

## **Report to Councillor Joy Dennis, Cabinet Member for Highway sand Transport**

**July 2023**

### **Proposed Implementation of cycle contraflow, Cross Street & Railway Approach, Worthing**

**Report by Assistant Director (Highways, Transport and Planning)**

**Electoral Division: Worthing Pier**

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#### **Summary**

As part of West Sussex County Council's Phase 2 Active Travel Fund (ATF) submission to the Department for Transport (DfT), a proposal was put forward to introduce a contraflow cycle route along Cross Street and subsequently a section of Railway Approach, Worthing, with the aim of linking existing cycling routes and improving provision.

The proposal follows consultation with wider stakeholders including local councillors, bus operators and the Police. Following Active Travel England's confirmation of the bid's success, and stakeholder engagement, a proposed design was developed and sent for formal Traffic Regulation Order (TRO) consultation in January 2023, during which objections were received from nine members of the public. The local County Councillor John Turley and Sussex Police were consulted and expressed no concerns or objections to the proposal being advertised.

#### **Recommendation**

The Cabinet Member for Highways and Transport, having considered the objections, requests that the Director of Law and Assurance makes the Traffic Regulation Order associated with the scheme as advertised.

#### **Proposal**

##### **1 Background and context**

- 1.1 The scheme forms part of West Sussex County Council's Phase 2 Active Travel Fund (ATF) programme of works and integrates with the neighbouring Worthing Railway Approach (WRA) Growth scheme.
- 1.2 Cross Street is currently one-way eastbound, and Railway Approach is one-way eastbound between the junctions of Victoria Road and Oxford Road. Survey data has identified that both roads are used by cyclists, with some observed

cycling against the flow of traffic, in contravention of the existing one-way traffic restriction. The proposed improvements will provide a legitimate and safe route for cyclists travelling westwards.

- 1.3 The introduction of a contraflow cycling scheme on Cross Street was proposed as a small-scale infrastructure improvement within the original ATF programme which would support delivery of the overall aims of the programme whilst also complimenting the WRA scheme. The WRA scheme seeks to improve the experience of people, living, working and visiting Railway Approach and improve the attractiveness of the area to support local business investment.
- 1.4 The proposed route forms part of Adur & Worthing Council LCWIP (Local Cycling & Walking Infrastructure Plan), route 304 – Seafront: Grove Lodge and the West Sussex Walking & Cycling Strategy 2016-2026 (scheme ID = 265), providing a quieter alternative to Teville Road to access South Farm Road.

## **2 Proposal details**

- 2.1 The proposal as detailed in Appendix A is to introduce contraflow cycling westbound along Cross Street and a section of Railway Approach, with the aim of encouraging active travel, linking existing cycling routes and providing high quality infrastructure. The proposed improvements will legitimise current usage whilst introducing measures to improve safety.
- 2.2 To comply with national safety and design standards set out in national statutory guidance (LTN 1/20) contraflow cycle provision across Railway Approach requires the loss of 5 additional parking bays. The proposed feeder lane on Railway Approach (north) was removed from the scope of the WRA growth scheme following visibility issues raised at Stage 2 Road Safety Audit and concerns regarding ensuring both sections of the contra flow cycle lane being delivered together. To mitigate, the cycle lane on Railway Approach was added to the scope of the ATF Cross Street scheme.
- 2.3 The proposed scheme removes parking on a section of Railway Approach to create a segregated contraflow cycle lane, directing cyclists to an advisory contraflow route on Cross Street. To address concerns raised during the Road Safety Audit of the scheme, the proposal comprises the following:
  - Priority shared crossing to replace existing zebra crossing on Cross Street and accommodate cyclists entering/exiting the existing cycle hub building.
  - Removal of 5 parking bays on Railway Approach to introduce a segregated contraflow lane and ensure adequate visibility to cyclists turning right into Cross Street.
  - Provision of a raised table with coloured asphalt and cycle symbols across the carriageway on the entry to the area from Victoria Road to indicate to motorists' presence of contraflow cyclists.
  - Introduction of contraflow markings to Cross Street; requiring the removal of a single parking bay.
  - Associated signage and road markings.

### **3 Other options considered (and reasons for not proposing)**

#### 3.1 Option 1 - Introduction of advisory contraflow cycle lane on Cross Street only

The Council considered introducing contraflow cycling on Cross Street without a contraflow cycle lane on Railway Approach. During a stage 2 Road Safety Audit concerns were raised about allowing contraflow cycling on one road and not the other. For this reason, this option was discounted.

#### 3.2 Option 2 – Introduction of advisory contraflow cycle lane on Railway Approach and Cross Street

The Council considered introducing an advisory (marked) contraflow cycle lane on Railway Approach which would have reduced the parking loss along Railway approach. Classified traffic count and speed data was gathered during 2022 on Railway Approach. This data identified that whilst the speeds were below the threshold set out in LTN 1/20 for an advisory lane, the motor traffic flow on Railway Approach exceeded the threshold and a segregated facility would need to be provided. For this reason, this option was discounted.

#### 3.3 Option 3 - Do nothing

The Council considered the option to do nothing. This would see the retention of the existing zebra crossing and no contraflow provision on Cross Street or Railway Approach. This option was discounted as it would result in losing external funding and missing the opportunity to provide important safety and amenity improvements at Worthing Railway Station.

### **4 Consultation, engagement, and advice**

4.1 The Local Active Travel Improvements programme proposals were the subject of public engagement between 19 July and 15 August 2021.

4.2 Local member for Worthing Pier, John Turley was consulted and supported the proposals going out to TRO Consultation and public advertisement. The councillor has since confirmed his continued support of the scheme as advertised.

4.3 Sussex Police were consulted and raised no objection to the proposed scheme, subject to compliance with national guidance LTN 1/20 and Road Safety Audit sign-off.

4.4 The proposed TRO (Traffic Regulation Order) for the scheme was advertised between 19/01/23 and 09/02/23. This was advertised by site noticed and advertisement on the West Sussex Traffic Regulation Order [webpage](#).

1.5 Nine formal objections were received to the proposed waiting restrictions (double yellow lining) on Railway Approach. Appendix B summarises the objections received and the County Council's responses.

## 5 Finance

- 5.1 The proposed improvement will be funded from the £2.35M secured from phase 2 of the Department for Transport's Active Travel Fund of which a budget of £160,133 has been allocated to implement the proposal.

## 6 Risk implications and mitigations

Risk	Mitigating Action (in place or planned)
Should the proposed TRO not be made, the risk to the public is that cyclists continue to use the existing route on A2031 Teville Road and South Farm Road, where incidents involving cyclists have previously occurred (Collision ref. 221182442 & 221180874)	To implement contraflow for cyclists along Railway Approach and Cross Street following public advertisement.

## 7 Policy alignment and compliance

- 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 compliance.
- 7.2 Equality – During the preparation of this proposal, no implications with the County Council's Public Sector Equality Duty have been identified.
- 7.3 Climate Change – The scheme will provide a safe cycle route and improve sustainable transport access at Worthing Railway Station. This will encourage cycle and public transport use, which are of benefit in reducing carbon emissions.
- 7.4 Crime and Disorder – WSCC officers consider the scheme to have no implications under the Crime and Disorder Act. Sussex Police have been consulted on the scheme and have raised no concerns.
- 7.5 Public Health – the installation of the contraflow will encourage people to cycle, promoting sustainable travel. It will also provide a useful link to the existing cycle hub at the Railway Station and improve the safe use of cycle route 304 (Seafront - Grove Lodge), an integral link within the Adur & Worthing Council's Local Cycling & Walking Infrastructure Plan.

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## Appendices

**Appendix A** – Scheme Overview Plan

**Appendix B** – Summary of Comments and Objections

## **Background Papers**

[Lawlor, E \(2013\) The pedestrian pound. Just Economics for Living Streets.](#)

[Raje F & Saffrey A \(2016\) The value of cycling. University of Birmingham and Phil Jones Associates for Department for Transport.](#)