



# Hampshire County Council

**Note in response to new information provided by Appellant under cross examination of Ms Hoskins**

IN RELATION TO THE

Outline Planning Permission For The Demolition Of Existing Buildings And Development Of Up To 75 Dwellings, Open Space, Vehicular Access Point From Newgate Lane And Associated And Ancillary Infrastructure, With All Matters Except Access To Be Reserved. Land At Newgate Lane (North) Fareham.

PLANNING REFERENCE P/18/1118/OA

APPEAL REFERENCE APP/A1720/W/20/3252180

AND

Outline Planning Permission For The Demolition Of Existing Buildings And Development Of Up To 115 Dwellings, Open Space, Vehicular Access Point From Newgate Lane And Associated And Ancillary Infrastructure, With All Matters Except Access To Be Reserved. Land At Newgate Lane (South) Fareham.

PLANNING REFERENCE P/19/0460/OA

APPEAL REFERENCE APP/A1720/W/20/3252185

FEBRUARY 2021

## 1. Introduction

1.1 During cross examination the Appellant identified 2 new junctions at which drivers turn right across 2 lanes of traffic. These junctions were not included in any Proofs of Evidence or Rebuttals by either the Council or Appellant. No further information was provided by the Appellant in respect of these junctions. This note examines the junctions and considers their relevance to the Appellant's proposal at Newgate Lane East/Newgate Lane.

1.2 The 2 new junctions mentioned are

- A27 The Avenue/Ranvilles Lane, Fareham
- A27 The Avenue/Sandringham Road, Fareham

1.3 The junctions included in my Proof of Evidence section 4.19 are traffic signal junctions. These locations were identified as they were the main sites at which the safety problem involving right turning movements had occurred. There may be other junction arrangements that also suffer from safety problems involving right turning movements across 2 lanes of traffic and these could include priority junctions. Where such safety problems are identified the Council seeks to introduce remedial measures to address the problem. The A27 The Avenue /Ranvilles Lane junction is one such junction which has been identified as having a safety problem involving right turning movements and where remedial measures may be required.

## 2. A27/Ranvilles Lane, Fareham

2.1 The right turn movement at this junction is not considered to be comparable with the safety risks present in the Appellant's proposals at the Newgate Lane East/Newgate Lane junction for the following reasons.

2.2 The Ranvilles Lane junction is located within 150 metres of a traffic signal junction at A27 The Avenue/Highlands Road. The close proximity of the Highlands Road traffic signal junction to the east has a significant effect on the arrival pattern of traffic at the Ranvilles Lane junction. It also affects the frequency and duration of gaps in the traffic over which drivers turn right.

2.3 The A27 The Avenue/Highlands Road traffic signals operate in 4 stages with a 2 minute cycle time. The third stage is a pedestrian crossing on The Avenue westbound. This stops all westbound traffic which creates a gap of 20 seconds when there are no vehicles passing the Ranvilles Lane junction. This

provides a substantial gap in the opposing traffic flow when drivers can turn right. This opportunity would not occur at the Newgate Lane East/Newgate Lane junction.

- 2.4 The fourth stage is a single lane exit from Highlands Road. This stage runs for 20 seconds during which the majority of traffic continues past the Ranvilles Lane junction in single file. There is reduced risk of collision should drivers attempt to turn right during this period.
- 2.5 The Newgate Lane East/Newgate Lane junction is located in isolation of any other traffic signal junction. During the 1 ½ minutes green time on Newgate Lane East there will be a random arrival rate of traffic during which drivers will attempt to turn across 2 lanes of ahead traffic. In my opinion this creates a significantly greater safety risk than that present at the Ranvilles Lane junction to which the Appellant refers.
- 2.6 It should be noted that there is a current safety problem at the A27 The Avenue/Ranvilles Lane junction. It appears in Hampshire County Council's 2017-2020 Fareham Safety Cluster site list. This list examines all personal injury collisions across the Fareham Borough Council area during the last 3 year period up to the end of September 2020. The list identifies locations at which clusters of injury collisions have been recorded by Hampshire Police. The current injury collision record at the junction indicates that 6 separate personal injury collisions have occurred over the latest 3 year data period. The junction features as the second highest cluster site in Fareham Borough Council's area. The site will be taken forward on the provisional list for low cost safety remedial measures during 2021/22.
- 2.7 The injury collisions involving right turning vehicles at the Ranvilles Lane junction have been extracted from the 10 year period to the end of September 2020. This correlates to the 10 year period examined for the 6 traffic signal junctions where the right turn movements were converted to being fully signaled. The analysis indicates that 4 injury collisions have occurred involving right turning movements. It should be noted that 3 of the collisions involved vehicles turning across the path of 2 wheeled vehicles which were travelling ahead. This mirrors the fatal collision at the A27 Downend Road junction and further highlights the serious safety risk involved with turning right across 2 lanes of ahead traffic. The right turn collisions at the A27 The Avenue/Ranvilles Lane junction are summarised in table 1.
- 2.8 It is my opinion that the Ranvilles Lane junction is not comparable with the Newgate Lane East/Newgate Lane junction. It does reveal that safety problem involving drivers turning right across 2 lanes of ahead traffic. This strongly accords with the safety issues highlighted at the Newgate Lane East/Newgate Lane junction.

### 3. A27/Sandringham Road, Fareham

- 3.1 The right turn movement at this junction is not considered to be comparable with the safety risks present in the Appellant's proposals at the Newgate Lane East/Newgate Lane junction for the following reasons.
- 3.2 Sandringham Road is a residential cul-de-sac which serves around 34 properties. In my opinion this would result in a very low number of right turning vehicles throughout the day and at peak periods. This number would be significantly lower than that at the Newgate Lane East/Newgate Lane junction.
- 3.3 The junction is located where the speed limit reduces from 40mph to 30mph. Newgate Lane East is sited within a 40mph speed limit. In my view this site is likely to have lower 85<sup>th</sup> percentile speeds than those on Newgate Lane East.
- 3.4 The Sandringham Road junction is also located around 100 metres before the A27 The Avenue/Highlands Road traffic signal junction. In my view drivers approaching the signals when they at red will do so at reduced speed. It is my opinion that this would result in lower 85<sup>th</sup> percentile speeds than those on Newgate Lane East.
- 3.5 For these reasons it is my opinion that the Sandringham Road junction is not comparable with the Newgate Lane East/Newgate Lane junction. In my opinion it is not appropriate to consider this junction when assessing the safety risks in turning right at the Newgate Lane East/Newgate Lane junction.





A27/ Ranvilles Lane, Fareham (1-Oct-2010 to 30-Sep-2020)	1	2	3	4
Police Ref	11048865	130118043	140314717	44200033540
Date	18/12/2011	02/04/2013	31/08/2014	27/01/2020
Time	17.00	7.58	9.30	15.40
Day/Night	Day	Day	Day	Day
Road Condition ( wet/ dry)	Unknown	Unknown	Unknown	Unknown
No of PIA'S ( Personal Injury Accidents)	1	2	1	2
Slight	0	2	1	2
Severe	1	0	0	0
Fatal	0	0	0	0
Stick Diagram	 <p>Car and pedal cyclist</p>	 <p>Motorcyclist and pedal cyclist</p>	 <p>Car and pedal cyclist</p>	 <p>2 cars</p>

Table 1