



The Richard Parker Consultancy

CONSULTING ENGINEERS: TRAFFIC, HIGHWAYS & TRANSPORT

David Wilson Homes

**Portsdown Hill site
Bedhampton
Havant
(application 14 / 00232/FUL)**

CONSIDERATION OF PEDESTRIAN ROUTES EAST OF THE SITE

9th May 2014

Introduction

1. This note has been prepared in response to a request from the Highways department of Havant Borough Council about the opportunity for improvements to the pedestrian / cycle link eastwards from the site along the north side of Havant Road, and specifically where it crosses the northbound on-slip of the A3(M) in the north-west corner of the roundabout. This matter has been raised by local Members and local resident's groups. It has also been discussed with officers of HBC on a number of occasions.

Background

2. This matter was addressed in paragraphs 6.14 - 6.16 of the Transport Statement submitted with the application. The conclusion based on discussions with the highway authority (Hampshire County Council) was that the new junction arrangements were safe and practical. The concern arises only for the eastbound movement because the traffic turning onto the northbound on-slip of the A3(M) is arriving 'over-the-shoulder' of a pedestrian travelling eastwards. The movement in the opposite direction (westbound) is not an issue because a pedestrian is facing directly towards the traffic.
3. The Rusty Cutter interchange was subject to a major upgrade in 2011 to increase capacity and reduce delays because of the imminent development of the Harts Farm Way site (some 300m south-east of the Rusty Cutter). The work was funded by the developer and undertaken as a joint venture between SEEDA (South East England Development Agency); Hampshire County Council and Havant District Council. The works were completed at the end of 2011. A leaflet explaining the extent of the works is

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attached. In addition, to the introduction of signals on the two A3(M) off-slips there was an upgrade of the cycle / pedestrian facilities around the north and east side of the roundabout (there are no facilities around the other two sides).

4. The intersection comes under the jurisdiction of two highway authorities; (i) the Highways Agency who are responsible for the A3(M) and the slip roads and (ii) Hampshire County Council who are responsible for the roundabout and the other connecting roads. The boundary is the back of the footway around the roundabout. The design of these works was undertaken by HCC who also undertook Road Safety audits at various stages of the design and construction phases. These included the separate Safety Audits (i) after completion of the detailed design; (ii) an audit on completion of the works and (iii) a final Safety Audit 12 months after completion of the works. These audits included assessing the safety and acceptability of the crossing and in each case the Safety Audits have concluded the pedestrian crossing is safe.

Current position

5. In February 2014 traffic surveys were undertaken at the Bedhampton Hill Road / Havant Road / Rusty Cutter junction. The observations included peak hour counts of Havant Road entering the roundabout (see Figure 4 of the Transport Statement); counts of circulating traffic on the Rusty Cutter roundabout and counts of pedestrians and cyclists travelling along Havant Road and passing along the footpath /cycleway in question around the north-west side of the roundabout . The observed numbers were:

Table 1: pedestrian and cyclist using the shared footways/ cycleway (Wed 12 Feb 2014)

2 hour time period	travelling west to east		travelling east to west	
	pedestrians	cyclists*	pedestrians	cyclists
AM from 07.30 -09.30	3	11	2	7
PM from 16.00 – 18.00	8	11	3	5

* in addition, some more west-to-east cyclists stayed on the roundabout carriageway

6. These numbers are very low given that each relates to a 2 hour period. The observations identified only 3 pedestrians making the eastbound movement in the 2-hour AM peak period and 8 pedestrians in the 2-hour PM peak period. The numbers for the westbound movement (which is not considered to be of concern) were even lower.
7. Scrutiny of the 3 year accident record for the full calendar years 20010-2012, (which will include the junction before and after the recent works) shows that there have been no recorded injury accidents at the crossing point. There were a number of 'shunt' accidents occurring at or close to the Havant Road give-way line onto the roundabout but none of the seven recorded accidents in the three year period involve a cyclist or a

pedestrian. The evidence therefore is that there is no identifiable accident problem at the point where the pedestrian route crosses the slip-road.

Alternative options

8. Discussions have been held with both HCC¹ and the Highways Agency² on this matter. Unlike the off-slip it is not easy to signalise an on-slip as motorists are not expecting to stop. It would be necessary to locate the crossing point some 40m -50m up the slip road to ensure adequate forward visibility from a vehicle using the slip road to the crossing and to ensure adequate queueing space so vehicle did not queue back onto the roundabout. This would force pedestrians and cyclists to walk double this distance to get back to the footpath under the flyover. Further disadvantages are that this would involve stopping vehicles travelling at speed on the slip road and would reduce their ability, if stopped of being able to accelerate on an up-grade before merging with the A3(M) traffic. This layout was not considered either practical or reasonable and pedestrians would be unlikely to use it, cyclists would not use this route and would remain on the main carriageway and there was the additional risk of creating 'shunt' accidents on the slip road
9. Because of the steep rise in ground levels at the back of the footway / cycleway, HCC concluded it was not realistic to try and realign the layout of the pedestrian route and in any event consider the existing arrangement acceptable.
10. It would be possible to introduce a short section (say 20m) of pedestrian fencing on the section of footpath / cycleway adjacent to the carriageway. This could be funded out of the Transport Infrastructure Contribution.

Conclusions

11. The layout of this crossing only affects a pedestrian or cyclist travelling west-to-east as someone travelling in the opposite direction has an excellent view of any oncoming traffic. The layout has been designed by the highway authority, who are responsible for both road safety and have a statutory responsibility for road safety. This process has included the completion of Safety Audits of the crossing design, on completion of works and following 12 months of completion, at each stage the safety audits have concluded that the crossing is acceptable. This is also verified by recent historic accident data for the immediate area.
12. Recent surveys (in February 2014) identified that the usage of this pedestrian link was very low, with only 5 pedestrians using this route in either direction in the 2-hour period from 07.30 -09.30 and 11 in the 2-hour period from 16.00 -18.00. Only half of these users are travelling in the west-to-east direction that is considered to be poorly configured.

¹ HCC Officers spoken to are Jonathan Mundy and Simon Brownlee (ITS)
² Highways Agency officer spoken to is Helen Batty (Dorking)

13. Notwithstanding the results of the safety audits and accident data, a review of the pedestrian crossing has been undertaken and discussions have been had with the two highway authorities. The layout and gradient of the land surrounding the western pedestrian crossing of the north bound slip road to the A3(M) are such that a change to the alignment of the pedestrian crossing is not possible. Introducing traffic signal on the on-slip is not practical and could give rise to new road safety issues.
14. However, an improvement could be undertaken through the introduction of a section of pedestrian fencing alongside the roundabout, which would raise awareness of the proximity of traffic and could improve levels of safety to help address concerns raised by local residents.

Richard Parker BSc, Dip TE, CEng, MICE, CMILT

Ref: 1009/4/B 9th May 2014

Attached: Contractors Information notice on works to the Rusty Cutter Interchange.

Bedhampton Gyratory Improvement Works Notice to Businesses / Residents

25/06/11

This notice is intended to provide further information to the businesses and residents located nearby the Bedhampton Gyratory in Havant.

Dear Resident / Business,

I am writing to update you on the junction improvement works at the Bedhampton Gyratory, also known as the Rusty Cutter Roundabout.

The works are being undertaken to enable the development of the nearby Harts Farm Way site, which is expected to create up to 800 new jobs in the area, to proceed. They will also improve peak traffic flows across the roundabout.

The project has suffered delays due to unforeseen circumstances resulting in redesign of some sections. The current anticipated completion date is 20th October 2011.

We will be surfacing, white lining and applying surface treatments to the gyratory, spurs and slip roads throughout July and August. These works will require road and lane closures at night and over some weekends. I attach a schedule of road closures, which provides details of our road and lane closure programme for July. Fully signed diversion routes will be in place for the road closures. Details of these can be found on our web site (www.dyerandbutler.co.uk). The works are dependant on multiple variables including weather and traffic flows, so it is possible that the dates will alter slightly as the works progress to deal with these issues.

We would like to stress that these works are being undertaken in such a way to minimise any disruption to the road user.

Certain operations will require the use of heavy breaking equipment and other noisy machinery. Where possible, we will endeavour to undertake these works at the beginning of a night shift to minimise disruption to local residents and businesses. However a certain amount of noise will be unavoidable, due to the nature of the works.

The project will now include the complete replacement of the road surfacing on the bridge over the railway on the A2030 (the link road to the A27). Due to road closure restrictions during the holiday period, these works cannot proceed until September. However, we will endeavour to do our best to complete the work on the main gyratory and spur roads, so that the traffic management can be removed from the gyratory and the traffic signals on the A3M and A27 off-slips can be commissioned, well before the completion of the project.

We apologise in advance for any inconvenience that may be caused by the scheme and appreciate your on-going co-operation. We will endeavour to complete the works as quickly as possible and with minimal disruption.

We will be issuing updates on the progress of the works and future operations, but please do not hesitate to contact any member of the site team should you require any further information on this or any other construction related matter.

The scheme is a joint venture by the South East England Development Agency (SEEDA), Havant Borough Council (HBC), and Hampshire County Council (HCC).



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DYER & BUTLER

Full details of the scheme can be viewed on our website: www.dyerandbutler.co.uk



Our main site office is located in Harts Farm Way, Havant.

Yours faithfully

Paul Allan
Dyer and Butler Project Manager

Site Management Contact Details

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24 Hour site contact telephone number - 07717 508 804.
Site Email - JOB1002@dyerandbutler

The Construction contract is being administered on SEEDA's behalf by

G. C. Partnership

Contact for GCP – Harjit Singh – Associate Director
Email – Harjit.Singh@gcpartnership.co.uk



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BEDHAMPTON GYRATORY IMPROVEMENT WORKS KEY PLAN

