

Most Frequent Comments and Officer Responses

Summary of Comment	Number	Officer Response
Traffic will still use the shorter route through the village, thereby reducing the effectiveness of the bypass	107	The consultation material did not cover complimentary improvements to Botley High Street as these will need to be developed and consulted on separately. However it is acknowledged that more information should have been provided on this matter. It is agreed that traffic management measures will be required and that such measures will need to be implemented in Botley Village to encourage the transfer of traffic onto the Bypass. The traffic management scheme will be developed to compliment the bypass objectives in consultation with local residents and businesses in the High St.
The Maypole roundabout presents an existing capacity restraint on the bypass route which does not appear to be adequately addressed, thereby reducing the effectiveness of the bypass	54	The consultation material did not cover improvements to Maypole roundabout where an improvement scheme is shortly due to be implemented as part of the Boorley Green development and as such is a Developer scheme not a scheme being developed by the Highway Authority. Officers were at hand however to provide details of this scheme where asked by residents. The new layout will be further reviewed as part of Transport Assessment work for the Bypass to ensure that it can accommodate the revised traffic movements and further mitigation will be proposed if required.
The bypass proposals simply relocate an existing traffic problem to a different location	47	One of the main aims of the scheme is to relocate the more strategic through traffic away from Botley village centre, which is an AQMA and a highway network not designed to cope with current levels of traffic. The new bypass will be much more suitable for this volume of traffic.
There needs to be better strategic consideration of how traffic can access M27 and how the bypass traffic will impact Hedge End	39	Additional traffic in Hedge End is not anticipated. Traffic will continue to access the M27 using routes as currently used. The bypass relocates traffic from Botley village.

A suitable crossing facility is required between the north end of Winchester Street and Boorley Green through to Botley village centre	34	Agreed a crossing facility will be provided.
Noise levels will increase in the area of the bypass/low noise surfacing should be used	31	It is inevitable that noise will increase near to the bypass but there are fewer properties in proximity to the route than along the High Street where noise levels will be significantly reduced. Mitigation will be provided in the form of noise bunds and acoustic fencing. Noise assessments will be undertaken as part of the EA and appropriate mitigation will be identified and discussed and agreed with adjacent property owners. Low noise surfacing has little effect at speeds of 40mph and presents more of a maintenance liability.
The bypass route should run closer to the railway, further north away from dwellings and further away from Holmesland Lane	29	A number of respondents referred to the previous alignment of the bypass which was further north at the western end. There are a number of reasons why this section of the bypass was re-positioned including the need to avoid the diversion of significant underground services and impacts upon third party land. The remainder of the route is already as close as possible to the railway line.
HGVs in village are issue/a weight limit through the village is required	28	To be reviewed as part of traffic management scheme through Botley associated with the Bypass.
Concern over a loss of passing trade for local businesses in Botley village centre	28	There will be a reduction in non local through traffic. Improved environment and particularly quality and reduced severance in the village will make Botley a more attractive place for shopping and trade.
The bypass will encourage further development in the area	20	The bypass is not linked to development it is a highway scheme justified in its own right.
Bypass route, roundabouts design, cycleway design etc is not efficient, not safe, not futureproof	20	Many respondents considered that a single carriageway road was not sufficient to cope with future traffic growth. The bypass design conforms to all relevant design standards. Traffic flows assessed to 2026/2036 to ensure futureproof, with planned and potential

		development all taken into account in traffic modelling.
Woodhouse Lane is not a suitable route to cater for bypass traffic	19	Woodhouse Lane is being widened and realigned to make it more suitable for increased traffic and to improve visibility at vehicular access points onto the highway.
The bypass will generate additional traffic in the area	17	The bypass will relocate through traffic from the High Street onto the bypass. Any more wide reaching impacts will be assessed as part of the Transport Assessment and mitigation provided where required.
Botley does not need a bypass	17	Air quality, noise, vibration, congestion and delay are key reasons.
Concern regarding potential delays due to the layout of the Holmesland Lane - Winchester Street - Bypass junction,	16	Although the two junctions are located in relatively close proximity the junction has been designed in accordance with appropriate standards. Low traffic volumes are forecast to be using the two roads; Winchester St will have much lower traffic than existing levels.
Air pollution levels will increase in the area of the bypass	14	Whilst pollution will increase in the vicinity of the new bypass relative to the existing situation there will be significant reductions in the High Street which is a designated Air Quality Management Area and it is considered that the benefits to a large extent outweigh the disbenefits. The need for mitigation measures will be identified through the EA process and appropriate mitigation will be provided accordingly.
Loss of greenfield land	13	Noted. The quality of the land to be lost will be assessed as part of the EA process and enhancements on adjacent land will be provided where appropriate/considered beneficial to help off-set the loss.
The bypass generally wont be effective or will make congestion worse	13	The Sub-Regional Transport Model (SRTM) provides a robust evidence based tool used to predict future/forecast traffic movements with and without transport improvements. Initial SRTM traffic modelling shows that the bypass will meet the objectives of reducing traffic congestion throughout Botley.

Kings Copse Avenue will increase in traffic	11	The Sub-Regional Transport Model (SRTM) provides a robust evidence based tool used to predict future/forecast traffic movements with and without transport improvements. Initial SRTM traffic modelling shows that traffic does not change significantly along Kings Copse Avenue traffic wishing to head in this direction is already there.
The scheme does not represent good value for money/money would be better spent elsewhere	10	A cost benefit analysis has identified that the scheme represents high value for money when assessed in transport terms.
There will be a negative impact on the residents of Winchester Street and Boorley Green due to the severance of Winchester Street by the bypass route	9	It is acknowledged that there will be demand to cross in this location particularly at school times. Pedestrian and cycle surveys are being undertaken to assess the level of demand. A crossing will be provided and the findings from the surveys will be used to help design an appropriate facility.
There is a need for an over-bridge at the Uplands Farm track/The southern end of the Botley to Bishops Waltham trail must be incorporated in the scheme	7	There is a long-stranding aspiration to deliver the Botley to Bishops Waltham bridleway. The provision of a bridge over the bypass on the Uplands farm track is not viable at this time and other options need to be explored to deliver this section.
Holmesland Lane will become a rat-run as traffic seeks to avoid delay points on bypass route	6	The only potential delay point on the Bypass is at the Winchester St junction. The only traffic likely to use Holmesland Lane are those who live in that area for others it will be more direct and quicker to use the new bypass. There will be greater delay at the junction of Holmesland Lane with Winchester Street than on the bypass hence it will not provide an attractive/quicker alternative to the bypass. A traffic management scheme will be implemented on the High Street to further discourage this.
The existing HGV test site should be relocated to resolve the HGV issues in Botley	5	The numbers of HGVs visiting the HGV Test Centre each day will be relatively low compared to HGVs generally passing through the area for other purposes. The issue of relocating the site is a land use planning matter which is the responsibility of Eastleigh Borough Council.

Bypass too close to the individual respondent's property	4	Whilst the preferred route is considered to be best overall from a number of competing perspectives, it is recognised that the route is in proximity to a small number of residential dwellings around the junction of Winchester Street and Woodhouse Lane. Impacts are being fully assessed as part of the Environmental Assessment and mitigation will be provided following discussion and agreement with impacted residents.
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