

## Background

The proposed arrangements, including the Traffic Regulation Order, seek to:

- Ensure that suitable visibility splays, in accordance with Department for Transport guidance, is provided for vehicles emerging from St Aubyns (South); and
- Provide safe and suitable servicing arrangements that improve on those that have occurred both historically and during construction activities.

It should be noted that the proposed arrangement and associated management processes differ significantly to those used during construction activities where vehicles were required at times to load and unload from the carriageway lane, whereas the proposed arrangement provides an off-carriageway area for vehicles to undertake servicing outside of the junction visibility, as discussed below. The arrangement has been subject to an extensive detailed design process that included independent Road Safety Audits to achieve the objectives set out above.

## Existing Arrangement

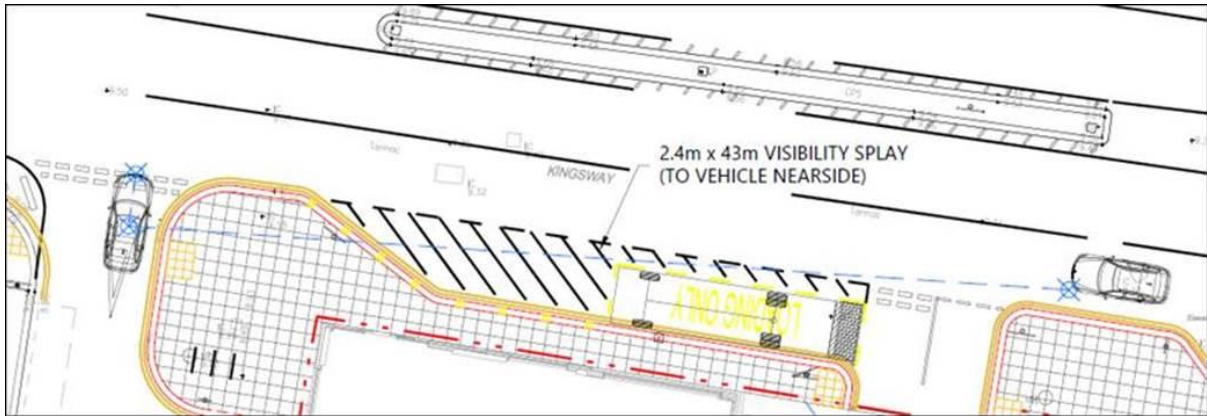
In its present form, vehicles servicing the commercial properties immediately to the east of St Aubyns (South) are required to park on the inside lane of the Kingsway carriageway. In turn, this obstructs both through traffic along Kingsway and the visibility splay of drivers emerging from St Aubyns (South); the achievable visibility is less than that recommended by Department for Transport (DfT) guidance.

## Proposed Arrangement

The proposed Traffic Regulation Order supports a scheme of improvements designed to address the matters set out above.

- Loading bay – an off-carriageway loading bay facility is to be provided to the south of the carriageway, removing stationary servicing vehicles from the carriageway and outside of the visibility splay. This arrangement also provides an area for these activities to occur without blocking the nearside lane which addresses the potential for rear-shunt or side-swipe collisions due to sudden overtaking. The Traffic Regulation Order is proposed to restrict where a vehicle can park within the bay, in addition to prohibiting parking in the remainder of the bay, in order to position the vehicle outside of the required visibility splay for vehicles emerging from St Aubyns (South). The size of the bay has been designed to enable a vehicle to enter the bay in forward gear and then manoeuvre into position without impacting the flow of traffic on Kingsway;
- Footway buildout – a footway buildout is introduced on St Aubyns (South) to ensure that vehicles emerging from St Aubyns (South) are positioned to the west of the road in order to maximise the visibility splay for emerging drivers. This measure also prevents two vehicles emerging from the junction simultaneously where visibility for the driver on the left would be obstructed by the vehicle on their right; and
- Delivery Management Plan – in addition to the highway works, the planning consent associated with the commercial property requires a Delivery Servicing Management Plan be operated, controlled by planning condition. The Plan contains measures controlling the servicing process and restricts the size of the vehicles used in delivery to 10 metres to prevent obstruction of the visibility splay. As part of this management plan, it is specified that the commercial store must, at all times, adhere to the extent of the TRO restrictions. Further, adherence to the TRO would also be legally enforceable.

The arrangement has been subject to rigorous testing through the Technical Approval process including a Design Manual for Roads and Bridges Road Safety Audit process. Matters raised by the Audit Team have been incorporated into the design and addressed in accordance with their recommendations. Visibility splays extending at least 43 metres in both directions, set back a distance of 2.4 metres from the give way line on St Aubyns (South), in accordance with the DfT's 'Manual for Streets' guidance.



### Summary

The principal of incorporating a delivery loading bay is established by the Planning Consent for the adjacent development which requires a loading bay be designed and implemented by the developer under a Highway Works Agreement with the Council.

The proposed arrangement of loading bay and associated traffic order is an improvement on the previous and temporary construction situation of vehicles parking in the nearside lane of traffic or blocking the sightline from St Aubyns (South). The proposed design has incorporated the recommendations of a Road Safety Audit to the satisfaction of the Local Highway Authority, Brighton and Hove City Council, and meets current design standards and guidance.