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Dear Ms Altman,

103 Bournemouth Road, Chandler's Ford, Eastleigh, SO53 3AE

Single storey extension to existing commercial building (Use Class E, excluding E(b) and (f)), including new refuse and cycle storage (amended description)

In regard to application F/22/94159, and following on from the previous HCC Highway consultation responses, the most recent of which was dated 03 March 2023, discussions have been held with the applicants highway representative, and a site visit has been undertaken to go through the various issues, concerns, and additional information requests.

Following on from this, an updated Transport Note has been provided (March 2023), and site plans have been amended to take various elements into consideration.

Whilst this Transport Note sets out to demonstrate how the site will work in practical highway terms, showing how various conflicting movements, and potential highway blocking can be overcome, it is still missing demonstration of how a vehicle exiting site and turning right onto Bournemouth Road can be accommodated adjacent to a red light queue northbound on Bournemouth Road, without obstructing vehicles looking to turn right into Castle Lane. If these vehicles were to be blocked, they could impact upon the movement of southbound vehicles on Bournemouth Road, and also have road safety concerns given the increased potential to push in, or rush a movement.

Additionally, whilst tracking drawings have been submitted to show how vehicles exiting site and waiting in the ghost island / right turn Lane on Bournemouth Road, can be

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accommodated at the same time as a vehicle exiting Castle Lane heading south, there remain concerns with this. Conflicting vehicles of course naturally pass each other on the left hand, but the movement required is shown as being to the right hand side, and there are concerns as to how this may work in reality, and the potential confusion it could cause for users. Again this remains a road safety concern.

Given the level of information now received however, and with a general movement strategy set for the conflicting movements, and with updates made to plans as requested (i.e. the removal of the extended island at the southern most traffic signal on Bournemouth Road), this has enabled the ITS Team (responsible for traffic signals) to be consulted. Their comments are as follows:

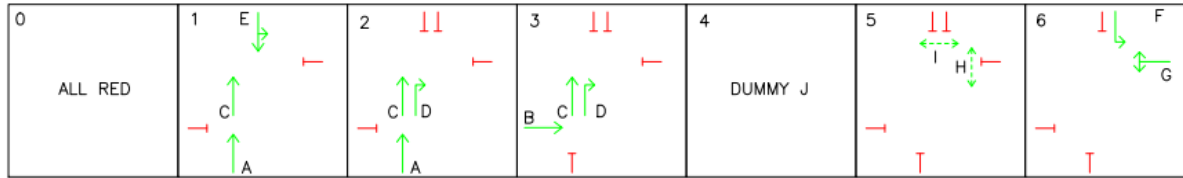
The potential conversion to a convenience store will substantially increase traffic flows to/from the site. My main thoughts are:

1. If vehicles are able to exit from the northern access they would do so directly opposite where Castle Lane joins the signal junction. In my view this will create a safety risk that previously existed to a very low level given the previous usage. There are several risks to increasing the usage:
2. Vehicle turning right from the site may wait across the right turning lane into Castle Lane. This will further complicate the right turn movement into Castle Lane which has a proven poor safety record;
3. Vehicles exiting the site will be in conflict with opposing vehicles from Castle Lane by which point they will be travelling at speed and not be expecting an opposing vehicle vehicles turning right from the site will use a gap created by Bournemouth Road vehicles that are queuing to turn right into Leigh Road. Poor sight lines will then create a risk of side collisions with Bournemouth Road northbound ahead vehicles;
4. Mention was made of around 860 exiting movements per day. This equated to around 40 movements exiting in both peak hours. There will also be the introduction of larger delivery vehicles serving the store.

Taking all of the above into account, the exit from the site should be fully signalised and run when no other conflicting traffic movements occur.

The existing staging allows for this arrangement to be fitted into stage 5 (see below) when phases C & D are also at red (not shown).

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Currently stage 5 only appears when demanded by pedestrians. It is unlikely to appear as frequently as the site exit. As such the effect of the site access on the junction capacity should be modelled.

If there is a detrimental impact then a potential capacity improvement could be the introduction of MOVA control at the junction.

The cost of signalling the site access could range between £15k-20k (assuming no wider changes are needed to the signals) to around £100k plus should the signals need replacing to accommodate the new signalised access. The introduction of MOVA would be additional to these costs at around £50k. (Please note these are estimated costs not guaranteed)

There is also potential that drivers headed to the site from the south may look to overtake vehicles queuing to turn right into Leigh Road. The hatched area should be widened to create a designated waiting/queuing area for vehicles turning right into the site. It will prevent site bound vehicles driving on the opposing lane to reach the site at which time unseen vehicles could be exiting from Castle Lane. The right turn lane into the site should not be to the detriment of the 2 northbound lanes.

Whilst initial consultation comments had been aimed at the potential for the site to continue in operation without the need for signalisation, as outlined above, to date a fully appropriate solution has not been found during the various plan iterations that would be agreeable to HCC as Local Highway Authority, primarily on Road Safety grounds.

This was of course an issue that was raised in the applicants commissioned 'Independent Road Safety Audit' (Appendix E of the Transport Statement dated January 2023, so the potential need is not unknown to the applicant.

Within the Road Safety Audit (RSA), when the auditor discussed the '*Potential conflict with other vehicles using the Bournemouth Road/Leigh Road/Castle Lane junction*' he outlined that '*It may also be appropriate to signalise the site entrance/exit in order to ensure that associated movements are adequately controlled along with other movements at the main junction.*'

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The 'Designers Response' outlines that '*Traffic signal control of the site exit is not considered to be necessary due to the exit being one way only and to highway safety records indicating no issues with traffic turning out of the existing crossover*'.

Whilst it is acknowledged that the exit will be one way, it perhaps fails to take into account:

1. Historical accidents (pre-5 year accident data) that existed before the current signalised timings and set up (as alluded to in the ITS comments above);and
2. The relevance of the highway safety records (accident data) when considering the existing movements (126 estimated trips per day - largely a potential rather than the actual of the previous site occupier) compared to that proposed (861 estimated trips per day) which are very much different.

As such, there would be a holding objection to the current proposals from a highways perspective.

As outlined above though, there is a potential solution through the inclusion of the site exit into the signalised junction phasing, potentially at a relatively low cost.

If the applicant could therefore investigate the proposals as set out by HCC's ITS Team (above), a re-assessment of any future reports could be undertaken accordingly, with the potential to support the application from a highways perspective accordingly dependant on the findings.

Yours sincerely,

Matt Grantham

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