

Submission for a Departure/Relaxation from Standard

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DEPARTURE REF:	DP001	
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 9/93

2.2 CLAUSE(S):

Clause 4.5 and Table 3

2.3 DETAILS OF DEPARTURE / RELAXATION FROM STANDARD

MCN1 Vertical Alignment – Centre line MCN1 has a maximum achievable sag K value of 14.71. The design speed for this section from the A3(M) gyratory is based on 85%ile speeds of 43mph, therefore giving a design speed of 70kph to DMRB TD 9/93 Table 3. Table 3 states that the absolute minimum sag K value should be 20.

2.4 REASON FOR DEPARTURE / RELAXATION

As the sag curve is on the approach to the roundabout a relaxation is not permitted and therefore a departure in standards is requested for a design speed of 60kph. This departure would allow an absolute minimum sag K value of 13.

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 Design Speed is based upon existing speeds with no roundabout on Hulbert Road. With the introduction of the proposed roundabout lower speeds would be anticipated and thus the use of a lower Design Speed would seem reasonable. Substandard sag curves usually have no impact upon forward visibility and thus the safety implications are generally low-risk. It is recommended that measures to ensure driver awareness of the presence of the roundabout and to encourage reduced speed be included as mitigations.

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

The sag curve is located on the immediate approach to the proposed roundabout where it is anticipated that vehicles will be decelerating, thus allowing a departure to a design speed of 60kph. The existing vertical alignment of the road and position of the roundabout to optimise levels on all approaches make it impossible to achieve the desirable minimum sag K value of 20. Mitigating measures to be considered to reinforce the need for vehicles approaching the proposed roundabout to decelerate 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

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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