

A Planning Application by
CORDAGE 13 LIMITED

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

Technical Note

June 2023



Document Management

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1 Response to HCC comments

- 1.1 Further the meeting HCC on site to discuss application number F/22/94159 and to TPA's recent Technical Note (2208-062/TN/04), a written response was received from HCC, dated 25 May 2023. A copy of the response is provided at **Appendix A**.

- 1.2 This report responds to the matters raised within the HCC consultation response, taking each in turn. The first two points are replicated below:

"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."

and

"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."

- 1.3 These matters are typically dealt with via white lining and clear signage and it is suggested that would be appropriate in this case. Typically such arrangements can be secured through planning condition, allowing full detail of the lining and signage to be agreed with the highway & planning authorities prior to commencement of development and implementation prior to occupation, if necessary, a review mechanism can be included, to 'future proof' the arrangements. The applicant is content to accept a suitably worded planning condition.

- 1.4 The third point raised relates to car parking demand and to the potential for obstruction to be caused to traffic within the site in the event that cars were to park outside of the designated spaces, as below:

"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."

- 1.5 Car parking demand is a matter which has been covered in detail within TPA's previous reports submitted with this application and it has been demonstrated that the level of provision on site is suitable for the anticipated level of demand, thus the concern raised should not be an issue. To provide HCC with further comfort it is suggested that a planning condition can be utilised to secure a Car Park

Management Plan, which will set out the on site restrictions which will be put in place and measures that will be taken in order to ensure that vehicles only park within the marked bays on site. This can include, if deemed necessary, requirements to include a time limit for on site parking and also a mechanism for review / update of the measures / arrangements post opening of the site. This could be dealt with under the same planning condition as the signage / lining measures previously mentioned, or as a separate planning condition. The applicant is content to accept a suitably worded condition or conditions.

- 1.6 The following two points suggest pedestrian infrastructure improvements:

"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."

and

"Consideration should also be given to 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."

- 1.7 These comments come as somewhat of a surprise, as during the meeting on site with HCC highways in March 2023, it was concluded between parties that the only outstanding highways issue was that of ensuring that vehicles can exit the site safely. Notwithstanding this point, further consideration has been given to pedestrian crossing improvements. The suggestion of using stage 5 of the traffic signals for a pedestrian phase is not viable as that phase has been utilised for the site exit. There does however appear to be potential to install a pedestrian refuge island with tactile paving and dropped kerbs on Bournemouth Road, approximately 30m south of the site, immediately north of the south bound bus stop. This option is illustrated in the plan at **Appendix B**.
- 1.8 While the potential for a crossing has been identified, it is not considered that this crossing is ultimately necessary to make the development acceptable on the basis that the site could already be utilised for convenience retail without planning permission and therefore the increase in pedestrian activity that results from the development proposals technically is limited to that associated with the extension only. Nonetheless, should a crossing of this type and in this approximate location be deemed necessary, the applicant would be willing to deliver this highway improvement in connection with the development.
- 1.9 The next point raised by HCC relates to pedestrians passing the site exit:

"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."

- 1.10 This matter is somewhat of a point for consideration at the detailed design stage, however a simple solution would be to provide a pedestrian phase and associated pedestrian signals on the site exit, which would not impact the rest of the junction.

- 1.11 The final point before the detailed LINSIG comments relates to vehicles approaching the site from the south:

"To reiterate a previous point 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."

- 1.12 Discussion with HCC on site in March 2023 included consideration of the right turn into the site, where it had previously been suggested that the traffic island would be extended to prevent the movement, however the officer from HCC advised that would not be necessary and that the traffic island could be left as it is and the right turn permitted. This was followed by the conversation concluding that the only outstanding highways matter was the vehicle exit arrangement for the site. On this basis and as it is considered unlikely that cars would overtake at this location in order to enter the site due to the proximity to the traffic signals, the arrangement as proposed is considered to be suitable.

Linsig model

- 1.13 The remaining comments in the HCC consultation response relate to the Linsig junction capacity analysis. Further data on current operation of the traffic signals has been obtained from HCC and the Linsig analysis has now been updated in accordance with the HCC comments and additional data obtained. A copy of the Linsig outputs is appended to this report and the Linsig files will be emailed to HCC at the same time as this report is issued.
- 1.14 To summarise the Linsig results, the updated modelling shows that the junction would continue to operate with reserve capacity in both the weekday and weekend peaks, with the development in place.

2 Conclusion

- 2.1 Various points in the latest consultation response from HCC appear to contradict conversations held on site with HCC in March 2023, however consideration has been given to the concerns raised and solutions offered, in the form of planning conditions and additional highway works.
- 2.2 The introduction of traffic signal control at the site access would result in a benefit to all highway users in this location, formalising an exiting uncontrolled movement at a commercial site which could be used for any purpose under Class E land use at present.

APPENDIX A

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Your reference F/22/94159

Date 25 May 2023

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

Director of Hampshire 2050
Garry Westbrook

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,

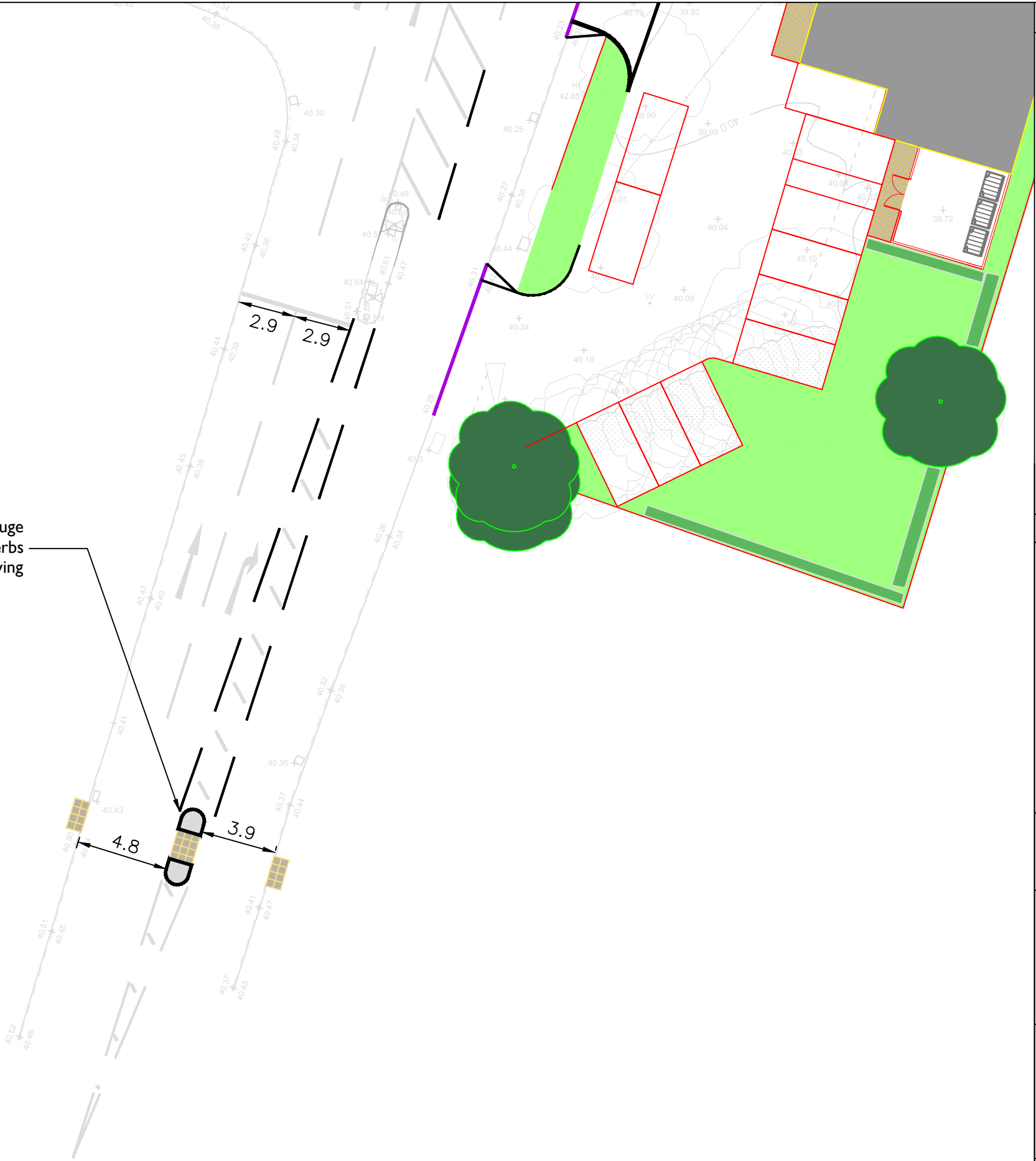
Oliver Joyce

Director of Hampshire 2050
Gary Westbrook

APPENDIX B

A3
ORIGINAL
PLOT SIZE

New pedestrian refuge
island with dropped kerbs
and tactile paving



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CORDAGE 13 LTD

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

TITLE:
**PROPOSED PEDESTRIAN
CROSSING ON
BOURNEMOUTH ROAD**

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