Appendix C: Stoneham Lane Route Assessment Technical Note

To	Hampshire County Council	**Technical Note**	
From	Steer		
Date	29 October 2025		
Project	Navigator Quarter, Southampton	Project No.	24733101

Stoneham Lane Route Assessment

Introduction

1. In their response dated 8 August 2025 Hampshire County Council (HCC) stated that:

   "The proposed study area and junctions assessed is not considered acceptable. The traffic distribution includes a forecast 91 trips using Stoneham Lane. As such, this route should be assessed."

2. During the subsequent meeting with HCC on 2 October 2025 HCC requested that further analysis was undertaken of Stoneham Lane to the north of M27 J5 to address this comment including a review of traffic flows, junction capacity and Personal Injury Accident (PIAs) analysis.

3. This Technical Note provided a summary of this assessment.

Proposed Development Trip Impact

4. The concerns raised by HCC related to the number of trips associated with the Proposed Development using Stoneham Lane to the north of M27 J5.

5. The Navigator Quarter development will add an estimated 92 (79 southbound and 12 northbound) additional two-way Passenger Car Unit (PCU) flows to Stoneham Lane north of the M27 J5. These flows will also pass through the Stoneham Lane/ Highwood Avenue Roundabout junction which is further upstream.

6. This roundabout was originally proposed as part of the Land South of Chestnut Avenue, North Stoneham Park planning consent (Ref: O/15/76023). The associated TA (Feb 2015, Paul Basham Associates Ltd) modelled the proposed new roundabout with 2025 + Proposed Development flows associated with that submission. The roundabout was forecast to operate within capacity as is demonstrated in Table 26 of the TA and reproduced in Table 1 below.

Table 1: Stoneham Lane Roundabout Modelling Results

2025 With Development	AM		PM	
	RFC	Queue	RFC	Queue
Stoneham Lane (SB)	0.63	1.71	0.73	2.72
Concorde Access	0.03	0.04	0.09	0.10
Stoneham Way	0.71	2.45	0.71	2.42
Stoneham Lane (EB)	0.80	3.88	0.67	2.05

7. The total junctions flows which informed the 2015 TA modelling forecast showed that there would be an estimated 2,815 PCU's passing through the whole roundabout. The 92 PCU's associated with the

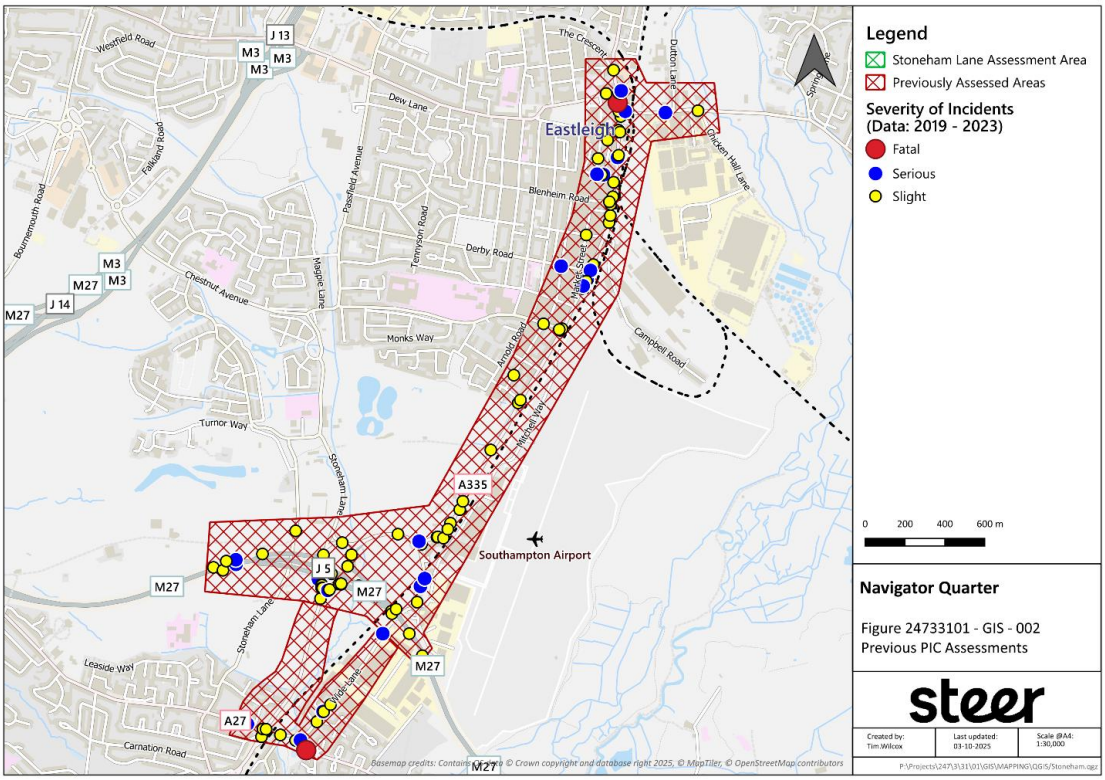
Navigator Quarter development that would pass through the junction therefore only equate to approximately 3% of the total flows forecast to pass through the junction in the 2025 + Proposed Development Flows scenario, within the 2015 TA.

8. Flows through the junction will have increased by 2036 when compared with the previous 2025 assessment, which results in a higher baseline prior to the addition of Navigator Quarter development trips. Therefore by 2036 the Navigator Quarter trips will be less than 3% of the total flows passing through the junction.

Personal Injury Accident Review

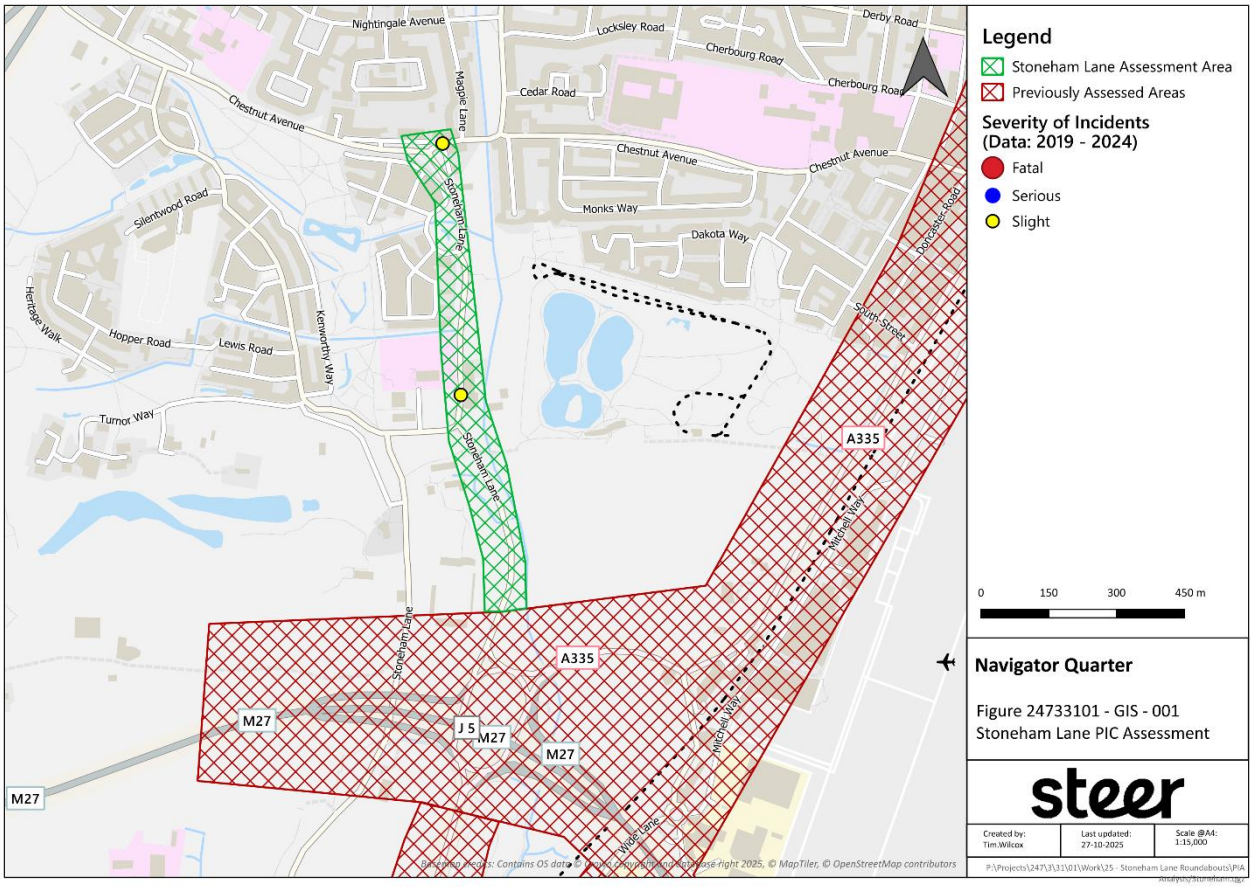
9. The originally submitted Transport Assessment focused on the PIA study area outlined in **Figure 1**

Figure 1: PIC Data from Hampshire Constabulary



10. To complement the above an additional review has been undertaken of Stoneham Lane as detailed in **Figure 2**. This data has been obtained from the Department for Transport (DfT) and covers the 2019 – 2024 period. This included the first four months of 2024 (up to end of April).

Figure 2: Stoneham Lane Assessment Results



11. The above shows that only two incidents occurred in the assessed area in the six year timeframe selected, both of which were classified as 'slight'. The details for these incidents are presented in **Table 2**. The two incidents occurred in different areas and are considered to be isolated incidents.

Table 2: Incident Summary

No.	Severity	Time and Conditions	No. Vehicles	No. Casualties	Incident Description
1	Slight	14 / 03 / 2020 21:45 Darkness – Lights Lit Dry, Fine conditions	2	1	A car (Vehicle 1) was turning right off of Chestnut Avenue into an access road when the front of a pedal cycle (Vehicle 2) impacted the rear of the car. The cyclist received injuries classified as 'slight'.
2	Slight	28 / 02 / 2019 07:19 Daylight Dry, Fine conditions	2	1	A pedal cycle (Vehicle 1) was travelling to the north on Stoneham Lane when the rear of the pedal cycle was impacted by the front of a car (Vehicle 2), causing the pedal cycle to impact a car. The cyclist received injuries classified as 'Slight'.

Conclusion

12. The above analysis identifies that the additional Navigator Quarter flows will have negligible impact on the Stoneham Lane/ Highwood Avenue Roundabout as by 2036 they will equate to less than 3% of the total flows using the roundabout.

13. The PIA analysis identified two PIAs in the extended study area which resulted in two slight injuries, with these occurring in isolation.

14. Therefore it is not considered that the Navigator Quarter development traffic flows will have a significant impact on Stoneham Lane or given the existing safety record, result in a significant additional risk of PIAs occurring.