

Submission for a Departure/Relaxation from Standard

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DEPARTURE REF:	DP010	
PROJECT NAME:	Dunsbury Hill	
DEVELOPERS DETAILS:	Name:	Portsmouth City Council
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CONSULTANTS DETAILS:	Name:	Atkins Global
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DATE SUBMITTED:	02/03/2012	
STAGE: PRELIMINARY DESIGN CHECK		

1.1 SITE LOCATION (inc plan):

The site is located between Havant and Waterlooville in Hampshire. The western extent of the site is located on the B2150 Hulbert Road which links Havant and Waterlooville via a gyratory at Junction 3 of the A3(M). The site encompasses a 'green field' area to the east of Hulbert Road with the eastern extents of the site connecting to Woolston Road.

1.2 BRIEF DESCRIPTION OF SCHEME:

The works involve the construction of a new development within the 'green field' area of the site with a main alignment linking Hulbert Road to Woolston Road. A new roundabout is to be constructed on Hulbert Road to provide a link to the new development area. This will involve re-alignment of Hulbert Road to provide suitable highway geometry for the approaches to the proposed roundabout location. A smaller compact roundabout is to be constructed at the 'gateway' to the development which will form an access hub for the main alignment and future development phases to the north and south.

2.1 RELEVANT STANDARD(S):

TD 9/93

2.2 CLAUSE(S):

Clause 2.1 and Table 3

2.3 DETAILS OF DEPARTURE / RELAXATION FROM STANDARD

SSD southbound on Hulbert Road between the A3(M) junction and proposed roundabout – The design speed for this section of Hulbert Road is taken from 85thile speeds measured on site of 43mph, therefore requiring a design speed of 70kph in line with Table 3 of TD 9/93. The desirable minimum SSD required for 70kph is 120m. HCC have requested that the SSD envelope on this approach should not encroach into the opposing traffic lane.

2.4 REASON FOR DEPARTURE / RELAXATION

Given the proposed alignment an SSD envelope of 120m is not achievable without encroaching into the opposing traffic lane and verge area. The SSD achievable on the existing alignment without encroaching into the opposite traffic lane is 40m and therefore a departure in standards is requested to maintain the SSD of 40m on the proposed alignment.

2.5 RELATED DEPARTURES:

Departure ref:	Effects on this departure
Your references	No related departure

3. JUSTIFICATION FOR DEPARTURE (INCLUDE POSITIVE AND NEGATIVE IMPACTS)

3.1 SAFETY: Road Safety Audits comments to be included

Upon exit (southbound) from the A3(M) roundabout forward visibility to queuing vehicles (a risk which may be introduced by the new Hulbert Road roundabout) would be somewhat compromised. In addition to the general recommendations of measures to advise drivers of the presence of the Hulbert road roundabout ahead and the associated need to reduce speed, it is recommended that specific signing to warn of the likelihood of queuing vehicles ahead be incorporated into the design.

3.2 ENVIRONMENTAL/SUSTAINABILITY:

N/A

3.3 ACCESSIBILITY:

N/A

3.4 MAINTENANCE:

N/A

3.5 CONSTRUCTION PROGRAMME:

The design is for planning approval so a construction programme has not been considered at this stage.

3.6 COST:

A design to standard is impossible therefore cost implications are irrelevant

3.7 CONSULTANTS MITIGATION

It is expected that vehicle speeds should be controlled by the introduction of the new roundabout on Hulbert Road and providing warning of the presence of the roundabout and the likelihood of encountering queuing vehicles etc. should assist in controlling speeds. It is anticipated that traffic will be decelerating on the approach to the roundabout and that given the existing 85thile speeds of 43mph on this section, post development speeds should be lower. It is also likely that a queue to the roundabout may form in the future where currently there is none as there is no junction.

Appropriate mitigating measures will help reinforce driver awareness of the roundabout and the potential queue and help reduce speed through this section.

Mitigating measures would be considered to reinforce the need for vehicles approaching the proposed roundabout to decelerate. These measures could include signage to warn drivers of the proximity of the roundabout and appropriate road markings to TSRGD 2002, in conjunction with anti-skid surfacing. Additionally a vehicle activated sign warning of queues could be installed linked to queue detection loops so that drivers exiting the A3(M) gyratory are made aware of the queue ahead. Such measures will be explored further at the detailed design stage.

4.0 SUPPORTING DOCUMENTATION

Reference	Title

5.1 DESIGN CHECK APPROVERS COMMENTS & RECOMMENDATIONS

Office Use only

5.2 HEAD OF ENGINEERING CONSULTANCY COMMENTS

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APPROVED ☐ APPROVED WITH COMMENTS ☐ REJECTED ☐

Signed

Signed

Print

Print

Job Title

Job Title

Date

Date