

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	21 April 2015
Title:	Project Appraisal: A27 St Margarets Roundabout, Fareham
Reference:	6586
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

- 1.1. The purpose of this paper is to seek approval, subject to the final approval of the Local Growth Funding from the Solent Local Enterprise Partnership (SLEP), for the implementation of improvements to the A27 St Margarets roundabout at an estimated cost of £4.6million. The scheme forms the first phase of planned improvement works to the A27 Southampton Road corridor that aim to improve access to Fareham and Gosport.
- 1.2. The proposals aim to improve the management of traffic and provide capacity enhancements at this busy junction through the provision of traffic signals and additional traffic lanes. The scheme includes the provision of new off-road pedestrian and cycle facilities on the north side of the A27 including controlled crossing facilities across Cartwright Drive, and across the A27 on the west side of the roundabout.
- 1.3. Early stage traffic modelling work has been undertaken to assess the performance of six options for the junction using traffic flow projections to 2026 including making provision for the potential addition of the preferred schemes identified in the area. All of the options considered were based on providing a junction with either full or partial signal control or a combination of both, based on a roundabout junction solution which needs to be retained to facilitate u-turning A27 traffic. The approach utilised in the design process enables future improvements to provide dual carriageways where there are currently single carriageways along the A27 between Segensworth and the A27/B3334 Titchfield Gyratory. The scheme as presented is the result of this design process, where alternative schemes that provided insufficient capacity, insufficient provision for the future schemes, or inadequate provision for non-motorised users were rejected.

- 1.4. The proposals form part of the strategy to 'Improve Access to Fareham and Gosport'. The scheme aims to improve the management of traffic at peak travel times through the provision of traffic signals and additional traffic lanes; to improve journey time reliability; and to improve the provision of revised facilities for non-motorised users.

2. Background

- 2.1. Two reports were presented to the Executive Member for Economy, Transport and Environment in November 2014, one entitled 'Improving Access to Fareham and Gosport – Report of Consultation', and one entitled 'Local Enterprise Partnership Scheme Funding Update'. The first report notes that 87% of respondents to the summer 2014 consultation supported the planned improvements at the A27 St Margarets roundabout, and recommends that the schemes are approved as Council policy, are formally safeguarded, and progressed with immediate effect. The second report details the position with the funding strategy for various schemes around the County, and identifies £6million being made available by the Solent Local Enterprise Partnership to fund, subject to formal business case approval, the improvements at the A27 St Margarets roundabout, as part of the County Council's 2015/16 Capital Programme.
- 2.2. The proposals for the A27 St Margarets roundabout have been developed with a view to the other schemes in the area coming forward, such as the proposal to provide dual carriageway where there is currently single carriageway on the A27 Southampton Road between the A27 Segensworth roundabout and the A27/B3334 Titchfield Gyratory. Subject to approvals, this planned work is expected to come forward in the following financial year (2016/17), after this phase of work at the St Margarets roundabout is completed.
- 2.3. The existing priority controlled roundabout currently suffers with traffic congestion particularly during both the morning and evening peak travel times of the day. Whilst traffic flows are busy in both directions at these times the traffic flows tend to be from the Fareham and Gosport direction north-westwards in the morning peak with traffic heading towards the A27 at Segensworth and towards the M27 at junction 9. In the evening peak the dominant flow is reversed.
- 2.4. The A27 Southampton Road peak flows tend to restrict the movement of traffic from the side roads at the junction, such as at St Margarets Lane and at Warsash Road in the morning peak; and at Cartwright Drive in the evening peak. This is because side road traffic has to give way to the right in the normal way at the existing priority controlled roundabout. As a result significant queues form both on the side roads and on the A27 itself, which can extend back towards Titchfield to the east, and the Segensworth roundabout to the west.

- 2.5. Whilst it is proposed to add traffic signals to the Warsash Road arm of the junction it is not proposed to add traffic signals to the St Margarets Lane entry to the roundabout. This is because there is insufficient circulating carriageway space to accommodate a stop line and stationary traffic between the A27 westbound approach to the junction and the St Margarets Lane entry to the roundabout.
- 2.6. Whilst St Margarets Lane provides access to a limited number of local residents and businesses, this arm of the junction is not being improved as it could encourage more rat-running traffic to use the lane, which is very narrow in places and is unsuitable for the increased traffic flows that improved access to/from the A27 could bring. The lane also provides access to the western side of Titchfield village and as such increased traffic flows are not desirable in the village. Residents and businesses located on St Margarets Lane itself should, however, find that the provision of traffic signals on the other arms of the junction at the A27/St Margarets roundabout will provide some breaks in the traffic flows that enable traffic movement onto the roundabout.
- 2.7. The provision of traffic signals and additional traffic lanes at the junction aims to improve the management of traffic at the junction and enable side road traffic to emerge on to the roundabout safely under traffic signal control.
- 2.8. At present there are no pedestrian and cycle facilities at the roundabout where the current heavy traffic flows provide a barrier to movement for these user groups, particularly across the A27 Southampton Road. The proposals include the provision of a shared pedestrian and cycle route along the northern side of the A27, which is proposed to be extended under future improvements on the A27 between Segensworth and Titchfield. Further pedestrian crossing facilities are proposed on the west side of the roundabout to improve access between Cartwright Drive and the local shop at the 'Shell' fuel filling station, and for improved access to the east/west cycle route from the south side of the roundabout.
- 2.9. Although no specific equestrian facilities are proposed, the addition of the traffic signals at the roundabout will also improve equestrian access across the A27.

3. Finance

- 3.1. The Solent LEP has committed £6 Million of the Local Growth Fund for highway improvement schemes in Hampshire for the 2015/16 year, which includes proposals for the Peel Common roundabout in south Fareham, and the A27 St Margarets roundabout which is the subject of this report. The release of the funding is, however, subject to a LEP decision that at the time of writing this report is still pending. The County Council will not initiate a tender process for a contract for these works until formal confirmation of funding has been received.

3.2	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	278	6	Local Growth Fund	3,000
	Client Fee	50	1	Local Transport Plan	1,275
	Supervision	123	3	Developer Contribution	325
	Construction Land (Inc)	4149	90		
	Total	4600	100	Total	4600

3.3	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	20.0	0.017%
	Capital Charge	305.0	0.19%

4. Programme

- 4.1. The proposals for the A27 St Margarets roundabout form part of the County Council's Transport Capital Programme for 2015/16.
- 4.2. Initial preparation work, including some accommodation work to the boundary of the County Council owned land located on the northwest side of the roundabout and some local site clearance operations around the roundabout, have already commenced as authorised in the report entitled 'Local Enterprise Partnership Funding Scheme Update' approved on 4 November 2014. This work aims to complete the necessary advance site clearance work before the bird nesting season gets underway. There will then be an opportunity for any advance public utility diversions to be undertaken.
- 4.3. A contract for the main engineering work will be awarded to enable a commencement of the main works contract in the summer of 2015. The works are expected to take about ten months to complete. In order to minimise traffic disruption during the construction phase it is proposed that work will be restricted during peak traffic times to ensure the existing number of traffic lanes remain open, and night work will be undertaken where appropriate.

5. Scheme Details

- 5.1. The proposed improvements are being developed in advance of the future scheme to provide two traffic lanes in each direction where there is currently only one in each direction along the A27 Southampton Road between the Segensworth roundabout and the A27/B3334 Titchfield Gyratory. That

scheme is not compromised by this scheme, as the approaches to the St Margarets roundabout are dual carriageway.

- 5.2. In order to improve the management of traffic, the proposals aim to provide traffic signals on four of the five arms of the roundabout, including: both of the A27 Southampton Road approaches; the Cartwright Drive; and the Warsash Road approaches to the junction. Traffic signals are not proposed to be added to the St Margarets Lane arm of the junction which will retain priority (give way) control. Further traffic signals are proposed at the appropriate locations on the circulating carriageway of the roundabout relative to the signalised entry points.
- 5.3. Traffic signals are not being provided at St Margarets Lane entry to the roundabout as there is insufficient circulating carriageway space to accommodate a stop line and stationary traffic between the A27 westbound approach to the junction and St Margarets Lane. The provision of traffic signals on the other arms of the junction will, however, provide some breaks in the traffic flows at the junction that will enable limited traffic movement onto the roundabout.
- 5.4. To improve the capacity of the junction, one additional traffic lane will be added to each of the A27 Southampton Road entries to the roundabout, to form three lanes on both of the A27 approaches. The existing two lane exits from the roundabout onto the A27 Southampton Road will be retained. The additional approach lanes will help capacity and accommodate turning traffic.
- 5.5. The Cartwright Drive entry will remain as two lanes, but will benefit from widening to accommodate heavy goods vehicles, and the addition of traffic signal control. The exit from the roundabout to Cartwright Drive will be widened to form a two lane exit from the roundabout. This is necessary to help achieve the required capacity for the traffic signals on the circulating carriageway of the roundabout. Once on Cartwright Drive, northbound traffic will merge back into one lane to continue along Cartwright Drive.
- 5.6. On Cartwright Drive it is proposed to reinstate the right turn lane to accommodate right turning vehicle movements into the Holiday Inn hotel. To accommodate the right turn lane and the two lane northbound merge it will be necessary to relocate the existing pedestrian refuge and reconstruct it to the north of the new right turn lane.
- 5.7. The Warsash Road entry to the roundabout will remain as two lanes but will benefit from the addition of traffic signal control and revised pedestrian crossing facilities.
- 5.8. The existing circulating carriageway of the roundabout currently has two traffic lanes but this will be widened to three lanes except by the exit to St Margarets Lane where a fourth lane will be introduced over a short length for turning traffic. The addition of the extra traffic lane(s) will require some reshaping of the roundabout through a combination of adjusting the central island and increasing the outer diameter of the roundabout. The traffic lanes

will be signed and marked with appropriate designations to assist drivers negotiating the roundabout.

- 5.9. The existing roundabout currently has limited pedestrian and cycle facilities which are uncontrolled. The proposals include widening the existing footway on the north side of the A27 Southampton Road to create a east/west pedestrian and cycle route. A one metre wide grass verge will be provided to separate this facility from the carriageway. As part of this scheme, this will be constructed between Farm Road at its western end and the end of the existing dual carriageway at its eastern end. This is expected to be further extended as part of the following scheme in 2016/17 to provide dual carriageway between Segensworth and Titchfield.
- 5.10. At Cartwright Drive the pedestrian and cycle route will cross this road under traffic signal control. The crossing will be incorporated into the traffic signals on the entry to the roundabout, and a separate controlled crossing will be provided across the exit from the roundabout. This crossing will, however, be linked to the other signals at the roundabout so that a green pedestrian signal is provided at the appropriate time in the signal cycle. The cycle route will also connect to the existing cycle route that is located on the west side of Cartwright Drive.
- 5.11. To improve pedestrian (and cycle) accessibility across the A27 Southampton Road it is proposed to include a pedestrian crossing within the signalised junction on the west side of the roundabout. This will include a pedestrian phase in the traffic signals on the A27 eastbound approach to the roundabout, and a signalised crossing facility on the westbound carriageway near to the exit from the roundabout and the fuel filling station/shop. These crossing facilities will also be linked to the junction signals so that a green pedestrian signal is provided at the appropriate time in the junction signal cycle. This will be when the A27 westbound flow is at red and the Warsash Road entry is flowing on to the roundabout. The predominant traffic movements from the Warsash Road arm are towards Cartwright Drive and towards the A27 to Fareham. The left turn movements from Warsash Road are sufficiently low to enable the crossing to be activated without causing a queue back onto the roundabout under normal operating conditions.
- 5.12. All of the crossing facilities will have kerbside infra red detectors, which help to improve the efficiency of the crossing facilities and traffic flows. For example, when a pedestrian or cyclist has pressed the button but then managed to cross the road before the signals change, the detectors will cancel the pedestrian demand. Equally if a particularly large number of pedestrians, or if a person with impaired mobility requires additional time to cross the road, the signals will hold the traffic until the crossing is clear.
- 5.13. The proposals include an optional improvement to the exit from the A27 towards the 'Shell' fuel filling station and shop. The existing layout currently provides access directly from the A27 westbound carriageway onto the petrol station forecourt. At busy times this can mean that the queues for the fuel pumps can extend onto the westbound carriageway of the A27. This can lead

to problems for traffic leaving the roundabout when the nearside lane exit from the roundabout is effectively blocked by stationary traffic. The area outside the fuel filling station entry and exit has previously been provided with antiskid surfacing to address the number of injury accidents occurring. This has had a positive effect and it is proposed to further enhance this by reshaping the entry to the petrol station whilst undertaking the improvements to the St Margarets roundabout. The optional improvement would provide an extended entry lane to the petrol station which is separate to and on the nearside of the two traffic lanes for A27 westbound traffic. A colour surface treatment and lane destination markings will help ensure that traffic uses the correct lane for its destination. This part of the proposal is optional at this time as to accommodate the revised entry lane and the proposed pedestrian and cycle facilities, third party land from the fuel filling station will be required. Negotiations with the station owners are underway, and provision for the estimated cost of the works has been made within the scheme estimate.

- 5.14. Some areas of the roundabout were resurfaced in recent years as part of an 'Operation Resilience' scheme and as such it will not be necessary to resurface the whole roundabout. It will, however, be necessary to provide a new surface course adjacent to the areas of road widening to provide a uniform surface. Anti-skid surfacing will also be applied to all of the signalised approaches to the roundabout and the associated pedestrian crossings. The existing antiskid surfacing on the A27 westbound carriageway outside the fuel filling station will also be reinstated.
- 5.15. To accommodate the proposals, some third party land will be required. This includes the County Council owned land on the north-west and south-east sides of the roundabout. Both areas of land are managed by the County Council as part of the County Farms estate. Accommodation works to provide a new boundary fence, replacement hedge and ditch, and a revised access, have been constructed as part of an advance package of work. This was approved in November 2014 and the costs have been accommodated within this scheme budget.
- 5.16. Ecological surveys undertaken during the development of the scheme identified that the hedges forming the original boundary to the County Farm land may contain Dormice, which are, together with their habitat, protected by law. In order to remove the hedge a licence from Natural England is required which has been obtained. Dormice will typically hibernate over winter in the lower 30cm of a hedge and so as part of the preliminary site clearance operations the hedge has been reduced to this height. A replacement hedge has also been provided in accordance with the terms of the licence, and the remainder of the original hedge will be removed during the summer after the Dormice have completed their hibernation. The replacement hedge, formed using indigenous species, will form a replacement habitat for the Dormice.
- 5.17. As a result of the road widening it will be necessary to undertake some minor adjustments to the highway accesses to the plots adjacent to number 292 Southampton Road which is located on the east side of the roundabout. This includes the repositioning of the field gate slightly further into the property to

retain the existing distance between the carriageway and the gate. The occupier has been consulted and the work completed as part of the initial preparation works.

- 5.18. On the south side of the A27 Southampton Road opposite number 292 there is an existing layby which is untidy and regularly floods. The lay-by enables slow moving farm vehicles to get off the main carriageway before and after accessing the fields. The layby, drainage, and access to the field will be improved as part of the road widening in this area, and the existing footway will be reinstated. Part of the hedge and boundary fence will also be removed and reinstated on a revised alignment as part of this work.
- 5.19. The existing street lighting will be repositioned and upgraded to suit the new road layouts.

6. Departures from Standards

- 6.1. The scheme has been designed in accordance with national and local standards. There are no departures from these highway standards.
- 6.2. A safety audit has been completed and items identified were addressed through the detailed design process. A further safety audit will be undertaken upon completion of the works.

7. Community Engagement

- 7.1. A major public consultation was undertaken over an eight week period in June and July 2014, entitled 'Improving Access to Fareham and Gosport'. The consultation included information about planned transport improvements across the Boroughs including the proposals to improve by signalisation the A27 St Margarets roundabout, and the proposal to provide a dual carriageway along the single carriageway sections of the A27 between Segensworth and Titchfield. The consultation included a series of nine public exhibitions in the local area including at the Titchfield Community Centre in Titchfield, which is local to this proposal.
- 7.2. The results from the consultation indicated a strong level of support for the improvements, with 87% of respondents supporting the proposals to improve the A27 St Margarets roundabout.
- 7.3. Although high levels of support for the proposals were achieved, there were also some concerns raised as to: the efficacy of the proposals in reducing congestion and the general concern about traffic signals; the need to improve non-motorised provision; environmental impacts; and that the work may cause disruption. These points have been carefully considered and have been reported in the 'Improving Access to Fareham and Gosport – Report of Consultation', which was approved by the Executive Member for Economy, Transport and Environment on 4 November 2014.

- 7.4. As a follow up to the summer 2014 public consultation, the local residents and business that access their properties via the A27 Southampton Road have been contacted by letter. The letter provides an update with a more detailed drawing about the proposals for the A27 St Margarets roundabout and the intended delivery programme. The letter also provides information about a further planned consultation in the summer which will show more detail about the proposals to provide dual carriageways on the A27 between Segensworth and Titchfield, on either side of the St Margarets roundabout scheme.
- 7.5. Local interested parties, including the Titchfield Village Trust, the Segensworth Business Forum, The Holiday Inn, the Titchfield Primary School, the West Hill Park School and the St Anthony's RC Primary School, have also been contacted.
- 7.6. The scheme is located in the County Division of Titchfield and the proposals are supported by the local County Councillor, Councillor Hockley.
- 7.7. In order to help minimise disruption during the course of the construction phase, work will be restricted during peak traffic times to ensure the existing number of traffic lanes remain open, and off peak working and night work will be undertaken as appropriate. The planned roadworks will inevitably bring some disruption to the travelling public; however it is expected that these constraints will help reduce disruption for the majority.
- 7.8. A website will be established and regular media releases issued in order to keep local residents and businesses informed about local traffic management arrangements and the progress of the works.

8. Statutory Procedures

- 8.1. The hedges that bound the adjoining County Farms land to the northwest and southeast of the existing roundabout have been identified as potential habitat that will support Dormice, which together with their habitat are protected by law. In order to widen the highway over the line of the existing hedge it is necessary to remove parts of the existing hedges for which a licence is required, and has been obtained, from Natural England.
- 8.2. An application to Fareham Borough Council sought approval from the local planning authority to remove the hedges in accordance with The Environment Act 1995 and The Hedgerow Regulations 1997. The application was approved in December 2014.
- 8.3. No other statutory procedures, such as planning permission are required to implement this scheme.

9. Land Requirements

- 9.1. To accommodate the proposals some third party land will be required. This includes land owned by the County Council on the north-west and south-east

sides of the roundabout. Both areas of land are managed by the County Council as part of the County Farms estate, and leased to a tenant farmer.

- 9.2. The landowner has agreed in principal to the dedication of the land as highway, and the tenant farmer has been consulted. Upon approval of this project appraisal the formal dedication of the necessary land from the County Farm estate will be progressed by seeking confirmation from the Executive Member for Policy and Resources and Leader of the Council. The tenancy agreement with the tenant farmer will also be amended to reflect the changes, and the costs of this together with the accommodation works onsite have been included in the estimated cost of this improvement scheme.
- 9.3. On the western side of the roundabout next to the westbound carriageway of the A27 Southampton Road, and along part of the boundary with Warsash Road, land will be required to accommodate the improvement of the entrance to the 'Shell' petrol filling station and shop, and to accommodate the improvement to the footway and cycleway along the eastern boundary of this property. Without prejudice discussions have been taking place with the landowners, who have agreed in principle to the dedication of the necessary land and associated accommodation work. Upon approval of this project appraisal the formal dedication of the necessary land as highway will be further progressed.

10. Maintenance Implications

- 10.1. The proposals will generate increased maintenance pressures which have been calculated at £19,804 per annum and should be taken into account when setting future annual highway maintenance budgets.
- 10.2. The materials that will be used in the construction of the scheme are standard highway materials and will match those existing at the site.

11. Recommendations

- 11.1. That the Executive Member for Economy, Transport and Environment approves the Project Appraisal for the improvements to the A27 St Margarets Roundabout, Fareham, as outlined in the report.
- 11.2. That, subject to the final approval of the Local Growth Funding from the Solent Local Enterprise Partnership (LEP), approval is given to procure and spend and enter into necessary contractual arrangements to implement the proposed improvements to the A27 St Margarets Roundabout, set out in this report, at an estimated cost of £4.60million to be funded from a combination of Local Growth Fund money, as awarded by the Solent LEP, Local Transport Plan funding, and local Developer contributions.
- 11.3. That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

- 11.4. That the new sections of shared use footway/cycleway as proposed in the scheme details be incorporated into the Highway Network under Section 65 and Section 66 of the Highways Act 1980.

LTP3 Priorities and Policy Objectives

3 Priorities

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire
- Provide a safe, well maintained and more resilient road network in Hampshire
- Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods

14 Policy Objectives

- Improve road safety (through delivery of casualty reduction and speed management)
- Efficient management of parking provision (on and off street, including servicing)
- Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points)
- Work with operators to grow bus travel and remove barriers to access
- Support community transport provision to maintain 'safety net' of basic access to services
- Improve access to rail stations, and improve parking and station facilities
- Provide a home to school transport service that meets changing curriculum needs
- Improve co-ordination and integration between travel modes through interchange improvements
- Apply 'Manual for Streets' design principles to support a better balance between traffic and community life
- Improve air quality
- Reduce the need to travel, through technology and Smarter Choices measures

- Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school
- Develop Bus Rapid Transit and high quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability
- Outline and implement a long term transport strategy to enable sustainable development in major growth areas

Other

Please list any other targets (i.e. National Indicators, non LTP) to which this scheme will contribute.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	no
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	no
Corporate Improvement plan link number (if appropriate):	

Other Significant Links

Links to previous Member decisions:		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
EMETE – ‘Improving Access to Fareham and Gosport – Report of consultation’	6154	04.11.2014
EMETE – Local Enterprise Partnerships – Transport Funding for Major Schemes	6197	04.11.2014
Direct links to specific legislation or Government Directives		
<u>Title</u>	<u>Date</u>	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

<u>Document</u>	<u>Location</u>
Project files	EII Court West, 2 nd Floor, Winchester

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

1.1. The proposals will have no or low impact upon groups with protected characteristics. The proposals to improve the St Margarets roundabout are accessible to all road users and include additional off-road facilities for pedestrians and cyclists, including some signal controlled road crossing facilities. These add value in terms of accessibility over and above the existing provision, by providing more route choices for these user groups around the roundabout.

2. Impact on Crime and Disorder:

2.1. This proposal is not expected to impact on crime and disorder.

3. Climate Change:

3.1. How does what is being proposed impact on our carbon footprint / energy consumption?

The proposal aims to improve the management of traffic, reduce congestion, and reduce unpredictable journey time delays at peak periods. If this is realised then the proposals may help to reduce the carbon footprint and energy consumption.

3.2. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The proposal aims to improve accessibility for pedestrians and cyclists and thus improve the attractiveness of these travel modes, which in turn may help to reduce pollution and improve resilience in the longer term.