

Subject:	Eastern Road/Arundel Road junction – Objections to Traffic Regulation Order [TRO]		
Date of Meeting:	29 November 2016		
Report of:	Executive Director Economy, Environment & Culture		
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Ward(s) affected:	Rottingdean Coastal and East Brighton		

FOR GENERAL RELEASE**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 The planning permission granted in 2012 for the redevelopment of the Royal Sussex County Hospital (often referred to as the '3Ts' (**T**eaching, **T**rauma and **T**ertiary Care)) included a new set of traffic signals at the junction of Eastern Road and Arundel Road, to enable it to accommodate predicted future traffic levels (including the movement of large vehicles during the 10-year construction period) and improve pedestrian crossing facilities.
- 1.2 This report considers the comments, support and objections received to the Traffic Regulation Order, which is required to ensure that the design of the junction is safe and built to the appropriate standards, and can be incorporated into the relevant legal agreement for the works.

2. RECOMMENDATIONS:

- 2.1 That the Committee (having taken into account of all the duly made representations and objections) agree to approve the Brighton & Hove Various Controlled Parking Zones Consolidation Order 2015 Amendment No.X 201X (reference number: TRO-19-2016).

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 The planning application (BH2011/02886) for the 3Ts development was submitted by Brighton and Sussex University Hospitals NHS Trust in September 2011. The NHS Trust submitted a Transport Assessment [TA] to support the application, which concluded that a number of improvements to the road network were required. These included the existing Eastern Road/Arundel Road crossroads junction as it was predicted that it would fail to operate within its design capacity with the full development in place, and cause delays to drivers resulting in queuing. The TA therefore proposed that the junction layout should be altered to traffic signals to mitigate that impact.
- 3.2 These signals are also considered necessary due to the increased number of lorry turning movements that are expected at this junction during the 10 year period of the redevelopment works. This junction is part of the designated, localised haulage route for the site. Pedestrians will also benefit from these

signals as crossing phases will be included on all arms of the junction. These works need to be implemented early in the construction process.

- 3.3 The technical assessment that was carried out, and its conclusions, were considered and accepted by officers and therefore the planning permission that was granted for the 3Ts/RSCH development in 2012 included a requirement that the NHS Health Trust should install traffic signals at the junction of Eastern Road/Arundel Road as part of the agreed Highway Works, and at its own cost.
- 3.4 In order to complete a safe and final design for these traffic signals, it is necessary to revoke some of the existing on street parking bays in the vicinity of this junction. This will allow improved visibility and hence safety for all road users at the junction. It will also be necessary to relocate the existing westbound bus stop in Eastern Road further westwards in order to allow sufficient room for turning vehicles at the junction to be able to complete their manoeuvres. A further two parking bays are to be shortened to allow correct operation of the traffic signal detector loops. A plan showing the proposed changes is attached to this report in Appendix 1.
- 3.5 When designing the junction for traffic signals, it has been necessary to propose alterations to the parking or waiting controls on a number of roads. It is recognised that there is a high demand for on street parking spaces in this area of Zone H and therefore, wherever possible, any loss has been minimised and additional parking areas have also been proposed. In total, the final design of the junction includes the net removal of the equivalent of 5 parking bays after seeking to relocate revoked (lost) bays to other roads in the area. This equates to an overall change of 2 additional permit only bays and a reduction in 7 shared (pay & display and permit only) bays. In summary, the lost bays are located in Eastern Road and Arundel Road, and the proposed extensions/increases to existing on-street parking bays are proposed in Eastern Road, Arundel Place and Eastern Place.
- 3.6 Through monitoring of the junction and roads in the surrounding area and local observation of traffic flows and driver behaviour, officers will consider any further measures that may be required during the 10-year construction period of the 3Ts development in discussion with local ward members and the NHS Trust.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The NHS Trust proposed the traffic signals as part of its planning application for the 3Ts development, which was submitted in 2011. The supporting TA stated that the Trust proposed to install traffic signals at the crossroads junction and include pedestrian crossing and cycling facilities. This would enable the junction to operate better, based on the forecast of future traffic movements using the junction after the development had been completed. It also took account of the proposed construction vehicle routeing associated with the development. The improvement is therefore considered to be not only a mitigation measure, but also a safety measure during the construction period. The planning application was approved in 2012.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 Consultation was carried out on the 3Ts planning application by the council as the Local Planning Authority and reported to, and decided on by, the Planning Committee on 27 January 2012.
- 5.2 Ward members have been notified of the proposed TRO for the traffic signal junction and its design, and some discussions have taken place. Advertisement and consultation on the TRO (reference number: TRO-19-2016) has followed standard procedures and it was advertised on 19 August 2016 and the period for representations/objections ended on 2 September 2016.
- 5.3 A total of 10 representations were received in response to the consultation on the TRO. These are summarised in Appendix 2 of this report, alongside officer comments and recommendations. The majority (6) of the representations/objections are related to the change to the junction design from a Give Way/priority, crossroads junction to a traffic signal-controlled junction. The remaining 4 objections related to the content of the proposed changes to waiting restrictions/parking controls and are therefore considered as valid objections. The appendix therefore separates out the valid objections to the TRO, which are the primary subject of this report and its recommendations, from the comments/objections to the traffic signals required at the junction.
- 5.4 In order to further address a number of the objections that have been received, officers have further reviewed the parking and waiting controls in the wider area and recommended that consideration could be given to further mitigation to the loss of parking by introducing additional parking in the wider area, in Bristol Place and Bristol Gardens. If considered suitable, further changes could be proposed as part of the council's 6-monthly advertisement and consultation on minor changes to existing TROs within Controlled Parking Zones.
- 5.5 A number of the objections that were received commenting only on the traffic signals received a written, officer response explaining the background to the junction design and the TRO process, and invited further representations from residents, if they chose to do so.
- 5.6 Any further issues that may arise in relation to this junction or the local area, which are outside of this TRO process, could initially be raised and discussed within the formal Hospital Liaison Group for residents, which meets regularly, and is attended by ward councillors, council officers, the NHS Trust and its contractors.

6. CONCLUSION

- 6.1 The proposed changes to the parking and waiting controls at the junction of Eastern Road and Arundel Road are required in order to comply with the planning permissions. Officers have sought to minimise the loss of parking associated with the design of the junction, and also taken further account of objections by proposing where additional parking could be also provided within the local area. It is therefore recommended that the objections submitted are not upheld and that the TRO should be approved.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 It is anticipated that costs of the proposed works will be met by the NHS Hospital Trust as the developer, as the works are being developed and delivered as part of a legal (Section 278) agreement, which is required as part of the planning permission. When negotiating Section 278 Agreements, the council seeks to enable all reasonable costs to be recovered from the applicant/developer.
- 7.2 During the first year of operation, the cost of maintaining the junction layout and new traffic signals will be the responsibility of the developer. After the first year, that responsibility will transfer back to the council as the Highway Authority and will be met from existing and approved budgets within the Highways budget within the City Transport service, although the developer will be expected to also make a financial contribution towards the ongoing maintenance of the traffic signals.
- 7.3 Any potential impact on parking income associated with the recommendations will have financial implications on the existing Parking revenue budget within the City Transport service. It is difficult to estimate the potential impact on parking income as it is unknown whether vehicles will be displaced elsewhere or be discouraged from parking. The changes to the number and type of parking spaces are described in paragraph 3.5 of this report. It is estimated that the impact on parking income would be immaterial and therefore not require any amendments to current budgeted assumptions; however, this will be reviewed as part the Targeted Budget Monitoring process.

Finance Officer Consulted: Steven Bedford

Date: 07/11/16

Legal Implications:

- 7.4 The Traffic Management Act 2004 places a duty on local traffic authorities to manage the road network with a view to securing, as far as reasonably practicable, the expeditious movement of traffic.
- 7.5 The action which a traffic authority may take in performing this duty include any action which they consider will contribute to securing a more efficient use of their road network or the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network. The recommendations detailed in this report will assist in demonstrating that the Council is complying with its statutory duty.
- 7.6 The planning permission that was granted for the 3Ts development required that a Legal (Section 106) Agreement be completed. This was achieved in March 2012 and the Agreement included the requirement to complete the agreed traffic signal works at this junction.
- 7.7 It was also agreed that these works should be undertaken by the NHS Trust, at its own cost. To do so requires the completion of another Legal (Section 278) Agreement which needs to be completed before works on the highway can start.

This Agreement will include a plan showing the agreed design for the junction, including changes to parking and waiting controls.

Lawyer Consulted: Stephanie Stammers

Date: 08.11.12

Equalities Implications:

- 7.8 There are no direct equalities implications arising from with this report and its recommendations. The design of the traffic signal junction will include facilities that will benefit movement across the junction for people with mobility difficulties, such as dropped kerbs and tactile paving, and also incorporate priority provision for cyclists.

Sustainability Implications:

- 7.9 There are no direct sustainability implications arising from with this report and its recommendations. The design of the traffic signal junction will include facilities that will provide controlled and therefore safer crossing provision for pedestrians and wheel chair users, and also incorporate priority provision for cyclists. This will encourage and provide for those types of trips.

Any Other Significant Implications:

- 7.10 There are no other significant implications associated with this report and its recommendations. In terms of concerns that have been expressed about public health and increased emissions that may occur as a result of the traffic signals, their design will incorporate the latest technology to ensure that their operation is optimised to minimise any delays to people or vehicles, and therefore unnecessary emissions, that may occur. In addition, increasing numbers of vehicles in the city, especially buses and lorries, are now equipped or designed to produce much lower emissions and are therefore less polluting.

SUPPORTING DOCUMENTATION

Appendices:

1. Plans advertised for the TRO proposals.
2. Summary of representations received.

Documents in Members' Rooms

None

Background Documents

1. Traffic Regulation Order proposals for TRO-19-2016 Brighton & Hove Various Controlled Parking Zones Consolidation Order 2015 Amendment No.X 201X, including the Notice, Order and Statement of Reasons, as advertised on the council's website at:-
<https://www.brighton-hove.gov.uk/content/parking-and-travel/parking/traffic-regulation-order-tro-proposals>

2. Planning application (BH2011/02886) for the Royal Sussex County Hospital (3Ts) redevelopment , Eastern Road, Brighton.
3. Transport Assessment for 3Ts planning application (BH2011/02886).