 62% of the 269 respondents and 94% said that the S106 funds should be spent on Station improvements. In addition the following concerns were raised;

- a) **Loss of right hand turn** – many different possibilities were considered at this time to retain the right hand turn and keep all the other benefits of the scheme. However it was determined that there is not the physical space available within the forecourt area or due to the proximity of other signalised junctions to retain all the traffic movements and maintain the traffic flow on Haslett Avenue East. Alternative restrictions on traffic entering or leaving the forecourt area were considered, but affected a greater number of vehicles or had an adverse impact on the traffic flow. Whilst appreciating that the no right hand turn restriction would affect a number of people, a far greater number of station users either access the station by non-vehicular means or from the other direction left out of the station. Video surveys undertaken at the time identified that on average only 2% of the total traffic movements turned right out of the station.
- b) **Facilities for Hackney Carriages** – The then proposed location of the taxi rank for pick up and drop off, immediately adjacent to the side entrance to Three Bridges station, was challenged by the Hackney Carriage association. (This led to the taxi rank / waiting area being relocated in the revised design proposals).
- c) **Need for additional parking** – A number of respondents highlighted the need for an increased amount of car parking to be provided at the station and cited the length of the waiting list for car park season tickets and the difficulty in finding a space.
- d) **Removal of a traffic lane due to the widening of the footway** - The impact on traffic flow from the loss of a vehicle lane underneath the bridge as a

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consequence of widening the footpath in option 1 to provide a shared cycle/ pedestrian path was highlighted in a number of responses. Initial traffic flow modelling was produced in the summer of 2013 and included models for the local area to the station and the redevelopment options being considered. These Linsig models were reviewed by West Sussex County Council traffic signals team in June 2013 and they concluded that Option 1 showed a slight improvement on existing traffic conditions and was the better solution of the proposals.

- 4.11.3 Following the outcome of the first public consultation a report was considered by the Cabinet on 11 February 2015 ([SHAP/43](#)) with a recommendation to Full Council for approval, to allocate £430,000 of S106 monies to the implementation of the scheme. As part of their response to the proposals and seeking to mitigate the effects of removing the right hand turn out of the front of the station, Councillors requested that consideration be given to a new Station entrance on Station Hill to the east of Three Bridges station.
- 4.11.4 In direct response to this request, GTR Southern produced in May 2015 a feasibility report for the proposed new “eastern access” station entrance gate line onto Platform 5, together with a proposed new vehicle drop off zone associated with this entrance, along Station Hill. Options considered for this included removing the right hand turn out of the Station forecourt at the front since its removal would be mitigated by the new station entrance.
- 4.11.5 In February 2016, following nine months of negotiation by WSCC as Highway Authority with the Local Enterprise Partnership in order to obtain funding, the scheme became stalled as the business case was not supported by Network Rail.
- 4.11.6 On 29 June 2016, Cabinet recommended to Full Council the approval for the allocation of £1.5m from the Council’s capital programme to the Three Bridges Station Scheme (Financial Outturn 2015/16 - [FIN/385](#)) in order to progress the scheme and with CBC restarting discussions with Network Rail.
- 4.11.7 In September 2016 it was agreed by the Crawley Growth Board that Crawley Borough Council should take the lead on this project and draw up a revised project brief in line with Network Rail objectives. The following additional aims were also added;
- Provide an attractive, safe and accessible sustainable transport gateway and node into Crawley, as per the Crawley Growth Programme.
 - Deliver improved safe, direct and inter-connected pedestrian and cyclist access to and from the station by sustainable forms of transport (walking, cycling and public transport, electric cars), particularly in relation to Manor Royal Business District and Crawley Town Centre.

4.12 **Second Public Consultation**

- 4.12.1 In spring 2017, Network Rail agreed for the scheme to be revived. A revised design, which, following on from the 2014-15 consultation exercise, included proposals to remove the right hand turn out of Williams Way and to create a new station entrance off Station Hill, was developed in autumn 2017 and consulted on publically for a period of 4 weeks in early 2018 -12th February to 5th March 2018. From 12th February to 5th March 2018, six information sessions were delivered to the general public; one in County Mall, one at Crawley Library and four sessions at various times at Three Bridges station. At that time 5,000 brochures were produced of which 4,800 were distributed at various information sessions which were well attended. CBC received 244 written comments from 183 people. The majority of people that attended sessions thought the scheme had been improved and supported the

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scheme. Of the 244 written comments received. 135 commented on the no right hand turn, 15 about reducing from 3 lanes to 2 under the bridge and about 27 commented on the WSCC Junction Improvement Scheme.

- 4.12.2 The revised design associated with the second public consultation is summarised below and shown in full at **Appendix B - Three Bridges Revised Proposal**
- a) **Enhanced Parking Provision / A new vehicle Waiting Zone for the public** – Reconfiguring the existing car park to provide an additional 6 parking spaces and space for the construction of a dedicated new pick up and drop off waiting area for the public, which would comprise 17 spaces. This area would also be used for the occasional bus replacement service, a capacity for up to 8 buses.
 - b) **Enlargement of the Taxi Rank** – The provision at the front of the station for an enlarged taxi rank for up to 22 taxis, taking away the need for a stopping up order to transfer the ownership of land within the forecourt, from Crawley Borough Council to Network Rail.
 - c) **Sustainable Transport Hub** – This revised proposal creates 9 additional electrical vehicle charging points in the car park, 40 additional bicycle parking spaces, new pedestrian crossings, significantly improved cycle route access, the creation of a “Bus Superhub” – (an enlarged high quality bus waiting area equipped with a modern shelter, Wi-Fi, phone charging points etc.), much closer to the station, enabling the removal of the inconveniently located “bus stop C”..
 - d) **A brand new Eastern Access** – The revised proposal seeks to create a new “Eastern Access” station entrance via platform 5 of Three Bridges station for bus passengers, pedestrians and cyclists, whilst also providing sufficient parking spaces for staff of the Network Rail depot.
 - e) **Transforming the Forecourt** – The revised proposal aims to provide a new and better quality public space on the forecourt at the front entrance of the station, comprising high quality paving, raised planters, trees and soft landscaping, feature steps and a ramp to enhance disabled access.
 - f) **The option to remove the right hand Turn** - The revised design for the Three Bridges Station improvement scheme also refers to the proposal to remove the right hand turn out of the station in order to increase the amount of space for pedestrians and cyclists to access the station and further enhance traffic flows by increasing “green time” on Haslett Avenue East for town centre bound traffic.
- 4.12.3 These revised proposals were considered by the Cabinet in March 2018 (PES/280). Taking on board the feedback from the second consultation and the prevailing concerns about the impact of removing the right hand turn out of the station, Cabinet responded to those concerns by approving the proposals in principle only, subject to detailed design and to the delivery of comprehensive traffic modelling to determine the viability of removing the right hand turn out of the station. Cabinet also requested that further consultation be undertaken on the detailed designs when ready, to determine overall support for the scheme.
- 4.12.4 Furthermore, Cabinet also approved expenditure of up to £675,000 from the approved £1.5 million to progress the detailed designs for the scheme and prepare a planning application submission.
- 4.13 **Third Public Consultation**
- 4.14 Following completion of the detailed design work and the traffic modelling exercise, Crawley Borough Council, WSCC and partners went out to a third phase of public

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consultation on the scheme from 7th October to 3rd of November 2019 with the revised designs, which are described below in detail and can be found here - [Three Bridges Station Improvement Scheme Brochure](#). The consultation responses are summarised at **Appendix G**.

5. The Full Council Meeting - 26 February 2020.

- 5.1 At the Full Council meeting held on the 26 February 2020, the meeting considered two items relating to the proposed Three Bridges Station improvement scheme.
- 5.2 The first item related to a Petition entitled "No Right Turn - Three Bridges Station Objection" and as the Petition contained just over 1000 valid signatures and as such in line the Council's Petition Scheme, it was required to be debated at Full Council.
- 5.3 The Petition "No Right Turn - Three Bridges Station Objection" was as follows:
 - 5.3.1 ***"We the undersigned Petition the council to commence a further consultation on this issue, including viable options for the retention of the right turn out of the station forecourt, and ensuring that the consultation period lasts for a sufficient period of time and is adequately publicised in order to ensure that all key stakeholders are able to participate fully."***
 - 5.3.2 *"We wish to register our concerns at the implications of the loss of the right turn out of Three Bridges Station proposed as part of the re-design proposals which have recently been the subject of consultation by Crawley Borough Council, due to the negative effects we believe this will have on local residents. We also wish to express our concern about the short timeframe in which the consultation took place, and the level of publicity afforded to ensuring that all interested parties were able to have their say effectively."*
- 5.4 Following detailed consideration of the Petition, Full Council resolved to note the Petition and ask Cabinet (at its meeting on 11 March 2020) to consider the contents of the Petition.
- 5.5 To enable the Cabinet to consider the Petition in greater context, included as **Appendix C** is a copy of the Principal Petitioner's speech, which they made to the Full Council meeting. In addition, **Appendix E** provides a summary of the main views expressed by Members during the Full Council debate on the Petition.
- 5.6 The second item discussed at the Full Council meeting related to a Notice of Motion entitled 'Three Bridges Station.', which, following a lengthy debate on the item, was agreed by Full Council with the wording set out below:
 - 5.6.1 *"This Council recognises the importance of Three Bridges Station to the whole town, and welcomes the completion of the recent consultation on the forecourt development designs.*
 - 5.6.2 *Whilst the Council supports the key principles of the scheme, and welcomes the many benefits this will bring for all users of the station complex, it also recognises the significant and widespread concerns expressed by a large number of respondents to the recent consultation exercise and by a much greater number of residents who participated in the recent e-Petition, all of whom have very grave reservations about the loss of the right turn movement out of the station and the negative effects this will have for drivers leaving the station to travel to Pound Hill, Maidenbower, Worth, Forge Wood and villages to the east of the town, and on taxi*

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drivers and their passengers, all of whom will suffer increased journey times as a result of not being able to turn right out of the station.

5.6.3 *In the light of the significant public concern, the Council resolves to ask the Cabinet to request that West Sussex County Council provide an alternative scheme based on either a modified version of the previously considered Option 3 as detailed in the Traffic Modelling Summary dated January 2020, or on similar alternatives, to retain the right turn out of the station complex, and to carry out a further public consultation exercise on any new scheme the County Council produces on this basis.”*

5.6.4 The Cabinet should be aware that Full Council agreed in the third paragraph of the Notice (as shown above) a request of Cabinet to seek further information from West Sussex County Council as the Highways Authority in respect of further options, over the potential to retain a ‘Right Hand Turn’ from the station. To help Cabinet to understand the reasoning behind the Full Council’s decision over the approval of the Notice of Motion - **Appendix E** contains a summary of the main views expressed during the debate on that item.

5.7 The Cabinet are reminded, when considering the recommendations in this report, to ensure they take due regard of the Petition ‘No Right Turn - Three Bridges Station Objection’ in accordance with the Full Council resolution. The Cabinet should also consider and take due regard of Full Council’s request as defined in the approved Notice on Motion.

6. Three Bridges Station Improvement Scheme – Revised Design Proposal

6.1 The aims of the scheme were updated and revised as follows;

- Improve the physical environment of the station forecourt area and taxi rank
- Improve provision for picking up/dropping off passengers by car and taxi
- Improve the transport interchange, bus, pedestrian and cycle links
- Improve access to the station by sustainable forms of transport
- Improve passenger flow by creating a new station entrance on Station Hill
- Review parking facilities at the station.

6.2 The scheme will benefit all station users. Key features include:

- A brand new station entrance from Station Hill into the station onto platform 5, which will provide access to all public parts of the station, equipped with ticket machines and gates manned by railway staff –. This will benefit in particular residents from Maidenbower and Pound Hill.
- Additional bike parking for cyclists located at the new station entrance on Station Hill – the additional designs for this area are currently being finalised with GTR and NR
- Transforming the Forecourt –better quality public space at the front entrance of the station, consisting of quality paving, raised planters, low maintenance trees and soft landscaping, feature steps and a ramp to enhance disabled access. An enlarged dedicated space for public vehicle drop off and waiting at the front of the station.
- An enlarged dedicated taxi rank and waiting area at the front of the station.
- New pedestrian crossing points over Williams Way to the Station and between the taxi area and the public drop off area to provide pedestrians with much safer and clearer access to the station.
- A widened and quality paved area in front of the Station for shared use by both pedestrians and cyclists, offering much safer and much clearer access into the Station, particularly from underneath the railway arch on Haslett Avenue East.

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- A greatly improved public space environment in front of the station with better access for disabled station users.
 - An enlarged and quality waiting area for bus users in front of the station, equipped with a modern shelter and Real Time Passenger Information with much easier access to and from the railway station.
- 6.3 The detailed designs are presented in the Three Bridges Station Improvement Scheme Brochure (used for the third consultation period). The main changes in the proposal from the second consultation included the following;
- Reconfiguration of the taxi, public drop off area and the motorcycle parking;
 - Larger bus waiting area
 - Improved pedestrian and cycle access within the station
 - Removal of the drop off area at the Station Hill entrance – retaining wall remains
 - Reconfiguration of the parking for Network rail staff at the Station Hill entrance and the relocation of the cycle parking.
- 6.4 **The proposed vehicle drop off facility on Station Hill** is no longer included in the proposals because:
- I) The civil engineering costs required to build out the lay by for the 5 parking spaces are cost prohibitive.
 - II) The traffic modelling exercise determined that the traffic volumes on Station Hill would be too adversely affected by the lay by.
- 6.5 **The removal of the right hand Turn** – A robust and detailed traffic modelling analysis was undertaken to see if there was a way of keeping the right hand turn and still keep all the features of the scheme and it was found not viable to do so. **Appendix F** contains an Executive Summary of the traffic modelling analysis.
- 6.6 The traffic modelling analysis has concluded overall that the reassignment of 'right turning' traffic out of Williams Way and the proposed layout changes is likely to have only a minor impact on journey times in relation to the vast majority of vehicle movements taking place on Haslett Avenue East outside the station main entrance and wider strategic road network in the vicinity. The vast majority of road users travelling in and out of Crawley using Haslett Avenue East will be relatively unaffected. This is summarised and explained in more detail on page 11 of Three Bridges Station Improvement Scheme Brochure.
- 6.7 The traffic modelling summary report (**Appendix F**) shows the options that were considered – one of which included a retained / signalised right hand turn (Figure 5 Option 3), but as can be seen from Table 1 and 2 under Section 8 the impact on journey times for much larger numbers of vehicles (including buses) on the road network is more significant simply to accommodate the relatively small number of right turning cars in the am and pm peak periods, which is currently between 2 and 4% of drivers.
- 6.8 As part of their endorsement of the results of the traffic modelling exercise, the following statement was obtained from West Sussex County Council Highway authority "The County Council would find it very difficult to approve a scheme that would disadvantage users of the bus network in Crawley at peak times in order to provide for traffic entering the public highway network from the station car park and a private road, Williams Way. This would be in direct conflict with the County Council's approved transport policies and objectives to promote sustainable modes of transport whilst maintaining the passage of traffic on the main highway routes in the town."

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- 6.9 The overall outcome of the most recent public consultation last autumn is set out in more detail below and is summarised in the pie chart presented at **Appendix G** – A Snap Shot of the Consultation Results. The following should be noted;
- 6.9.1 As mentioned above this third public consultation period took place between 7th October and 3rd November 2019, a total of 28 days.
- 6.9.2 2000 brochures were printed and handed out at County Mall, the Library and Three Bridges Station and at various stakeholder meetings. An electronic version of the scheme brochure was made available on line via Crawley’s regeneration web site.
- 6.9.3 The majority of the sessions were well attended with people providing feedback either at the time or via a dedicated email address. Feedback continues to be collated and analysed to inform the prospective planning application submission
- 6.9.4 During this latest consultation period, Crawley Borough Council received 513 comments from 327 people, which were submitted in various forms such as via a number of public events and via a dedicated email address. During the consultation period from 7th October 2019 to the 3rd November 2019, five information sessions were delivered to the general public; one in County Mall, one at Crawley Library and three sessions at various times at Three Bridges station. In addition there was an unmanned display in the Town hall from Monday 21st October until Sunday 3rd November 2019.
- 6.9.5 46% of respondents declared in favour of the plans. 18% of respondents expressed concerns around the impact of the removal of the right hand turn out of Williams Way, and 7% queried the reduction of 3 lanes to two under the bridge whilst 5% of respondents expressed disappointment at there being no vehicle drop off proposed at the Station Hill entrance to the station. As a result of the queries raised, answers were provided on line to a range of queries on a [Frequently Asked Questions page](#) – [this is regularly updated and can be found here](#)
- 6.10 A number of people had concerns about the traffic modelling information provided particularly in relation to the validity of the peak times.
- 6.10.1 The peak times are determined by the traffic volumes on the main arterial roads outside the Station, such as Haslett Avenue East (see the Traffic Modelling Executive Summary – **Appendix F**), not arbitrarily by Council officers. Whilst some commuters may arrive at the station before 7am and after 6pm, the traffic volumes on the strategic network or the main roads at those times are shown by the traffic counts to be significantly less. Therefore it follows on that the journey times for vehicles needing to use alternative routes to turn right out of the station at those times are likely to be lower due to the lower volume of traffic on the road network.
- 6.10.2 It has been determined that the peak times on the main arterial roads are the most appropriate times to focus on, since these are the times with the greatest traffic volumes on the main arterial roads such as Haslett Avenue East, which would logically give rise to the “worst case scenarios” in terms of additional journey times for vehicles needing to use alternative routes to turn right out of the station.
- 6.11 **Overview of Traffic Survey Findings**
Peak Time Traffic Volume on the road network compared to Traffic Volume out of the Station:
- 6.11.1 The traffic survey in the Traffic Modelling Report (**Appendix F**) notes that the peak time for volume of traffic exiting out of Three Bridges station at the Williams Way –

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Haslett Avenue East junction differs from the peak time for the volume of traffic on the surrounding road network.

6.11.2 During the Williams Way AM peak hour (07:00 to 08:00) the traffic survey found that there were 234 vehicles exiting Williams Way, which is actually 56 more vehicles compared to the morning peak time on the surrounding road network (08:00 to 09:00).

6.11.3 However between 07:00 and 08:00 the overall traffic volume on the road network through the above junction was found to be significantly less, a reduction of 675 vehicles, compared to the network peak hours of 08:00 to 09:00 (2,750 vehicles).

6.11.4 During the Williams Way evening peak hour (18:00 to 19:00) the traffic survey found that there were 452 vehicles exiting Williams Way, which is 178 more vehicles compared to the evening peak time on the surrounding road network (16:30 to 17:30).

6.11.5 However between 18:00 and 19:00 the overall traffic volume on the road network through the above junction was found to be significantly less, a reduction of 391 vehicles, compared to the network peak hours of 16:30 to 17:30 (3,000 vehicles).

6.11.6 Therefore, it was considered that the traffic assessment should be carried out during the main network peaks, when traffic volumes in the study area were greatest, so capturing the “worst case scenario” journey time impact for the Options.

6.12 **Traffic Survey Data Collection Time considered Reliable and endorsed by WSCC Highways**

6.12.1 Some people questioned the timing of the traffic count survey data collection. Officers can confirm that the traffic count surveys were undertaken during term time, the data used related to the period 10th to 14th of July 2018.

6.12.2 In addition officers used the information from the Automatic Traffic Counters (ATC) data located at 9 sites within Crawley, collected by West Sussex County Council, to confirm that the data collected in July 2018 showed typical traffic flow volumes when compared with volumes all year round..

6.12.3 This review of traffic flow volumes over the year highlighted that traffic flows were relatively consistent throughout the year with the exception of January and August where traffic flows are significantly reduced during the traditional holiday periods.

6.12.4 In conclusion the traffic survey data collected during the week of 8th July to 15th July 2018 represented typical peak flows and the use of this data is appropriate for the traffic modelling exercise. The use of this week for the data collection was validated by West Sussex County Council, the Highways Authority.

6.13 **Additional Modelling Assessment Work on Changes to Journey Times**

6.13.1 Following the selection of the proposed option to remove the right hand turn additional high-level studies were carried out to look at the changes in overall journey times of additional routes and combined routes through the study area, particularly for the small number of reassigned ‘right turning’ vehicles. The findings are presented on pages 21 to 24 of **Appendix F** to this report.

6.13.2 It is proposed to sign two alternative routes for vehicles exiting the Station wishing to travel eastbound. These will be via the Paymaster General’s Roundabout to the west and the Bycroft Way roundabout to the north. However, it is acknowledged

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that drivers will choose to take a variety of different diversion routes in addition to those signed posted, based on individual destinations and traffic conditions.

- 6.13.3 The journey time impacts via these routes have been estimated based on surveyed average speeds on the links and modelled journey times where applicable within the study area
- 6.13.4 The largest impacts to journey times will be amongst vehicles wishing to leave the station and travel eastbound (currently right-turn onto Haslett Avenue East), with additional journey times of typically 2-3 minutes, up to a maximum of 6 minutes (occurring on one diversion route) depending on time of day and alternative route taken.
- 6.13.5 The largest increases to journey times for vehicles travelling through the study area are amongst vehicles travelling from Worth Road during the AM peak with an increase of up to 45 seconds.
- 6.13.6 The largest decrease to journey times for vehicles travelling through the study area are amongst vehicles travelling from Billington Drive northbound during the AM peak with a decrease of up to 21 seconds.

7. Information & Analysis Supporting Recommendations

- 7.1 Officers from West Sussex County Council - the Highways Authority – have endorsed the traffic modelling work and its outcomes and fully support the proposed option, which involves removal of the right hand turn out of the station.
- 7.2 Crawley Borough Council representatives have held a range of meetings with stakeholder groups including: the Economic Regeneration Working Group (to which all Crawley Borough Council and Crawley West Sussex County Councillors were invited), the Town Access Group, Hackney Carriage Association, Cycle and Walking Forum, Three Bridges Community Forum, and ward councillors.
- 7.3 The feedback received from the key stakeholders has been generally positive regarding the overall scheme. Queries raised by residents and stakeholders about specific aspects of the overall scheme have been added to and then answered on a dedicated Frequently Asked Questions page, which can be accessed on line using this link [Frequently Asked Questions](#).
- 7.4 Two member seminars were held - one on the 1st October 2019 with Councillors from the three most affected wards - Three Bridges, Pound Hill and Maidenbower, with the Economic Regeneration Working Group on 2nd October 2019 extended to all members and County Councillors.
- 7.5 The TAG (Town Access Group) group have confirmed that they are satisfied that the issues they had raised have been addressed in this revised version of the scheme designs.
- 7.6 Metrobus have supplied information showing that the four bus stops at Three Bridges Station served a total of 613,694 passenger movements from January 2019 to November 2019, which on average is approximately 1800 passengers a day. This is broken down by bus stop below:

Atco Code	Bus Stop Name	Passengers
4400CY0203	Three Bridges Station stop A	237,566

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4400CY0205	Three Bridges Station stop B	222,152
4400CY0513	Three Bridges Station stop C	63,970
4400CY0512	Three Bridges Station stop D	90,006

- 7.7 In addition Govia Thameslink Railway have stated that approximately 3.1M people use the station a year which is approximately 8,000 a day. Passenger volumes are expected to rise significantly as Crawley's population continues to grow. Crawley's emerging Local Plan 2020-35 concludes that the Borough requires an additional 11,000 homes to satisfy population growth projections.
- 7.8 Crawley also has the highest net in commute of any local authority area outside central London – 43,000 commuters come into Crawley every day, 80% of whom come in by car. Enhancing the capacity and improving the quality of railway station infrastructure and its accessibility by all other modes of transport locally is therefore of critical importance.

8. Next Steps for the Three Bridges Station Improvement Scheme

- 8.1 The project partners (West Sussex County Council, Network Rail, GTR Southern) have all confirmed their commitment to the scheme and they continue to participate in the Project Steering Group and they have endorsed the resulting design proposals.
- 8.2 Network Rail Route Enhancement Manager, said: "We fully support the Crawley Growth Programme plans to improve connectivity for pedestrians, cyclists and motorists at Three Bridges station. Well connected stations are a vital link for local communities and mean better journeys for rail passengers."
- 8.3 The Growth Programme Delivery Manager, states, "West Sussex County Council is pleased to support the development of the Three Bridges station project, a critical project within the Crawley Growth Programme. West Sussex County Council has supported the development of this project, including endorsing the traffic modelling exercise and its analysis and has also been involved in the public consultation sessions."
- 8.4 Head of Projects from GTR, states, "GTR is supportive of the proposed scheme at Three Bridges Station to improve the current station forecourt, provide a taxi / short stay / drop off forecourt and introduce a new entrance to the Eastern side of the station. This is on the following understanding:
- 8.5 Once the detailed design has been completed and approved by Network Rail (as Landlord) for the Station, a Station Change procedure will be issued as per Railway process for acceptance by the Train Operating Company (Currently GTR). This process will clarify any changes to the Train Operating Company lease, changes to assets and any commercial impacts brought about through the change. Car parking capacity remains the same as current and is a compliant design to car parking standards for space size and roadway widths. We look forward to continued engagement with yourselves and Network Rail on this scheme through to completion on site."

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- 8.6 The proposed next steps for the Scheme are as follows;
- 8.6.1 Promote / highlight the on-line “Frequently Asked Questions” document in order to highlight the results of the Traffic Modelling, the reasons why retaining the right hand turn is not viable and the amount of public consultation already undertaken.
- 8.6.2 Subject to Cabinet approval and then to a public decision to be taken by West Sussex County Council on the scheme (see section 2.2b and 2.2c), the proposed time table for the implementation of the Scheme is as follows:
- 8.6.3 Submission of a full planning application in 2020 - Should Cabinet decide to approve the submission of a planning application for the scheme, then, once submitted, the scheme would be subject to a further 21 days of statutory public consultation, in accordance with the Local Planning Authority process.
- 8.6.4 Undertake a procurement exercise to appoint a contractor to undertake the construction works in order for them to commence in 2021 subject to the grant of planning permission. The procurement will be for the whole project which will be limited to the funds mentioned in paragraph 10.3 below.
- 8.6.5 Commence the first phase of the scheme works in 2021 (new station entrance, benefiting Maidenbower and Pound Hill residents).

9. The Allocation of Section 106 Monies

- 9.1 The following additional Section 106 contributions have been collected specifically for Three Bridges Railway Station improvements from the Forge Wood development.

Planning Ref	Address	Clause	Value
CR/2015/0552/NCC	Forge Wood, North East Sector	60 cycle stands adjacent to Three Bridges Railway Station, a bus shelter on the north side of Haslett Avenue opposite Three Bridges Railway Station, Improved Pedestrian Crossings on Haslett Avenue East adj. To Three Bridges.	£89,000.00

- 9.2 Ward Councillors have been informed through the standard delegated process. The corresponding clause in the Table above clearly states what the funds should be spent on.

10. Financial Implications

- 10.1 The report seeks Cabinet approval for a total allocation of £89,000 of S106 funding to be added to the existing Three Bridges Station Improvement scheme budget, as part of the Crawley Growth Programme. These S106 funds will be used for the specific purpose described in the table above.
- 10.2 The latest approved scheme budget, as set out in the report to Cabinet in June 2019 PES/316 and approved by Council in July 2019, is £1,937,192.71. Spend to date is approximately £454,000. This report requests to increase the budget by £89,000, which means the total available budget for the scheme increases to £2,026,192.71.

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10.3

	Current	Revised
CBC Capital	1,262,242.00	1,262,242.00
S106 in budget	430,950.71	519,950.71
WSCC Received	41,000.00	41,000.00
WSCC/ LEP	203,000.00	203,000.00
Total	£ 1,937,192.71	£2,026,192.71

10.4 In addition the budget will be increased by CIL (Community Infrastructure Levy) when adequate sums are received. Approval will be sought from Cabinet and Full Council to increase the budget by the CIL amount once received. Works therefore will be phased based on the available budget for the scheme at the time.

10.5 This budget will be used and is being used for all aspects of the scheme delivery – the programme of works, alongside project implementation and design costs.

10.6 The design contractors have ensured through a process of value engineering that the projected total costs of the scheme remain within the above budget.

10.7 Ongoing support from Govia Thameslink Railway is dependent on the scheme having a resource “cost neutral” impact on them.

11. Legal Implications

11.1 Consultation

11.1.1 The Council takes its duty to consult with residents and stakeholders on proposals very seriously. The general requirements of consultation are set out in the case of R v Brent LBC ex parte Gunning (1985) 84 LGR 168. Those requirements are set out below:-

- (i) Consultation must be at a time when proposals are at a formative stage.
- (ii) That the proposer must give sufficient reasons for any proposal to permit intelligent consideration and response.
- (iii) Adequate time must be given for consideration and response.
- (iv) The decision maker should give conscientious consideration to the responses when reaching a decision on the proposal.

11.1.2 The three public consultations undertaken by the Council and their findings on the Three Bridges Station Improvement Scheme are detailed in summary in this Report at Sections 4.11 – 4.12, and at Section 6.

11.1.3 The Consultation Process as a whole including the Third Consultation carried out from the 7 October to 3 November 2019, complies with legal requirements. All Consultations have been undertaken at a formative stage and officers have responded to concerns raised during the various stages of the Consultations. All of the Consultations including the most recent (Third Consultation) have given sufficient, available and accessible information to allow for “intelligent consideration”

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and an informed response. The Consultees have had adequate time for consideration and for the submission of responses.

11.1.4 To complete this process, the Cabinet must conscientiously take into the account the views expressed by those who have taken part in the Consultation when making their decision.

12. Equality Implications

12.1 The Council must have regard to section 149 of the Equality Act 2010. The public sector equality duty requires public authorities to have due regard to the need to:

- a) eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited under that Act;
- b) advance equality of opportunity between persons who share a relevant protected characteristic and those who do not share it; and,
- c) foster good relations between those who share a protected characteristic and those who do not share it, which involves having due regard, in particular, to the need to:-
 - (i) Tackle prejudice; and,
 - (ii) Promote understanding.

12.2 An Equalities Impact Assessment (EIA) has been carried out and does not identify any action that needs to be taken as a result of the Scheme. Any changes to service delivery that result from implementing the Scheme may themselves need to be assessed separately for their impact on people with protected characteristics, and at this stage a separate EIA may be required.

12.3 The EIA is attached at **Appendix H**.

13. Risks of the Preferred Scheme

13.1 The other main outstanding risks associated with the scheme are as follows;

- a. **Land ownership issues** - The discussions that will need to take place in the near future will be around whether the whole of the enlarged taxi rank area and the public vehicle waiting area should become adopted public highway or whether parts of it should solely remain within the ownership of Network Rail and leased to Govia Thameslink Railway. The preferred option is for all of the proposed enlarged taxi rank area and public vehicle waiting area to become adopted public highway. This is subject to negotiation between the relevant parties.
- b. **Station Hill Entrance** - Land and Infrastructure Challenges –There will need to be an agreement put in place with the landowners of the Eastern Access zone to enable the scheme works to take place - this will therefore be subject to successful negotiations. Current discussions have proved positive and it is expected that agreements can be put in place, however there would be a requirement for the project to bear any legal costs of land owners.

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- c. **Construction Logistics** - The station will need to remain operational throughout the construction period and must ensure continuation of public access around the station. As a result, this will impact on the programme for the construction as the sequencing of the work will need to be carefully planned and approved by all parties. This is proposed to take place as early as possible in the preparation of the programme of works with the final proposals being developed when the Contractor is appointed.
- d.

14. Background Papers

- Report to Cabinet 11 February 2015, Three Bridges Station Forecourt Project (SHAP/43)
- Report to Cabinet 29 June 2016, Financial Outturn 2015-16 (FIN385)
- Report to Cabinet 4 Oct 2017, Proposed Crawley Growth Programme 2017-21 (PES/259)
- Report to Planning Committee, Section 106 Monies – Q2&3 2017/18 (PES/279)
- Report to Cabinet on Three Bridges Station Improvement Scheme – 21/03/18 (PES/280)

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Proposed Three Bridges Station forecourt works – Have your say





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Introduction

Crawley Borough Council, West Sussex County Council and Southern would like to inform you about proposed changes to the Three Bridges Station forecourt and some of the area around the station.

We jointly invite you to tell us what you think about the proposed changes. The consultation will run until Friday 5 December.

Funding from planning agreements has been received, which must be spent on interchange improvements at the station.



Why are these proposals being suggested?

As part of the planning permission for the development of the maintenance depot and operations centre at Three Bridges Station, there was a requirement in a legal agreement for the developers, Network Rail, to make a contribution towards improving access to the station. The money cannot be used on anything else and if it is not used within an agreed period of time it will be handed back to Network Rail.

The changes within the consultation are proposed to improve safety and access to the station. To meet the demands of the station and the surrounding areas, draft plans have been developed for better access for taxis, pedestrians, buses, cyclists and cars. Vehicular access will have to change if these improvements are to be made.

How long will the consultation run for?

The consultation will run from 10 November to 5 December. There will be an opportunity to meet and discuss the plans with representatives from Crawley Borough Council, West Sussex County Council and Southern on:

- Tuesday 18 November from 6-7pm at Crawley Library (before the East Crawley County Local Committee meeting)
- Wednesday 19 November from 5-7pm at Three Bridges Station
- Saturday 22 November from 10am-2pm at Crawley Library
- Wednesday 26 November from 10am-2pm at County Mall
- Thursday 27 November from 6-8pm at County Mall
- Saturday 29 November from 10am-12 noon at Three Bridges Station.

What happens after the consultation?

The views will be considered by Crawley Borough Council, West Sussex County Council and Southern, with a view to incorporating comments and suggestions into a more detailed design of the proposed improvement works. It is hoped work will start in 2016.

Page 25 How do I take part?

You can visit one of six exhibitions this month (see opposite page), fill out a survey online at www.crawley.gov.uk/rail or pick up a paper survey from Three Bridges Station or the Town Hall, located on The Boulevard, Crawley. Alternatively, scan the QR code (below) on your smartphone if you have one.



Creation of eastern access to Three Bridges Station from Station Hill

Plans for a new passenger access to platform 5 are underway, using funding from the Coast to Capital Local Economic Partnership.

A It will be located east of the station, on Station Hill. It will feature:

- A ticket barrier and ticket machine
- Additional cycle racks
- A small drop-off/pick-up bay for five/six cars.

It is anticipated that work will begin in 2015/16 and take approximately four months to complete.

This access can be implemented irrespective of whichever option for the front of the station is taken forward.

What is being proposed?

Option one

Option one will bring forward changes that will impact how people use buses, taxis and cars and walk in and around the station area.

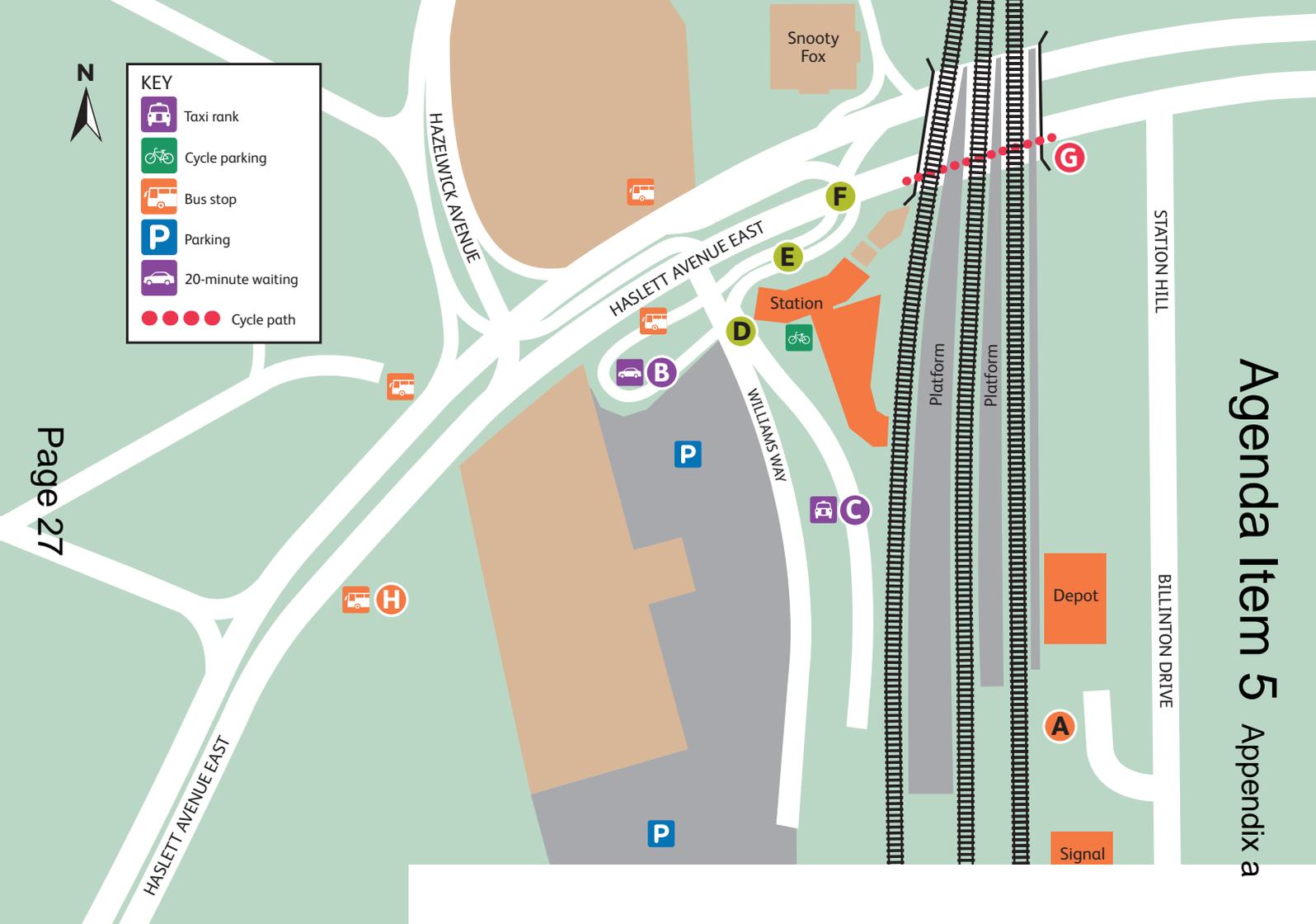
Proposed changes for taxis and pick-up/drop-off point

- B** The current taxi drop-off area will become a dedicated 20-minute drop-off/pick-up point for cars.
- C** Taxis will have a new dedicated pick-up/drop-off point to the side of the station; increasing the number of licenced taxis from eight to 18 spaces approximately.

Proposed changes for pedestrians and cyclists

- D** A new pedestrian route will allow safer access to the bus stop (adjacent to the station) and the pick-up/drop-off point.
- E** A pedestrian area in front of the station will improve access.
- F** The pedestrian crossing outside the station will be realigned to reduce the number of roads that need to be crossed.
- G** The footway on the station side of the road (underneath the bridge) will be widened and become a shared footpath and cycle lane. The cycle lane will link to new and existing cycle routes.
- H** The bus stop is removed under option one.

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KEY

- Taxi rank
- Cycle parking
- Bus stop
- Parking
- 20-minute waiting
- Cycle path



Advantages

Improved area at the front of the station for pedestrians, cyclists and public transport users with safe access maintained to the passenger car park.

Improved pedestrian route allowing pedestrians to easily access the bus stop in front of the station.

The Fastway number 20 is able to stop at the same place as all other existing bus services with improved waiting facilities.

Pedestrian crossing to the east moved closer to the station forecourt to reduce the number of crossings.

Taxi facilities relocated to the side of the station, close to the side entrance to the platform subway.

There is more space for the pick-up and drop-off area for passengers.

Improved facilities for cyclists, better connectivity to local routes including a proposed route on Worth Park Avenue.

This option maximises the benefits of a new Station Hill entrance.

The removal of the right turn will reduce delays for cars because there will be no stop sequence in either direction.

Traffic lights will be reconfigured and the new eastern access on Station Hill will improve traffic flow.

Disadvantages

In order to achieve the changes for **G** a traffic lane will be removed.

There will not be a right turn out of the station.

Improvements to alleviate disadvantages

Traffic lights will be reconfigured to improve traffic flow on the surrounding roads.

From the station, several alternative routes are available and can be found here:

www.crawley.gov.uk/rail

Option two

Option two will bring forward changes that will impact how people use cars and taxis in and around the station. There will be no change to the existing entrance and exit out of the station.

Changes for taxis and pick-up/drop-off point

- B** The current taxi drop-off area will become a dedicated pick-up/drop-off point for cars.
- C** Taxis will have a new dedicated pick-up/drop-off point to the side of the station; increasing the number of taxis from eight to 18 spaces approximately.
- H** The bus stop will remain in the same place under option two.

Advantages	Disadvantages	Improvements to alleviate disadvantages
<p>Taxi facilities relocated to the side of the station close to the entrance to the station subway.</p> <p>Pick-up/drop-off area will be available for passengers being dropped off or picked up by family or friends.</p> <p>No restrictions on turning movements.</p>	<p>There are no improvements for cyclists, bus users or safety improvements on the forecourt in front of the station caused by traffic moving in different directions.</p> <p>The bus stop for Fastway service 20 remains further along Haslett Avenue East.</p> <p>Some of the money from Network Rail will be given back so will not be used for access and safety improvements at the station.</p>	<p>Traffic lights will be reconfigured to improve traffic flow on the surrounding roads.</p>

Anticipated timescales

February 2015 – A decision will be taken by Crawley Borough Council’s Cabinet on which option will be funded.

The next phases of the project will involve preparing a detailed design, obtaining appropriate consents and appointing a contractor. Work could start in 2016. Depending on which option is selected, changes will be completed in phases to minimise disruption. Work could take between six and 12 months.

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Three Bridges Station Improvement Scheme

Proposal



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This improvement project is brought to you by the **Crawley Growth Programme**



Working in partnership with



Aerial view of Three Bridges Station



Introduction

Crawley Borough Council, Govia Thameslink Railway, Network Rail and West Sussex County Council are proposing to redevelop Three Bridges Station forecourt and some of the area around the station.

Using feedback gained from the original public consultation, changes are being suggested to the proposal in key areas, including:

- The creation of additional parking spaces at the station
- Adding in a pick-up and drop-off point along Station Hill for up to five vehicles – creating an Eastern Access for bus passengers, pedestrians and cyclists to the station
- The provision at the front of the station for an enlarged taxi rank for up to 22 taxis in an accessible location with a two lane exit
- The provision of a 20-minute pick-up and drop-off area for up to 17 cars, which will be used for the occasional rail replacement bus services
- The introduction of additional pedestrian crossings for safely accessing and exiting the station
- The introduction of new walking and cycle routes into the station alongside new cycle parking
- The introduction of new “superhub” bus stops
- The addition of bus shelter and the relocation of a bus stop.

As part of the proposal we welcome any feedback which can be emailed to 3BridgesCorridor@crawley.gov.uk until Monday 5 March 2018.

An online version of this document will be available at:
www.regeneratingcrawley.org.uk/three-bridges



The revised proposal map



Key to revised proposal map

1. Reconfigure the existing car park to provide six additional spaces. The current capacity is 395. This reconfiguration will release space to construct the new taxi rank, drop-off and waiting area.
2. Possible location for up to 14 new electric vehicle charging spaces.
3. Ten disabled spaces located nearest to the station, a net gain of one additional space on existing provision.
4. New circular drop-off / pick-up area with a 20-minute maximum stay. The area allows for approximately 17 spaces and will be occasionally be utilised for bus replacement services, accommodating approximately eight buses.
5. New expanded taxi rank area (in a similar location to the existing rank) with access from the drop-off area. Space for approximately 22 taxis, with a two-lane exit and pick up.
6. Junction and traffic light improvements carried out by West Sussex County Council, including improved pedestrian crossings.
7. Additional bus shelter and a longer stop to cater for the closure of bus stop C (Ref 7a) for improved access from the station to buses into the town centre.
8. Possible additional bus shelter located on private land to improve the quality of the bus stop area for pedestrians.
9. Closure of the right-turn facility from the station onto Haslett Avenue East. Removal of the traffic island in front of the station.
10. Relocated traffic lights and pedestrian crossings following the closure of the right-turn facility.
11. Existing 'build out' removed by West Sussex County Council to increase road space and improve flow for westbound traffic .
12. Current lane designation changed to left-turn only by West Sussex County Council.
13. Motorcycle parking area with space for approximately 50+ motorcycles.
14. Footpath extended to allow safe pedestrian and cyclist access from crossing to remodelled forecourt, to the car park, drop-off area and taxi rank. This will require the removal of the existing fence to the garden of the station house. There will be additional pedestrian crossings from the waiting and drop-off areas.
15. Forecourt improvements to provide new, larger, better quality public space and gateway feature to the station. Proposals include high quality paving, raised planters, trees and soft landscaping. There will be feature steps and ramp to enhance disabled access. Installation of a row of trees between drop-off area and taxi rank.
16. Relocated traffic lights and pedestrian crossings following the closure of the right-turn facility.
17. Footpath extended to remove kerb-side traffic lane, allowing for wider shared foot / cycle path linking to the station and cycle parking facilities via Station Hill.
18. Removal of the existing self seeded trees and shrubs, which are not protected by Tree Preservation Orders, to allow the construction of an extended staff car parking area for the depot, enabling the construction of the Eastern Access drop-off area.
19. New pedestrian entrance to the station.
20. New disability compliant pedestrian ramp and steps to allow access to platform level.
21. Additional two-tier bicycle shelter for approximately 40 bicycles.
22. New retaining wall to allow the construction of the Eastern Access drop-off point.
23. Eastern access drop-off point for five vehicles.
24. Potential new cycle route from Furnace Green, linking to Three Bridges Station, Worth Park Avenue and routes to Manor Royal and the town centre.

Artist's impression of forecourt



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Next steps for the scheme

- Concept Designs agreed by all the major stakeholders to enable a report to Crawley Borough Council Cabinet on 21 March 2018 asking for permission to move to the next phase of detailed design;
- The next phase of design will further develop the concept to a level of detail to enable a full planning application
- Construction specification details will be completed to enable tendering of the project subject to planning permission
- A procurement process will be undertaken to let the construction contract and appoint a contractor to undertake the works.

The intention is for the scheme to commence on site by September 2019, however, this may change and you can get regular updates by visiting www.regeneratingcrawley.org.uk/three-bridges

We are keen to hear what you think about the proposal as we will use your feedback to inform the development of the detailed designs.

Feedback can be emailed to 3BridgesCorridor@crawley.gov.uk by 5 March 2018.

Page 39 Information sessions

We are holding several information sessions throughout February, please come along and talk to us about the proposals.

Monday 12 February – 5-7.30pm, Three Bridges Station

Wednesday 14 February – 10am-4pm, County Mall

Thursday 22 February – 4-7pm, Crawley Library

Saturday 24 February – 10am-2pm, Three Bridges Station

Tuesday 27 February – 6.30 to 9.30am, Three Bridges Station

Wednesday 28 February – 2.30-5.30pm, Three Bridges Station

In addition to the information sessions, we will be working closely with key stakeholders which include community forums.

www.regeneratingcrawley.org.uk/three-bridges



PRINCIPAL PETITIONER'S FULL COUNCIL'S SPEECH on the NO RIGHT TURN – Three Bridges Station Petition.

I raised the Petition against the “No Right Turn out of Three Bridges Station” as I felt it would have a negative impact on the local community of Pound Hill, Maidenbower, Copthorne, the new Forge Wood Estate and other surrounding areas. Many of whom use this station to commute and are dropped off and picked up by family and friends. The majority use this right hand turn to exit the station.

If people have to exit left and go all the way up and around the Paymaster General roundabout, which is approximately a 1.5 mile round trip -they will be using more fuel/emissions and add costs to their taxi fares.

Or, it could become dangerous as people will try to cut across to the right hand lane to head towards Lidl's to turn round or towards Tesco's, where there is already a fair amount of congestion, particularly around the Hazelwick School start & finishing times.

The local roads and houses around this area, will end up picking up, much of the returning station traffic, and St. Mary's Drive and Chaucer Road are already busy residential roads.

I feel people will try to do “U-Turns” which would also be very dangerous.

Many will park and wait along the roadsides to turn back or use other residential areas e.g. Snooty Fox, Lidl's the entrance to Trafalgar Gardens, Station Hill, St. Mary's Drive, Crawley URC etc., to drop off & pick up.

Bicycles are a good option, but although there are CCTV cameras, I know of MANY that have had their bikes stolen from Three Bridges Station and the CCTV images are not clear enough to help, so that becomes an expensive option.

Three Bridges Station is a major commuter station in Crawley, used by many people at all times of the day and night, so it is essential these commuters can be picked up and dropped off safely and that the people, taxis and family doing so, can have an easy exit without making their journeys unnecessarily further, difficult and more expensive.

The traffic light controlled right hand exit works fine, although I appreciate it can sometimes get a little congested but that same congestion will still occur or become even worse if there is only the ONE left turn exit.

This right hand turn exit is essential for the people of Pound Hill/ Maidenbower/Copthorne/ ForgeWood and other surrounding areas and as there has been well over eleven hundred signatures on this Petition, objecting to the proposal, then in my opinion this needs further consideration.

Thank you for listening.

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Petition: main views expressed during the Full Council Debate:

Views expressed included:

- The Petition requested that a viable options be considered which retained the right-hand turn. Although the project was being managed by Crawley Borough Council, West Sussex County Council (WSCC) were responsible for highways and as such that element of the development was not the responsibility of Crawley Borough Council and it was necessary to defer to WSCC on the matter.
- The right-hand turn would have been retained had it been feasible to do so. Ultimately no right-hand turn had been incorporated into the design as its retention had not been deemed feasible.
- Three consultation exercises had already been undertaken in relation to the Scheme. Adjustments had been made to the Scheme as a result of those consultations, including a new access to the eastern platform of the station and engaging a company to carry out a traffic modelling survey to inform the design options.
- Further consultation would not add value.
- Retention of the right-hand turn would cause delay other vehicles travelling along Haslett Avenue East and Worth Park Avenue.
- The Scheme could only be implemented if the highway alterations were signed off by WSCC Highways. If the highway element of the scheme was not agreed no alternative scheme was possible and funding would be withdrawn.
- Engagement of stakeholder views had been lacking.
- The lack of feedback provided to residents had led to the large number of Petition signatories.
- Due to the increase in distance vehicles would be required to make as a result of the loss of the right-hand turn vehicle emissions in the area would increase.
- The data obtained through the traffic modelling survey did not truly represent average traffic movements as it had been carried out during a period when there was reduced traffic movement (ie end of school year and school activities week).
- The loss of the right-hand turn would also affect those who travelled from outside the Borough to use the station. Those users, as they were not Crawley residents, had not been entitled to sign the Petition.
- The loss of the right-hand turn would increase the use of the surrounding roads, including St Mary's Drive, where congestion was already an issue.
- Some information contained within the traffic modelling survey was incorrect (such as increased travel distance and time due to the re-routing due to the loss of the right-hand turn) which called into question the accuracy of other information within the survey.

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Notice of Motion: main views expressed during the Full Council Debate:

Views expressed in relation to the Notice of Motion included:

- The data contained in the traffic modelling survey was biased and not representative of typical traffic movement.
- Some of the data contained within the traffic survey was incorrect which called into question the accuracy of other information provided in the survey.
- Intelligent traffic signals could be used to synchronise the traffic lights of a retained right-hand turn with those along Haslett Avenue East and Worth Park Avenue. The traffic along the main road would then only be required to stop when a vehicle wished to turn right out of the station, therefore reducing the impact on traffic using the main thoroughfare.
- The traffic modelling survey had been carried out by skilled specialists and although some data contained in the survey may be surprising it was, nonetheless, correct.
- The traffic modelling survey identified that only 2% of the traffic used the right-hand turn. The majority of road users in the area wanted to travel uninterrupted along Haslett Avenue East and Worth Park Avenue.
- The station redevelopment would provide benefits to the community through improved pedestrian access to the station and widening the pavement under the bridge.
- It was appropriate to request that WSCC Highways reconsider the information to review the possibility of retaining the right-hand turn.
- It was important to acknowledge the level of concern expressed by residents through the recently received e-Petition.
- The right-hand turn could be retained if a proportion of the space at the front of the station was kept as highways and used for that right-hand turn.
- Removing the right-hand turn would result in an increase in dangerous traffic manoeuvres (e.g. illegal U-turns and crossing multiple lanes which could lead to obstructing traffic).
- The Council need to be assured that all options had been exhausted before agreeing to the loss of the right-hand turn.
- Due to the increased distance vehicles would be required to travel if the right-hand turn was lost vehicle emissions in the area (including the Hazelwick Air Quality Management Area) would increase.
- St Mary's Drive would potentially be used as an alternative route if the right-hand turn was removed. The bridge along that road had flooded on several occasions recently which had left that route unpassable.
- The increased travel time/distance caused by the loss of the right-hand turn would lead to increased taxi fares which could mean more people would choose to drive to the station.
- Public transport through Maidenbower was unreliable and not necessarily a suitable alternative to car use.
- A cross-roads outside the station could be installed as an alternative option.

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Three Bridges Station Improvements

Traffic Modelling Summary Report

For Crawley Borough Council

Document Reference: W3801 4386 Traffic Modelling Summary Report
Issue 01 - January 2020

DOCUMENT CONTROL

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Job Number	Issue	Description	Originator	Checked	Authorised
1000004386	01	Final Issue	<div style="background-color: black; width: 50px; height: 15px; margin-bottom: 5px;"></div> Jan 2020	<div style="background-color: black; width: 50px; height: 15px; margin-bottom: 5px;"></div> Jan 2020	<div style="background-color: black; width: 50px; height: 15px; margin-bottom: 5px;"></div> Jan 2020



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1. INTRODUCTION

- 1.1 Project Centre (PCL) were commissioned by Crawley Borough Council (CBC) to develop in more detail the design proposals to redevelop the Three Bridges Station forecourt and create improved access and drop-off facilities (“the scheme”) as part of the Crawley Growth Programme.
- 1.2 The aims and objectives of the proposed scheme are to:
 - Improve the physical environment of the station forecourt area and taxi rank
 - Improve provision for picking up/dropping off passengers by car and taxi
 - Improve the transport interchange facilities, bus connectivity, pedestrian and cycle links
 - Improve access to the station by sustainable forms of transport
 - Improve passenger flow by creating a new entrance/exit point at platform 5
 - Review parking facilities at the station.

It should be noted that there is a commitment to minimise any adverse impacts on traffic flows and vehicle journey times from the delivery of these key aims and objectives, as illustrated by the decision taken by Crawley Borough Council and endorsed by West Sussex County Council to require Project Centre to undertake a traffic modelling exercise in order to assess how the scheme would impact traffic volumes.

- 1.3 Part of these proposals would require the existing adjacent highway and junction layouts to be altered and this may have an impact on traffic on the surrounding roads. PCL were therefore also commissioned to carry out the traffic modelling exercise to assess the traffic impact of the possible changes to the road network around Three Bridges Station.
- 1.4 This report outlines the modelling strategy / methodology and summarises the key findings and outputs from the detailed modelling report and shows the outcome of the predicted traffic impact of the various design options considered. The traffic impact modelling for the scheme was reviewed and approved by the Local Highway Authority, West Sussex County Council (WSSCC) at key stages.
- 1.5 This report also includes details of additional assessments following the results of the previous public consultation process, which took place in spring 2018 (12th February to 5th March 2018).



2. MODELLING STRATEGY AND METHODOLOGY

2.1 The Methodology, extent and scope of traffic modelling was agreed with West Sussex County Council as the Highway Authority. The agreed methodology and related delivery process is outlined below:

2.2 Study Area (see Section 3)

West Sussex County Council agreed the extent of the study area based on the interrogation of the strategic network model and the likely extent of any traffic impact.

2.3 Data Collection

The assessment required a comprehensive and extensive collection of existing traffic survey data and signal timings within the agreed study area to allow a 'base' traffic model to be produced. These traffic surveys were also used to identify the peak periods on the main network.

2.4 Agreed Modelling Software

The assessment made use of a combination of specialist modelling software packages LinSig3 and VISSIM. LinSig3 focuses mainly on individual junctions to help test changes in geometric layout and signal staging design but it lacks the ability to accurately simulate complex interactions such as exit blocking, yellow box, keep clear, bus stops and others, hence the need to combine with VISSIM. VISSIM, which is a micro-simulation software, has the best capability to simulate complex and congested traffic conditions, such as situations around Three Bridges Station during the peak hours. Both LinSig3 and VISSIM are regularly utilised by WSCC Highways to model the projected impacts on traffic flow conditions of road layout changes and they are standard traffic modelling software tools.

2.5 Base Model

A Base traffic model was prepared utilising the traffic survey data including a calibration and validation process allowing WSCC to approve the model. The key outputs were journey times on strategic routes through the study area for each peak period and for both general traffic and bus traffic.

2.6 Proposed Models

For each of the scheme options considered (see section 6) a separate proposed traffic model was prepared utilising the above modelling software, existing peak traffic flows and any traffic reassignment due to changes in the layout. The key outputs were the journey times on the same strategic routes as the base model for each peak period and for both general traffic and bus traffic.

2.7 Assessment of Options

The traffic assessment is a direct comparison of existing journey times determined by the traffic survey data and proposed journey times, arising from the various scheme design options, which have been modelled and calculated using the above software. This assessment was accordingly carried out at peak traffic times on the main network to identify "worst case scenario" for impacts on traffic flows and journey times.



3. STUDY AREA

3.1 The agreed study area for the modelling focuses around 7 signal-controlled junctions and give-way junctions in the road network along A2220 Haslett Avenue East. The signalised junctions within the modelling extent are:

- 3628 – A2220 Haslett Avenue East / Worth Road;
- 3627 – A2220 Haslett Avenue East / St. Mary's Drive;
- 3626 – A2220 Haslett Avenue East / Station Hill;
- 3625 – A2220 Haslett Avenue East / Station Forecourt;
- 3624 – A2220 Haslett Avenue East / Hazelwick Avenue;
- 3623 – A2220 Haslett Avenue East / Three Bridges Road; and
- 3622 – A2220 Haslett Avenue East / Stephenson Way.



4. DATA COLLECTION

- 4.1 To inform the existing traffic flow and journey times, which form part of the assessment, full classified turning count surveys were undertaken at all signal-controlled junctions within the study area (listed above), including queue length surveys. These were carried out from Tuesday 10th July through to Thursday 12th July and Saturday 14th July 2018 using video data collection.
- 4.2 In addition, a series of automatic traffic counters (ATCs) were installed to collect directional traffic volumes and speed data during the full week of 8th July to 15th July 2018 (24 hours a day).
- 4.3 Additional assessments were carried out to verify and clarify that the above period of Data collection in July represented typical traffic flow volumes. This was carried out by looking at the permanent Automatic Traffic Counters (ATC) data at 9 sites within Crawley collected by WSCC and to review the yearly variation in traffic flows. This review highlighted that traffic flows were relatively consistent throughout the year with the exception of January and August where traffic flows are significantly reduced during the traditional holiday periods. This concluded that the traffic survey data collected during the week of 8th July to 15th July 2018 represented typical peak flows throughout the year and the use of this data is therefore appropriate for the traffic modelling exercise. These assessments were examined and endorsed by West Sussex County Council who are the Highway Authority.
- 4.4 Analysis of the survey data concluded that the road network peak time traffic flows in the study area were:
 - Tuesday morning peak hour (AM): 08:00 - 09:00; and
 - Wednesday evening peak hour (PM): 16:30 - 17:30.
- 4.5 Bus timetables and route information were obtained for service routes 3, 4, 5, 84, 272, 281, 291, 400, 606, Fastway 20 and Fastway 100 which run and call at the bus stops in the study area.
- 4.6 Journey Time surveys for general traffic and bus journeys were also completed on the same days and time periods as the turning count surveys (see section 4.1). WSCC provided signal timing data for all signal-controlled junctions in the study area during the above survey period.



5. BASE MODEL

- 5.1 The LinSig3 and VISSIM base models were developed and aimed to accurately replicate the real-life existing traffic conditions.
- 5.2 The LinSig3 model was validated against observed lane operating capacities from the surveys and compared against the modelling results. The VISSIM model was validated by comparing modelled traffic flows and journey times with on-site measurements for both general traffic and buses.
- 5.3 As the modelling exercise was progressed, it was concluded that modelling of the proposed options should mainly be focussed on VISSIM. This is because the junctions in the study area operate on MOVA, with dynamic or constant changing signal data that responds to real time traffic demand. As such, the existing fixed average signal values (obtained through recorded data) are bound to change. Furthermore, VISSIM presents impacts based on impact to journey times which is of most concern to most road users. VISSIM therefore formed the main basis for assessment of the impacts of the proposed options.
- 5.4 The comparison of the observed and model journey times concluded that the base model represented an accurate simulation of the existing traffic conditions during the weekday for the extent of the VISSIM study area, for the morning (AM) and evening (PM) peak hours.
- 5.5 Figures 1 and 2 below illustrates the extent of the VISSIM and LinSig3 models.

Figure 1: VISSIM Structure for Base Model

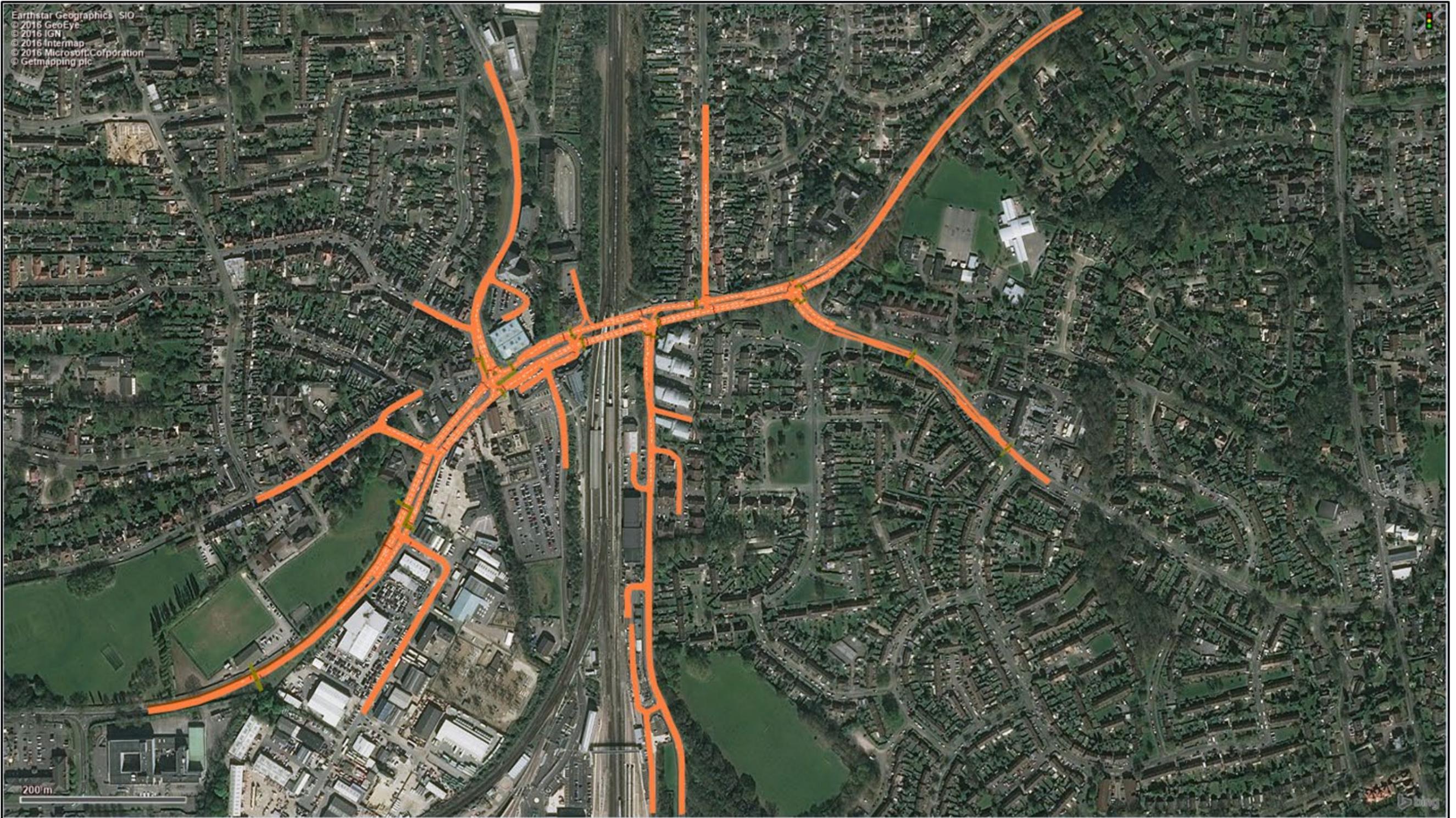
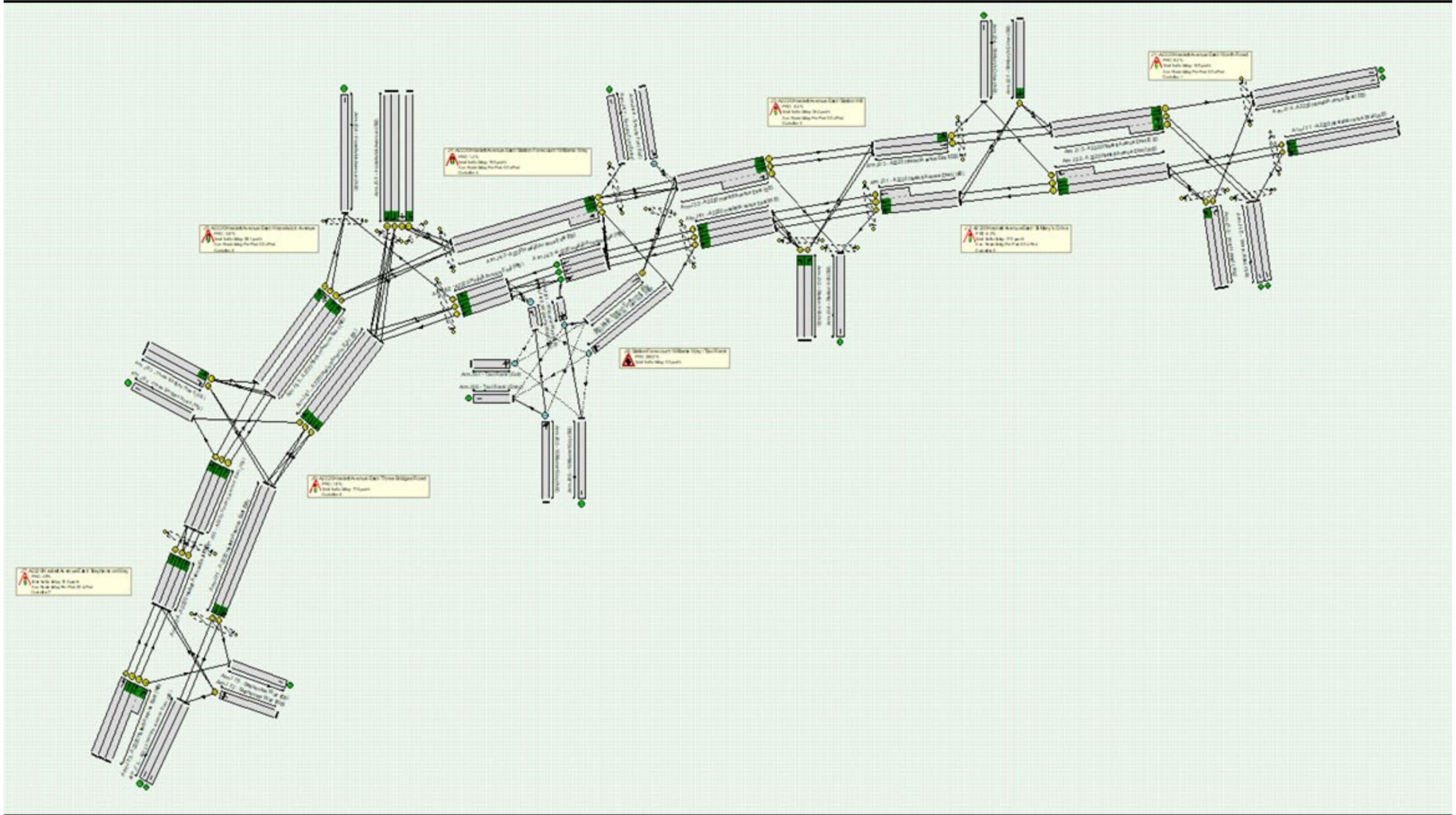


Figure 2: LinSig3 Structure for Base Model





- 5.6 The validation exercise concluded that the base LinSig3 and VISSIM models for the AM and PM peak hours are robust models. The model validation was reviewed and approved by WSCC. The approved base models were therefore used to develop models for the proposals to ascertain the traffic impact of the Three Bridges Station Improvement scheme options.



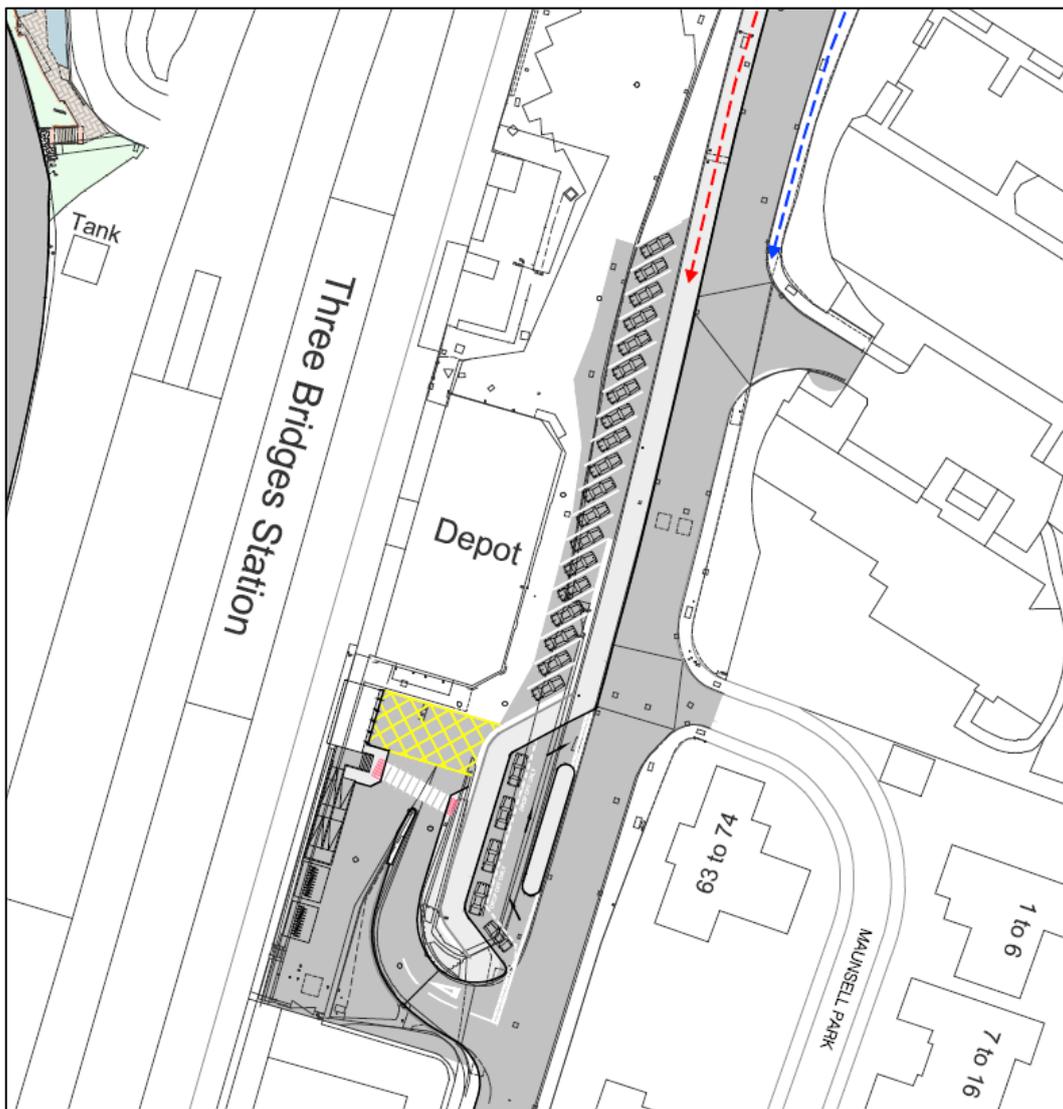
6. MODELLED OPTIONS

6.1 Two broad options were progressed for traffic modelling, both of which were assessed with and without an eastern vehicular drop-off;

- Option 0A – No Right Turn from Station Forecourt with eastern vehicular drop-off;
- Option 0B – No Right Turn from Station Forecourt with pedestrian only eastern access i.e. without eastern vehicular drop-off;
- Option 3A – Right Turn from Williams Way with eastern vehicular drop-off; and
- Option 3B – Right Turn from Williams Way with pedestrian only eastern access i.e. without eastern vehicular drop-off.

6.2 Options 0A and 3A both incorporated the same layout for the eastern access off Station Hill. This is shown in Figure 3

Figure 3: Layout Option for eastern access vehicular drop-off

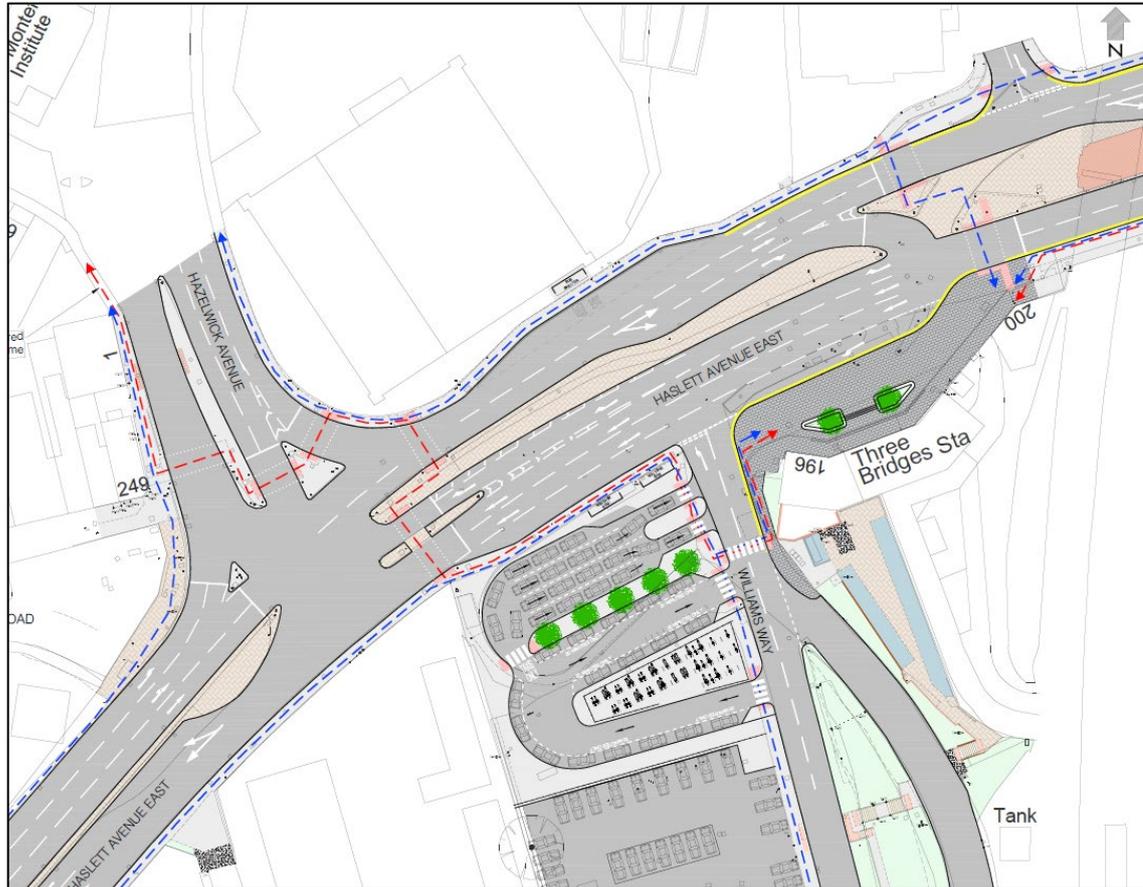




6.3 The two main options 0 and 3 are illustrated in Figures 4 and 5.

Option 0

Figure 4: Option 0



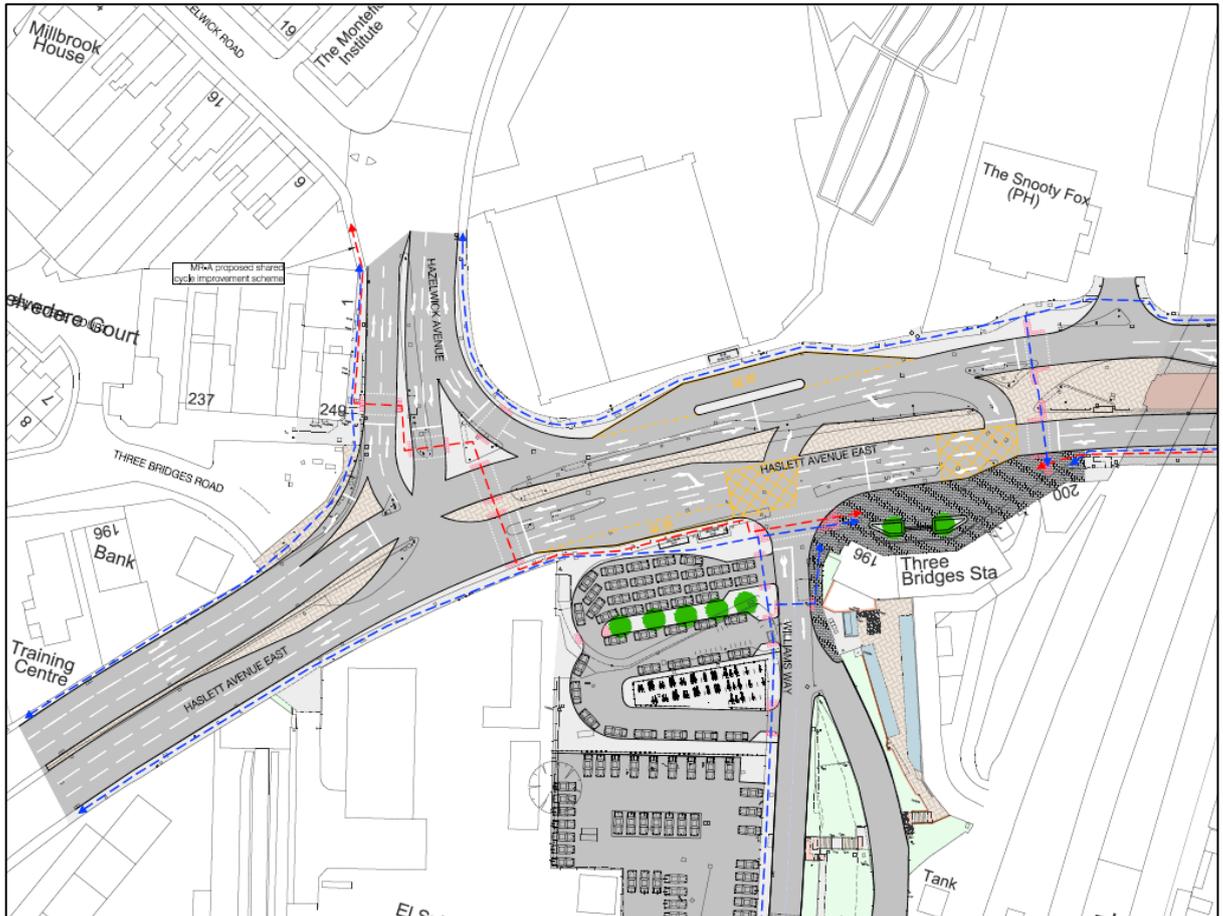
Note: This layout was used in the modelling exercise. The internal station layout has since been developed further, however the main highway layout has remained unchanged.

- 6.4 The Option 0 design proposal includes converting the existing Station Forecourt to a pedestrian area. The design also shows changing the existing signalised junction which has a right-turn lane from Haslett Avenue eastbound to a U-turn movement to accommodate traffic heading for Williams Way or the taxi rank or station drop off area from the west. The Haslett Avenue East westbound approach is proposed to be reduced from three to two lanes, which would then widen to four lanes where the nearside lane is left-turn only onto Williams Way, continuing onto the bus stop.
- 6.5 The Williams Way approach remains as a give-way and the traffic would likely exit the approach during the inter-green time at the Station Forecourt junction. For this design, the eastbound traffic from Williams Way and the Taxi Rank / public drop off area would initially have to turn left onto Haslett Avenue East and then use alternative routes if their destination is to the east.



Option 3

Figure 5: Option 3



- 6.6 The Option 3 design shows a similar layout for the pedestrianisation of the Station Forecourt along with a similar parking, drop-off and taxi layout as Option 0, but the Williams Way junction is proposed to be signalised to maintain the right-turning traffic heading eastbound.
- 6.7 The Haslett Avenue East westbound approach is designed as signalised with three lanes approximately 30m from the Station Forecourt junction. The eastbound traffic has a stop-line to allow the right-turners from Williams Way. The yellow boxes are proposed to ensure that westbound queuing traffic on Haslett Avenue East do not block eastbound right turning traffic from Haslett Avenue East and Williams Way.



7. TRAFFIC REASSIGNMENT

- 7.1 For Option 0, the proposed removal of the right turn movement would result in vehicles wishing to travel eastbound out of Williams Way exiting left and either turning at an appropriate opportunity, or rerouting their journey depending on their end destination.
- 7.2 Additional sensitivity testing was carried out to look at the impact if all right turning traffic was reassigned to use St Mary's Drive to travel eastwards. For the testing, it was assumed that 100% of the diverted traffic would use St. Mary's Drive, however, traffic travelling eastbound on Worth Park Avenue will use Chaucer Road and Grattons Drive and therefore avoid St. Mary's Drive junction with Haslett Avenue East.
- 7.3 For the AM Peak, the Base Model has an average queue length of 1 car, with a maximum queue length of 8 cars. In the test model, the results showed no change to the average queue but an increase of 2 cars to the maximum queue length (from 8 to 10 cars). In the PM peak, the Base Model had an average of 2 cars with a maximum of 12 in queue length. The test model showed an average increase in queue length of 1 car (from 2 to 3 cars) up to a maximum increase of 8 cars.
- 7.4 According to the traffic survey (see section 4) during the identified AM road network Peak traffic volume time: 08:00 – 09:00 there were 69 vehicles turning right and 109 vehicles turning left out of Williams Way, giving a total of 178 Vehicles exiting Williams Way.
- 7.5 According to the traffic survey data, during the identified PM road network Peak traffic volume time: 16:30 – 17:30 (see section 4) there were 128 vehicles turning right and 146 vehicles turning left out of Williams Way, giving a total of 274 Vehicles exiting Williams Way.
- 7.6 For the purpose of the modelling, the traffic re-assignment methodology assumed that the diverted traffic would use a variety of routes on the surrounding roads and turn back to the study area to travel eastbound or find an alternative route to their destination.
- 7.7 The proportion of vehicles diverted was estimated using the existing turning count surveys at the junctions (see section 4) to coincide with the current traffic behaviour in the study area.
- 7.8 It was noted from the traffic survey that the peak time traffic flows exiting Williams Way differed from the above road network peak time flows. The Williams Way peaks occurred between 07:00 – 08:00 and 18:00 – 19:00.
- 7.9 During the Williams Way AM peak hour (07:00 to 08:00) there were 234 vehicles exiting Williams Way. Although this represents an increase of 56 vehicles exiting Williams Way, this occurred at a period when the main network traffic volume through the junction was significantly less, compared to the network peak hours of 08:00 to 09:00. There were 675 fewer vehicles on Haslett Avenue East passing through the Williams Way Junction between 07:00 to 08:00 compared to the 2,750 vehicles from 08:00 to 09:00.
- 7.10 During the Williams Way PM Peak hour (18:00 to 19:00) there were 452 vehicles exiting Williams Way. Although this represents an increase of 178 vehicles exiting Williams Way, this occurred at a period when the main network traffic volume through the junction was significantly less, compared to the network peak hours of 16:30 to 17:30. 391 fewer vehicles were passing through Williams Way Junction from 18:00 to 19:00 compared to 3,000 vehicles from 16:30 to 17:30.



7.11 Therefore, it was considered that the traffic assessment should be carried out during the main network peaks, when traffic volumes in the study area (see section 3) were greatest, so capturing the “worst case scenario” journey time impact for the Options.

8. MODEL RESULTS

8.1 The results of the modelling are presented below in Tables 1 (for bus journey times) and 2 (for general traffic). These show the predicted changes to the traffic journey times in seconds for various routes in relation to each of the proposed 4 scheme design options (presented in section 6 above).

Figure 6 Journey Time Section Plan shows the location and extent of the various route sections used in the assessment of the journey times in Tables 1 and 2.

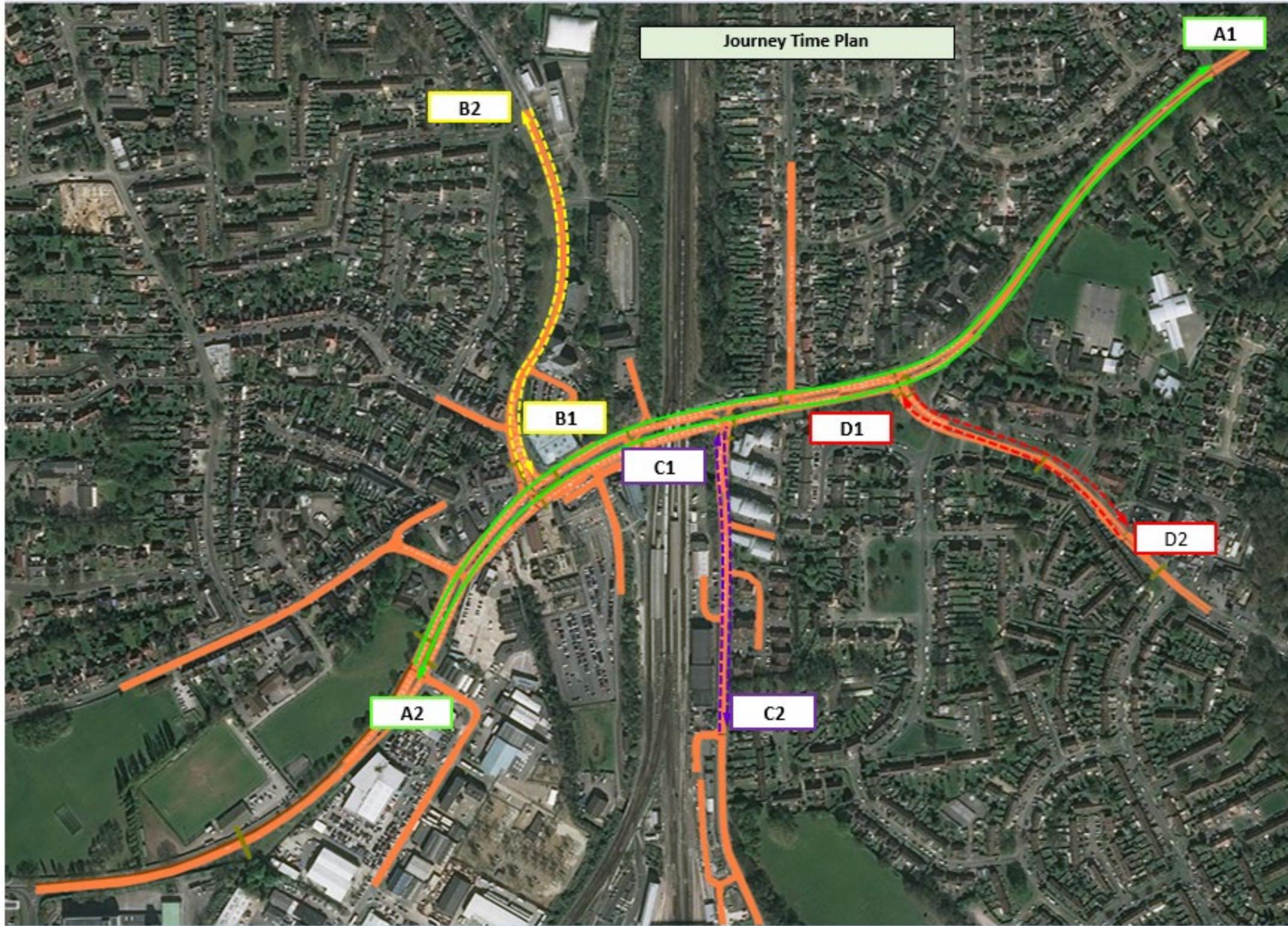
Table 1: Bus Journey Time Impacts

Bus Journey Times: AM Peak									
Origin	Destination	Direction	Section	Distance (m)	Base Model Journey Time (s)	Change for Option 0 (s)		Change for Option 3(s)	
						0A With Station Hill drop-off	0B No Station Hill drop-off	3A With Station Hill drop-off	3B No Station Hill drop-off
Haslett Avenue East (Stephenson Way)	Worth Park Avenue Road (Grattons Drive)	Eastbound	A1	1055	261	-1	-3	0	+4
Worth Park Avenue Road (Grattons Drive)	Haslett Avenue East (Stephenson Way)	Westbound	A2	1046	355	-18	+2	+56	+64
Hazelwick Avenue (from Henson Road)	Haslett Avenue East	Southbound	B1	310	66	+2	-5	-4	-2
Hazelwick Avenue (from Haslett Avenue East)	Henson Road	Northbound	B2	296	77	-5	-9	-8	-10
Station Hill (from Billinton Dr / Network Rail access junction)	Haslett Avenue East	Northbound	C1	311	89	-29	-18	+23	+40
Station Hill (from Haslett Avenue East)	Billinton Dr / Network Rail access junction	Southbound	C2	323	24	0	+1	+2	+1
Worth Road (from Pound Hill Parade)	Haslett Avenue East	Northwest Bound	D1	290	184	+10	+32	+35	+48
Worth Road (from Haslett Avenue East)	Pound Hill Parade	Southeast Bound	D2	282	36	0	+3	0	+1
Bus Journey Times: PM Peak									
Origin	Destination	Direction	Section	Distance	Base Model Journey Time (s)	Change for Option 0 (s)		Change for Option 3 (s)	
						0A With Station Hill drop-off	0B No Station Hill drop-off	3A With Station Hill drop-off	3B No Station Hill drop-off
Haslett Avenue East (Stephenson Way)	Worth Park Avenue Road (Grattons Drive)	Eastbound	A1	1055	321	-1	+5	+1	+10
Worth Park Avenue Road (Grattons Drive)	Haslett Avenue East (Stephenson Way)	Westbound	A2	1046	292	-4	-6	+15	+27
Hazelwick Avenue (from Henson Road)	Haslett Avenue East	Southbound	B1	310	68	+7	+40	+4	+2
Hazelwick Avenue (from Haslett Avenue East)	Henson Road	Northbound	B2	296	26	0	0	0	0
Station Hill (from Billinton Dr / Network Rail access junction)	Haslett Avenue East	Northbound	C1	311	60	-2	-1	-1	0
Station Hill (from Haslett Avenue East)	Billinton Dr / Network Rail access junction	Southbound	C2	323	56	0	0	0	+1
Worth Road (from Pound Hill Parade)	Haslett Avenue East	Northwest Bound	D1	290	78	0	-2	-2	0
Worth Road (from Haslett Avenue East)	Pound Hill Parade	Southeast Bound	D2	282	34	+2	+1	+1	+1

Table 2: General Traffic Journey Time Impacts

General Traffic Journey Times: AM Peak									
Origin	Destination	Direction	Section	Distance (m)	Base Model Journey Time (s)	Change for Option 0 (s)		Change for Option 3 (s)	
						0A With Station Hill drop-off	0B No Station Hill drop-off	3A With Station Hill drop-off	3B No Station Hill drop-off
Haslett Avenue East (Stephenson Way)	Worth Park Avenue Road (Grattons Drive)	Eastbound	A1	1055	176	-8	-2	+9	+5
Worth Park Avenue Road (Grattons Drive)	Haslett Avenue East (Stephenson Way)	Westbound	A2	1046	222	-5	+27	+65	+71
Hazelwick Avenue (from Henson Road)	Haslett Avenue East	Southbound	B1	310	55	+1	0	-3	-4
Hazelwick Avenue (from Haslett Avenue East)	Henson Road	Northbound	B2	296	88	+2	-6	-7	-10
Station Hill (from Billinton Dr / Network Rail access junction)	Haslett Avenue East	Northbound	C1	311	72	-22	-20	+47	+58
Station Hill (from Haslett Avenue East)	Billinton Dr / Network Rail access junction	Southbound	C2	323	23	0	0	+1	0
Worth Road (from Pound Hill Parade)	Haslett Avenue East	Northwest Bound	D1	290	98	+11	+34	+41	+53
Worth Road (from Haslett Avenue East)	Pound Hill Parade	Southeast Bound	D2	282	31	+1	+1	+1	+2
General Traffic Journey Times: PM Peak									
Origin	Destination	Direction	Section	Distance	Base Model Journey Time (s)	Change for Option 0 (s)		Change for Option 3 (s)	
						0A With Station Hill drop-off	0B No Station Hill drop-off	3A With Station Hill drop-off	3B No Station Hill drop-off
Haslett Avenue East (Stephenson Way)	Worth Park Avenue Road (Grattons Drive)	Eastbound	A1	1055	257	-16	-6	+1	+19
Worth Park Avenue Road (Grattons Drive)	Haslett Avenue East (Stephenson Way)	Westbound	A2	1046	200	-11	-4	+2	+17
Hazelwick Avenue (from Henson Road)	Haslett Avenue East	Southbound	B1	310	68	+7	+18	-9	-7
Hazelwick Avenue (from Haslett Avenue East)	Henson Road	Northbound	B2	296	31	0	0	0	0
Station Hill (from Billinton Dr / Network Rail access junction)	Haslett Avenue East	Northbound	C1	311	52	+3	+1	+3	+5
Station Hill (from Haslett Avenue East)	Billinton Dr / Network Rail access junction	Southbound	C2	323	25	+1	+1	+1	+1
Worth Road (from Pound Hill Parade)	Haslett Avenue East	Northwest Bound	D1	290	50	+2	0	0	+3
Worth Road (from Haslett Avenue East)	Pound Hill Parade	Southeast Bound	D2	282	33	0	0	+1	0

Figure 6: Journey Time Section Plan





9. PROPOSED OPTION

9.1 The range of predicted journey time impacts for the various Options detailed in Tables 1 and 2 above can be summarised as follows:

Option 0A – No Right Turn from Station Forecourt with eastern vehicular drop-off

- Impact on Bus Journey Times between + 10 seconds and – 29 seconds
- Impact on General Journey Times between + 11 seconds and – 22 seconds

Option 0B – No Right Turn from Station Forecourt with pedestrian only eastern access

- Impact on Bus Journey Times between + 40 seconds and – 18 seconds
- Impact on General Journey Times between + 34 seconds and – 20 seconds

Option 3A – Right Turn from Williams Way with eastern vehicular drop-off

- Impact on Bus Journey Times between + 56 seconds and – 8 seconds
- Impact on General Journey Times between + 65 seconds and – 9 seconds

Option 3B – Right Turn from Williams Way with pedestrian only eastern access

- Impact on Bus Journey Times between + 64 seconds and – 10 Seconds
- Impact on General Journey Times between + 71 seconds and – 10 Seconds

9.2 It is noted that the provision of the eastern vehicular drop-off (Option OA), did provide marginal improvements in journey times on some routes, however there are significant engineering challenges and costs associated with the alteration to the existing large retaining wall on Station Hill which did not justify the progression of this option.

9.3 Option 0B was recommended as the proposed option being: No Right Turn from Station Forecourt with pedestrian only eastern access i.e. without eastern vehicular drop-off. This is because the traffic flow impact assessment summarised above shows that amongst the four options considered, this option would provide the least impact, in terms of journey times, for the vast majority of people.

9.4 The selection of the above as the proposed option was subject to a high level assessment of the impact on journey times of the removal of the right hand turn for traffic exiting Williams Way,



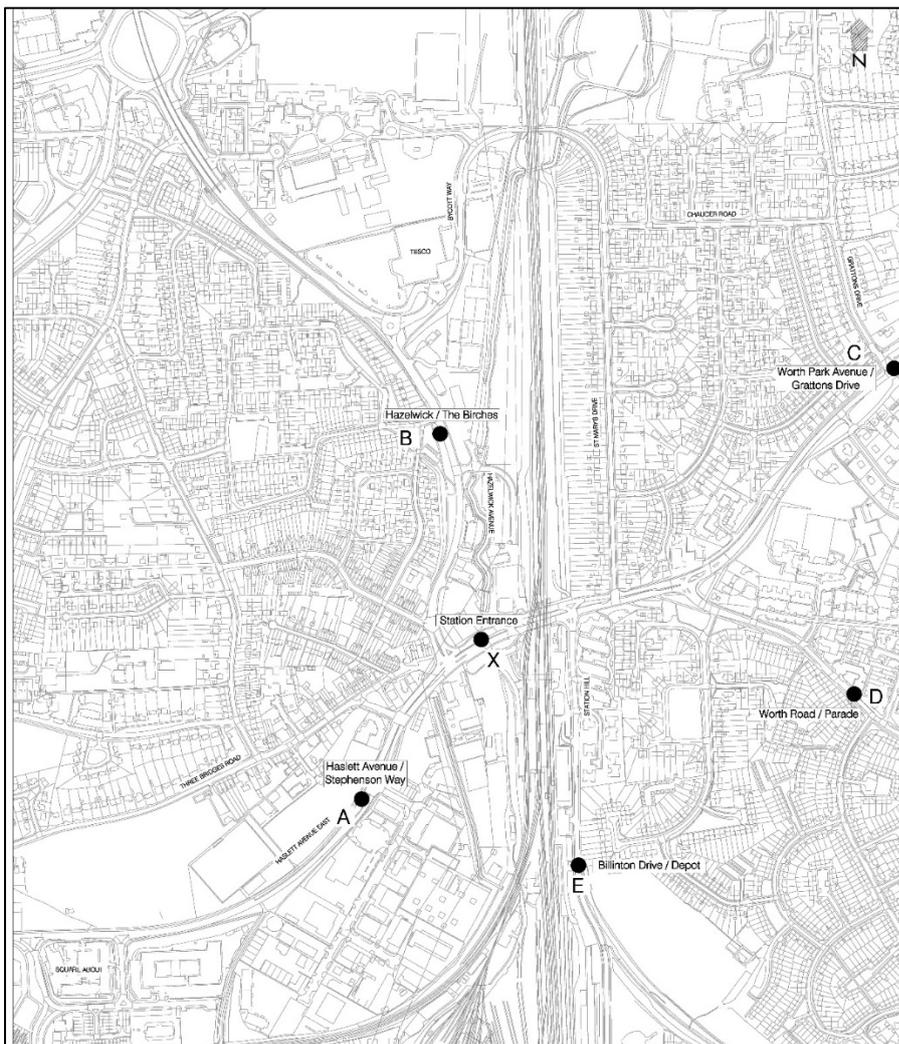
10. HIGH LEVEL SUMMARY OF JOURNEY TIME IMPACTS

10.1 Following the selection of the proposed option additional high-level assessments were carried out to look at the changes in overall journey times of additional routes and combined routes through the study area, particularly for the small number of reassigned 'right turning' vehicles.

10.2 The routes considered were to and from the following locations as shown in Figure 7:

- A - Haslett Avenue / Stephenson Way Junction
- B – Hazelwick Avenue / The Birches Junction
- C - Haslett Avenue / Grattons Drive Junction
- D – Worth Road by Pound Hill Parade
- E – Billinton Drive by NR Depot
- X – Station Entrance

Figure 7: Journey Time locations





- 10.3 It is proposed to sign two alternative routes for vehicles exiting the Station wishing to travel eastbound, which would be via the Paymaster General's Roundabout to the west and the Bycroft Way roundabout to the north. However, it is acknowledged that drivers would choose to take a variety of different diversion routes in addition to those signed, based on individual destinations and traffic conditions.
- 10.4 The journey time impacts via these routes have been estimated based on surveyed average speeds on the links and modelled journey times where applicable within the study area. These are presented in Figure 8 overleaf.

Figure 8: Overall Journey Time Impact for Option

TRAVEL TIME DIFFERENCE (POST-DEVELOPMENT)

		ARRIVAL AT					
		A - Haslett Avenue / Stephenson Way	B - Hazelwick / The Birches	C - Worth Park Avenue / Grattons Drive	D - Worth Road / Parade	E - Billinton Drive / Depot	X - Station Entrance
DEPARTURE FROM	A - Haslett Avenue / Stephenson Way		-4	-2	-1	0	+2
			+7	-6	-6	+2	+7
	B - Hazelwick / The Birches		-1	-3	-3	-2	0
			+13	+6	+5	+13	+18
	C - Worth Park Avenue / Grattons Drive		+27	+22		+18	+23
			-4	-4		+1	-1
	D - Worth Road / Parade		+44	+39	+35		+40
			-4	-5	+1		-2
	E - Billinton Drive / Depot		-16	-21	-21	-21	
			-2	-3	-2	-3	
	X - Station Entrance		-1	-6	+143	+193	+289
			+1	0	+143	+192	+184
				+168	+169	+170	
				+166	+166	+174	

LEGEND

- AM PEAK - TRAVEL TIME DIFFERENCE (s)
- PM PEAK - TRAVEL TIME DIFFERENCE (s)
- via Chaucer Road and Grattons Drive
- via St Mary's Drive
- via Tesco roundabout
- via Square About



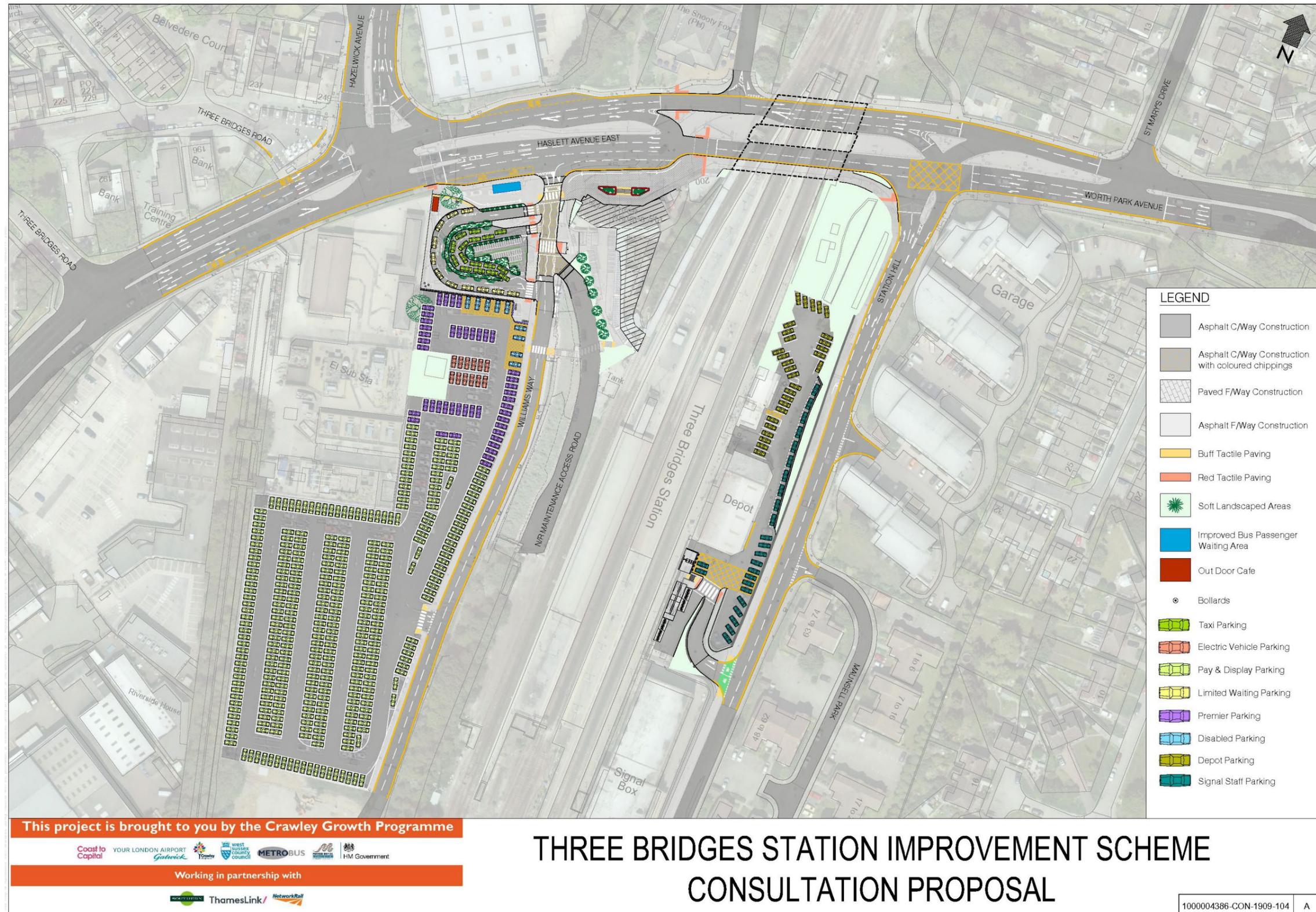
- 10.5 According to the high level assessment, the largest impacts to journey times will be amongst vehicles wishing to leave the station from Williams Way and travel eastbound (currently right-turn onto Haslett Avenue East), with additional journey times of typically 2-3 minutes, up to a maximum of 6 minutes (occurring on one diversion route) depending on time of day and alternative route taken.
- 10.6 The largest increases to journey times for the vast majority of vehicles travelling through the study area on the road network are amongst vehicles travelling from Worth Road during the AM peak hour with an increase of up to 45 seconds
- 10.7 The largest decrease to journey times for vehicles travelling on the road network through the study area are amongst vehicles travelling from Billinton Drive northbound or eastbound during the AM peak with a decrease of up to 21 seconds



11. SUMMARY AND CONCLUSION

- 11.1 This traffic modelling exercise was undertaken to help assess the traffic impact of the proposed changes to the road network within the vicinity of Three Bridges Station for the various design options for Three Bridges Station Improvement scheme. The first stage of the modelling exercise was to develop Base Models that provide accurate representation of the existing traffic conditions on the road network and in relation to the road junctions along the A2220 Haslett Avenue East near Three Bridges train station during the weekday morning and evening peak hours (see sections 4 and 5). Following the Base Models approval by West Sussex County Council, they were then used to develop models for two proposed design options reflecting the changes to the road network and predict the traffic impact of the scheme (see sections 6, 7 and 8).
- 11.2 The resulting outputs from the VISSIM models have been analysed to show the impact to traffic journey times against the approved validated base model results. The results have been presented separately for buses and general traffic and segregated into various routes along the network (see Tables 1 and 2 and Figures 6).
- 11.3 The proposed options looked specifically at two different designs for removing the Station Forecourt road outside of Three Bridges station, with and without the alternatives of having a vehicular drop-off on Station Hill. The two design options considered having the Williams Way junction with Haslett Avenue East as either a give-way junction (Option 0) or a signalled junction (Option 3), where the proposed signalled junction would allow a direct route for eastbound traffic from William's Way to Haslett Avenue East. The options are described as:
- Option 0A – No Right Turn from Station Forecourt with eastern vehicular drop-off;
 - Option 0B – No Right Turn from Station Forecourt with pedestrian only eastern access i.e. without eastern vehicular drop-off;
 - Option 3A – Right Turn from Williams Way with eastern vehicular drop-off;
 - Option 3B – Right Turn from Williams Way with pedestrian only eastern access i.e. without eastern vehicular drop-off.
- 11.4 Following the completion of the proposed VISSIM modelling for the design options discussed above, a meeting involving Crawley Borough Council, West Sussex County Council and PCL was held where the traffic modelling results for the design options were discussed (see sections 8, 9 and 10). Based on the predicted journey time impact for the options, the outcome of the meeting was to favour Option 0B as the proposed option. A high level assessment was then undertaken to assess the impact on journey times of the removal of the right hand turn on a number of routes (see section 10.2 and Figure 8), in particular for traffic exiting Williams Way in front of the station and wishing to turn right, eastbound along Haslett Avenue East. This assessment concluded that the additional journey time for right turners out of Williams's Way would typically be 2-3 additional minutes up to a maximum of 6 minutes.
- 11.5 This layout was developed further and was taken to public consultation in October and November 2019. The final consultation layout is included in Figure 8 below.

Figure 8: Final Consultation Layout





Quality

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements;
- Ensure projects are completed to programme and within budget;
- Improve productivity by having consistent procedures;
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
- Continually improve the standard of service we provide internally and externally;
- Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.



Award Winning



Accreditations



Memberships



Contact

London Head Office
Unit 2 Holford Yard
London
WC1X 9HD
tel: 0330 1358 950

Old Street Office
29-33 Old Street
London
EC1V 9HL

Brighton Office
38 Foundry Street
Brighton
BN1 4AT
tel: 01273 627 183

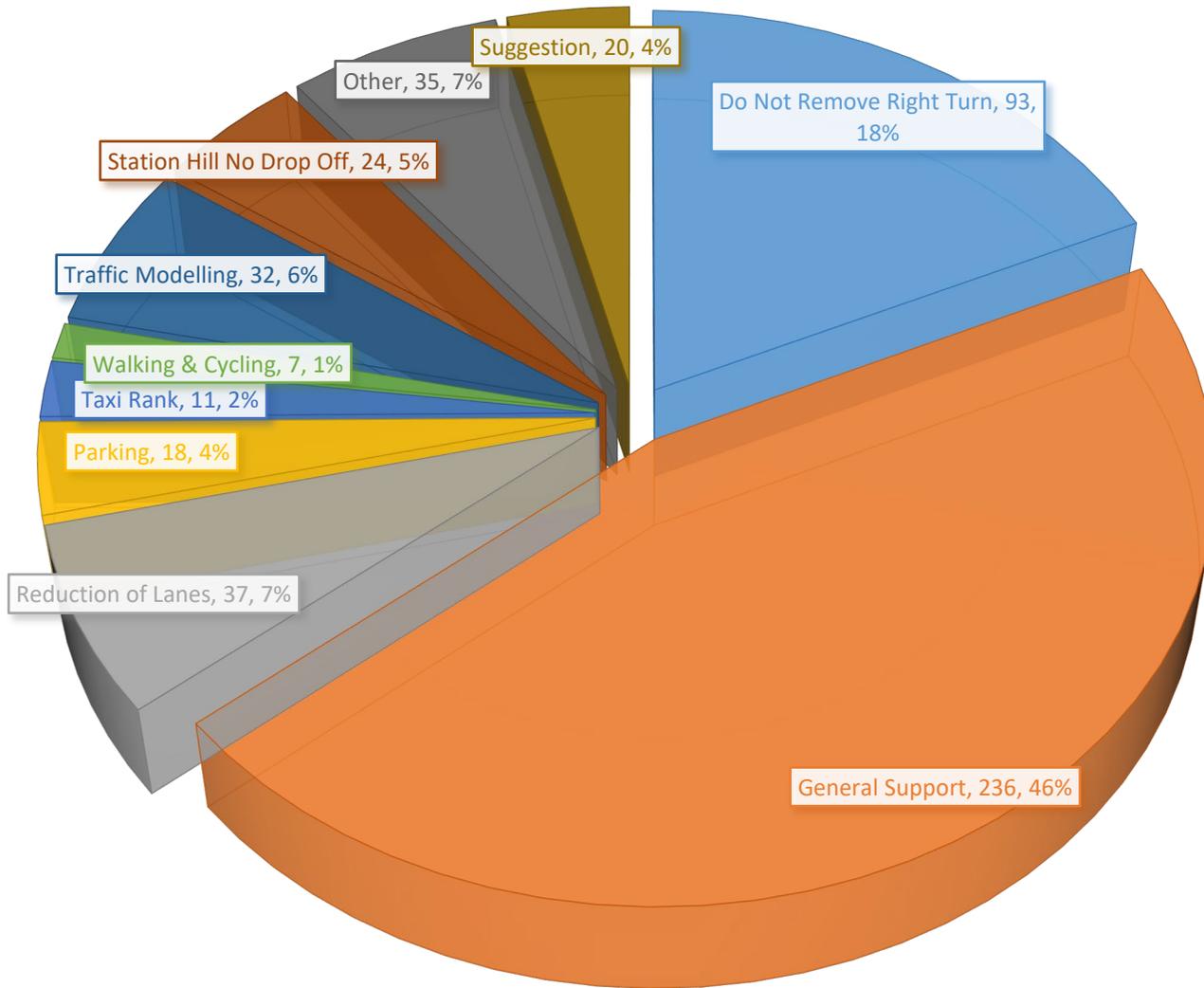
Slough Office
Fourth Floor
The Urban Building
3-9 Albert Street
Slough, SL1 2BE
tel: 0330 1358 950

Edinburgh Office
12 Lower Gilmore Place
Edinburgh, EH3 9NY

Manchester Office
Regus - Room 6.1
53 Barnett House
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Manchester, M2 2AN
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APPENDIX D - A Snap Shot of Consultation Responses



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EQUALITY IMPACT ASSESSMENT

Name of activity:	Three Bridges Station Improvement Scheme	Date Completed:	21 Feb 2020		
Directorate / Division responsible for activity:	Economy and Planning	Lead Officer:	Patricia Salami		
Existing Activity	<input type="checkbox"/>	New / Proposed Activity	<input checked="" type="checkbox"/>	Changing / Updated Activity	<input type="checkbox"/>

What are the aims / main purposes of the activity? (Why is it needed? What are the main intended outcomes?)

The planning permissions for the development of the train maintenance depot (CR/2011/0093/FUL) and Regional Operations Centre (CR/2011/0075/FUL) at Three Bridges Station included a Section 106 legal agreement for the developers, Network Rail, to make a contribution towards transport or interchange improvements at the station and the contribution cannot be used for any other purpose. This Scheme is a direct response to this requirement.

The purpose of this scheme is to redevelop Three Bridges Station Forecourt and create a new entrance to the station from Station Hill, this will form a vibrant new space with excellent connectivity for all. The scheme seeks to support the following aims of the Crawley Growth Programme

- Improve significantly the quality of sustainable transport infrastructure (bus, cycle routes and pedestrian walkways) and;
- Achieve major bus, cycle and pedestrian connectivity enhancements at 3 of Crawley's 4 railway stations – Crawley, Gatwick and Three Bridges.

What are the main actions and processes involved?

Crawley Borough Council, supported by partners West Sussex County Council, Network Rail and Govia Thameslink Railway (Southern), have carried out three significant and well publicised public consultation exercises since November 2014 on the Three Bridges Station improvement scheme, which has produced the scheme described in detail in the [Three Bridges Station Improvement Scheme Brochure](#).

This will be considered at Cabinet on the 11th March 2020 and if approved, submission of a full planning application in early 2020, Undertake a procurement exercise to appoint a contractor to undertake the construction works in order for them to commence in 2021 subject to the grant of planning permission, and commence the first phase of the scheme in early 2021 i.e. the new station entrance, benefiting Maidenbower and Pound Hill residents.

Who is intended to benefit & who are the main stakeholders? (E.g. tenants, residents, customers or staff. How will they benefit?)

The main beneficiaries of the scheme are residents, tenants, businesses and their employees, all users of the Three Bridges Station,
The benefits of the scheme are as follows:

- A brand new station entrance from Station Hill into the station, which will provide access to all public parts of the station, equipped with ticket machines and gates and staffed by railway staff.
- Additional bike parking for cyclists located at the new station entrance on Station Hill (40 spaces).
- An enlarged dedicated space for public vehicle drop off, a taxi rank and waiting at the front of the station.
- New pedestrian crossing points over Williams Way to the Station and between the taxi area and the public drop off area
- A widened and quality paved area in front of the Station for shared use by both pedestrians and cyclists,
- A greatly improved public space environment in front of the station with better access for disabled station users.
- An enlarged and quality waiting area for bus users in front of the station, equipped with Real Time Passenger Information

The main stakeholders are:

- All users of Three Bridges Station
- West Sussex County Council, as the highway authority with technical, statutory and legal responsibility for aspects of transport infrastructure
- Transport providers, such as Network Rail and Metrobus
- Interest groups, such as TAG and the Crawley Walking & Cycling Forum
- Business Groups and Neighborhood Forums (Three Bridges Forum)
- Hackney Carriage Association

Have you already consulted on / researched the activity? (What consultation has taken place & what were the key findings?
What evidence already exists? Are there any gaps that need further investigation? What still needs to be done?)

There have been three well publicised consultation exercises which have provided an update on the scheme demonstrating the changes that have developed, the key findings have been that the most viable option is one that provides a no right hand turn out of the station, improves the forecourt and creates a new entrance into the station from Station Hill.

If approval is given on the 11th March, a detailed planning application will be made which will look in more detail in the landownership issues.

Impact on people with a protected characteristic (What is the potential impact of the activity? Are the impacts high, medium or low?)

Protected characteristics / groups	Is there an impact (Yes / No)	If Yes, what is it and identify whether it is positive or negative
Age (older / younger people, children)	Yes	<u>Positive Impact</u> Improved access to the Station and safe walking & cycling routes will benefit younger and older people, who are less likely to have access to private transport

		<u>Negative Impact</u> None
Disability (people with physical / sensory impairment or mental disability)	Yes	<u>Positive Impact</u> Improved walking routes in and around the station with priority crossings for pedestrians and increased cycling facilities will enable more people to walk & cycle who currently may not. <u>Negative Impact</u> The front of the station remains compliant as per the Equality Act 2010 but it will not be possible to make the Eastern Access compliant with the Equality Act 2010 – aside from the ramp. However overall the station remains compliant due to access at the front.
Gender reassignment (the process of transitioning from one gender to another.)	No	<u>Neutral</u> The aim of the scheme is to improve access for all to the Station
Marriage & civil partnership (Marriage is defined as a 'union between a man and a woman'. Civil partnerships are legally recognised for same-sex couples)	No	<u>Neutral</u> The aim of the scheme is to improve access for all to the Station
Pregnancy & maternity (Pregnancy is the condition of being pregnant & maternity refers to the period after the birth)	No	<u>Neutral</u> The aim of the scheme is to improve access for all to the Station
Race (ethnicity, colour, nationality or national origins & including gypsies, travellers, refugees & asylum seekers)	No	<u>Neutral</u> The aim of the scheme is to improve access for all to the Station
Religion & belief (religious faith or other group with a recognised belief system)	No	<u>Neutral</u> The aim of the scheme is to improve access for all to the Station
Sex (male / female)	Yes	<u>Positive Impact</u>

		<p>Only 25% of cycling journeys are currently made by females. It has been shown that providing safe cycling facilities particularly enables women to consider cycling for more journeys.</p> <p><u>Negative Impact</u> None</p>
Sexual orientation (lesbian, gay, bisexual, heterosexual)	No	<p><u>Neutral</u> The aim of the scheme is to improve access for all to the Station</p>

<p>Whilst Socio economic disadvantage that people may face is not a protected characteristic; the potential impact on this group should be also considered</p>	Yes	<p><u>Positive Impact</u> Safe walking & cycling routes and affordable public transport can benefit those in transport poverty, as it will not be necessary to own a private car to access the Station</p> <p><u>Negative Impact</u> Users of Taxi's may pay more for the service depending on where they are going particularly residents of Maidenbower and Pound hill. GTR may start charging Taxi's to use the rank at the station.</p>
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What evidence has been used to assess the likely impacts? (e.g. demographic profiles, research reports, academic research, benchmarking reports, consultation activities, staff surveys, customer surveys, public surveys, complaints, grievances, disciplinary cases, employment tribunal cases, ombudsman cases, media reports)

Extensive reviews of expert knowledge in the latest thinking on transport planning were undertaken in developing the scheme.
Sources include:

- Traffic Modelling Experts
- CBC Strategic Planning, Building and Environment, Economic Policy and WSCC Transport Planning, Highways Authority, Growth Programme

What resource implications are there to deliver actions from this EIA? (Quantify: people, time, budget, etc.)

None above and beyond what already exists within the service.

Outcome following initial assessment

Does the activity have a positive impact on any of the protected groups or contribute to promoting equality, equal opportunities and improving relations within target groups?	Yes	The Scheme aims to improve the movement of people accessing the station. The needs are centered on movement of people and goods rather than vehicles, which supports the Councils Transport Strategy. This will particularly benefit the young, the old and the disabled, who are less likely to have access to a private vehicle. It will not disadvantage any particular groups.
Does the activity have a negative impact on any of the protected groups, i.e. disadvantage them in any way.	No	There are no negative impacts on protected groups.

Decision following initial assessment			
Continue with existing or introduce new / planned activity	Yes	Amend activity based on identified actions	No

Action Plan (Has the EIA identified any positive or negative impact on any of the protected groups which requires action? E.g. adjustments to the approach or documents, changes to terminology, broadening parameters of policy, etc. If so record any actions to be undertaken and monitored)			
Impact identified	Action required	Lead Officer	Deadline
Any changes to service delivery that result from implementing the scheme may themselves need to be assessed separately for their impact on people with protected characteristics	As and when changes are to be introduced, a separate equalities impact assessment may be required	Patricia Salami Lynne Hainge	Before changes are implemented

Monitoring & Review	
Date of last review or Impact Assessment:	21 February 2020
Date of next 12 month review:	n/a review if changes are made to the scheme

Date of next 3 year Impact Assessment (from the date of this EIA):	n/a review if changes are made to the scheme
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Date EIA completed:	21 February 2020
Signed by Person Completing:	Patricia Salami
Date Sent to HR and Equalities Team:	February 2020
Approved by Head of Service:	Clem Smith

NB – The original signed hard copy & an electronic copy should be kept within your Department for audit purposes. Send an electronic copy to the OD Officer in HR & Development. Also, please complete the summary document overleaf. This will be included on the Council's website.

The EIA Toolkit provides guidance on completing EIAs & HR&D can provide further advice.

Crawley Borough Council Equality Impact Assessment



Completed Equality Impact Assessment	Key findings	Future actions
<p>Directorate / Division:</p> <p>Function or policy name:</p> <p>Officer completing assessment (Job title):</p> <p>Date of assessment:</p>	<p>Economy and Planning</p> <p>Three Bridges Station Improvement Scheme</p> <p>Patricia Salami Station Programme Manager</p> <p>21 February 2020</p>	

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Agenda Item 11

By virtue of paragraph(s) 3, 5 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

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