

Response to Havant Borough Council Comments relating to 162 Stakes Hill Road, Waterloooville

HBC Comment

'For cyclists approaching from the north and west, I recommend a visibility splay of 2.4m x 23m is provided or a lesser major distance if the applicant can reasonably prove cyclists travel at less than 20mph from each direction.'

RGP Response

Department for Transport's Local Transport Note 2/08: Cycle Infrastructure Design suggests recommended stopping sight distances and design speeds for off-road cycle routes. This document states:

'8.2.3 Where cyclists share a route with pedestrians, a lower design speed may be required. Routes with design speeds significantly below 20 mph are unlikely to be attractive to regular commuter cyclists, and it may be necessary to ensure there is an alternative on carriageway route for this user category.'

Design guidance also stipulates that design speeds for local access routes are for cyclists travelling at 12mph which require a minimum stopping sight distance of 15 metres.

For cyclists travelling past the site access on the shared pedestrian/cycle path, the cyclist would have to perform the following procedures:

Southbound cyclists

Cyclists travelling on the shared pedestrian/cycle path situated at the eastern boundary of the site, would slow before dismounting the shared foot/cycleway at the dropped kerb shared with the access (as shown in **Photograph 1**) on to the stub of Durham Gardens. When on-carriageway on Durham Gardens, the cyclist would need to slow down to give-way to Durham Gardens traffic at the junction at the south-eastern corner of the site boundary, and continue south on Durham Gardens for c.15m to then mount the pavement (shared pedestrian/cycle way) on the western side of Durham Gardens via a dropped kerb (**Photograph 2**). This route is therefore one which cyclists need to make a number of decisions and as such would be travelling at a speed commensurate to a local access route (i.e. 12mph).



Photograph 1



Photograph 2

Northbound Cyclists

Cyclists travelling northbound on the shared pedestrian/cycle path on the western side of Durham Gardens, would slow in speed to dismount the dropped kerb and join the carriageway. These cyclists then travel on-carriageway for c.15m having to make a right turn (in front of traffic) towards the stub, before mounting the dropped kerb situated at the site access to then continue travelling north along the shared pedestrian/cycle path at the site's eastern boundary.

As a result of cyclists dismount and mounting kerbs in the immediate vicinity of the site, this reduces the speed of a cyclist to below 15mph, more likely 12mph, in line with DfT's Local Transport Note 2/08: Cycle Infrastructure Design that suggests recommended stopping sight distances and design speeds for local access routes.

Drawing 2018/4497/003 attached, illustrates that the driver of an egressing vehicle from the site can see cyclists travelling up to 12mph, north and south bound on Durham Gardens with visibility of 15m from the driver's sightline. The drawing illustrates the actual practical routes likely to be taken by cyclists rather than a nominal unrealistic route. To achieve north-bound visibility from the site access, the hedge situated at the eastern boundary of the site would need to be trimmed regularly post-development. To this end, the proposed access design is inline with recommended design guidance achievable visibility splay of 2.4m (driver's sightline) by 15m.