

Submission for a Departure/Relaxation from Standard

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DEPARTURE REF:	DP006	
PROJECT NAME:	Dunsbury Hill	
DEVELOPERS DETAILS:	Name:	Portsmouth City Council
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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 3.3 and Table 3

2.3 DETAILS OF DEPARTURE / RELAXATION FROM STANDARD

MCS1 Horizontal Alignment – Centre line MCS1 has been designed with a horizontal alignment that does not conform to the requirements of DMRB TD 9/93 Table 3 at a design speed of 70kph. The design speed is based on recorded 85%ile speeds of 42mph for this section of Hulbert Road. The horizontal curvature on the approach to the roundabout between Chainages 38m to 90m consists of 120m and 200m curves respectively. HCC specified that Superelevation should not be used at this location and the alignment has been designed to avoid the adjacent SINC zones and minimise the need to remove existing mature trees. The proposed alignment also takes into account HCC requirements at this location for an SSD of 120m to the proposed roundabout that does not encroach into the opposite traffic lane.

2.4 REASON FOR DEPARTURE / RELAXATION

The alignment has been designed to mitigate these specific constraints and therefore cannot achieve the requirements of Table 3, and a departure from standards is requested for this re-aligned section of Hulbert Road. The environmental factors described above have also been considered as a major factor in the departure given that the SINC zones cannot be encroached into and any potentially negative environmental impact of the scheme should be minimised wherever possible.

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

The introduction of a roundabout on Hulbert Road is a significant change for northbound users and thus, although the alignment is similar to the existing alignment, the overall road layout situation is quite different. However, clear signing of the presence of the proposed roundabout should be sufficient to reduce speeds. As per previous comments, the Design Speed is based upon existing actual speeds and the proposed roundabout should help reduce vehicle speeds. Therefore the reduced Design Speed seems reasonable.

3.2 ENVIRONMENTAL/SUSTAINABILITY:

As mentioned in paragraphs 2.3 and 2.4 there are numerous mature trees whose canopies currently overhang the carriageway. In order not to cause distress or damage to the trees the carriageway alignment follows the existing as much as possible.

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

As the lengths of sub-standard radii are on the immediate approach to the proposed roundabout (chainages 38 to 90) vehicles will be decelerating to negotiate the roundabout. Anticipated lower speeds and the meeting of the required 120m SSD have been considered in making this request. Mitigating measures would be considered to reinforce the need for vehicles approaching the proposed roundabout 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.

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