

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Executive Member – Environment and Transport
Date:	6 November 2012
Title:	Project Appraisal: A27 Park Gate Toucan Crossing
Reference:	4417
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

1.1. The purpose of this paper is to provide details of the proposal to implement a Toucan crossing on the A27 Southampton Road at Park Gate, Nr Fareham, together with associated pedestrian and cycle improvements, to form links between Swanwick railway station, Park Gate village centre, the Segensworth Business areas, and the non-A27 section of Southampton Road.

1.2. This report was considered by the Executive Member for Environment and Transport in September 2012 and deferred pending a verification of the proposal as presented, given the concerns raised by an objector to the original proposal. This included a review of the following:

- whether the proposed signal controlled Toucan crossing could be located to the west side of the Botley Road roundabout on the A27 Bridge Road, instead of the east side on the A27 Southampton Road;
- if this is feasible, to consider ways of encouraging pedestrians who are walking between the Badgers Copse development and the Park Gate Primary school, to be re-routed to the revised crossing position by providing pedestrian guard-railings, as it is no longer on the pedestrian desire line;
- whether a controlled pedestrian crossing can be provided on Botley Road to improve the attractiveness of this route for pedestrians and cyclists;
- whether a revised junction arrangement may be able to better serve pedestrian crossing provision in the event that the options listed above for investigation prove unfeasible;

- to reassess the impact of the audible signal on residents living in the vicinity of the original proposal; and
- to consider whether the original proposal will exacerbate the safety concerns associated with Hunts Pond Road, by delivering pedestrians and cyclists to this road which has to be crossed to reach the school.

1.3. Since the deferral of the decision in September the requested work has been undertaken with the following outcomes:

- it is feasible to provide a Toucan crossing on the west side of the Botley Road roundabout on the A27 Bridge Road, however this is a considerably longer route (almost double) for pedestrians than the existing route to the east of the roundabout;
- pedestrian guard-railing cannot be provided without providing gaps for the existing accesses along the north side of the roundabout and along the north side of Botley Road, given the number of access points to private properties and businesses. The alignment of the road over this length is such that pedestrian guard-railing is also likely to compromise visibility for drivers emerging from the private driveways. Whilst a combination of fencing/pedestrian guard-railing and landscaping could be provided on the south side of Botley Road, and around into Bridge Road, it is likely that pedestrians would still attempt to cross the road using the gaps in the guard-railing, only to find they cannot access a footway on the south side of Botley Road;
- it is not feasible to provide a signal controlled crossing on the Botley Road, given the proximity to the roundabout and the number of private accesses. It would, however, be feasible to site a Zebra crossing on Botley Road, although the only possible site is located close to the existing petrol station entrance, approximately 50m west of the roundabout, which adds significantly to the length of this route. Pedestrian activity is low however, and the site would not pass the normal assessment criteria for pedestrian crossing provision. In addition, a zebra crossing cannot be used by mounted cyclists and would not improve connectivity between the proposed cycle facilities;
- a revised junction arrangement, based on the replacement of the roundabout with a traffic signal controlled junction incorporating a pedestrian phase, has been explored and is not feasible. This is due to the existing traffic volumes and the site constraints, whereby it is not possible to maintain junction capacity, particularly for right turning traffic, equivalent to or better than the existing roundabout arrangement. Modelling work has identified that traffic queues would increase significantly;
- the audible warning signal is proposed to be reduced to a minimum volume level to reduce the impact on nearby residents. It is also proposed to reduce the hours of operation to 0700 – 2030 hours to

avoid night time disturbance. If approved the scheme will be monitored and reviewed, to include the views of residents and users, for example in respect of the audible signal volume. In addition to the audible signal and pedestrian signals, the crossing will be equipped with tactile dials, which are provided for those with hearing or sight impairments;

- to address the safety concerns in Hunts Pond Road, a safety scheme is currently being developed. It is proposed to implement the planned safety improvements in Hunts Pond Road, which incorporate an improved uncontrolled pedestrian crossing on Hunts Pond Road near its junction with Admirals Road, before the proposed Toucan crossing on A27 Southampton Road becomes operational; and,
- whilst the proposed improvement of the pedestrian facilities on Hunts Pond Road is complementary to the provision of the Toucan crossing on the A27 Southampton Road, the provision of the proposed Toucan crossing will also be complementary to the proposed safety improvements by improving road crossing facilities on the A27 Southampton Road, thus creating a safer and comprehensive pedestrian route to the primary school from the residential areas located to the north of the A27/A3051 corridors.

1.4. The conclusion of this work is that the original proposal to provide a Toucan crossing on the A27 Southampton Road best addresses the severance created by the traffic flows on the A27, and best serves pedestrian and cycle activity in the vicinity of the A27/A3051 Botley Road roundabout.

2. Recommendations

- 2.1 That the project appraisal to implement a Toucan crossing on the A27 Southampton Road, together with the associated cycle facilities in the local area, at an estimated cost of £366,000 be approved.
- 2.2 That the existing and proposed footways, which form part of this proposal, be formally converted for shared use by pedestrians and cyclists under Sections 65 and 66 of the Highways Act 1980.
- 2.3 That the safety improvements planned for Hunts Pond Road be delivered simultaneously with the new Toucan crossing, such that these are in place before the Toucan crossing is operational.

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:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	no
Corporate Improvement plan link number (if appropriate):	

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>
Scheme Files	Strategic Transport – Economy Transport and Environment Department Winchester.
Scheme Files	Engineering Consultancy, Winchester

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1 The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. An assessment of the impacts in this service area, 1.4 - Developing Hampshire's Highways Network and Transport System, can be found at <http://www3.hants.gov.uk/equality/equality-impact-assessments/cx-pu-eqimpact-envi.htm>

It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

2. Impact on Crime and Disorder:

- 2.1. It is considered that the proposed decision will have no impact on crime and disorder.

3. Climate Change:

- (a) How does what is being proposed impact on our carbon footprint / energy consumption?

The current policy of Reduce, Recycle, Reuse will be implemented, such that excavated material, where possible, will be reused as sustainable material on future schemes.

- (b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The scheme proposals are expected to have a positive effect on climate change by improving road crossing and cycling facilities, thereby offering a healthy alternative travel opportunity.

PROJECT APPRAISAL

1 Executive Summary

1.1 Scheme Outline

- 1.2 The proposed signal controlled crossing was originally identified in LTP2 (2006 – 2011), located indicatively on the A27 Southampton Road to the east of the A3051 Botley Road roundabout.
- 1.3 The Toucan controlled crossing is required to address severance problems for pedestrians and cyclists across the busy A27 Southampton Road, and to improve accessibility between the residential areas to the north of the A27 Southampton Road and the Park Gate Primary School, located to the south, and accessed via Hunts Pond Road and Admirals Way. The difficulties experienced by pedestrians and cyclists are identified in the School Travel Plan, and the proposal aims to provide a safer route to the school.
- 1.4 The associated pedestrian and cycle route improvements are aimed at improving accessibility to the public transport facilities at Swanwick railway station, and to the Segensworth Business areas, to promote walking, cycling, and access to public transport for people living and working in the area.
- 1.5 An earlier phase of work has provided improved cycle storage at the Swanwick railway station, and the provision of pedestrian and cycle route facilities from there towards the Whiteley residential and business areas located to the north of the station and the M27.
- 1.6 Work undertaken with the Segensworth Business Forum Ltd, which is a 'Business Improvement District', representing most of the businesses within the Segensworth business areas, has brought about the construction of a pedestrian and cycle link between the Segensworth West and Segensworth East business areas, via the underpass under the A27/M27 link road, which avoids the need for these user groups to negotiate the busy A27 Segensworth roundabout. Part of the proposals forming this project appraisal provide a link from the Swanwick railway station to this new facility, with the aim of improving access between the business areas and the public transport facilities.

Alternative Options

- 1.7 An alternative position for the Toucan crossing has been investigated on the A27 Bridge Road Park Gate, to the west of the A27/A3051 Botley Road roundabout, and whilst a crossing in this location is feasible, a crossing in this position would not serve the intended purpose of improving the route for children attending the Park Gate Primary School, or improving access to the Segensworth Business areas. This alternative location also does not serve

the cycle network improvements forming part of these proposals, particularly in terms of users on the new shared use facility proposed on the south side of the A27 Southampton Road.

- 1.8 If a controlled crossing on A27 Bridge Road was to be developed, pedestrians would have to cross the A3051 Botley Road, to access the crossing from the north side. To improve this route the provision of a signal controlled crossing on Botley Road has been investigated and it is not possible to provide such a crossing in this location given the proximity to the roundabout, the number of vehicle accesses to private properties, and the low numbers of pedestrians crossing.
- 1.9 As an alternative to a signal controlled crossing the provision of a zebra crossing has also been investigated and found to be feasible in one location about 50m from the roundabout next to the petrol station access. This would however be a significant distance from the pedestrian desire line on Botley Road and even further away from the existing pedestrian desire line on the A27 Southampton Road.
- 1.10 The provision of a controlled crossing on A3051 Botley Road as an alternative to the A27 Southampton Road would require a system of pedestrian guard-railing to direct pedestrians along the prescribed route to the crossing facilities. This has also been investigated and discounted given the number of vehicle access points, the impact on visibility from side accesses and the impact on the street scene. Whilst a combination of anti-pedestrian measures could be implemented on the south side of Botley Road where there are no vehicular accesses, there is the potential for pedestrians to still attempt to cross the road and find no access to a footway on Botley Road. This is a particular issue where the revised route from the north would be approximately 190m long compared to the route via Southampton Road at approximately 80m.
- 1.11 A further option to provide a traffic signal controlled junction with pedestrian crossing facilities in place of the existing roundabout has also been considered but discounted as the junction would not have sufficient capacity to deal with the existing traffic demands.
- 1.12 Alternative routes for pedestrians and cyclists between the Swanwick railway station and the A27 Southampton Road, and to the Segensworth business areas have been considered but rejected on the basis of unsuitable gradients or being too indirect.

Measures of Success

- 1.13 The proposals aim to improve pedestrian and cycle accessibility in the area and this is expected to be represented in, an increased level of satisfaction with the routes to the Park Gate Primary School; an increase in walking and cycling to Swanwick railway station; an increase in local residents walking and cycling to work in the Segensworth business areas; and a reduction in the perceived dangers of crossing the Southampton Road. After surveys of road crossing activity will be undertaken, and further workplace travel plan

surveys will be undertaken by the Segensworth Business Forum to identify any increase in local journeys by sustainable modes.

- 1.14 The personal injury accident records for the latest five year period (1 June 2007 – 31 May 2012) identify a total of 13 recorded injury accidents in the vicinity of both the Botley Road roundabout (9) and the Telford Way roundabout (4). Of these 12 were of slight severity and 1 was serious. No accidents involving pedestrians are recorded, although 4 involve cyclists. The provision of the Toucan crossing and associated cycle facilities should contribute towards maintaining the low pedestrian accident record and should reduce the number involving cyclists. The majority of accidents are tail end shunt type accidents which are likely to remain unchanged as a result of this proposal. The accident record will however continue to be monitored.

2 Finance

2.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	86	24	Developer contributions	276
	Client Fee	43	12	LTP	90
	Supervision	7	2		
	Construction	230	63		
	Land	Nil			
	Total	<u>366</u>	<u>100</u>	Total	<u>366</u>

2.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	33	0.030
	Capital Charge	33	0.025
	Total Expenditure	<u>66</u>	<u>0.055</u>

3 Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	November 2012	February 2013	May 2013	May 2014

4 Scheme Details

- 4.1 The proposals include the provision of a Toucan signal controlled crossing on the A27 Southampton Road approximately 38m east of the A3051 Botley

Road roundabout. This is a single stage (as opposed to staggered) crossing, with no central waiting area, where pedestrians cross the road in one stage. The crossing would be equipped with tall signal poles with high level heads mounted above the standard height heads, giving a height of 5.4m. This is required due to drivers in the offside westbound lane potentially losing sight of the nearside signal head behind a high sided vehicle in the nearside lane.

- 4.2 The proposed signal aspects would be of the modern light emitting diode type rather than traditional halogen bulbs, and the signals will be directed towards approaching drivers. The normal height primary signals (positioned at the nearside to the stop line) are angled towards a point 40 metres back from the stop line. The secondary signals (positioned on the offside) which are at normal height will be directed to the driver at the stop line. The high level signals are to provide advance warning of the signals ahead and therefore these will be directed further down the road to drivers approaching at distance from the crossing (40 metres plus).
- 4.3 The light outputs from the signals vary according to the angle at which they are viewed, and are at their brightest when viewed straight on. The light outputs diminish to 30% at a point 15 degrees from the straight on position, and decrease further to less than 10% beyond 20 degrees. The adjacent buildings on Southampton Road are outside this 20 degree envelope, however some of the properties on Hunts Pond Road are within the 20 degree envelope. These properties are however further away from the secondary signals to be located on the north side of the road, and therefore the light output should be reduced at these distances. The aspects will dim at night and this occurs when a solar cell detects a drop in ambient light levels, as the brighter lights are not required when darker ambient light conditions prevail.
- 4.4 The proposed Toucan crossing will supplement the existing uncontrolled crossing facilities at the traffic deflection islands of the roundabout, but it is proposed to remove the dropped kerb facilities on the Southampton Road arm of the roundabout to help encourage use of the new crossing. The drop kerb crossings on the other arms of the roundabout will be retained.
- 4.5 The existing speed limit at the A27/A3051 Botley Road roundabout and on the adjacent roads is 30mph, however the speed limit currently changes to 50mph at a point just to the east of the A27/A3051 Botley Road roundabout. The proposals include for an extension of the 30mph speed limit along the A27 Southampton Road eastwards for about 250m to a point just east of the A27/Telford Way roundabout. This will help contain vehicle speeds and support the safe use of the Toucan crossing.
- 4.6 The A27/A3051 Botley Road roundabout was resurfaced in October 2010 and remains subject to a three year Section 58 notice. This is designed to help control activities on the highway and reduce incidents where new road surfaces are excavated unnecessarily. The construction of the Toucan crossing will involve minor works to install service ducts across the

carriageway and minor adjustments to kerb lines, as shown on the detailed drawing. It is considered that on this occasion the wider public interest is better served by enabling the necessary construction work to proceed in advance of the expiry of the Section 58 notice.

4.7 The further proposals include;

- (i) widening of the existing footways around the roundabout to create off road shared use cycle facilities around the roundabout to aid pedestrian and cycle movements between the Toucan crossing and the proposed cycle route improvements;
- (ii) widening of the existing footway located on the south side of the A27 Southampton Road to form a 2.5m wide shared use footway/cycleway leading from the Toucan crossing to the non A27 Southampton Road, including the removal of overgrown vegetation and the raising of its level;
- (iii) the provision of on road advisory cycle lanes on both sides of the A27 Bridge Road from the off road facilities at the roundabout to the existing on road advisory lanes approximately 300m west of the roundabout;
- (iv) the provision of a signed on road advisory route from the Botley Road roundabout along the A3051 Botley Road for approximately 500m to the junction with Duncan Road, and along Duncan Road to the Swanwick railway station;
- (v) the provision of additional signing along the existing pedestrian and cycle facilities located within the Badgers Copse residential development, linking between the A27 Southampton Road and Telford Way, forming part of the Segensworth West business area;
- (vi) the provision of a signed passive cycle route along Telford Way, Crompton Way, Whittle Avenue and Little Park Farm Road in Segensworth East, to link to the newly formed pedestrian and cycle facilities that lead from Little Park Farm Road via the existing underpass under the A27/M27 Link Road to Brunel Way in Segensworth East;
- (vii) the removal of most of the existing permitted waiting (for 40 minutes) on the north side of the A3051 Botley Road, and replacement with no waiting at any time. Surveys indicate that the parking bays are not normally used. This will facilitate the provision of the passive on road facilities on the A3051 Botley Road.
- (viii) localised alterations to the existing street lighting to enable the provision of the facilities;

- (ix) subject to the necessary permissions being achieved, alterations to the existing boundary fence forming the rear boundary of No1 Hunts Pond Road, to raise its level by approximately 0.5m and maintain the existing height above the newly raised footway on the south side of the A27 Southampton Road;
- (x) the provision of pedestrian and cycle route destination signing and other cycle signing and road markings to indicate the passive and advisory cycle facilities and shared use status of the footways;
- (xi) tactile paving and drop kerb crossings as indicated on the detailed drawings

4.8 A location plan is attached to this document and detailed drawings of the proposals will be displayed at the meeting.

5 Departures from Standards

5.1 There are no departures from the relevant Department for Transport and County Council standards for highway improvement schemes.

5.2 A detailed design stage safety audit has been completed and the points raised have been addressed in the design. A further safety audit will be undertaken on completion of construction.

6 Community Engagement

6.1 Fareham Borough Council have been consulted and support the proposals to provide the Toucan crossing and associated cycle facilities. The proposals to remove the parking along the north side of the A3051 Botley Road have been presented to the local ward Members who support the proposal to remove the area of unused parking and replace it with no parking at any time.

6.2 Site notices, advertising the intention to provide a crossing to the east of the Botley Road roundabout, were placed onsite on 25th January 2011. This has generated 5 objections from 3 residents as detailed in Appendix A.

6.3 Further site notices, as an update to the public, and re-advertising the intention to provide this crossing, were placed onsite on 17th August 2012 with a closing date of 4th September for any new comments. These generated no new objections, however further correspondence has been received from one of the objectors referred to in Appendix A, which has been updated to reflect the points made.

6.4 In light of the objections received about the provision of the signal controlled crossing, the local Member, Councillor Geoff Hockley, has withdrawn his support for the scheme.

- 6.5 The adjacent County Division Members, Councillor Sean Woodward, within whose ward some of the measures are proposed, and Councillor Keith Evans, have been consulted and support the proposals. With regard to the alternative crossing position considered on the A27 Bridge Road, the local County Division Member Councillor Sean Woodward did not support the proposal.
- 6.6 Separately, correspondence from 6 other residents in the local area has been received which identifies the difficulties of crossing the A27 Southampton Road and queries the delay in the delivery of the proposed Toucan crossing.

7 Statutory Procedures

- 7.1 The proposed reduction in the speed limit from 50mph to 30mph along the A27 Southampton Road from a point just east of the A27/A3051 Botley Road roundabout is supported by the Police and the local County Member Councillor Hockley. The proposal is currently being publicly advertised and will be subject to standard but separate process. If approved it is proposed to be implemented with the construction stage of this scheme.
- 7.2 The proposals to remove the parking along the north side of the A3051 Botley Road have been presented to the local ward Members who support the proposal to remove the area of unused parking and replace it with no parking at any time. These proposals have not yet been publically advertised, but it is proposed that they be advertised by Fareham Borough Council. In the event of objections being received this part of the proposal will be reviewed, and adjusted as necessary depending on the number and nature of the objections received.
- 7.3 The proposal to undertake the implementation of the Toucan crossing was advertised using site notices on the 25th January 2011. This has generated 5 objections from 3 residences, and is detailed in Appendix A.
- 7.4 In response to the potential noise emanating from the proposed crossing, noise surveys were undertaken in May 2012.
- 7.5 The noise surveys took place at two sites - one being the proposed location for the signal controlled crossing near No 9 Southampton Road (Site 1), the second being the existing signal controlled crossing on the A27 Bridge Road (Site 2) - about 300m west of the Botley Road roundabout. Given the location of the second crossing, adjacent to existing residential properties, the bleeper volume is set low and is switched off at about 8:30pm. The surveyors comment that the bleeper noise gave a reading of between 60 and 62 dB, according to whether it is set to its minimum or maximum setting.
- 7.6 The survey results from site 1 give the existing average ambient noise levels at the site of the proposed crossing, and average at around 70 - 75dbA, with a fall to around 68 dBA average in the late evening. Minimum recorded

ambient noise levels are typically 52 to 57dB during the normal working day, and lower in the evening (41 - 50dB). The survey results from site 2 give the average ambient noise levels of around 68 - 72dB over the day, falling to around 65/66 dBA in the late evening. Minimum recorded noise levels are in the region of 51 - 57dB, falling to 43 - 47dB in the evening.

- 7.7 The existing crossing is therefore producing noise at levels lower than the average ambient noise levels in any given time period. There are times however when the noise from the crossing is above the minimum recorded values. During the 1630 - 1730 time period the sensitivity of the measuring equipment was adjusted to give results over every second rather than every minute, enabling a more accurate analysis of the data. Between 1630 and 1640hrs the volume control on the bleeper at site 2 was adjusted to its maximum volume, so selecting five minutes within this time period and five minutes with the bleeper volume reduced to its minimum, with the crossing in and not in use, the 7 second period that the bleeper is active, doesn't stand out amongst the regular variance in ambient noise levels.
- 7.8 Notwithstanding the above, the audible warning signal is proposed to be reduced to a minimum volume level to reduce the impact on nearby residents. It is also proposed to reduce the hours of operation to 0700 – 2030 hours to avoid night time disturbance. If approved the scheme will be monitored and reviewed, to include the views of residents and users, for example in respect of the audible signal volume. In addition to the audible signal and pedestrian signals, the crossing will be equipped with tactile dials, which are provided for those with hearing or sight impairments.

8 Land Requirements

- 8.1 The proposals are confined to areas of public highway so no third party land is required to construct the proposals.
- 8.2 There are however accommodation works proposed to the rear boundary fences of No 1, No 1a, and No 3 Hunts Pond Road. The adjustment of the level of the footway in the vicinity of the boundary fence necessitates the construction of a small supporting structure under the footway, and it is proposed to remount the existing boundary fence at the higher level to maintain the same height of fence between the public highway and the garden of this property. The proposed alterations have been offered to the residents, one of whom has declined. This is not an essential part of the scheme and if the proposal is approved the modifications will be offered again, and if accepted, the necessary licence to enter upon the land will be obtained as part of this work.

9.0 Maintenance Implications

- 9.1 The proposed new shared footway/ cycle route and pedestrian refuges will generate maintenance costs, which will be incorporated into the revenue

implications. The materials selected in the design are standard highway materials to match those existing at the site.

Appendix A – Outline of objections to the proposed Toucan Crossing, and officers responses.

Objector	Basis of Objection	Officers Response
Mr & Mrs E Southampton Road, Park Gate	1. Disturbance by noise from crossing 'bleeper'	<p>1a. The proposed bleeper will only be operational during the daytime (7am – 8:30pm).</p> <p>1b. The proposed bleeper will be set to its minimum level, and only audible above the noise levels generated by stationary traffic, which is lower than ambient noise levels.</p> <p>1c. Once constructed and following monitoring and liaison with residents, the audible signal could be removed, leaving users reliant on the visible signal and the tactile dials, usually provided for those with hearing or sight impairments;</p>
	2. Encouraging late night anti-social behaviour	2. Traffic levels are lighter at night so the proposed crossing is unlikely to attract or encourage anti-social behaviour.
	3. Extra noise from stop/go traffic	3. The proposed site is between two roundabouts where traffic speeds are low and traffic is already stop/start,

		particularly at busy times of the day.
	4. Health of family member	4. The crossing will operate within the ambient noise levels already existing at the site.
	5. Difficulties accessing driveway due to street furniture	5. The position of the street furniture associated with the crossing has been amended from the original site plan to minimise the disruption to visibility. The proposals have been subjected to a safety audit.
Mr F & Ms P Southampton Road Park Gate	1. Disturbance created by the location of the proposed crossing near grade listed properties.	1. The crossing will operate within the ambient noise levels already existing at the site. Site supervision will ensure that the engineering works do not create any disturbance to the surrounding area.
	2. Alternative location on A27 Bridge Road preferred.	2. This option has been investigated but would not serve the intended function of providing a safer route for children from the residential area to the north of Southampton Road to access Park Gate Primary School. Investigations have identified that a controlled crossing cannot be provided on Botley Road in a sensible location relative to pedestrian desire lines. Traffic volumes are lower in the alternative location

		which improves road crossing opportunities.
	3. The proposed crossing directs pedestrians heading for Park Gate Primary School towards a crossing point with limited visibility, and to Hunts Pond Road which has limited pedestrian facilities.	3. The visibility will be improved by removing the excess vegetation. Hunts Pond Road is the subject of further separate improvements which include a proposed enhanced uncontrolled crossing facility near the junction with Admirals Road.
Mr S Hunts Pond Road, Park Gate	1. Increased air pollution.	1. The proposed site is between two roundabouts on the busy A27 Southampton Road where traffic is already stop/start, particularly at busy times of the day, so the proposed crossing is unlikely to impact significantly on levels of air pollution.
	2. Increased noise levels.	2. The crossing will operate within the ambient noise levels already existing at the site and the proposed bleeper will only be operational during the daytime (7:30am – 8:00pm - times to be confirmed).
	3. Unknown impact on traffic flow.	3. The proposed crossing will have a small impact on traffic flow by introducing a short delay however this is not significant in the context of the site.
	4. Flooding to garden.	The proposed widening and raising of the footway will improve

		drainage as surface water will be able to fall towards the road.
	5. Intermittent noise from the crossing disturbing occupants of dwelling.	<p>5a. The proposed bleeper will only be operational during the daytime (7:30am – 8:00pm - times to be confirmed).</p> <p>5b. The proposed bleeper will be set to its minimum level, and only audible above the noise levels generated by stationary traffic, which is lower than ambient noise levels.</p>
	6. Intermittent flashing lights from the crossing disturbing occupants of dwelling.	6. The traffic signals will be facing the traffic rather than the property and the pedestrian indicators will be at a low level, and obscured by the garden fence.