

As discussed, I have reviewed the attached objection and note that the document and supporting Appendices are almost identical to that submitted as part of an objection to the original application. Given that the content of the note has not changed, I have re-provided the response sent by Stuart Jarvis to the gentleman below.

- 1) The Highway Authority has independently assessed the implications of the development and has reached its position having reviewed several factors, including vehicle speeds, inter-visibility between pedestrians and vehicles, accident history and traffic volumes to consider both the existing and forecast interaction between pedestrian and vehicles. As set out in our previous response, the Highway Authority is satisfied that the additional vehicular, pedestrian and cycle trips generated by this development are not considered to compromise the existing operation of the road. In addition, Hampshire County Council's safety auditor has reviewed the impact of the development on this section of highway and considers that the current operation of Lower Road will not be affected by the additional vehicular and pedestrian flows.
- 2) The Highway Authority has given consideration to the pedestrian movements on this section of Lower Road. Given the location of existing footways and the better forward visibility available on the western side of the road, we have concluded that this is the most appropriate route for pedestrians to use. For this reason, we have not asked for additional visibility drawings on the eastern side of the bend.
- 3) Lodge Road was highlighted as a potential alternative route to Lower Road, although it is anticipated that the majority of pedestrians will walk along Lower Road given that most of the nearby amenities are located to the east. This route is hard surfaced and lit (albeit to a degree, as mentioned within your technical note) and does provide an alternative route for pedestrians should they not feel inclined to use Lower Road.
- 4) Whilst I note the potential measures you have identified to re-engineer Lower Road, the existing road layout lends itself to low vehicle speeds and is already used safely by pedestrians. We have therefore not required mitigation on Lower Road.

If you require any further information please let me know.

Kind Regards,

Chris Hirst
Transport Planner