

Elettra Avenue, Waterloooville

Technical Note

Design Response to HCC Consultation Response 29/3/22

1. This Note provides the second of two April/May 2022 submissions to HCC's consultation response dated 29/3/22 in regards planning application APP/21/00399. The HCC letter responded to application documents 19235-16d and 19235-17A.
2. The first was submitted within an email dated 10/4/22 and included **DTA Report 19235-16f**, which dealt with traffic capacity and junction modelling matters. This second submission relates to the remaining matters, mainly site design queries. The matters are set out under subject headings below and were also informed by a discussion between DTA and HCC.

Previously submitted Stage 1 Road Safety Audit, dated 9/11/21

3. A Designers Response (19235-18) and the Safety Auditor's Response are provided at **Appendix A**.

Footway/Cycleway to the South of McDonalds

4. HCC suggested further revision to the submitted design proposal, and these have been taken on board and shown on **DTA Drawing 19235-08K-GA3**, with further widening and road markings. The design has been provided to the independent road safety auditor who concludes that the arrangement provides cyclists a safe means to access the site off-road. This supplements the means by which cyclists can safely route on carriageway. The auditor's Revised Design Review is provided at **Appendix B**.

Cycling at entry to the Site from Elettra Avenue

5. The previous submission set out the reasons why additional cycling facilities were not required in this location with alternative off-carriageway routes available as well as on-carriageway. It nonetheless submitted a proposal which could be implemented if HCC favoured such.
6. HCC seek amendments to that proposal, and this was discussed between DTA and HCC in early April. Following that discussion, an amended alternative is presented. This comprises a short section of footway/cycleway on the southeastern corner of the Elettra Avenue roundabout and then the safe crossing opportunity for off-carriageway cyclists at the

splitter island. A short widened section of footway/cycleway on the south western corner of the roundabout is provided (2.5m) sufficient to allow cyclists to safely dismount within the shared facility. A drop kerb for northbound exiting cyclists to leave the site off-carriageway if preferred is also provided. This design is shown on **DTA Drawing 19235-08k**. The design has been provided to the road safety auditor who is content that the proposal provides a suitable tie-in and does not give rise to safety concerns (**Appendix B** refers).

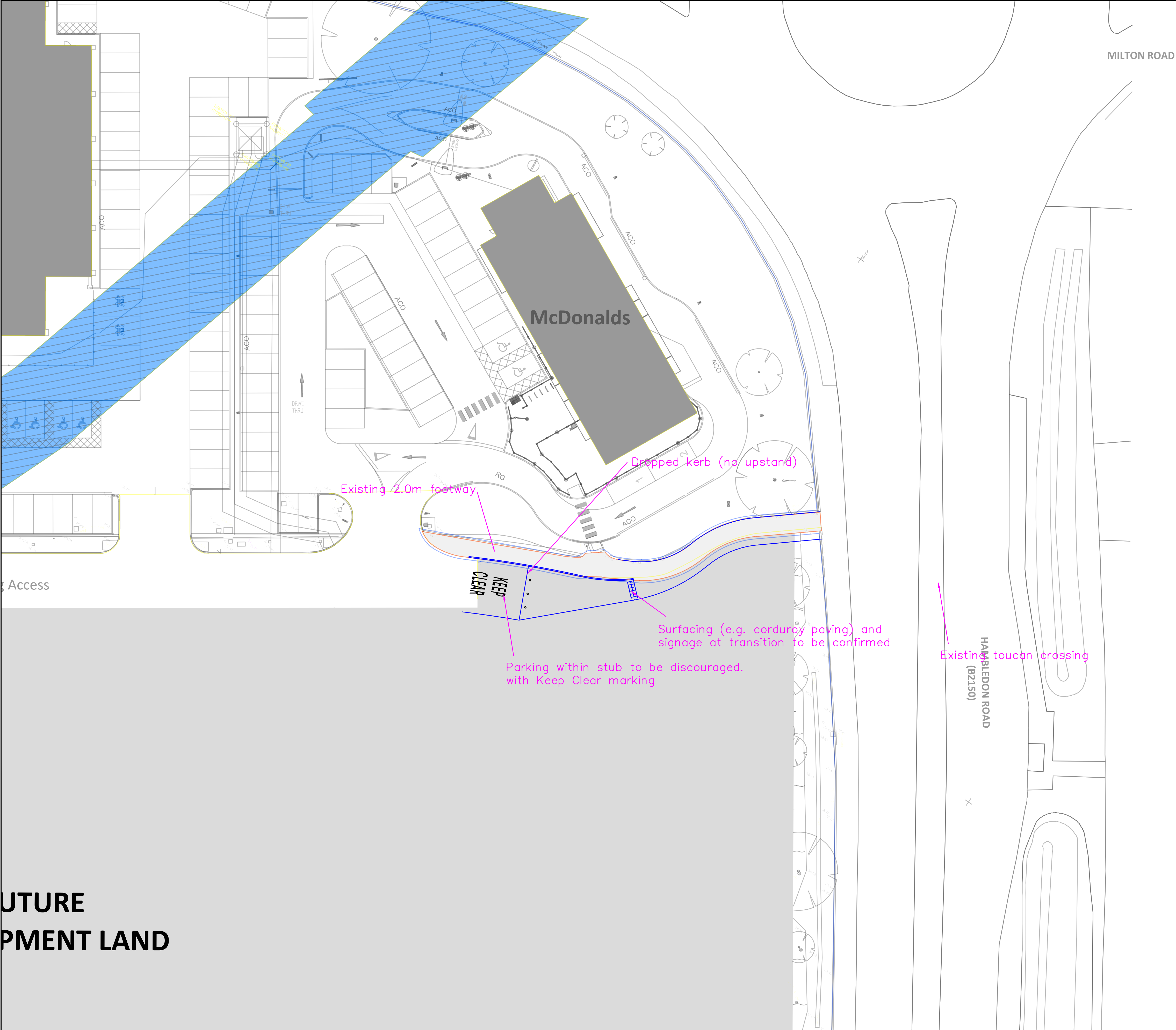
Delivery Vehicle Tracking (Costa)

7. HCC queried the alignment and consequential vehicle manoeuvrability within the Costa car park area. This related to a query regarding the proximity of the delivery vehicle parked on site and the drive thru access lane.
8. In response, two further tracking plans have been prepared. The first, **DTA Drawing 19235-13A** shows panel van travelling northbound and passing the delivery vehicle before turning into the drive thru lane; and the panel van turning within the car park, passing the delivery vehicle in a southbound direction.
9. The second, **DTA Drawing 19235-13-2 Rev A**, shows two cars passing throughout the car park area wherever opposing traffic is permitted. These demonstrate the appropriateness of the layout design and that no formal restriction need be placed on the operator in this regard.

Summary

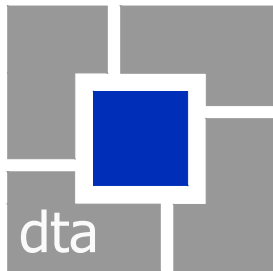
10. The off-site junction modelling comments have been responded to under separate cover.
11. The outstanding design queries relating to elements within Waterloo Park and the site itself have each been addressed.
12. All other matters were previously agreed in accordance with the HCC letter dated 29/3/22.

Drawings



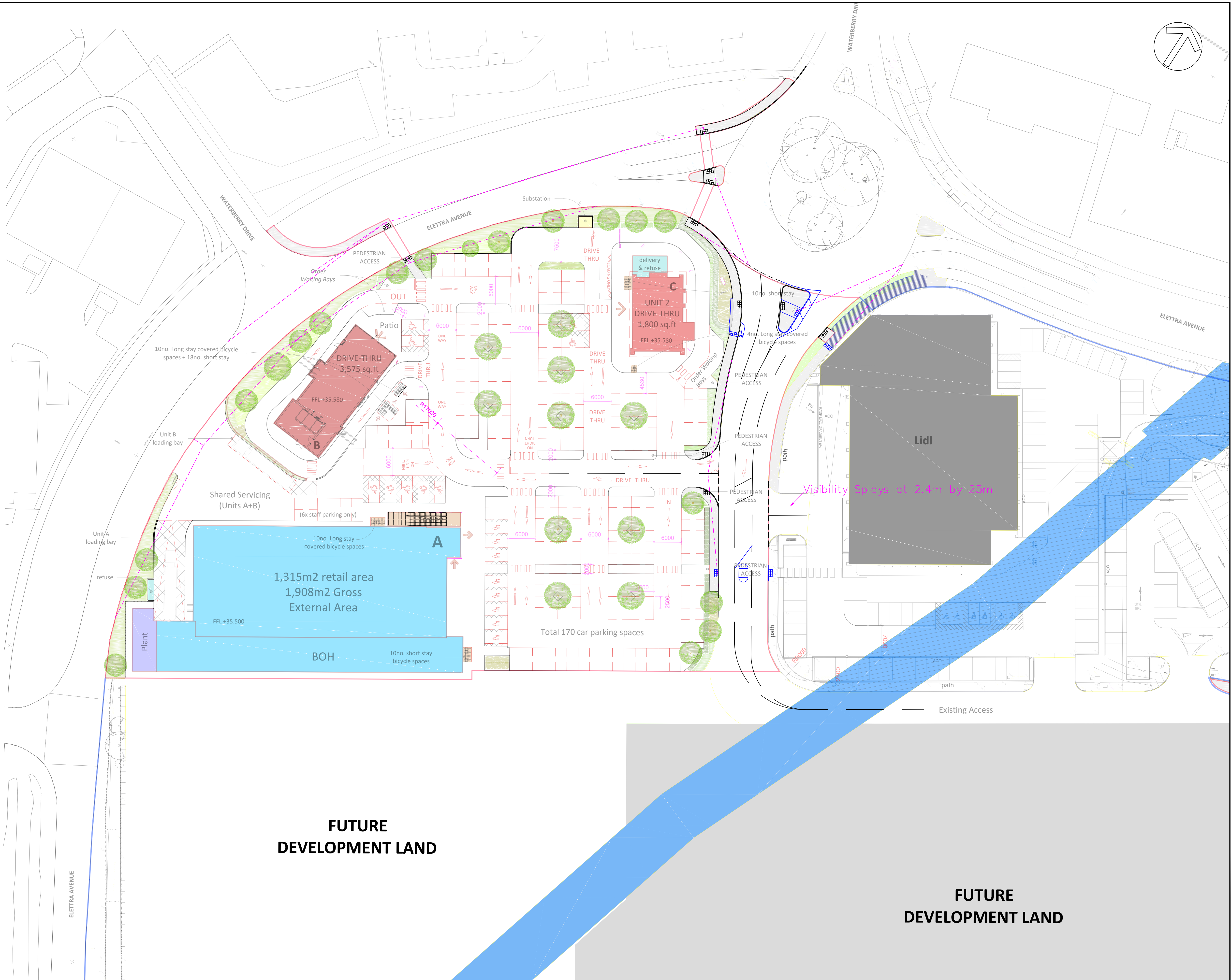
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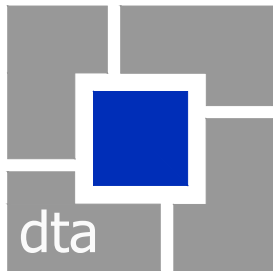
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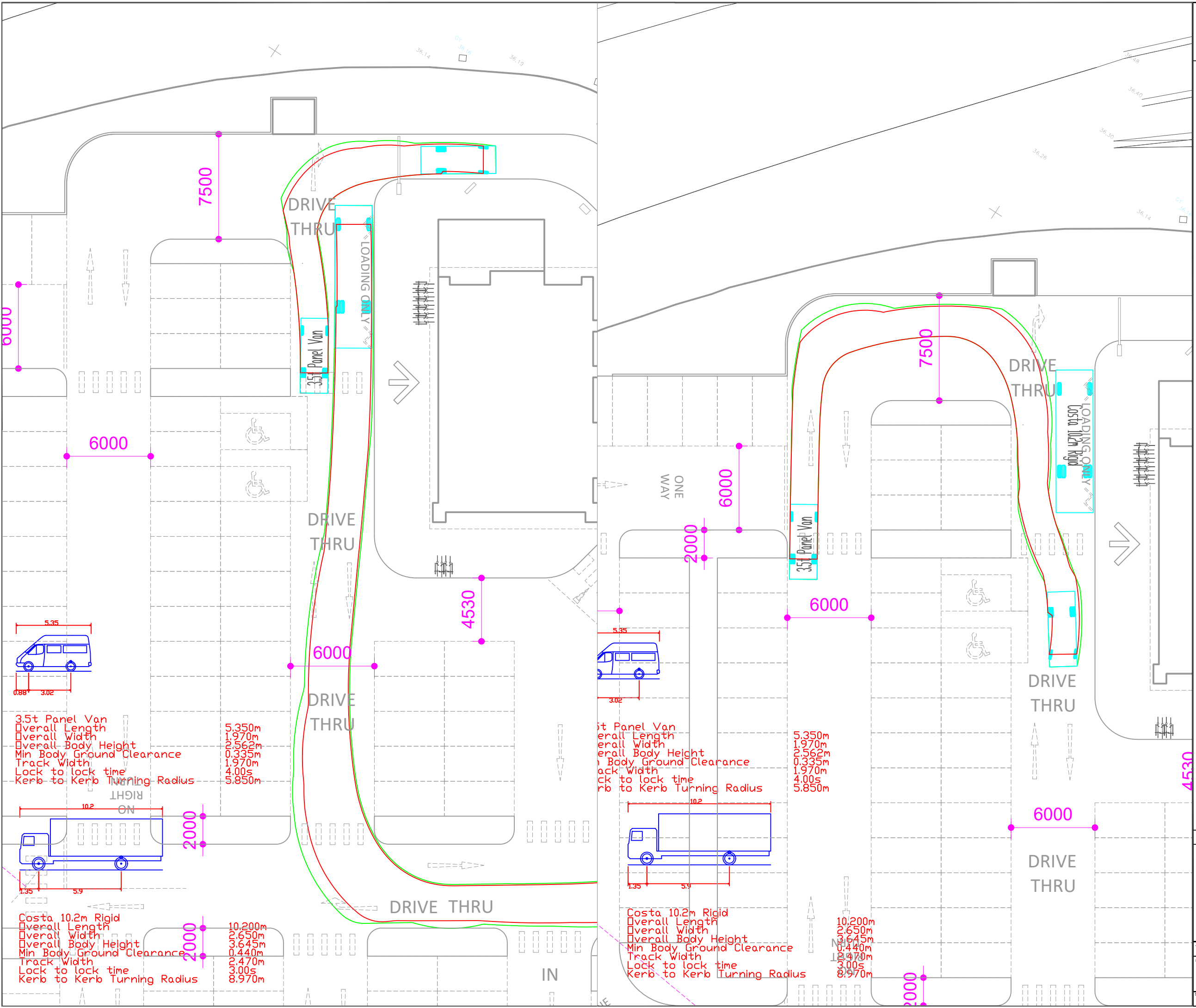
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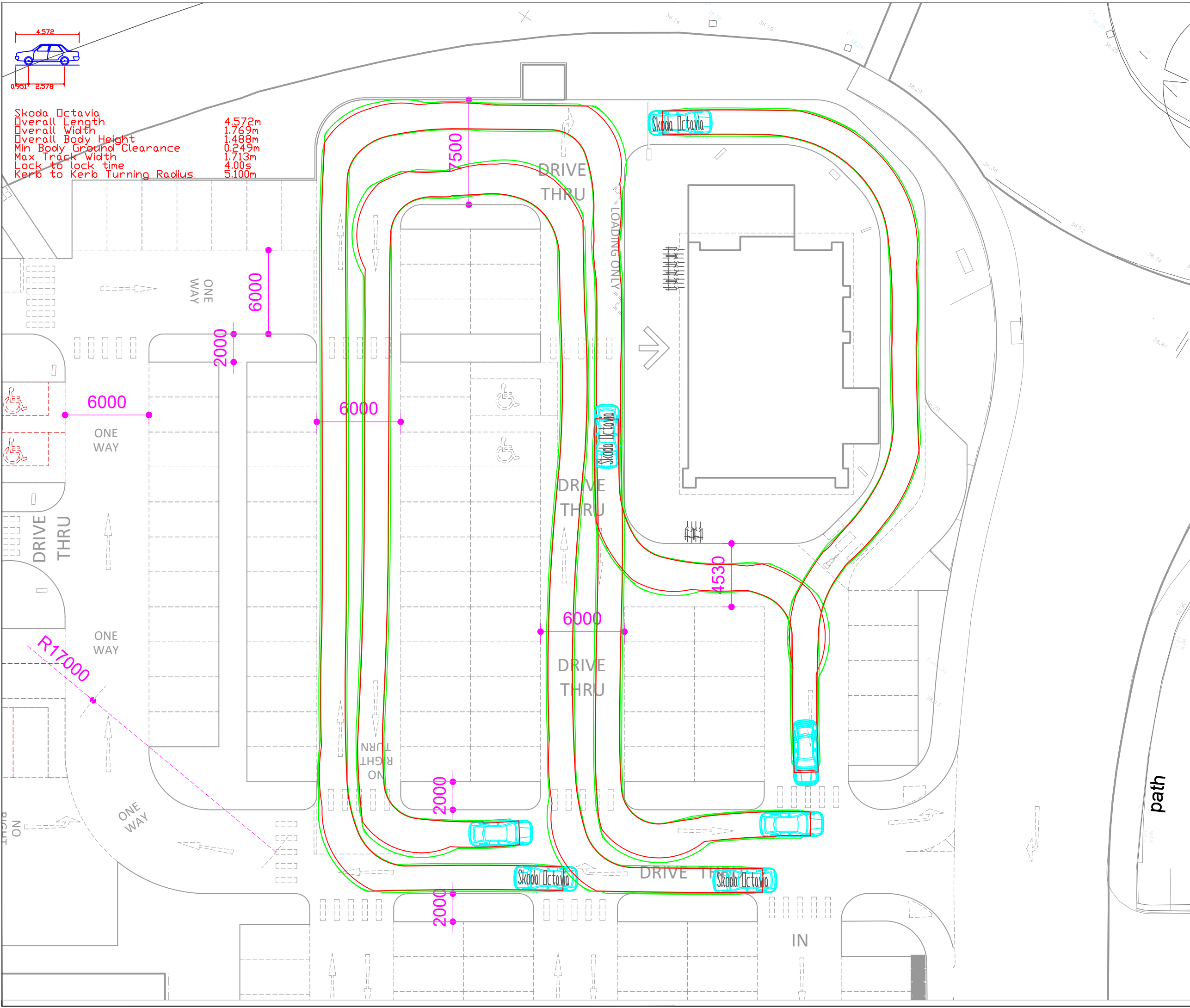
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JOB TITLE	Client
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DRAWING TITLE	Unit 2 Tracking
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DRAWING TITLE Unit 2 Tracking		
SCALE AT A2 See Plan	DRAWN BY BP	DATE 08-04-22
DRAWING NO 19235-13-2		REVISION 0

Appendix A

1.0 INTRODUCTION

- 1.1 This document sets out the design office response to a Road Safety Audit (RSA) Stage 1 undertaken by Mott MacDonald (dated 9/11/21) in relation to land at Waterloo Park, Elettra Avenue, Waterloo.

2.0 ITEMS RAISED AT THIS STAGE 1 AUDIT

2.1 Problem 1.01

Location: Elettra Avenue

Summary: Unclear visibility splays from servicing area may lead to inappropriate exit movements.

A servicing area is proposed on the western side of the development that will be accessed from Elettra Avenue. There is existing vegetation on the eastern side of Elettra Avenue that will restrict forward visibility and intervisibility between motorists to and from the proposed servicing area. It is unclear to what extent vegetation clearance will be undertaken. Failure to provide unimpeded visibility splays may result in motorists attempting to exit at inappropriate times, increasing the likelihood of side impact type collisions.

Recommendation

It is recommended that sufficient vegetation clearance is undertaken within the visibility envelope of the servicing area.

Designers Response

The recommendation is accepted and should be taken on board at the detailed design stage.

2.2 Problem 1.02

Location: Waterberry Drive / Elettra Avenue Junction

Summary: Existing signposts within proposed footway present a hazard to pedestrians.

An uncontrolled pedestrian crossing point is proposed on Elettra Avenue, north of its junction with Waterberry Drive. A new section of footway will be provided on the western side of Elettra Avenue tying in with the existing provision on Waterberry Drive. Within the proposed footway there are existing signposts that will present a hazard to pedestrians, particularly those who are visibility impaired. Alternatively, users may enter the carriageway in order to pass the signposts, increasing the risk of being struck by passing vehicles.

Recommendation

It is recommended that the signposts are repositioned at the back of the proposed footway, or that the footway is re-routed to avoid the existing infrastructure.

Designers Response

The recommendation is accepted and should be taken on board at the detailed design stage.

2.3 Problem 1.03

Location: Elettra Avenue north of junction with Waterberry Drive

Summary: Existing vegetation hinders forward visibility to and from proposed pedestrian crossing.

An uncontrolled pedestrian crossing point is proposed on Elettra Avenue to the north of its junction with Waterberry Drive. Existing vegetation on both sides of Elettra Avenue hinders visibility to and from the crossing point. Failure to provide suitable visibility to and from crossing pedestrians may lead to an increased risk of collisions involving pedestrians and approaching vehicles.

Recommendation

It is recommended that sufficient vegetation clearance is undertaken on both sides of Elettra Avenue to achieve suitable visibility splays at the proposed pedestrian crossing point.

Designers Response

The recommendation is accepted and should be taken on board at the detailed design stage.

2.4 Problem 1.04

Location: Retail park access from Elettra Avenue roundabout

Summary: Pedestrians may wait in hatched markings leaving them vulnerable to being struck.

The existing traffic island on the retail park access road arm of the Elettra Avenue roundabout is to incorporate an uncontrolled pedestrian crossing point. It is also proposed that the offside land of the exit from the roundabout will be removed through the installation of hatched carriageway markings. Pedestrians may wait within the hatched markings prior to crossing leaving them vulnerable to being struck by passing vehicles.

Furthermore, the proposed extent of the hatching is likely to create an area where debris / detritus will accumulate – presenting a skid risk to motorists, particularly motorcycle riders.

Recommendation

It is recommended that the hatched carriageway markings are omitted from the scheme. If the carriageway requires narrowing at this location, this should be done by physical carriageway narrowing on the nearside.

Designers Response

The recommendation is acknowledged and a revised design has been prepared at 19235-08i-GA. The size of the pedestrian island has been enlarged; the width of the vehicle exit lane widened; and the extent of hatching reduced.

2.5 Problem 1.05

Location: Retail park access

Summary: Lack of pedestrian refuge island may result in pedestrians waiting in hatched area.

An uncontrolled pedestrian crossing point is proposed across the retail park access road, south of the existing Lidl entrance. The carriageway is three lanes wide at this location though the middle lane appears to be hatched to form a ghost island right turn into the Lidl car park. The wide carriageway width and presence of hatched markings may create a desire line, encouraging unsafe pedestrians crossing movements. Pedestrians seeking refuge within the hatch marking may be vulnerable to being struck by passing vehicles.

Recommendation

It is recommended that a kerbed central traffic island, incorporating a pedestrian refuge, is provided within the centre of the carriageway.

Designers Response

The recommendation is accepted. A revised design has been prepared at 19235-08i-GA1. A pedestrian crossing island has been added between pedestrian exits from Lidl and the proposed site.

2.6 Problem 1.06

Location: Proposed footway / cycleway link between Hambledon Road and the retail park

Summary: Lack of transition between the proposed cycleway and existing highway network.

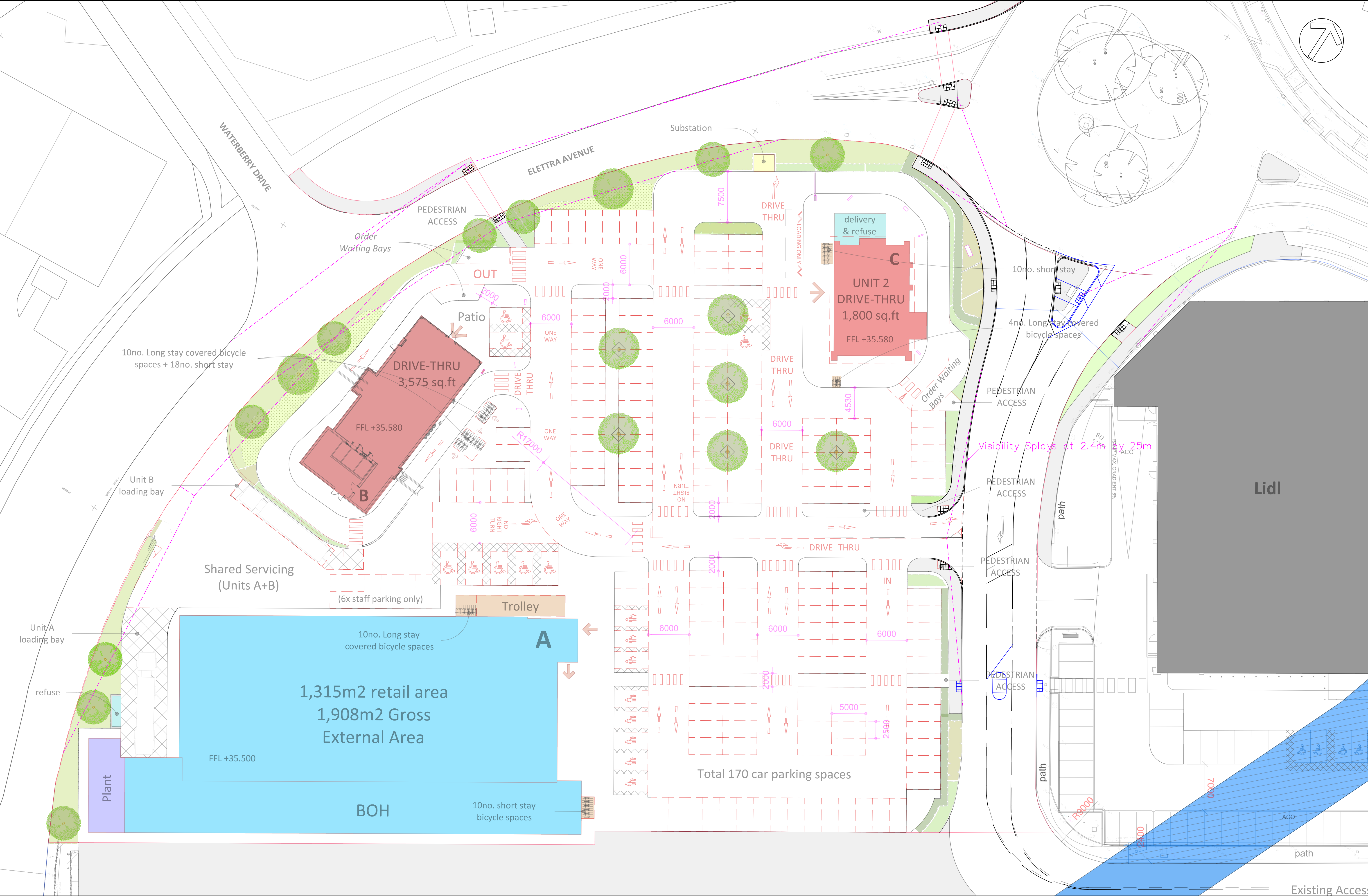
It is proposed that an existing footway is widened to 3.5m and modified to become a shared-use footway/cycleway. No adjoining cycle provisions were present at the southern end of the footway and it is unclear where cyclists are intended to continue to/come from. The lack of an appropriate transition between the cycleway and the surrounding highway network may lead to cyclists continuing along footways increasing the likelihood of collisions with pedestrians. Alternatively, cyclists may attempt to transition over the full height kerb, increasing the risk of injury from falls.

Recommendation

It is recommended that an appropriate tie-in between the proposed cycleway and the surrounding highway network is provided.

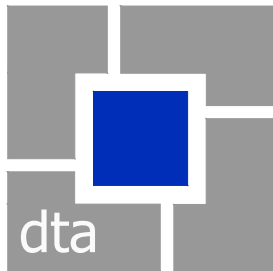
Designers Response

The recommendation is agreed. An alternative design has been prepared and shown on 19235-08i-GA3 with revised tie-in details between the cycleway and the carriageway.



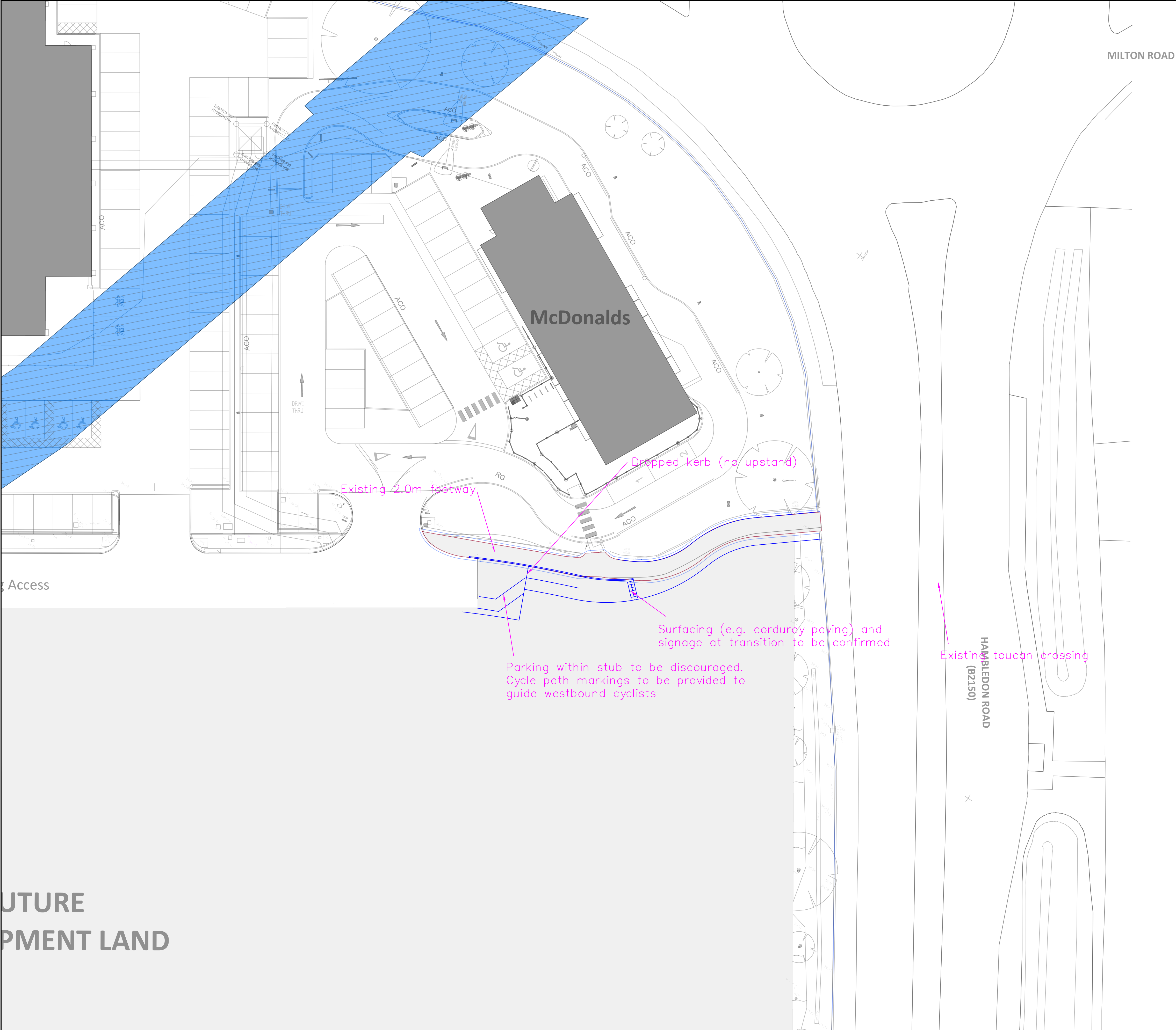
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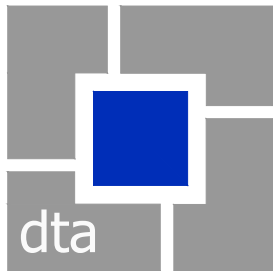
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Appendix B

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Waterloo Park, Elettra Avenue, Waterlooville
Stage 1 Road Safety Audit Response Report

03 May 2022

Dear Simon

Many thanks for providing copies of your revised designs to the cycle facilities in relation to the above mentioned scheme. My comments are as follows:

19235-08k – whilst ideally cycle facilities would continue to an end destination, it is considered that the proposal provides a safe means of crossing from east to west and affords cyclists an opportunity to reach the new development prior to being required to dismount. I am therefore of the opinion that the revised design does not introduce additional road safety related issues that would be raised in our road safety audit.

19235-08k-GA3 – I am content that this element of the design provides a suitable tie-in between the off-carriageway cycleway and the internal site road layout. I am therefore of the opinion that the revised design does not introduce additional road safety related issues that would be raised in our road safety audit.

If you have any questions, please do not hesitate to contact me or my colleague Barry Pledge at barry.pledge@mottmac.com.

Yours faithfully



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