

LANGSTONE ROAD SCHEME

SUMMARY OF RESPONSES

The responses can be grouped into 20 categories. Many respondents repeated points others had already made.

These broad categories are:

1. ORIGIN OF THE SCHEME

The scheme was added into the Hampshire Transport Statement in 2010 and re-confirmed in 2013. This Transport Statement is a document used at County Council level to justify S106 contributions from developers and forms the 'capital works programme' for an area. The current Transport Statement is available online at <http://documents.hants.gov.uk/transport/HBCTransportStatementDecember2013.pdf> and the list of schemes at <http://documents.hants.gov.uk/transport-statements/havant/HBCTransportStatementPostAdoptionLiveSchemesDecember2013.pdf>. You will see the scheme at item HBC0178 in the 'Havant' / 'St Faiths' section.

2. LACK OF RESPECT FOR OTHER ROAD USERS BY CYCLISTS

Unfortunately this cannot be addressed at the scheme level. However what can be done is, within the design, to make the potential conflict points less dangerous by use of clear signs, lines and ensuring good inter-visibility between all users.

LANGBROOK CLOSE JUNCTION ISSUES

3. TURNING LEFT OUT OF LANGBROOK CLOSE

Unfortunately we cannot accommodate the requested flare since this is not a standard feature of highway design. In other words, were Langbrook Close to be developed today the junction would be a simple 'bell mouth' with no inward or outward flare. This change came about when it was realised that some types of collision were caused by drivers in the flare moving ahead without checking forward clearance. The bell mouth arrangement is therefore safer and offers the minimum crossing distance for non-motorised users. Visibility southwards in Langstone Road is improved by moving the 'give way' line out into what is currently part of the northbound carriageway.

4. TURNING RIGHT OUT OF LANGBROOK CLOSE

A number of respondents expressed concern over the perceived reduction in the central area which is used for two-part right turning. It is not clear why this was an issue since it has never been intended to significantly reduce this width. In fact in the latest version of the scheme this stacking area is increased in size. We think there was confusion with the 'give way' line at the junction being moved outwards without realising that almost the same amount would be won by reducing the width of the northbound traffic lane to a standard 3.65m (12 feet).

5. CYCLISTS CROSSING THE JUNCTION

Some concerns were expressed about the junction becoming 'more complex' with turning traffic, u turners and now cyclists. Tightening of the junction radii will make the junction less attractive for u turning traffic but will not eliminate it. The NMU crossing point is able to be set back from the give way line by a car's length due to the tightening of the radii, hence at the point of decision the cycle track will not effect vehicular users of the junction. The tighter radii also means NMUs do not have so much road to cross in the north-south direction.

U TURNING TRAFFIC

6. WHY U TURNS HAPPEN

Some u turning is undoubtedly because of drivers seeking to avoid the queue into the Technology Park, and ironically by doing so they are adding to the congestion by using up spare gaps in the northbound traffic flow. However others do u turn on the basis they are coming off the A27 westbound and the queue into the Technology Park is onto the roundabout circulatory area; there is no safe way for them to join the end of the queue. Hence they u turn at Langbrook Close. This is a lesser of two evils; were they to join the queue the roundabout would jam.

7. BANNING U TURNS

The Police have stated that on the basis of the accident record, they do not support a formal (legal) u turn ban. Hence the only way to address the issue is to engineer measures to make the manoeuvre less attractive.

8. EFFECT OF DISPLACED TRAFFIC

It is accepted that some u turning traffic, if unable to do so, will turn elsewhere in Langbrook Close. As long as they do so on the public highway this is legal. The usual rules of road sense and driving with due care continue to apply. We will erect a 'turning difficult' sign as part of the relocated street nameplate to discourage access.

DESIGN OF THE CYCLE TRACK

9. NEED

Flow data demonstrates the use of the west side of the road for accessing destinations to the north and west of Havant.

10. EAST -V- WEST

Cyclists to / from the south wanting destinations to the east and north of Havant will tend to use the Hayling Billy Trail north of Langstone Road. However those wanting a western destination, including the Technology Park and even Havant College, will use the west side path (as they do already, illegally). There is nothing to be gained by getting these users to cross Langstone Road at Mill Lane and then re-cross at the Technology Park. There is also no suitable route across the A27 on the east side; the bridges across the A27 slip roads would have to have their parapets adjusted to allow safe shared use.

11. WIDTH

The cycle track is designed to a 3m width on the section north of Southbrook Road. It is considered that south of this point the existing path is suitable for use as a shared track without adjustment. North of this point the additional width and realignment is needed to avoid large trees and to improve visibility of cyclists.

12. SHARED / SEGREGATED

The track will be shared, not segregated (i.e. there is no solid white line splitting it into two classes of user). In segregated layouts it leads ironically to more conflict because people inevitably stray onto the 'wrong side' (especially children and dogs) and cyclists tend to go faster thinking they have exclusivity, meaning any collision is more serious. Shared works perfectly well nationwide and there is no reason to think this location would need to be special.

13. ONE-WAY OR TWO-WAY

We design for two-way flow throughout. Obviously some sections would have an expected dominant flow, but we don't generally do one-way systems.

14. TRACKS ON RESIDENTIAL ROADS

The principle of shared cycle tracks on residential roads with frontage access is well established. It is an accepted principle of highway law that the user – whether pedestrian, cyclist, motorist or resident, has to take the highway as they find it. This includes avoiding wheelie bins on collection days. The cycle track is not a race track.

15. ONWARD ACCESS TO HAVANT

A separate scheme is designed to 'close the gap' and allow access from the access to Langstone Technology Park north to the A27 underpass. This is waiting for funding. Funding is available for the present scheme now.

IMPACT ON LANGSTONE ROAD TRAFFIC

16. TURNING RIGHT INTO LANGBROOK CLOSE

The existing right turn lane will be retained with no loss of width.

17. LANE WIDTHS

Both northbound and southbound lanes in Langstone Road are over-wide as is the merge from two lanes into one. The northbound lane has throughout been proposed to be reduced to the national standard width of 3.65m (12 feet). Following Safety Audit we are now also proposing a similar reduction in width for the southbound lane. We will also re-engineer the merge so this happens before the pedestrian crossing island north of Langbrook Close. We will install new lines and signs to highlight this new layout.

18. IMPACT ON TRAFFIC FLOW ON LANGSTONE ROAD

The whole road is very finely balanced with any delays quickly causing backing up of traffic. This is one reason why the proposal in the Havant Transport Statement for a toucan crossing at Mill Lane cannot be progressed at present. Likewise adding signals at the Langstone Technology Park entrance would cause more congestion. We will investigate

adding a yellow box junction at the Technology Park junction to ensure it remains clear in peak times, this does carry more weight than the existing 'KEEP CLEAR' markings which are widely ignored and add to the difficulty in turning right into the Technology Park.

19. BUS STOP

The bus stop is well used for people wanting to access the Technology Park as well as for short trips into Havant. However at present its location in the flare of Langbrook Close means that the driver cannot pull alongside and parallel to the kerb, causing difficulty for mobility impaired users. The widening of the footway north of Langbrook Close to 3m to accommodate the shared cycle route allows the kerb line to be adjusted to allow the bus to pull in parallel to the kerb. Traffic is able to pass using the right turn lane into Langbrook Close if space is available, or will have to wait whilst the bus boards / disembarks. Although this will cause a short delay (see 18 above) this only happens 4-5 per hour, as against the far more regular changing of traffic lights which would have a much greater impact. The bus shelter is a requirement of the S106 agreement with the pub / hotel developer. The bus stop is well used both by people accessing the Technology Park from Hayling, and for short journeys into Havant especially by concessionary pass holders.

OTHER MATTERS RAISED

20. ACCESS TO THE TECHNOLOGY PARK

Although there would appear to be additional options for access to the Technology Park (slip roads on or off the A27 junction and / or additional lanes on the Langstone Road for right turning traffic) all of these require land not in highway ownership or are not acceptable to Highways England who manage the trunk road network.