

Powys County Council

Departure from Standards Submission Form

DP116

1.0	Basic Details	
1.1	Developer / Client	Welsh Government
1.2	Planning Application No.	
1.3	Scheme Name	A483/A489 Newtown Bypass
1.4	Road / Location / Grid Reference	Southern link from Kerry Road Roundabout
1.5	Design Organisation	Atkins (Swansea) as designer to Alun Griffiths Contractors Ltd
2.0	Overall Justification	
2.1	Design Speed and method of assessment	85A kph TD9/93 – Highway Link Design (Para 1.7)
2.2	Speed limit	40mph
2.3	Options / Alternatives Rejected (constraints)	Options were constrained by the following considerations:- • Alignment of the existing road. • Buildability and the need to maintain operation of the existing road during construction. • The proximity to Lower Brimmon Farm.
2.4	Relevant Standard	TD 42/95 Geometric Design of Major/Minor Priority Junctions
2.5	Relevant Clause	Clause 7.5 – Desirable Minimum Stopping Sight Distance on the approaches to the junction Clause 7.6c - 'Y' Visibility Distances Required
2.6	Existing Departures at the site	Unknown but likely to be similar in nature to those applied for in this submission.
2.7	Full Details of Proposed Departure	This existing junction currently connects with a de-restricted section of the A489 Kerry Road. Under the scheme proposals the section of the A489 Kerry Road where this junction would connect would have a 40mph speed limit imposed. The junction does not comply with the standard TD 42/95 Para 7.6c which for a Design Speed of 85 kph states 'The sightline requirement at X = 9m the Y distance from the

		access looking upstream and downstream to the edge of the carriageway shall be 160m. The visibility standard achieved 'Y' = 120m (1 design step) In addition the sight lines from the carriageway to the junction do not comply with TD 42/95 Para 7.5 which states that <i>'drivers approaching a major/minor priority junction along the major road approaches shall be able to see the minor road entry from a distance corresponding to the Desirable Minimum Stopping Sight Distance (SSD) for the design speed of the major road'</i>. The Table below outlines details of the proposed and compliant SSD for the departure, along with the corresponding constraints. <table><tr><th>SSD (m)</th><th>Constraints</th></tr><tr><td><u>Proposed</u> 70m (3 design steps – S/B approach) 120m (1 design step) would be available over the RRS to the 1.05m object. 140m (1 design step – N/B approach)</td><td>Existing road alignment, buildability, proposed road restraint system and Lower Brimmon Farm.</td></tr><tr><td><u>Compliant</u> 160m (DMSSD)</td><td></td></tr></table> Visibility to the 1.05m object height is considered as a reasonable downgrade to full visibility to the 0.26m object at this location as this would address vehicle to vehicle visibility, which would be considered as the main risk at this location.	SSD (m)	Constraints	<u>Proposed</u> 70m (3 design steps – S/B approach) 120m (1 design step) would be available over the RRS to the 1.05m object. 140m (1 design step – N/B approach)	Existing road alignment, buildability, proposed road restraint system and Lower Brimmon Farm.	<u>Compliant</u> 160m (DMSSD)	
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2.8	Associated Departures & Relaxations	DP114 – Kerry Southern Link – Vertical Alignment DP115 – Kerry Southern Link – SSD DP117 – Kerry Southern Link – Visibility at Access DP118 – Kerry Southern Link – Road Lighting						
3.0	Other Information							
3.1	Non-motorised users considerations (eg Active Travel (Wales) Act)	Existing connectivity for non-motorised users will be maintained by the re-provision/diversion of any public rights of way bisected by the proposed scheme.						

3.2	Street Lighting provision: Existing and Proposed	There is no existing street lighting at this location. The proposed street lighting scheme at this location will illuminate the circulatory carriageway of the roundabout only. This proposal will be subject to approval of a Departure from Standards
3.3	Other relevant technical information such as vehicle restraint systems, proximity to junctions etc.	None
3.4	Supporting Documentation associated with the departure. Documentation to include: - Location plan typically at 1:10000 showing the scheme extent and existing/associated departures. - Layout plans, including road markings typically 1:2500 for links and 1:500 for junctions - Junction Capacity Checks where relevant including design year queue lengths - Visibility Graphs for SSD departures. - Swept Path Plots where relevant - Risk Assessment associated with the proposed departure when compared with a fully compliant design (including a designer's risk assessment) - Road Safety Audit	Supplied (Y/N) Y Y Y N N Y Y
4.0	Summary	
4.1	Summary of mitigation measures proposed as part of the design solution	A retroreflective junction ahead warning sign would be used on approach to the junction and edge line markings are also proposed along this length of link road to tie in with the existing road. The implementation of a gateway traffic calming feature incorporating signs and road markings will be considered at the downhill approach to the proposed 40mph speed limit location. It is considered that this measure would reduce vehicle speeds on the northbound approach to the junction. Vehicles approaching the junction on the southbound approach will have just exited the proposed roundabout and 30mph zone and are therefore likely to be travelling at a speed which is commensurate with the achievable SSD.

4.2	Overall Justification. Summarise how the benefits of the proposal outweigh the disbenefits when compared with a fully compliant design.	The net benefits are derived from savings in cost and reduced environmental impact when compared to a fully compliant design. The provision of an alignment that would achieve the visibility requirements in this location would result in the need to widen the verges which would increase earthworks and associated environmental/landscape impacts. This would also result in the need to construct a retaining structure adjacent to Lower Brimmon Farm. It is considered that this level of improvement would provide a balance of consistency with the existing road standard while offering improvement on the immediate approach to the roundabout.
5.0	Declarations	
5.1	Name of Designer Proposing Departure Submission.	N.J.R Bebb
5.2	Title of Designer Proposing Departure Submission.	Divisional Director
5.3	Declaration of Designer Proposing Departure Submission.	I confirm that in completing the attached departure submission I have used reasonable professional skill and care. I hereby recommend approval of the attached departure from standard submission  Signed: Date: 27th March 2015
5.4	Declaration of Welsh Government - Overseeing Organisation	Additional Comments from Welsh Government: Name: Signed: Date:
5.5	Powys County Council Comments	Additional Comments from Powys County Council:

		Name: Date:
5.6	Declaration of Powys County Council - Departure Owner.	I hereby recommend approval of the attached departure from standard submission Name: Position/Responsibility : Signed: Date:
6.0	Departure Endorsement	
6.1	Endorsement of Head of Service	Comments: Name: Signed: Date:
7.0	Technical Review Panel Recommendations	
7.1	Recommendations of Infrastructure Delivery Project Director	Recommendations: Name: Signed: Date:
7.2	Recommendations of Network Management Delivery Team Leader	Recommendations: Name: Signed: Date:
7.3	Recommendations of Standards, DC & Streetworks Team Leader (Chair)	Recommendations: Name:

		Signed: Date:
7.4	Endorsement of Deputy Director (Infrastructure Delivery) or Head of Asset Management & Standards (Network Management)	Comments: Name: Signed: Date: