

A Planning Application by
CORDAGE 13 LTD

In respect of
**Bournemouth Road, Chandlers Ford,
EASTLEIGH**

Technical Note

March 2023



Document Management

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Document Review

	Status	Author	Checker	Approver	Date
01	Draft	NH		NH	March 23
-	Issue	NH		NH	March 23

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1 Highway meeting note

Introduction

- 1.1 Further to the submission of planning application F/22/94159 and to various highways reports being issued, a meeting was held on site with Hampshire County Council Highways (HCCH) on 13 March 2023 to discuss the site access and parking / servicing arrangements. This Note provides a summary of the discussions held on site and the additional information / updated plans that were requested.

Site entrance

- 1.2 The site entrance arrangements were discussed, and it was agreed that blocking right turns into the site is not necessary. The proposed extension to the traffic island fronting the site entrance has therefore been removed from the proposals. An updated proposed site layout is provided at **Appendix A**.

Servicing & refuse collections

- 1.3 Goods delivery and refuse collection arrangements for the site were discussed and it was confirmed that any approval of the application would include a planning condition that requires a Servicing Management Plan to be submitted and agreed, prior to occupation of the development. This would cover matters including goods & refuse vehicle size limits, servicing times and management of parking spaces.

Site exit

- 1.4 The final point discussed on site was vehicle exit from the site. HCCH raised concern with respect to vehicles making right turns out of the site and the potential for those vehicles to stop in the centre of the junction and block southbound traffic or conflict with traffic turning right into / out of Castle Lane.

Highway improvements

- 1.5 Following the meeting TPA has undertaken further analysis of this matter and accordingly the proposals have been amended to extend the right turn lane for Castle Lane and swept path analysis has been undertaken in order to confirm the ability of right turning traffic leaving Castle Lane to pass a car leaving the site. The extended right turn lane is indicated on the plan at Appendix A and swept path analysis, illustrating that the largest vehicle anticipated to use Castle Lane could turn right

(southbound) out of the junction, passing between a car that has left the site and the traffic island to the south. This is provided at **Appendix B**.

- 1.6 TPA has extensive video records of traffic at the junction and a review of that data highlights that the path indicated on the plan at Appendix B represents the 'usual' path of vehicles turning right out of Castle Lane. An extract from the video footage is provided below to highlight this. The right turn movement out of the site is therefore not anticipated to conflict with traffic turning right out of Castle Lane.



Safety records

- 1.7 With respect to vehicles turning right out of the site, the first point for consideration is that the movement has been occurring for many years and analysis of highway safety records (provided in the Transport Statement & subsequent Technical Notes submitted in support of the planning application) indicates that there have not been any incidents recorded of associated collisions. While the proposals will result in a higher frequency of movements from the site, the proposals also include measures that will increase the safety of this movement, including proposed yellow 'box' markings, which will improve visibility to northbound traffic and provide additional gaps in that traffic. The proposals also now include white lining amendments to increase the length of the right turn lane for traffic turning into Castle Lane, to ensure that if a car is waiting to turn right from the site, there is still room for two cars to wait to turn into Castle Lane.

Right turn volumes & signal timing

- 1.8 Potential impacts upon southbound traffic on Bournemouth Road have been reviewed, firstly through analysis of trip rate calculations for the proposed development and secondly through a review of signal timing / peak hour operation of the junction. According to the TRICS analysis within chapter 5 of the Transport Statement that has been submitted with the planning application, peak hour traffic associated with the development could include up to a maximum of 40 vehicles leaving the site, approximately half of which are anticipated to turn right out. This equates to 20 vehicles per hour making the right turn, or 1 every 3 minutes or so. At this frequency, there is not anticipated to be more than one vehicle seeking to turn right out of the site in any given cycle of the traffic signals, which is considered to be a minimal requirement / demand.
- 1.9 Signal timing & traffic flow behaviour has been analysed, with a focus on peak hours, and the analysis highlights that due to signal timing there is typically a 50 – 70 second period in every cycle of the junction during which there is no southbound traffic passing the site as the Leigh Road & Bournemouth Road southbound signals are on red. During the majority of that time the northbound lanes between the two sets of northbound signals are cleared to allow for the Castle Lane signals to move to green. This occurs approximately every other minute through the peak hour and thus there is approximately one minute in every two during a peak hour when cars can turn right out of the site and will only be contending with traffic leaving Castle Lane. This equates to circa 30 times during a peak hour where it can be considered easy and safe for traffic to turn right out of the site (due to the limited volumes of vehicles leaving Castle Lane and good intervisibility between the site exit and Castle Lane). Comparing this to the peak demand of 20 right turning vehicles per hour one can determine that there would be more than adequate opportunity to exit the site. The signal timing gaps correspond with times when there would be no southbound traffic on Bournemouth Road, hence traffic waiting to leaving the site will naturally do so at those times in the majority of instances as they would be unable to leave the site at other times during a peak hour due to the constant flow of southbound traffic.
- 1.10 With respect to intervisibility between the site exit and the stop line on Castle Lane, a plan is provided at **Appendix C**. As a final check, peak hour traffic flows from Castle Lane have been reviewed from the video surveys undertaken in September 2022. This analysis shows that there were typically 4 to 5 vehicles leaving Castle Lane in each cycle of the signals, therefore very limited traffic opposing the right turn movement out of the site.
- 1.11 Full copies of the traffic survey videos can be provided to HCCH, upon request.

Summary & conclusion

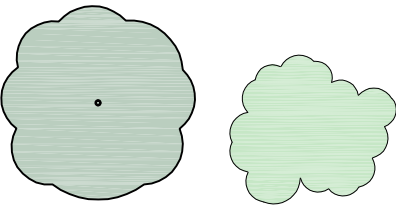
- 1.12 At the meeting on site it was agreed that, subject to changes to the scheme proposals that have now been undertaken, the only highways matter that was outstanding was safety of the right turn movement out of the site.
- 1.13 The scheme includes highway layout improvements that enhance safety associated with traffic turning right out of the site, a movement that has historically worked safely in any event. Detailed analysis of traffic behaviour and traffic signal timings has been undertaken and summarised within this note and it is considered that the junction naturally provides suitable gaps in northbound and southbound traffic, when traffic exiting the site can safely do so. This explains the historic safe operation of the site exit and supports safe operation in the future.
- 1.14 The signal operation / cycle timing at the junction, combined with the proposed highway improvements, is considered to allow for safe egress from the site and it is therefore requested that HCCH support the proposals, subject to suitable conditions to secure a Servicing Management Plan and the various highway works that have been proposed.

APPENDIX A

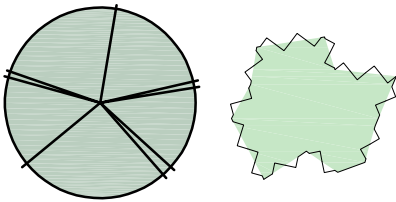
GENERAL NOTES:
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE OTHER RELEVANT CONSULTANTS DRAWINGS.
2. ALL FINISHES ARE TO CONFORM TO THE CURRENT BUILDING REGULATIONS.
3. REFER TO A SEPARATE DOCUMENT FOR THE DESIGNERS RISK ASSESSMENT.
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KEY

Soft Landscaping



Indicates existing trees / shrubs.



Indicates new trees / shrubs to LA approval.

Hard Landscaping

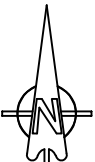
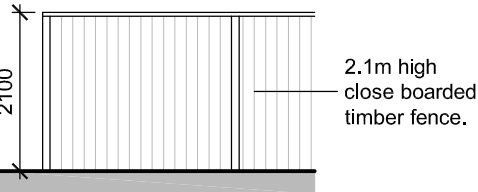


Tarmac.

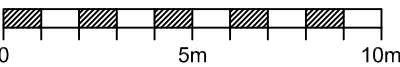


Herringbone paving.

Boundary treatment details



1:200 scale



P15	Mar 2023	Updated following site visit with LPA Highways Officer	JB
P14	Feb 2023	Minor amendments	JB
P13	Feb 2023	First floor extension removed	HM
P12	Jan 2023	Parking spaces amended	JB
P11	Jan 2023	Parking spaces amended	JB
P10	Jan 2023	Amended to suit consultants comments	JB
P9	Jan 2023	Path width adjusted	HM

Revision	Date	Description	Dwn	Cktd
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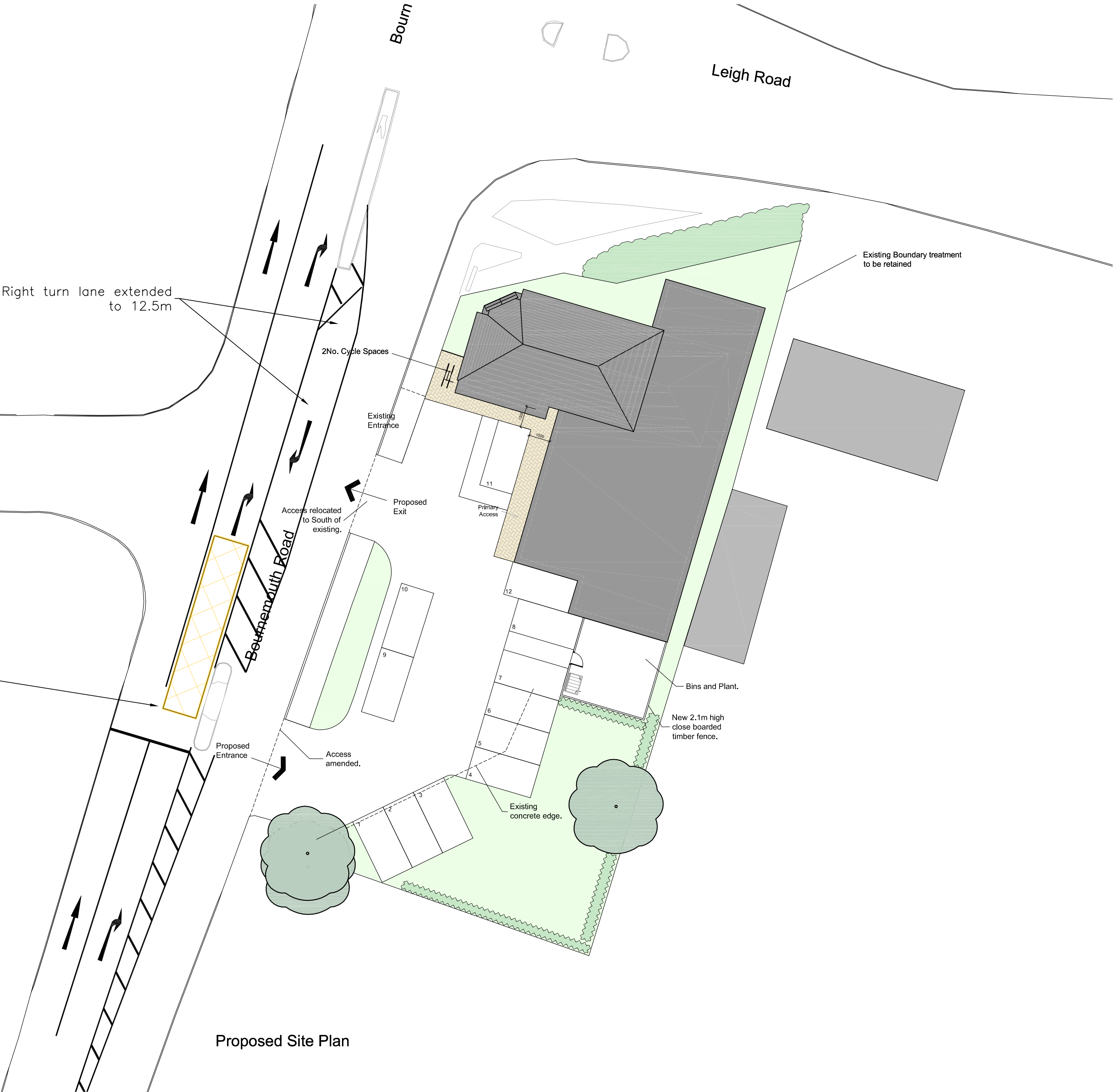
Drawing Title :

Proposed Site Plan

Drawn By	Date	Checked By	Date	Approved By	Date
ST	Oct 22				

Drawing No.	Revisi	Scale
22.3377.100	P15	1:200@A2

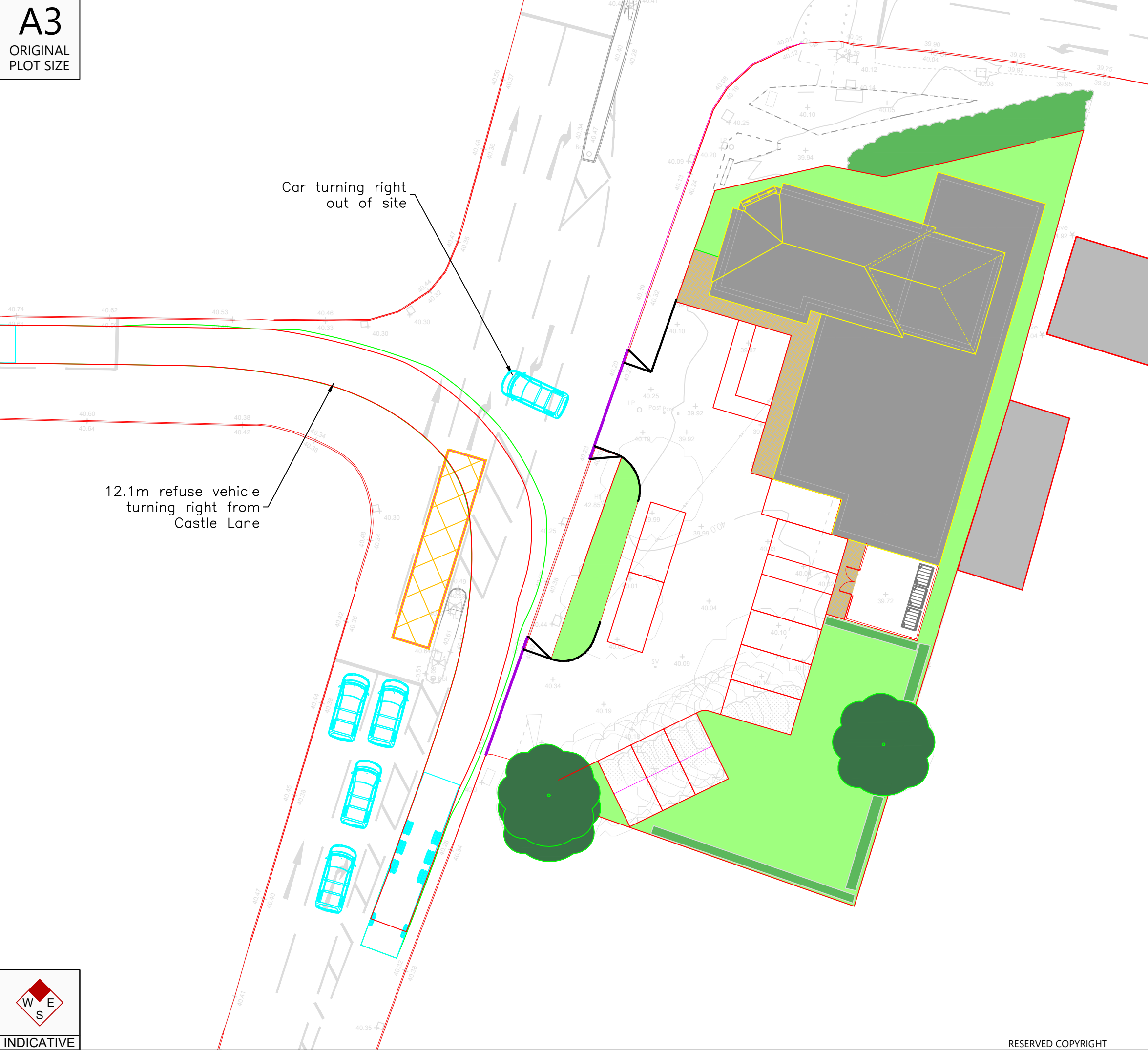
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Proposed Site Plan

APPENDIX B

A3
ORIGINAL
PLOT SIZE



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PROJECT:
**BOURNEMOUTH ROAD,
CHANDLERS FORD,
EASTLEIGH**

TITLE:
**SWEPT PATH ANALYSIS
OF A 12.1M REFUSE VEHICLE
LEAVING CASTLE LANE**

STATUS:
FOR INFORMATION

SCALE: 1:250	DATE: 20/03/23	DRAWN: NH	CHECKED:	APPROVED: NH
JOB NO: 2208-062		DRAWING NO: SP09		REVISION:

APPENDIX C

NOTES:

Rev	Date	Details	Drawn by	Checked by	Approved by
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CLIENT:
CORDAGE 13 LTD

PROJECT:
**BOURNEMOUTH ROAD,
CHANDLERS FORD,
EASTLEIGH**

TITLE:
**VISIBILITY BETWEEN
SITE EXIT AND CASTLE LANE**

STATUS:
FOR INFORMATION

SCALE: 1:250	DATE: 20/03/23	DRAWN: NH	CHECKED:	APPROVED: NH
JOB NO: 2208-062		DRAWING NO: VS03		REVISION:

