

Submission for a Departure/Relaxation from Standard

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DEPARTURE REF:	DP011	
PROJECT NAME:	Dunsbury Hill	
DEVELOPERS DETAILS:	Name:	Portsmouth City Council
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CONSULTANTS DETAILS:	Name:	Atkins
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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 51/03

2.2 CLAUSE(S):

Clauses 2.41 to 2.44, Tables 2/3 and 2/5 and Figure 2/9

2.3 DETAILS OF DEPARTURE / RELAXATION FROM STANDARD

Both the entry and approach tapers to the dedicated left are shorter than required. The entry taper is 35m and should be 72m and the approach taper is 40m and should be 54m.

2.4 REASON FOR DEPARTURE / RELAXATION

The proximity of the A3(M) roundabout exit makes it unsafe to provide the standard lengths of approach and entry tapers as the start of the dedicated left taper would be only 40m beyond the end of the splitter island of the exit from the A3(M) roundabout. This would mean the taper beginning on the outside of the bend, meaning the development of the taper does not appear uniform and may lead drivers to slow down and waiver between the main carriageway lane and the dedicated left lane. This in turn may cause drivers behind to attempt to overtake on the bend and encroach on the opposite traffic lane. Due to site constraints it would also be impossible to provide adequate signing to warn of the

dedicated left and roundabout.

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

Site constraints have resulted in the proposed layout, including this departure from standard, being unavoidable. Further work is to be undertaken at the detailed design stage and it is noted that mitigation measures are proposed. These should focus upon maximising user awareness on approach to the dedicated left turn and assisting users in safely negotiating the dedicated lane. This is seen as the most appropriate course of action in safety terms.

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:

The existing alignment makes it impossible to provide a design to standard so cost savings are not applicable.

3.7 CONSULTANTS MITIGATION

Mitigating measures would be considered to reinforce the need for vehicles approaching both the proposed roundabout and the A3(M) gyratory to decelerate. These measures would include signage to warn drivers of the proximity of the roundabout and appropriate road markings to TSRGD 2002, in conjunction with anti-skid surfacing. Such measures will be explored further at the detailed design stage. Superelevation of 6% has been applied to the curve to tie in with the existing Superelevation on this section of Hulbert Road, which at lower design speeds will aid vehicles in negotiating the horizontal curvature.

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

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Job Title

Job Title

Date

Date