

Report to Director of Highways, Transport and Planning

October 2020

Installation of pedestrian crossing, A259 Brighton Road

Report by: Lee Maskell – Senior Engineer – Highway Improvements Team

Electoral division: Lancing

Summary

The requirement to improve pedestrian safety for those trying to cross at a busy section of the A259 Brighton Road, Lancing, was identified by Lancing Parish Council via a community highways scheme request. They note that residents in the area and users from the Skate Park and recreational grounds to the south raise concerns over crossing at this location. Further support has also been given by The Globe Primary School for a controlled crossing.

A formal public consultation period was held between Tuesday 4 August, and Tuesday 25 August 2020. The proposal has received support from Councillor Ann Bridges, Sussex Police and Lancing Parish Council with one objection received from a member of the public.

Recommendations

That, following consideration of the objection received, the Director of Highways Transport and Planning approves the installation of the proposed pedestrian crossing detailed in [Appendix A](#) (PDF, 489KB) of the report.

Proposal

1 Background and context

- 1.1 The requirement to improve pedestrian safety for those trying to cross at a busy section of the A259 Brighton Road in Lancing was identified by Lancing Parish Council. They note that residents in the area and users from the Skate Park and recreational grounds to the south raise concerns when crossing at this location. Further support has also been given by The Globe Primary School.
- 1.2 The location proposed will require the removal of the existing pedestrian refuge island outside of Beachville Court leading to Beech Green. This will be replaced by a signalised pedestrian puffin crossing utilising the latest technology to improve pedestrian safety.
- 1.3 This location will provide a controlled crossing place primarily for residents accessing the Skate Park, recreational ground, seafront and bus stops to the south. It will also offer wider community benefits in a high traffic flow environment.

- 1.4 The crossing will be 2.4m wide and will incorporate dropped kerbs and tactile paving. There will be three poles each with a pushbutton which incorporates rotating tactile cones and beepers that will activate during the hours of 7am to 10pm daily. Kerb side detection will be installed which will prevent vehicles being stopped if the pedestrian crosses or changes their mind prior to obtaining a green man signal to cross.
- 1.5 A scheme overview is provided in [Appendix A](#).
- 1.6 Following a public consultation, one objection was received by a member of the public. This has been summarised, with related officer comments in [Appendix B](#) (PDF, 50KB) to this report.

2 Proposal details

- 2.1 It is proposed to install a puffin crossing at the location identified in section 1.2 on the A259 Brighton Road as designed.
- 2.2 The proposal will address concerns raised by the community regarding difficulties in crossing in the location.
- 2.3 The proposal will give pedestrians wishing to cross the road at this location a controlled method to do so, by stopping the flow of traffic.
- 2.4 Resurfacing works are also being planned by the structural maintenance team. Should authorisation to proceed be given discussions will take place with that team to collaboratively work and complete the resurfacing works in co-ordination with the installation of the crossing. By co-ordination cost efficiencies can be made.
- 2.5 A 2.4m crossing shall be installed with three poles and three push buttons. Improvements will be made to the uncontrolled buff tactile paving at the Beachville Court entrance to realign and improve the site layout. Resurfacing of footways in the immediate area will be undertaken to ensure a secure and long-lasting installation.
- 2.6 Lancing Parish Council was consulted on the design and agreed in principle to use a section of land under their ownership for this work. This will require a legal agreement for the land to be dedicated under section 38 of the Highways Act 1980. This will allow the scheme to widen the footpath surrounding the crossing to the south to make the area safer and more accessible for all pedestrians, as well as securing a safer and more visible layout for vehicular traffic. The Parish are in full support of this.

3 Other options considered (and reasons for not proposing)

- 3.1 A zebra crossing was considered as a possible improvement on the existing pedestrian refuge island. However, zebra crossings are more difficult for the visually impaired to use and there are also several controlled crossing already in place along this section of the A259. Introducing another crossing type could lead to confusion and inconsistency. However, the key factor in rejecting this crossing type is due to the speed and volume of approaching vehicles not making this a viable option.

4 Consultation and engagement

- 4.1 A formal public consultation period was held between Tuesday 4th August and Tuesday 25th August 2020 by way of site notices, advertisement on the West Sussex Traffic Regulation Order pages and with hand delivered letter to all residents in the immediate frontage area of the proposed crossing site.
- 4.2 County Councillor Ann Bridges was consulted prior to formal consultation for her comments on the proposal and authorisation to formally advertise.
- 4.3 As mentioned in section 2.6, discussions with the Parish council have been undertaken. This included site visits with them to discuss the design and possible land dedication.
- 4.4 Sussex Police were consulted on the design and raised no objections to the proposal.
- 4.5 One objection to the proposal has been received and is detailed in [Appendix B](#).

5 Finance

- 5.1 The proposed improvement is in the £22.4m Highways and Transport Delivery Programme 2020/21 approved in March 2020. £0.080m has been allocated for this project.

The Highways Maintenance Revenue budget for 2020/21 is £9.768m and will meet the £1.5k cost per annum for routine maintenance, energy costs and annual inspections of the proposed site. 5.3 Revenue consequences.

	Current Year 2020/21 £m	Year 2 2021/22 £m	Year 3 2022/23 £m	Year 4 2023/24 £m
Revenue budget	9.768	9.268	9.268	9.268
Change from Proposal	0.000	0.000	0.000	0.000
Remaining budget	9.768	9.268	9.268	9.268

- 5.2 Once constructed, the pedestrian crossing will be adopted into the NEC3 Traffic Signals Term Maintenance Contract. Extra Low Voltage equipment will be used to keep energy cost to a minimum and all equipment will be under warranty, until such a time the equipment becomes obsolete for more than 10 years.

6 Risk implications and mitigations

Risk	Mitigation
Lancing PC may decide not to support the land dedication and therefore the scheme would need to be redesigned and would affect the programme delivery.	Consultation is on-going with Lancing PC and initial agreements have been secured in advance of the formal documentation.

7 Policy alignment and other matters taken into account

- 7.1 Legal Implications - Throughout the course of this project, from design, contract tendering and public consultation. All decisions are being made in accordance with any guidance and legal requirements to ensure compliancy.
- 7.2 Equality – During the preparation of this proposal, no conflicts with the County Council’s Public Sector Equality Duty set out by the Equalities Act have been identified. The crossing will provide a safe place to cross the road which will directly benefit people with protected characteristics under the Equality Act by providing safer and easier means to cross the road.
- 7.3 Climate Change – The crossing will be of benefit to people accessing beachfront facilities on foot, a sustainable method of travel. When operational, the crossing will cause vehicles to be stationary while pedestrians cross, but emissions associated with this are likely to be minimal and any disbenefit outweighed by providing a useful facility that encourages walking. The crossing equipment includes sensors to prevent traffic being stopped when a pedestrian has moved away and to vary the operating time of the crossing depending on how quickly pedestrians are able to cross. This will prevent cars being held for longer than necessary. The traffic signals run at extra low voltage to minimise the power required to operate the crossing.
- 7.4 Crime and Disorder – The proposals have been reviewed by Sussex Police with no concerns raised.
- 7.5 Public Health – The installation of the pedestrian crossing promotes health by encouraging people to walk to beachfront facilities. The crossing will be of particular benefit to people accessing the beach and local skate park, both of which are useful local facilities for exercise.
- 7.6 The proposal will address concerns raised in section 1.1, giving a social benefit to those living there.

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Appendices:

Appendix A – [Scheme Overview Plan](#)

Appendix B – [Summary of Comments & Objections](#)