

# **WHITELEY HIGHWAYS STRATEGY PAPER**

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## Contents

<b>INTRODUCTION</b>	<b>1</b>
<b>BACKGROUND</b>	<b>1</b>
<b>ACCESS TO / FROM WHITELEY – WHITELEY WAY</b>	<b>1</b>
■ M27 Junction 9	1
■ Link 1 - Whiteley Way: M27 Junction 9 to Parkway South Roundabout ('R1')	2
■ Junction 'R1' - Parkway South Roundabout	2
■ Link 2 - Whiteley Way: Parkway South Roundabout ('R1') to Whiteley Way Roundabout ('R2')	2
■ Junction 'R2' - Whiteley Way Roundabout	3
■ Link 3 - Whiteley Way: Whiteley Way Roundabout 'R2' to Whiteley Farm Roundabout 'R3'	3
■ Junction 'R3' - Whiteley Farm Roundabout	3
<b>ACCESS TO / FROM WHITELEY – WHITELEY LANE / BADER WAY / BLERIOT CLOSE / LEAFY LANE</b>	<b>4</b>
■ Whiteley Lane	4
■ Bader Way / Bleriot Close / Leafy Lane	4
<b>THE CURRENT ISSUES</b>	<b>4</b>
<b>IN THE FUTURE</b>	<b>5</b>
<b>RECENT AND CURRENT ASSESSMENTS</b>	<b>5</b>
■ Proposed Developments	5
■ Hampshire County Council (HCC) SATURN Study	6
■ Consultation on the proposal for increased traffic calming in Leafy Lane / Bleriot Close / Bader Way	7
■ Consultation on the potential opening of Yew Tree Drive	7
■ M27 Route Corridor Studies	8
<b>EMERGENCY PLANNING</b>	<b>8</b>
■ Areas north of the Whiteley Way / Parkway North T Junction	9
■ All areas west of 'R1' served by Rookery Avenue, and Yew Tree Drive	9
■ Emergency Signing – Yew Tree Drive	10
<b>FURTHER IMPROVEMENTS AND RECOMMENDATIONS – SHORT TERM</b>	<b>11</b>
■ Traffic congestion external to Whiteley	11
■ Excessive queuing on slip road and motorway	11
■ Junction 9 Road Safety	11
■ Queuing traffic and congestion in Whiteley Way during pm peak hours	12
■ Roundabout Junction 'R1' – Traffic speeds and merging in Inter peak periods	12

■ Roundabout Junction R1 – Intermittent Carriageway Flooding	12
■ Yew Tree Drive School Crossing	13
■ Maintenance and repair of the highway infrastructure asset	13
<b>FURTHER IMPROVEMENTS AND RECOMMENDATIONS – MEDIUM TERM</b>	<b>14</b>
■ Excessive volumes of Traffic via Leafy Lane	14
■ Whiteley Way / Parkway North ‘T’ Junction	15
<b>OVERVIEW</b>	<b>15</b>
<b>CONCLUSIONS</b>	<b>15</b>
<b>RECOMMENDATIONS TO WHITELEY PARISH COUNCIL</b>	<b>15</b>
<b>LIST OF RECOMMENDATIONS</b>	<b>17</b>

## **INTRODUCTION**

This paper has been prepared by Councillor Roland Diffey on behalf of Whiteley Parish Council. The paper has been prepared for consideration by Whiteley Parish Council (WPC) as a potential Strategy Paper for the prioritisation of future investment for improvements required to the highways infrastructure into / out of, and within Whiteley. The strategy paper considers the needs of the whole of Whiteley, within the wards of Winchester City Council and Fareham Borough Council.

## **BACKGROUND**

Whiteley currently suffers from a number of traffic issues including:

- congestion and delays in peak hours;
- unsatisfactory routing of traffic through residential estate roads;
- two points of single access route dependency without alternatives in the event of an emergency;
- excessive traffic speeds;
- high levels of on street parking on distributor roads; and,
- near miss accidents associated with excessive traffic speeds, street parking and traffic congestion.

These issues have been at the forefront of Whiteley Parish Councils (WPC) agenda for a number of years and are well known to Hampshire County Council (HCC), Winchester City Council (WCC) and Fareham Borough Council (FBC). Herein lies a further complication in resolving the above issues, as all three of the above authorities would appear to have their own agenda's in respective of traffic issues within Whiteley and the only body that appears to consistently represent the interests of the whole population of Whiteley, is the Parish Council.

All of these issues can be seen to be as a direct consequence of the limited numbers of access / egress points into Whiteley, namely via Whiteley Way; or Bader Way / Bleriot Close / Leafy Lane, (hereafter simply referred to as Leafy Lane).

## **ACCESS TO / FROM WHITELEY – WHITELEY WAY**

Whiteley Way provides access/egress to Whiteley and primarily distributes traffic to the various elements of the Whiteley Business Park and various residential areas via the M27 Junction 9 Roundabout and three internal roundabout junctions, which are labelled within this report as 'R1', 'R2' and 'R3' respectively. These roundabout junctions and the links between them are described below.

### **M27 Junction 9**

Access via Whiteley Way enters Whiteley from the grade separated interchange of Junction 9 of the M27 Motorway. This interchange is highly congested in peak hours and heavily used at all hours of the day. Incidents on the network outside of Whiteley are common place and it is not uncommon for these incidents to cause severe congestion and gridlock at the Junction 9 roundabout thereby effectively severing road links into and out of Whiteley. Operation of the junction is the responsibility of the Highways Agency, which adds yet a fourth authority to those listed above who influence and control the traffic issues pertaining to Whiteley.

As well as Whiteley, the junction provides access to the A27 south of the junction via Segensworth Roundabout and the environs of Segensworth, Park Gate, Locks Heath, Warsash, Titchfield and Fareham.

### **Link 1 - Whiteley Way: M27 Junction 9 to Parkway South Roundabout ('R1')**

Between M27 Junction 9 and the first of the internal junctions, Parkway South Roundabout, 'R1', Whiteley Way is an urban dual carriageway with a general speed limit of 50mph. This speed limit reduces to 40mph, approximately 150m south of the roundabout junction, on the northbound approach and southbound exit from the roundabout. This link includes a grassed central median and verges. The central median contains double outreach lighting columns illuminating both carriageways. Despite the 50mph speed limit, and contrary to design standards, these lighting columns are not protected with any road restraint system. Both verges include tension corrugated beam road restraints for the majority of the length of this link. These systems do not protect street furniture but appear to be provided to protect errant vehicles from leaving the carriageway and passing down the embankment slopes as Link 1 rises to meet the Junction 9 roundabout.

This link contains no dedicated pedestrian or cycle facilities or controlled crossings.

### **Junction 'R1' - Parkway South Roundabout**

The Parkway South Roundabout, 'R1' connects Parkway South and Rookery Avenue to Whiteley Way. 'R1' itself is a four arm roundabout with dedicated left turn slip lanes leading from Whiteley Way (n/b) to Rookery Avenue, and from Parkway South to Whiteley Way (s/b), both on the south side of the roundabout junction. There are no dedicated pedestrian or cyclist crossing facilities at the roundabout itself.

Rookery Avenue is an urban single carriageway road with a 40mph speed limit, leading to the Solent Hotel Roundabout and beyond to Rookery Avenue and Yew Tree Drive. Local amenities such as the, local primary school, local shopping parade, health care facilities, public house and hotel, as well as the Solent 2 Business Park are all accessed via this route from 'R1'. All areas within Whiteley west of 'R1' have single access route dependency via this route i.e. if this route were blocked for any reason there would be no public highway providing an alternative means of access.

Parkway South is a wide urban single carriageway with a 40mph speed restriction and is subject to extensive on street parking during the day both sides of the road, by business park traffic. The section of this road between 'R1' and the junction with Leafy Lane is also subject to regular overnight parking of heavy goods vehicles before onward journey to/from the local ferry ports in Portsmouth and Southampton. Parkway South leads to various business park properties and the residential area of Leafy Lane and its Environs.

### **Link 2 - Whiteley Way: Parkway South Roundabout ('R1') to Whiteley Way Roundabout ('R2')**

North of 'R1', Whiteley Way is an urban single carriageway distributor connection to the Whiteley Way Roundabout, 'R2'. Although currently only a single carriageway, the road corridor for this link appears to have been provided to allow for future dualling of the carriageway to match the standard provided on Link 1 described above. The speed limit of this section of Whiteley Way is 40mph over its entire length.

A major / minor 'T' junction arrangement connects Parkway North to the east side of Whiteley Way between the two roundabouts. Parkway North is again an urban single carriageway leading to various elements of the business park, and at its eastern limit connects with Parkway South via a mini roundabout.

The length of Whiteley Way single carriageway, between the aforementioned 'T' junction with Parkway North and roundabout 'R2' is the second point of single access dependency within Whiteley. All infrastructure, facilities and residential areas beyond the 'R2' roundabout is wholly dependent on access via this link.

Link 2 includes paved pedestrian footpath on the east side of the link only. A traffic signal controlled shared pedestrian and cycle 'Toucan' crossing is provided at the southern limit of this link close to the north side of roundabout 'R1'. A second signal controlled shared pedestrian and cycle 'Toucan' crossing is provided at the northern limit of this link to the south side of the 'R2' roundabout junction.

The link is lit throughout its length with single outreach columns located within the western verge. Two additional columns are located in the eastern verge either side of the aforementioned T junction with Parkway North. Lighting columns are not required to be protected through this length given the 40mph speed limit.

### **Junction 'R2' - Whiteley Way Roundabout**

Whiteley Way Roundabout hereafter referred to as 'R2' is currently a four arm roundabout, but has been designed to cater for a fifth arm approaching on the east side of the roundabout, skirting the north side of the business park site occupied by Zurich.

'R2' provides access to Marjoram Way, the Meadowside Centre, the Whiteley Shopping Village and to the northern most section of Whiteley Way beyond, leading to Tesco, including the petrol station.

Marjoram Way is residential standard road with some limited traffic calming measures and provides a distributor access to a number of small residential cul-de-sacs as well as a western access to all Whiteley residential areas north of Meadowside and the shopping village, via Saffron Way.

An access corridor provision has been made and land is understood to be available to extend Marjoram Way to connect the western end of Marjoram Way to the Solent Hotel Roundabout in Rookery Avenue, but at present no physical carriageway connection has been provided.

The Meadowside and Whiteley Village accesses from the roundabout are dedicated private routes for the aforementioned facilities.

The fourth arm from the existing roundabout extends Whiteley Way to the north towards the residential areas north of Meadowside and the main access to the Tesco supermarket.

### **Link 3 - Whiteley Way: Whiteley Way Roundabout 'R2' to Whiteley Farm Roundabout 'R3'**

Whiteley Way continues northwards from 'R2' to the Whiteley Farm Roundabout. Throughout this length Whiteley Way is again provided as an urban single carriageway distributor with a 40mph speed limit.

This link does not include any dedicated pedestrian or cycle facilities, or any controlled pedestrian crossing provision.

This link is again lit, this time with single outreach columns located in the eastern verge. A low timber post and rail boundary fence is provided in both verges throughout this length to prevent vehicular access to the grassed verges, but no road restraint system is required to protect the street furniture given the 40mph speed limit.

### **Junction 'R3' - Whiteley Farm Roundabout**

Whiteley Farm Roundabout, hereafter referred to as 'R3', is currently a two arm roundabout with arms to the southern and western sides of the roundabout turning Whiteley Way through ninety degrees, from north to west. Again future provision has been made within the design of this roundabout for onward provision of Whiteley Way to the

north, and to the east side of the roundabout which again would presumably link up to a northern extension to the existing Parkway South distributor route.

'R3' currently provides access to Tesco, including the petrol filling station, Whiteley Shopping Village and residential areas within the current northern extremity of Whiteley.

### **ACCESS TO / FROM WHITELEY – WHITELEY LANE / BADER WAY / BLERIOT CLOSE / LEAFY LANE**

Currently, the only other permanent means of access to Whiteley to that described above from Junction 9 of the M27, is via Segensworth East/ Titchfield Park, via Whiteley Lane / Bader Way / Bleriot Close and Leafy Lane and on to Parkway South.

#### **Whiteley Lane**

Whiteley Lane is a low standard single carriageway road with a national speed limit of 60 mph. This route has poor horizontal and vertical alignments with blind bends, overgrown hedgerows encroaching onto the carriageway and hidden accesses. The above factors along with the relatively narrow carriageway would no doubt result in average vehicle speeds considerably less than the national speed limit that applies to this route. WPC are aware of speed surveys undertaken by HCC along this route which indicate average speeds of the order of 40mph or less. However local residents are aware that vehicles often travel along this route at speeds greater than could be regarded as 'safe'.

#### **Bader Way / Bleriot Close / Leafy Lane**

At the eastern end of Bader Way a small roundabout provides connection between Whiteley Lane and the above residential estate roads. These residential estate roads include 20mph speed limits and significant traffic calming measures between the connection with Whiteley Way and the northern end of Leafy Lane, where it connects with Parkway South.

As the only alternative access to Whiteley other than Whiteley Way, this route is effectively used as a distributor road for local residents, other Whiteley residents and as a 'rat-run' for business park users. This gives rise to wholly unacceptable levels of traffic on these residential estate roads.

### **THE CURRENT ISSUES**

In summary, most of the traffic issues within Whiteley are linked to the same fundamental problem of the limited points of access and egress into and out of Whiteley.

However this issue can be broken down into three contributory factors that need to be addressed, namely:

1. Traffic congestion at the signal controlled Segensworth roundabout and its approaches, and the M27 Junction 9.
2. Queuing traffic causing congestion in pm peak hours particularly at the 'R1' roundabout junction; Whiteley Way - Link 1 and Link 2; and M27 Junction 9 signals.
3. High volumes of traffic using Leafy Lane as a rat-run to access Whiteley and the business park as an alternative route to avoid problems 1 and 2 above.

It is probably not unreasonable to surmise that problem 3 is in part a re-routing of traffic as a direct consequence of problems 1 and 2 but the Leafy Lane route would always be a favourable option for users approaching Whiteley from the East including those from Fareham, Gosport, Lee on Solent, Titchfield, Meon and parts of Locksheath. The reason for this is simple. The route from the A27 Holiday Inn Roundabout to Parkway South at the bottom end of Leafy Lane, via Cartwright Drive, Whiteley Lane and Leafy Lane is shorter in distance than the route via Segensworth, M27 Junction 9 and Whiteley Way. In fact it's

shorter in distance by approx. 0.4miles which is equivalent to a 23% difference in journey length between the aforementioned common points. This is an important factor.

A fourth traffic problem exists in respect of the existing Whiteley Way Roundabout junction 'R1', but not necessarily directly related to the above issues, namely:

4. During peak inter-peak periods, driver confusion, aggressive behaviour and high traffic speeds can be observed at the existing 'R1' junction. During peak periods drivers queue across and around the roundabout, thereby blocking exit arms, which can again cause frustration and aggressive behaviour. In the past, this junction has also been subject to severe flooding of different areas of the circulatory carriageway following prolonged rainfall.

Final issues include the lack of alternative vehicular access to several parts of Whiteley namely the single dependency access routes via:

5. Rookery Avenue / Yew Tree Drive
6. All areas of Whiteley, north of the Parkway North 'T' junction in Whiteley Way.

## **IN THE FUTURE**

Issues in the future that are likely to exacerbate the current traffic and access and egress problems within Whiteley include:

- a) The Business Park is far from fully occupied at present. All increases in occupancy rate will inevitably result in additional traffic pressures on the Whiteley highway infrastructure and will add to the current delays and inappropriate traffic levels that currently occur on routes.
- b) The proposed redevelopment of the Whiteley Shopping Centre by British Land will in the short term create additional traffic movements on the main route into and out of Whiteley via Whiteley Way, 'R2', 'R1', M27 Junction 9, and possibly 'R3' dependent upon where the site access is located.
- c) In the longer term, the change of use of the Shopping Centre from an Outlet Shopping Centre to a more Community focused, High Street profile, will also create additional traffic demand, as the nearest alternative facilities would be Locksheath (limited) or Fareham. This increased demand would affect the links and junctions listed in b). above, and also potentially increase traffic via Leafy Lane as an alternative shorter route.
- d) The development of North Whiteley will again add to the traffic burden on the aforementioned routes, again during both the construction and post construction phases of this development. Whilst in theory this development should be predicated by an extension of Whiteley Way to the north towards a proposed bypass of Botley and to the east towards the A3051 Botley Road, to increase the accessibility of these areas, recent government fiscal restraint through the Comprehensive Spending Review and the general economic downturn will no doubt place some of these vital additions to the infrastructure of Whiteley at risk.

## **RECENT AND CURRENT ASSESSMENTS**

### **Proposed Developments**

At present traffic assessments will presumably have been undertaken for both the proposed Whiteley Shopping Centre redevelopment and the proposed development of North Whiteley. These assessments will need to have been undertaken by the developers for these sites and will hopefully have considered both the short term construction impacts as well as the future longer term impacts post completion. At present any such traffic assessments have not been reviewed as part of this strategy paper.



***Recommendation 1: It is strongly recommended to the Highways Committee of Whiteley Parish Council that the Council should seek details of any such traffic assessments for both of these proposed developments at the earliest opportunity to further inform the Council as to the needs of this strategy paper.***

### **Hampshire County Council (HCC) SATURN Study**

The Parish Council is well aware that Hampshire County Council has been developing a South Hampshire SATURN traffic model since collection of original survey data in September 2008.

Copies of the Local Model Validation Report for the SATURN Study were reviewed by Councillor Diffey on behalf of Whiteley Parish Council when they finally became available in Q1/Q2 2010. This review led to the Parish Council writing a letter to HCC raising a significant number of concerns regarding the robustness of the study that had been undertaken. The main concerns raised include:

- a) The model has not been prepared in accordance with best practice or Standards required by the Highways Agency Design Manual for Roads and Bridges.
- b) The validation process undertaken has used identified 'Acceptability Guidelines' from the Highways Agency Design Manual for Roads and Bridges but in the main appears to have used a simple comparison of calculated GEH with guideline values, with little recognition that some of the variances whilst within guidelines could impact significantly on the overall accuracy of the model.
- c) Overall comparison of total traffic entering and exiting junctions, other than M27 Junction 9, Segensworth Roundabout and 'R1' have not been looked at within the LMVR. Given the number of junctions within the model these other junctions are also important in the validation process.

And in respect of the use of the model and the results of the assessment of the potential opening of Yew Tree Drive to all traffic:

- d) The model is forecasting 'generated' trips into and out of Whiteley as a result of the potential opening of Yew Tree Drive to Traffic. i.e. the opening of Yew Tree Drive is forecast to result in increased numbers of trips into and out of Whiteley during the peak hour. (This is only due to the limitations of the model as a peak one hour only model, the proposed opening would not generate traffic).
- e) The scale of changes to link flows that are being shown between the Do Nothing and Do Something scenario with the opening of YTD are relatively small. In many cases, the difference between the Do Nothing and Do Something flows are actually less, than the differences between the Observed and Modeled flows for the base year.

The final conclusion of the Parish Council's response was that the model was fundamentally inappropriate to use to predict potential small changes in traffic flow, with sufficient confidence to make decisions, unless improved validation of the model could be achieved.

HCC refused to comment on the Council's observations made and have continued to use the model without further validation or improvement.

***Recommendation 2: It is strongly recommended to the Highways Committee of Whiteley Parish Council that the Council should continue to seek a response from HCC on the suitability of the SATURN model for forecasting potentially small***

***changes in traffic patterns and flow arising from proposed local infrastructure improvements.***

**Consultation on the proposal for increased traffic calming in Leafy Lane / Bleriot Close / Bader Way**

The Parish Council has lobbied HCC for considerable time over the need to reduce the volumes of traffic using Bader Way / Bleriot Close / Leafy Lane as a primary means of access and egress to / from Whiteley.

Following a request from a local resident group HCC developed outline proposals for the implementation of increased traffic calming measures along the already traffic calmed aforementioned residential roads. When consulted on this matter the Parish Council raised concerns and objections on the basis that such measures were highly unlikely to result in any significant reduction in traffic flows and if anything had more of a negative impact on the local residents of Leafy Lane and its environs, than on the through traffic that was supposedly being targeted.

HCC continued with a limited consultation to the local residents to seek their views on the potential temporary installation of a number of road width restrictions to supplement the existing restrictions, speed humps and 20mph speed limit. The consultation failed to produce a sufficient positive response for HCC to take this proposal forward and so dropped the scheme.

Councillor Diffey on behalf of the Parish Council prepared a draft layout for a revised junction between Leafy Lane and Parkway South, aimed at restricting the accessibility of the business park from the Leafy Lane route. The layout proposed reconfiguration of the existing junctions within the limit of the existing kerb lines to physically block right turning movements from leafy lane into Parkway South and left turning movements from Parkway South into Leafy Lane. HCC commented that such a scheme was more likely to have a positive impact in reducing volumes of through traffic in Leafy Lane etc. and offered to take the draft layout prepared and work this up into a more detailed scheme for costing of both a temporary trial and permanent layout. The aim would be to ensure that abortive works from the trial were minimised when seeking to implement the permanent scheme should the trial be a success at reducing traffic in Leafy Lane.

The Parish Council suggested that the SATURN model could be used to assess the impact of such a change layout, but were advised by HCC that the SATURN model would not be sensitive enough to predict traffic changes arising from such a scheme. Despite, this comment HCC have used the model to forecast traffic flow changes arising from the potential opening of Yew Tree Drive, including very small changes in flow along Leafy Lane as a result. This approach is therefore inconsistent and unsustainable. The model is either suitable for both or neither scheme.

The Parish Council were subsequently advised that HCC had no funding to develop this scheme further at that time. This remains HCC' current position.

***Recommendation 3: It is strongly recommended to the Highways Committee of Whiteley Parish Council that the Council should continue to lobby HCC to test the proposed turning restrictions between Leafy Lane and Parkway within the SATURN model and to subsequently develop the proposed layout for restricted access and egress between Leafy Lane and Parkway South, with a six month trial being implemented of this proposal as the earliest opportunity.***

**Consultation on the potential opening of Yew Tree Drive**

The Parish Council has lobbied for some time for the opening of the existing Yew Tree Drive Bus Gate to all traffic. This has included a comparative journey length exercise for

anyone seeking asking to Whiteley from the A3051 Botley Road which has shown that in comparison to the route via Park Gate direct access via Yew tree Drive could save in excess of 40,000 vehicle miles per year from local roads for every 100 vehicles per day that might use this new access. As such the opening of Yew Tree Drive to Traffic is a more sustainable option than forcing traffic to take the long route around through Park Gate. This benefit has been ignored to date by HCC. The Parish Council has accepted that such opening could be on an initial trial basis to monitor the impact on traffic patterns and flows post opening. Following the use of the SATURN model to assess potential traffic flow and pattern changes as a consequence of opening Yew Tree Drive, HCC, Winchester City Council and Fareham Borough Council decided to stage a Public Consultation on these proposals.

In addition to the comments above regarding the suitability of the model in its current form, the Parish Council also commented upon the content of the proposed consultation questionnaire prepared by the above authorities.

The Parish Council expressed considerable concern that the questionnaire was not a fair and reasonable representation of the facts or potential traffic flows likely to arise from the opening of Yew Tree Drive and concluded that the consultation was heavily biased aimed at getting a negative response to the proposal of the opening of Yew Tree Drive. The results of this consultation remain outstanding some two and half months after the closing date for return of questionnaires.

***Recommendation 4: It is strongly recommended to the Highways Committee of Whiteley Parish Council that the Council should continue to seek a response from HCC on the results of the aforementioned consultation process, and continue to lobby for the opening of Yew Tree Drive on at least a six month trial basis, which should also include opening during winter months 2010/2011.***

#### **M27 Route Corridor Studies**

The Parish Council has also recently been made aware by Councillor Achwal of a recent meeting and report into potential studies for improved highway infrastructure in the M27 route corridor, including Whiteley and its environs.

The report included studies for:

- a) the trial opening of Yew Tree Drive,
- b) the opening of Rookery Avenue onto the A3051 Botley Road,
- c) improvements to the M27 Junction 9,
- d) the westward extension of Whiteley Way to the A3051 Botley Road,
- e) the northward extension of Whiteley Way towards Botley and its proposed bypass.

***Recommendation 5: It is strongly recommended to the Highways Committee of Whiteley Parish Council that the Council should monitor the progress of each of the elements of this report and continue to lobby the appropriate authorities including the Highways Agency, HCC, WCC and FBC for the provision of these much needed improvements to Whiteley's highway infrastructure and access.***

#### **EMERGENCY PLANNING**

As highlighted above several areas of Whiteley are wholly reliant on a single point of public access and egress. These include:

- 1). Areas north of the Whiteley Way / Parkway North T Junction.
- 2) All areas west of 'R1' served by Rookery Avenue, and Yew Tree Drive.

**Areas north of the Whiteley Way / Parkway North T Junction.**

In the event of an accident or any incident blocking Whiteley Way at the major / minor T Junction with Parkway North, or between the junction and roundabout 'R2', all areas of Whiteley including residential areas, Whiteley Shopping Village, the Meadowside Leisure Centre, the petrol filling station and in the future Whiteley Church, would be cut off. No traffic would be able to access or egress these areas including the emergency services. There is simply no current alternative access route into these areas or public/ community facilities. This is wholly unacceptable and is a major oversight of the Planning Authority when Whiteley was being developed.

***Recommendation 6: It is strongly recommended to the Highways Committee of Whiteley Parish Council that the Council should lobby Winchester City Council, Fareham Borough Council and Hampshire County Council for the construction of additional means of access into this area of Whiteley. Given the high volumes of non residential traffic accessing these areas to community facilities, it is recommended that there should be a minimum of two additional routes provided.***

***Route A – To open an additional link between Parkway South and the east side of Roundabout 'R2' skirting the north side of the business Park Site occupied by Zurich.***

***Route B – To open a link between the Solent Hotel Roundabout and the western end of the existing Marjoram Way.***

***Route C – Consideration should also be given to upgrading the existing Link 2 between 'R1' and 'R2' to an urban dual carriageway standard with segregated carriageways. This coupled with the 'T' junction with Parkway North becoming left-in and left-out only, would reduce the potential for vehicular conflict in this area. The existing roundabout junctions at 'R1' and 'R2' would thereby facilitate all turning movements.***

**All areas west of 'R1' served by Rookery Avenue, and Yew Tree Drive.**

In the event of an accident blocking Rookery Avenue or Yew Tree Drive these areas would also be severed from public access. This could include the Whiteley Primary School and Whiteley Doctor's Surgery. Whilst the Bus Gate at Yew Drive may be accessible to emergency services this facility provides a physical barrier to traffic and any failure of this system to work properly could critically delay access.

It would be possible for HCC to open the bus gate to all traffic in the event of any such blockage of Rookery Avenue or Yew Tree Drive but unfortunately there are no signs provided anywhere within Whiteley to inform road users and residents when the bus gate is open to traffic.

***Recommendation 7: It is strongly recommended to the Highways Committee of Whiteley Parish Council that the Council should lobby Fareham Borough Council and Hampshire County Council for the construction of additional means of access into this area of Whiteley. It is recommended that there should be a minimum of two additional routes provided.***

***Route D – The existing bus gate facility between Yew Tree Drive and the A3051 Botley Road should be permanently opened to all traffic.***

***Route E – Rookery Avenue should also be connected to the A3051 Botley Road providing a continuous link between A3051 Botley Road and the Solent Hotel Roundabout and 'R1'.***

### **Emergency Signing – Yew Tree Drive**

If the Yew Tree Drive bus gate is to remain as a restricted access, only opened to public traffic in the event of an emergency, traffic incident or weather incident, then there is a requirement for such opening to be readily advised to residents before they seek to access or egress Whiteley via the main Segensworth / M27 Junction 9 / Whiteley Way route. Without prior information notices to redirect traffic towards the 'open' bus gate road users will continue to follow the normal routes into and out of Whiteley and will only add to any traffic congestion on these routes.

Traffic seeking to leave Whiteley would need to be informed that Yew Tree Drive bus gate was opened before reaching Link L1 leading to the Motorway. This being the last point within Whiteley, that users can divert their journey out of Whiteley. This would mean that the southbound, eastbound and westbound approaches to roundabout 'R1' would all need to be signed. The provision of an electronic variable message sign could be used on each of these arms. With the appropriate technology these signs could be activated remotely by HCC again overcoming any issues with HCC staff being unable to physically reach locations to erect temporary signage. Use of the electronic signs would reduce the delay in such temporary signing becoming effective in rerouting of traffic towards the bus gate.

***Recommendation 8: It is strongly recommended to the Highways Committee of Whiteley Parish Council that the Council should lobby Winchester City Council, Fareham Borough Council and Hampshire County Council for the essential immediate erection of three number electronic variable message signs on the southbound, eastbound and westbound approaches to 'R1', for the notifying of road users of the Yew tree Drive bus gate being opened to all traffic in the event of any emergency. (If Yew Tree Drive is permanently opened to traffic or the through route to the A3051 Botley Road is connected via Rookery Avenue then such signing may still be beneficial in advising road users of potential traffic issues on the A27 or M27 but is not essential).***

Coupled with the above signing, which only deals with informing traffic wishing to exit Whiteley, there would be need for similar provisions for similar signing for traffic wishing to enter Whiteley. This creates a much more difficult problem to solve because it potential requires such signing to be provided at the following locations:

- a). A27 Southampton Road westbound approach to Segensworth Roundabout;
- b). Segensworth West (Little Park Farm Road) approach to Segensworth Roundabout;
- c). A27 Southampton Road eastbound approach to Segensworth Roundabout from Park Gate;
- d). Titchfield Park / Segensworth East (Segensworth Road) approach to Segensworth Roundabout;
- e). Park Gate (B&S / Curry's etc. - Southampton Road) approach to Segensworth Roundabout;
- f). Hunts Pond Road approach to A27 Park Gate Roundabout;
- g). A27 Bridge Road eastbound approach to Park Gate Roundabout;
- h). A3051 Botley Road north of the junction with Yew Tree Drive;
- i). A3051 Botley Road north of the junction with Yew Tree Drive;
- j). Swanwick Lane northbound approach to A3051 Botley Road.

Clearly, the practicalities of signing this number of potential sites to minimise the extent of traffic heading for Whiteley Way, and diverting it towards Yew Tree Drive, are immense. It would be difficult to find suitable locations of such signing in the first place and costly and disruptive to install and connect to a local traffic centre for control as required.

Nevertheless such signing is essential if Yew Tree Drive is only to be available to public traffic on a temporary basis. The alternative of the permanent opening of Yew Tree Drive is a far more sustainable solution to the emergency signing of access to Whiteley.

***Recommendation 9: It is strongly recommended to the Highways Committee of Whiteley Parish Council that the Council should lobby Fareham Borough Council and Hampshire County Council for the essential immediate erection of ten number electronic variable message signs, at the locations listed above, for the purpose of notifying road users of the Yew tree Drive bus gate being opened to all traffic in the event of any emergency. (If Yew Tree Drive is permanently opened to traffic or the through route to the A3051 Botley Road is connected via Rookery Avenue then such signing is not necessary).***

## **FURTHER IMPROVEMENTS AND RECOMMENDATIONS – SHORT TERM**

### **Traffic congestion external to Whiteley**

Whilst not the main cause to Whiteley traffic issues but certainly a major impact on Whiteley traffic is beyond the WPC area of influence, and relates to traffic delays at the Segensworth and M27 Junction 9 roundabouts. Despite recent changes to the former of these junctions by HCC, traffic congestion at both junctions remains excessive and unacceptable, and influences the choice of route taken by those seeking access to or egress from Whiteley. At times the M27 Junction 9 junction becomes totally gridlocked with traffic queuing across exit arms to the roundabout. Congestion at these locations coupled with the fact that the Leafy Lane route is shorter for some users, combine to give rise to high traffic volumes that manifest as traffic congestion and queuing of Whiteley Business Park traffic in Leafy Lane.

***Recommendation 10: It is strongly recommended to the Highways Committee of Whiteley Parish Council that the Council should lobby The Highways Agency and Hampshire County Council for the installation of 'Box' junction (Yellow Box) road markings at each quadrant of the existing roundabout junction.***

### **Excessive queuing on slip road and motorway**

During peak pm peak hours, and at other times of the day, the M27 eastbound off slip road experiences excessive queuing due to the sheer volume of traffic. This congestion results in queuing and slow moving traffic extending back onto the eastbound carriageway of the motorway, affecting capacity of the motorway as far as a one to two miles on the motorway. Such slow moving and stationary traffic on the motorway is hazardous and steps should be taken to improve the queuing capacity of the slip road rather than allowing queuing on the motorway mainline.

***Recommendation 11: It is strongly recommended to the Highways Committee of Whiteley Parish Council that the Council should lobby The Highways Agency and Hampshire County Council for the construction of an extended parallel lane diverge for the eastbound carriageway at junction 9 either by widening of the carriageway or conversion of a length of the existing hard shoulder to facilitate queuing traffic.***

### **Junction 9 Road Safety**

The south west quadrant of the M27 junction 9 roundabout includes a dedicated free flow slip lane connection between the A27 and the M27 westbound. Given the signal controlled approach to the circulatory carriageway and the resulting traffic queues, a number of road users have started using the free flow slip lane to bypass a red traffic signal for the junction. Once past the signals these users cut to the right and onto the main roundabout circulatory carriageway, often in the face of traffic circulating the roundabout under a green signal. These users are able to do this because the dedicated free flow lane is only demarked white lines. This practice needs to be stopped immediately before a serious incident occurs.

***Recommendation 12: It is strongly recommended to the Highways Committee of Whiteley Parish Council that the Council should lobby The Highways Agency and Hampshire County Council for the construction of a raised island in the aforementioned quadrant to segregate the free flow lane from the circulatory carriageway of the roundabout, in the interests of safety.***

#### **Queuing traffic and congestion in Whiteley Way during pm peak hours**

During the PM peak hours the above congestion issues extend into Whiteley itself along Whiteley Way with high volumes of traffic seeking to leave the various parts of the Business Park in large numbers. During this period Whiteley Way becomes congested with three lanes of queuing traffic locally at the signal controlled junction with the M27 Junction 9, quickly reducing to two lanes of queuing traffic down to junction 'R1'. North of junction 'R1' Whiteley Way is only single carriageway with traffic queuing back beyond the Parkway North access into the Business Park and even as far as the next roundabout junction at 'R2'.

The queuing traffic can be frequently observed queuing across the circulatory carriageway of the 'R1' roundabout junction, thereby blocking other junction movements. The current problems exist despite the fact that the Business Park is occupied to only a limited extent.

***Recommendation 13: It is strongly recommended to the Highways Committee of Whiteley Parish Council that the Council should lobby Winchester City Council and Hampshire County Council for the installation of 'Box' junction (Yellow Box) road markings at each quadrant of the existing roundabout junction.***

#### **Roundabout Junction 'R1' – Traffic speeds and merging in Inter peak periods**

Despite a 40mph speed restriction being in force on all approaches to and through the existing 'R1' junction during inter-peak periods high traffic speeds are encouraged by the provision of free flow dedicated left turn lanes on the north bound approach between Whiteley Way and Rookery Avenue, and similarly between Parkway South and Whiteley Way. This high speed traffic is required to merge with other traffic leaving the roundabout on these arms. In the case of the merge with traffic on the Rookery Avenue exit this is a highly hazardous manoeuvre with a very short merge length available.

***Recommendation 14: It is strongly recommended to the Highways Committee of Whiteley Parish Council that the Council should lobby Winchester City Council and Hampshire County Council for the existing dedicated left turn slip lane from Whiteley Way to Rookery Avenue be extended further into Rookery Avenue to improve the arrangement for merging traffic to provide a safer merge with improved forward visibility (Recommendation 14a), or alternatively this free flow slip lane be closed on the grounds of safety (Recommendation 14b).***

#### **Roundabout Junction R1 – Intermittent Carriageway Flooding**

The dedicated left turn slip lane in the south east quadrant of the 'R1' junction is subject to frequent flooding extending beyond the full width of the traffic lane following prolonged rainfall. Likewise the circulatory carriageway has been subject to flooding near the central island on the north side of the roundabout. Again extent of flooding extends beyond a single lane width. These issues have been looked into previously by HCC but need to be monitored in the future in case of reoccurrence.

***Recommendation 15: It is strongly recommended to the Highways Committee of Whiteley Parish Council that the Council should lobby Winchester City Council and Hampshire County Council to monitor the occurrence of flooding of the circulatory carriageway and dedicated left turn slip lane between Parkway South and Whiteley Way (Link 1). This junction requires regular routine maintenance of the drainage system to avoid the extensive flooding that has occurred in the past.***

### **Yew Tree Drive School Crossing**

Traffic speeds in Yew Tree Drive are excessive and road users often exceed the speed limit along this route. In the vicinity of Gull Coppice a main walking route for school children attending the Whiteley Primary School crosses Yew Tree Drive. In late 2009, existing road markings and coloured high friction surfacing were reapplied to seek to reinforce the presence of the crossings to road users. The scheme as implemented was in the first instance different to that on which Whiteley Parish Council was consulted prior to the works. The works as undertaken are considered to be less than that shown on the original plans. The markings and arrangements at this crossing are far from satisfactory and it is surely only a matter of time before the lack of a dedicated signal controlled crossing and the high traffic speeds on this distributor road contribute to a serious accident of even fatality occurring.

***Recommendation 16: It is strongly recommended to the Highways Committee of Whiteley Parish Council that the Council should lobby Fareham Borough Council and Hampshire County Council for a copy of the Stage 2 and Stage 3 Road Safety Reports confirming the acceptability of the current arrangements in respect of the road safety of this crossing. Details and findings of any planned POPE (Post Opening Performance Evaluation) assessment should also be requested.***

***Recommendation 17: It is strongly recommended to the Highways Committee of Whiteley Parish Council that the Council should lobby Fareham Borough Council and Hampshire County Council for the installation of a dedicated signal controlled pelican crossing at this location with immediate effect to reduce the risk of a serious accident and potential fatalities occurring.***

***Recommendation 18: It is strongly recommended to the Highways Committee of Whiteley Parish Council that the Council should lobby Fareham Borough Council and Hampshire County Council for the installation of permanent speed cameras in Yew Tree Drive in the vicinity of the aforementioned crossing as a further deterrent to excessive traffic speeds.***

### **Maintenance and repair of the highway infrastructure asset**

All of the above recommendations are in respect of the upgrade or improvement of the existing infrastructure. However Whiteley also suffers from a lack of ongoing investment in the maintenance and repair of the highways infrastructure asset by Hampshire County Council, Winchester City Council and Fareham Borough Council.

Many of these issues have been reported to the relevant authorities over many months and sometimes even years, and often issues will have been reported on more than one occasion. Nevertheless these issues remain unresolved. Typical issues include, but are not limited to:

- sign faces obscured by overgrown shrubs or trees;
- damaged signs;
- damaged road restraint systems;
- worn out road markings;
- cracked road surfacing;
- worn out surfacing;
- subsidence around manholes;
- worn out coloured surfacing;
- inoperative lighting columns;
- overgrown verges;
- rotten posts to wooden verge fencing;
- blocked gully pots;
- missing or damaged road side bollards;



- damaged road surfacing to traffic calming humps.

It is imperative that these outstanding issues are dealt with promptly. Many of these issues have the potential to contribute to road traffic accidents and detract from the overall setting of Whiteley. Given planned developments of Whiteley Village, ongoing house building etc. many of these issues will quickly deteriorate and the required remedial works required will increase.

***Recommendation 19: It is strongly recommended to the Highways Committee of Whiteley Parish Council that the Council should lobby Fareham Borough Council, Winchester City Council and Hampshire County Council for the immediate attention of outstanding maintenance issues and thereafter delivery of a regular programme of routine inspection and maintenance.***

## **FURTHER IMPROVEMENTS AND RECOMMENDATIONS – MEDIUM TERM**

### **Excessive volumes of Traffic via Leafy Lane**

The attractiveness of Leafy Lane for through traffic using Leafy Lane to access the Business Park as an alternative route to Whiteley Way would be reduced if Recommendation 3 above were implemented by HCC. The attractiveness of this route could be further reduced if other changes were also implemented to the existing highway network within Whiteley in conjunction with the restricted Leafy Lane Parkway South Junction layout.

Proposals to be considered should include:

Replacement of the existing roundabout junction 'R1' with a traffic signal controlled cross roads. This would have the following benefits:

- remove the possibility of U-turns at this junction;
- remove the high speed free flow dedicated left turn lanes at the junction and the associated problems;
- allow for improved lane management at the junction removing the risk of driver confusion and wrong lane alignment;
- remove the impact of traffic queuing across the junction in the PM peak period;
- allow for the synchronisation of the traffic signals at this junction with those at Junction 9 to create a 'green wave' through subsequent sets of signals improving the management of the peak hour flows leaving Whiteley;
- provide for improved pedestrian and cyclist facilities with the inclusion of safe controlled crossing facilities for these vulnerable road users. (remove existing crossing at southern end of Whiteley Way which in itself represents a hazard to users as a consequence of being sited on the exit to the roundabout with drivers looking to accelerate away from the junction);
- would allow improvements to existing drainage to be made and any adjustment of carriageway levels to be made as necessary to alleviate flooding issues.

Additional journey time delays would be incurred in the inter peak periods for all users but the benefits from enhanced safety and reduced traffic speeds would remain.

***Recommendation 20: It is strongly recommended to the Highways Committee of Whiteley Parish Council that the Council should lobby Winchester City Council and Hampshire County Council for the consideration of the medium term replacement of roundabout 'R1' with a traffic signal controlled junction with full pedestrian and cycle crossing facilities, and that these facilities are synchronised with the signals at M27 Junction 9 to improve the throughput of traffic during the peak hours.***

***Note: Should this improvement be implemented in conjunction with Recommendation 6C, then Recommendation 6A would also be a prerequisite to facilitate all current turning movements.***

### **Whiteley Way / Parkway North 'T' Junction**

In the event that the dualling of Whiteley Way over the length of the link 'L2' between 'R1' and 'R2' is unable to proceed in the short term, it should remain a medium term objective to improve the capacity of access into and out of Whiteley given its importance to the infrastructure. In the event of such delay localised improvements to the arrangements of this junction should be prioritised to minimise potential vehicular conflict and traffic delays caused by turning traffic.

Solutions to be considered should include:

- a). restriction of traffic movements to left in / left out only at Parkway North by provision of central splitter island in Whiteley Way. Traffic wishing to enter Parkway North from Whiteley Way would undertake a U-turn at the roundabout junction 'R2'; and / or
- b). control of traffic movements into the Whiteley Business Park via Parkway North by the provision of a signal controlled junction between Whiteley Way and Parkway North.

***Recommendation 21: It is strongly recommended to the Highways Committee of Whiteley Parish Council that the Council should lobby Winchester City Council and Hampshire County Council that in the event that Whiteley Way between 'R1' and 'R2' can not be dualled in the immediate short term that localised improvements to the existing junctions are implemented to enhance the safety of the junctions.***

### **OVERVIEW**

The above has outlined a number of traffic issues that currently exist within Whiteley and its environs, and has suggested some potential solutions for consideration to improve the overall safety of movement of traffic into, out of and within Whiteley.

All of the proposals suggested above could be worked up to at least an outline feasibility design and could be tested and benefits assessed by use of the long promised and much awaited SATURN model.

Most of the solutions described above would withstand scrutiny on a stand alone basis and each improvement would be capable of delivering benefits to the community and residents of Whiteley. Likewise many of these solutions are capable of being delivered incrementally as part of a planned and phased upgrade of the highways infrastructure serving Whiteley and improving the quality of life for residents, workers and visitors alike. Implementation of all of the above would provide a basis for a strategy for the future management of traffic access and egress to and from Whiteley.

### **CONCLUSION**

Whiteley suffers from a number of traffic issues arising from the limited numbers of access routes into the development. Since most of these issues stem from the same basic problem, solutions to each individual problem also help to overcome other associated problems. This means that a solution to one problem does not create or cause a worsening of any other of the existing problems. On the contrary they compliment each other.

### **RECOMMENDATIONS TO WHITELEY PARISH COUNCIL**

I would recommend to the Parish Council that the solutions to the traffic issues within Whiteley demand a thorough assessment by HCC. At present HCC, WCC and FBC have barely paid lip service to the Parish Council and in the main have ignored WPC requests for the early resolution of traffic and infrastructure problems within Whiteley. It is of

paramount importance that Whiteley Parish Council utilises its best endeavours to encourage all levels of local government to recognise the poor planning that these local government bodies have allowed to develop over a number of years, and to recognise that Whiteley necessitates a long term strategy and associated funding to identify and implement permanent solutions that will provide long term relief to Whiteley's access issues.

Roland Diffey  
BSc.(Hons) CEng. CEnv. FICE. FCIHT. MIEI.

## **LIST OF RECOMMENDATIONS (as extracted from the Paper)**

***Recommendation 1: The speed limit of Link 1 should be reduced to 40mph throughout its length, or alternatively, the lighting columns within the central median should be protected with a road restraint system so as to comply with current standards.***

***Recommendation 2: It is strongly recommended to the Highways Committee of Whiteley Parish Council that the Council should continue to seek a response from HCC on the suitability of the SATURN model for forecasting potentially small changes in traffic patterns and flow arising from proposed local infrastructure improvements.***

***Recommendation 3: It is strongly recommended to the Highways Committee of Whiteley Parish Council that the Council should continue to lobby HCC to test the proposed turning restrictions between Leafy Lane and Parkway within the SATURN model and to subsequently develop the proposed layout for restricted access and egress between Leafy Lane and Parkway South, with a six month trial being implemented of this proposal as the earliest opportunity.***

***Recommendation 4: It is strongly recommended to the Highways Committee of Whiteley Parish Council that the Council should continue to seek a response from HCC on the results of the aforementioned consultation process, and continue to lobby for the opening of Yew Tree Drive on at least a six month trial basis, which should also include opening during winter months 2010/2011.***

***Recommendation 5: It is strongly recommended to the Highways Committee of Whiteley Parish Council that the Council should monitor the progress of each of the elements of this report and continue to lobby the appropriate authorities including the Highways Agency, HCC, WCC and FBC for the provision of these much needed improvements to Whiteley's highway infrastructure and access.***

***Recommendation 6: It is strongly recommended to the Highways Committee of Whiteley Parish Council that the Council should lobby Winchester City Council, Fareham Borough Council and Hampshire County Council for the construction of additional means of access into this area of Whiteley. Given the high volumes of non residential traffic accessing these areas to community facilities, it is recommended that there should be a minimum of two additional routes provided.***

***Route A – To open an additional link between Parkway South and the east side of Roundabout 'R2' skirting the north side of the business Park Site occupied by Zurich.***

***Route B – To open a link between the Solent Hotel Roundabout and the western end of the existing Marjoram Way.***

***Route C – Consideration should also be given to upgrading the existing Link 2 between 'R1' and 'R2' to an urban dual carriageway standard with segregated carriageways. This coupled with the 'T' junction with Parkway North becoming left-in and left-out only, would reduce the potential for vehicular conflict in this area. The existing roundabout junctions at 'R1' and 'R2' would thereby facilitate all turning movements.***

***Recommendation 7: It is strongly recommended to the Highways Committee of Whiteley Parish Council that the Council should lobby Fareham Borough Council and Hampshire County Council for the construction of additional means of access into this area of Whiteley. It is recommended that there should be a minimum of two additional routes provided.***

***Route D – The existing bus gate facility between Yew Tree Drive and the A3051 Botley Road should be permanently opened to all traffic.***

***Route E – Rookery Avenue should also be connected to the A3051 Botley Road providing a continuous link between A3051 Botley Road and the Solent Hotel Roundabout and ‘R1’.***

***Recommendation 8: It is strongly recommended to the Highways Committee of Whiteley Parish Council that the Council should lobby Winchester City Council, Fareham Borough Council and Hampshire County Council for the essential immediate erection of three number electronic variable message signs on the southbound, eastbound and westbound approaches to ‘R1’, for the notifying of road users of the Yew tree Drive bus gate being opened to all traffic in the event of any emergency. (If Yew Tree Drive is permanently opened to traffic or the through route to the A3051 Botley Road is connected via Rookery Avenue then such signing may still be beneficial in advising road users of potential traffic issues on the A27 or M27 but is not essential).***

***Recommendation 9: It is strongly recommended to the Highways Committee of Whiteley Parish Council that the Council should lobby Fareham Borough Council and Hampshire County Council for the essential immediate erection of ten number electronic variable message signs, at the locations listed above, for the purpose of notifying road users of the Yew tree Drive bus gate being opened to all traffic in the event of any emergency. (If Yew Tree Drive is permanently opened to traffic or the through route to the A3051 Botley Road is connected via Rookery Avenue then such signing is not necessary).***

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