

Eastleigh Borough Council
Eastleigh House
Upper Market Street
Eastleigh
SO50 9YN

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UD

Telephone: 0300 555 1375
Fax: 01962 847055

www.hants.gov.uk

Enquiries To Oliver Joyce

My reference 049655

Direct Line 0370 779 3649

Your reference F/22/94159

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Email eastleighdc@hants.gov.uk

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, as outlined in the previous HCC Highways consultation responses, the last of which was issued on 12 April 2023, the various elements of the site have now been agreed, bar the vehicle access issues in and out of site.

Concerns were raised with the practical working of the vehicle access, and the potential for conflicting vehicle movements as they passed through the signalised junction, the signal heads of which were not clearly visible to the users of the site.

To resolve this issue, it was suggested that the applicants investigate the signalisation of the site egress, bringing it into the phasing of the Leigh Road / Bournemouth Road / Castle Lane junction.

The applicants have investigated the potential of this, and issued a Transport Technical Note on 28 April 2023, outlining how the signalisation of the site egress would work within the local highway network, utilising LINSIG modelling to ascertain estimated delays and queue lengths for existing users of the local highway network.

This report has now been reviewed by the HCC ITS Team (intelligent Transport

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Systems), and a number of comments are raised regarding the development accesses and accessibility to the site. These are as follows:

1. There is a hazard where vehicles looking to exit the convenience store car park do not use the northern access (exit). The traffic flows in the modelling indicate that the majority of vehicles exiting the store want to head south. These drivers may choose to exit via the southern access (entry) to avoid waiting at the signal-controlled exit. This presents the risk of collisions where the southern access joins Bournemouth Road.

Options could include

- Physically restricting the southern access to entry only
- Changing the layout to allow the southern access to be entry and left turn exit (right turn exit prohibited due to proximity to signals).

2. A similar issue could exist at the northern access (exit) should drivers from Bournemouth Road north, Leigh Road or Castle Lane attempt to enter the site at this point. As a signalised exit only this presents a potential safety risk. Physical restrictions and signs should be included to prevent this occurrence.

3. There is an issue should the store car park become over capacity. It would not take much for vehicles to become trapped in by other vehicles parking in undesignated areas and thus blocking access to the exit. Undesignated parking around the exit could also affect the operation of the signals (detection obstructed or spurious demands caused by overspill parking). On site physical restrictions would be needed to prevent overspill parking affecting the signalled exit.

4. Consideration should be given to improving access for active travel modes to the site. The store would generate new pedestrian movements from the west side of Bournemouth Road. Currently there are no designated crossing points on the southern side of the junction. A new controlled pedestrian crossing point should be considered within the junction across Bournemouth Road between the Leigh Road and Castle Lane junctions. This will aid pedestrians originating from Castle Lane in accessing the new convenience store. This crossing could be accommodated within stage 5 to form an all-round pedestrian move.

5. Consideration should also be given to a providing a pedestrian facility on Bournemouth Road south of the development to aid pedestrians originating on the west side of Bournemouth Road in accessing the new convenience store. This would be remote from the signal junction.

6. The new signal-controlled site exit arm will disturb the current pedestrian footway on the east side of Bournemouth Road. Consideration should be given to providing suitable measures to assist pedestrians across the new site exit.

7. To reiterate a previous point drivers headed to the site from the south may look to

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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.

With regards to the Linsig modelling for both the existing and proposed signalisation:

1. Phase delays (phases C and D) from stage 3 to all other stages are missing.
2. Arm 8 lane 1 (Bournemouth Road southbound internal) – The models are showing queuing and delay for this lane where none occurs on street. The saturation flow on this lane should be set very high (eg 8000 pcus) as this movement has right of way.
3. Stage 4 is the 'all red' stage demanded by the vehicles exiting the properties opposite Leigh Road. The demand for this stage is very low and for modelling purposes stage 4 should be removed from the stage sequences for all time periods.
4. New model only - Intergreens to and from phase K (new site access) are incomplete and need adding.

As such, a holding objection is made until it is demonstrated that the above concerns have been resolved.

Yours sincerely,

Oliver Joyce

Director of Hampshire 2050
Gary Westbrook