

Please state why you wish the condition(s) to be removed or changed:

Condition 6 states 'Prior to the substantial completion of Phase 1, binding arrangements shall have been made for the provision of the proposed toucan crossing of Langstone Road in accordance with details submitted to and approved by the local Planning Authority in conjunction with the Highway Authority.' Reason: 'In the interest of residential amenity and highway safety.'

In October 2001 an interim proposal for a crossing of Langstone Road was approved by the Highway Authority and notification was given to the Planning Authority prior to works starting.

These interim proposals were installed by the Highway Authority in 2002 and operated without incident. Further amendments to the crossing were approved by the Highway Authority and implemented in 2009; this combined two existing crossings allowing walkers, mobility scooters, wheelchairs, prams and cyclists to use the crossing in both directions giving access to the new off road shared pedestrian cycle path on the west side of Langstone Road north of Mill Lane which was built at the same time. There have been no reports of safety related incidents at this location since these changes were introduced.

At the current time the Highway Authority has not approved the implementation of a Toucan crossing at this location. Whilst the existing non-signalised crossing meets highway safety requirements it does not currently meet the criteria for a signalised crossing. This can only be met by accounting for all the pedestrians and cyclists crossing Langstone Road between Mill Lane and the Ship Inn. Even if such an approach was considered acceptable, Mill Lane may not be the right place for a Toucan crossing; sites near Langstone High Street or the Ship Inn would be closer to meeting the assessment criteria.

When the criteria are met and the crossing is considered, a fresh transport modelling will need to be undertaken to assess the effect of the signalised crossing at the proposed location. This will include traffic flows along the A3023 and how this effects the A27 Langstone Roundabout and the various side access roads. With this in mind the Toucan crossing has been added to Hampshire County Councils 'Transport Contribution Policy scheme list' to ensure that if and when the criteria is met in full, and the effect on the A27 is demonstrated to be acceptable, then funding can be allocated for the Toucan crossing. However should the effect on the Langstone Roundabout be considered too great, then the Toucan might not be approved for installation even if it meets the Highway Authority criteria.

It is now hoped to complete the missing section to Langstone Sailing Club and beyond to 20m short of Langstone Bridge. This will improve safety along this missing section of the route. It will encourage more walkers and cyclists to use Billy Trail between Mill Lane and Langstone Bridge rather than walk and cycle on the narrow western footway along Langstone Road. Once this section is constructed further investigation will be undertaken to see if the crossing has met the County Council's criteria for a Toucan crossing but it will

be the decision of the Highway Authority to determine whether a Toucan crossing can be installed.

For the reasons explained above, the Toucan crossing may not be approved by the Highway Authority. In such a scenario it is suggested that it is unrealistic for a binding agreement to be provided since it may be subject to ongoing and perhaps permanent frustration. It will also prevent the missing section being completed which if implemented will improve the safety and use of the route. It should be noted that the highway safety issues at the existing crossing appear to have been successfully addressed with the non signalised crossing.

The other reason for the Condition was for residential amenity; this has also been satisfied by providing both the non signalised crossing at Mill Lane and an additional non signalised crossing at Langstone High Street. Both crossings are suitable for all users, including those with wheelchairs, mobility scooters, prams and cycles. Both crossings provide the ability to cross each direction of traffic flow in individual manoeuvres by waiting on the central island - the previous arrangements required that any person crossing Langstone Road needed to cross all traffic lanes in one go, or wait on the centreline unprotected.

Since both reasons for the Condition have been met, I request Condition 6 is removed.