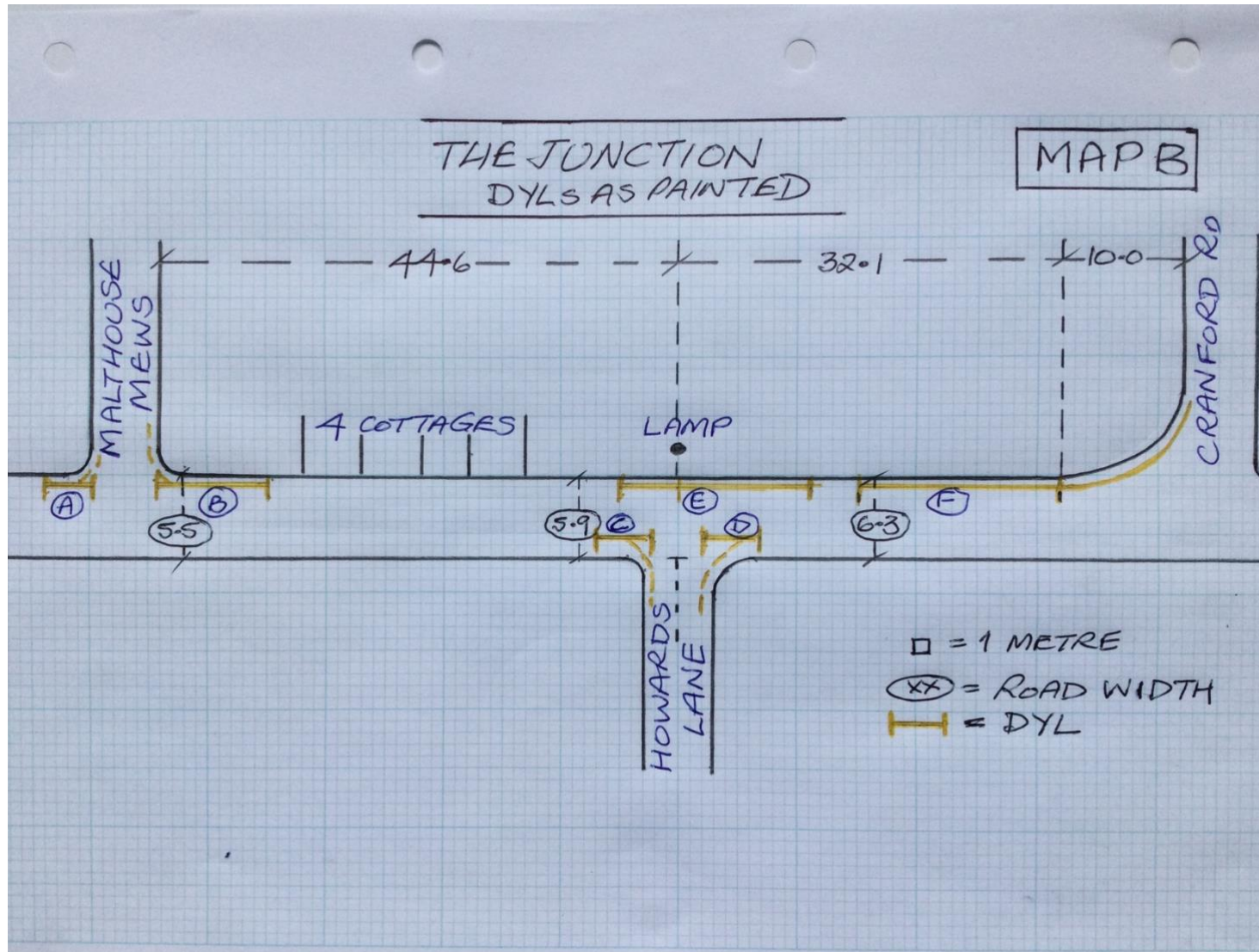


HVA Tuesday 8 February 2022

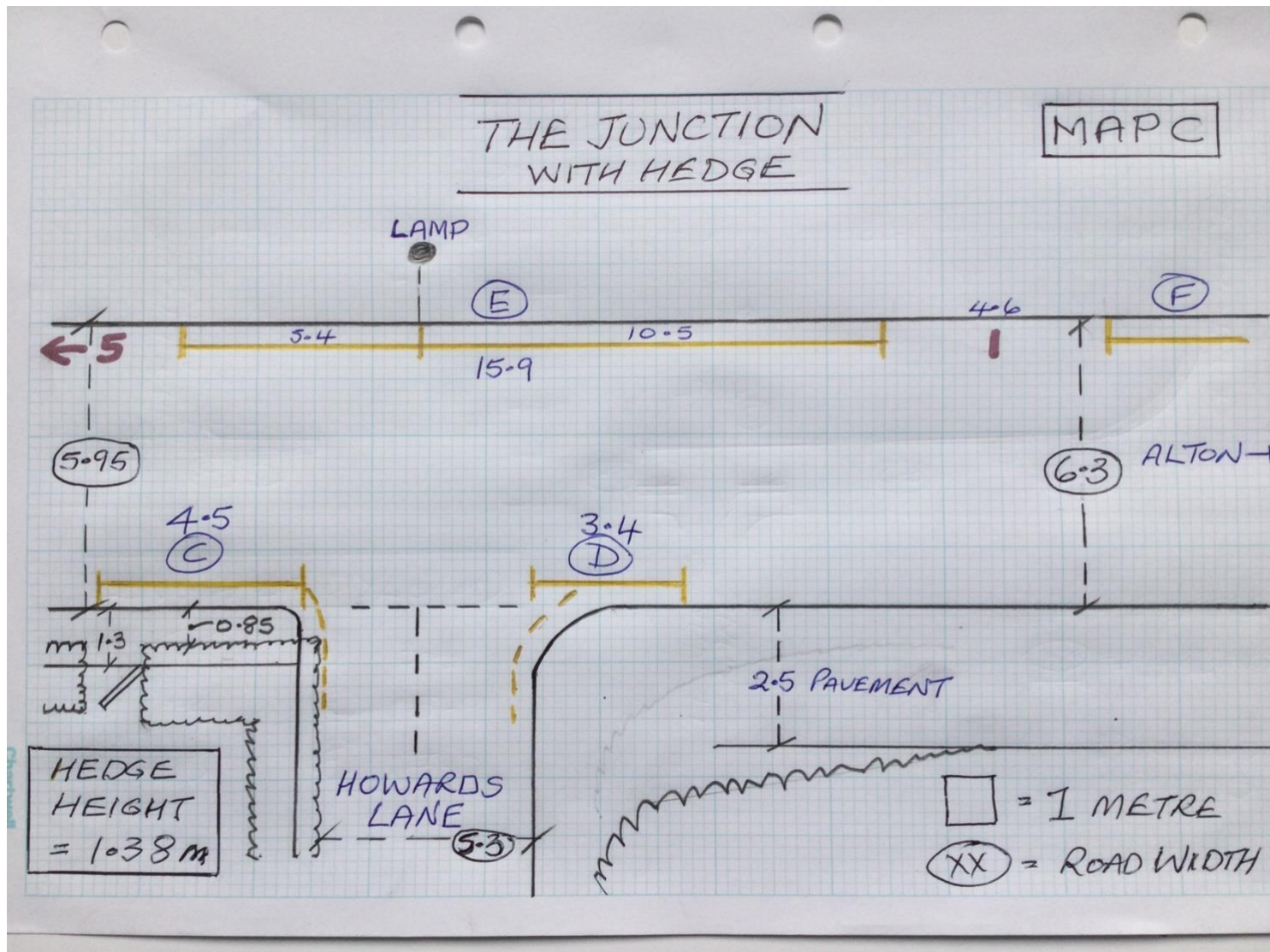
Junction safety at Howards Lane/London Road

1. Junction layout
2. Five main dangers
3. Outcomes required
4. Other issues
5. Questions

The Junction DYLs as painted – Map B



The Junction hedge, pavements and DYs - Map C



Five main dangers

1. No visibility to the left
2. Alton-bound vehicles forced onto the wrong side of the road at the junction
3. Right-turners forced onto the wrong side
4. Lack of visibility to the right
5. Denial of access to emergency vehicles

2021 Changes

- Made it worse by introducing dangers 3, 4 and 5
- Made it worse than it should have been by failing to address existing dangers

Outcomes required to improve junction safety

1. Provide visibility to the left
2. Allow Alton traffic to reclaim their carriageway well before the junction
3. Allow right-turners onto the Alton side
4. Prevent parking blocking visibility on the right/north
5. Prevent parking on the left/north

These outcomes would allow access for emergency vehicles and improve safety for pedestrians/wheelchair users

Whose responsibility?

- Hants CC
- EHDC

Other issues

About half the job

- Just over half of the DYLS planned were painted (52%)
- Non-compliant with Highway Code rule 243
- Unable to discover why

Car parking survey

- Solution of last resort – EHDC to use expertise and consult widely
- Survey details
- 44% used - least used is the Binstead side of MM

**Cars parked very close force Alton-bound vehicles onto the wrong carriageway
Alton-bound vehicles cannot see the junction until very late**



**Single space to the right
forces vehicles onto the wrong carriageway**



Vehicles parked right/north block visibility



Vehicles parked opposite prevent access for emergency vehicles



This lorry turned around causing issues for all following vehicles



Lots of vans try to use London Road



Results of car parking survey

	Space m	Capacity	Parked	% Used
Dip	164	27	9.8	36%
MM	30	5	3.9	78%
Single	5	1	0.7	67%
Total	198	33	14.4	44%

Dip = Lawn entrance to Malthouse Mews

MM (A) = Malthouse Mews up to the lamppost

Single = Single space to the right of Howards Lane

- Survey biased towards evening
- Parking on average is less than half full
- Least used area is the Dip

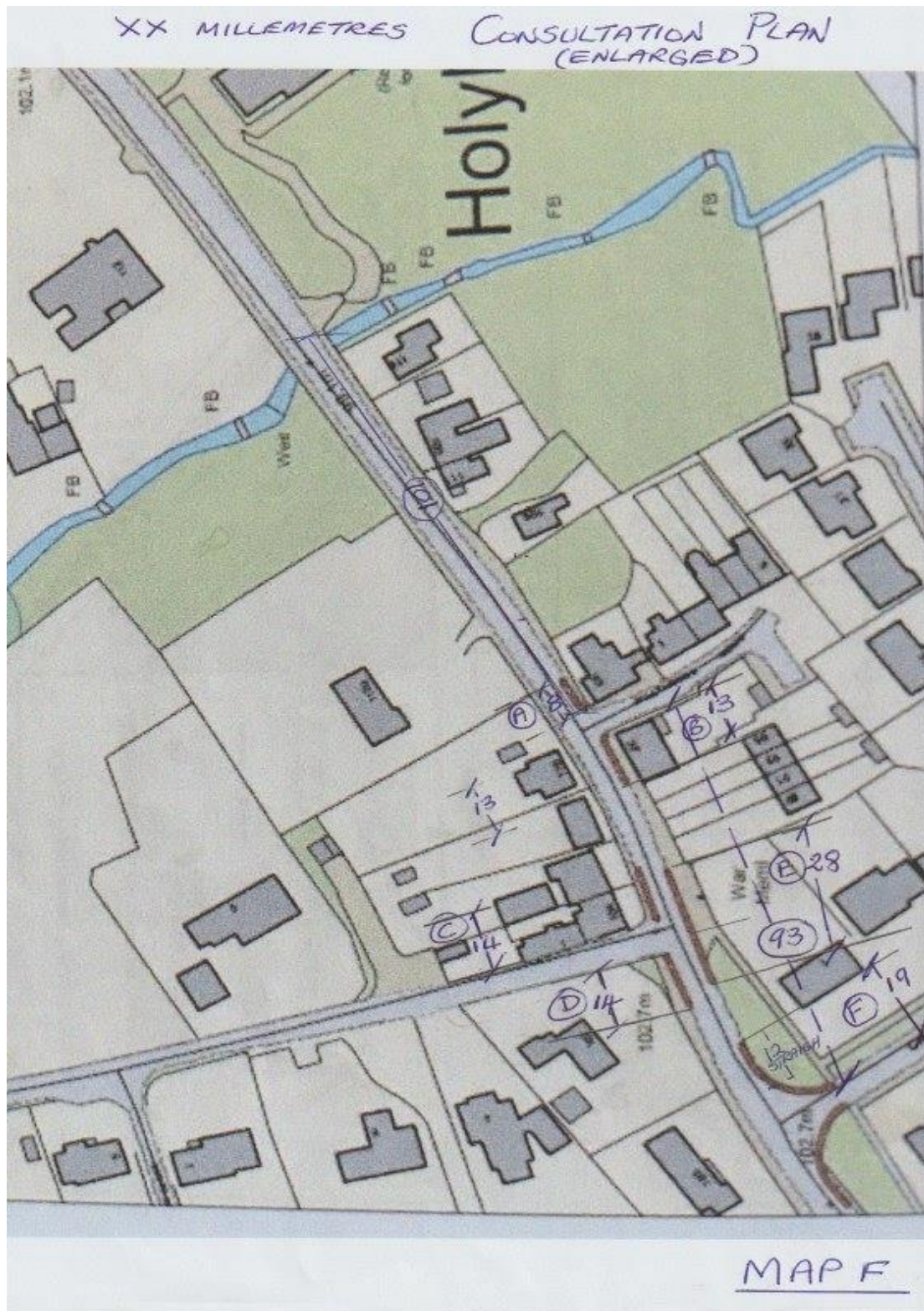
Length of the DYLS against the consultation plan

	Planned Length m	Actual Length m		
Line			Difference m	% Painted
A	7.5	4.4	-3.1	59%
B	12.1	9.4	-2.7	78%
C	13.0	4.5	-8.5	34%
D	13.0	3.4	-9.6	26%
E	26.1	15.9	-10.2	61%
Total	71.8	37.6	-34.2	52%

- This only includes the length along London Road
- And those around the junction
- Lines C and D (either side of Howards Lane) are only a third and a quarter of the planned length

The Consultation Plan as displayed

- C goes one third along the frontage



Eye and hedge heights Bonnet protrusion into London Road

Three residents from 1.6m to 1.84m in their own cars
(5' 3" to 6' 0")

Metres	Eye Height	Hedge Ht	Hedge high by	Eye to Front
A	1.02	1.38	0.36	2.27
B	1.19	1.38	0.19	2.30
C	1.14	1.38	0.24	2.67
Average	1.12	1.38	0.26	2.41

- Nobody could see over the hedge
- For all to see over would need the hedge to be lower by 36cms (1' 3")
- To see sufficiently far left, the average bonnet overhang was 2.02m (6' 6")