

Consultation Summary and Analysis

Ninety-seven representations received thirteen of which expressed support for the proposal with others generally raising multiple issues, summarised below with officer response:

No. of Representations	Issue	Officer Response
23	Grade separated solution required or bridge over the Medina - Should consider another route across / around Newport from Cowes	A grade separated solution is not achievable given the land and environmental constraints. A bridge over the Medina is being evaluated as a part of the broader strategy although it has been established that an improvement at this junction will be necessary irrespective of the wider strategy and will not be prejudicial to any element of that
20	Interaction between signalised junction and roundabout will result in queuing through both in both directions causing gridlock	The proposed signalisation of the roundabout has been revisited and recast as a signal controlled junction allowing the linking of the signals to operate more efficiently
15	Issues at other strategic junctions are of a higher priority and should be targeted first	Solutions for the other strategic junction remain to be finalised although it has been established that an improvement at this junction will be necessary irrespective of the wider strategy and will not be prejudicial to any element of that.
13	Create a joint use path / improved active travel links on the eastern side of Medina way linking from town centre to hospital / college	Promotion of alternative travel options is a key part of any sustainable transport strategy particularly in urban and town centre areas although this is beyond the scope of this scheme
12	Traffic flows should be reduced by promotion of multi-occupancy motor vehicles, public transport or active travel / park & ride	Promotion of alternative travel options is a key part of any sustainable transport strategy particularly in urban and town centre areas although appropriate traffic capacity must be provided on strategic routes

11	No need for intervention, no practical existing issues outside of rush hours which quickly dissipate	This perception does not take account of additional traffic likely to arise from prospective local plan housing allocations which will require strategic junction improvements to provide additional capacity.
10	Analysis does not consider diverted trips or potential increased movements on Hunnyhill / SylvanDrive / Mill Street which should be controlled	The use of traffic signal control allows the green time or delay given to any link to be managed. This can be adjusted to ensure that the use of Hunnyhill does not become more attractive
10	Exit speeds from roundabout to Hunnyhill likely to be high	The arrangement has been revised to reduce the radius of the entry to Hunnyhill to better control entry speeds
10	The wider strategic junction improvements should be presented alongside this with updated modelling reflecting the emerging Island Plan	The covering report explains the wider strategic junction improvements, the detail of those remains to be resolved and will for the subject of future decision reports
10	Additional traffic signals will not help reduce congestion	That is not the finding of the traffic modelling and shows a miscomprehension of both the driver behaviour at traffic signals compared with roundabouts and the way in which traffic signals work to manage traffic capacity during peak period
9	Relocation of bus stop not well sited for users / neighbouring residents – this should be in a layby to avoid traffic obstruction	The bus stop arrangement has been revisited and a slip lane introduced in closer proximity to the pedestrian underpass allowing the retention of parking on Hunnyhill
9	Parking in created cul-de-sac should be time limited and for residents only to avoid monopoly by Riverway Car Repairs and hospital staff	During the construction period there will be a further consultation in accordance with the relevant Regulations in respect of necessary parking and traffic controls

6	Traffic signals should be part time	The revised arrangement with linked signals could potentially be operated on a part time basis if traffic flows so permitted – the scope for this would be reviewed following installation
6	Pedestrian crossings of Hunnyhill and Forest Road are welcomed	These facilities contribute to resolving discrimination of access for those with mobility or visual impairments and promote the use of active travel modes
5	Concern for loss of parking on Hunnyhill resulting from relocation of bus stop	The bus stop arrangement has been revisited and a slip lane introduced in closer proximity to the pedestrian underpass allowing the retention of parking on Hunnyhill
5	The plan is based on out of date traffic flows established 7 year ago and these should be revisited	The Newport Traffic Model considered by Mott Macdonald has been revisited by WYG with refreshed traffic count data and updated modelling undertaken to inform the design of the proposals
4	Retain connection between Parkhurst Road and Forest Road to avoid junction	This would introduce a significant volume of turning movements at the junction between Hunnyhill and Parkhurst Road potentially queuing back onto the now proposed signal controlled junction
4	Just signalise the roundabout and retain existing road pattern	This would not realise the capacity required to accommodate the predicted increase in traffic movements
4	Cyclists should be routed behind bus stop opposite hospital	The land ownership constraints prevent re-rerouting of cyclist behind the bus stop whilst retaining adequate footway width for pedestrians
3	Pedestrian / cycle crossings should be raised to be flush with pavements	Pedestrian and cycle crossings will be designed to provide flush carriageway crossing points
3	Relocated proposed shared cycleway on new cul-de-sac away from driveways	Traffic flow on the newly created cul-de-sac are such that this could provide a safe route for cyclist with the footway retained for pedestrians

2	Smart traffic management systems should be incorporated into the scheme	Smart traffic management systems will be incorporated into the signal control function
2	Scheme should consider crossing of Hunnyhill and parking for the school	The proposed scheme provides a signal controlled crossing for Hunnyhill and layby within Parkhurst Road which will improve parking opportunities at the beginning and end of the school day
2	Funding should be deployed to areas of higher priority such as healthcare	Grant funding has been specifically allocated to help resolve strategic transport issues around Newport and cannot be redirected
1	Consider double roundabout arrangement	The junctions are too close together for a double roundabout arrangement to operate without queues from one obstructing the other
1	Analysis does not consider peak events – Cowes Week	The analysis is based on typical weekday peak periods, designing for occasional events would result in much more capacity being provided than is generally required and an ineffective allocation of resources
1	Pedestrian crossing to hospital should be single rather than two stage	The road width and time required for pedestrians to cross is such that a single stage crossing cannot practically be accommodated whilst retaining traffic capacity on the strategic route
1	Additional crossing point required further south on Hunnyhill	Promotion of alternative travel options is a key part of any sustainable transport strategy particularly in urban and town centre areas although this is beyond the scope of this scheme
1	Connection should be made from Dondor Park further to the north	This may help resolve access to / egress from Dodnor Park although it has been established that an improvement at this junction will be necessary irrespective of the wider strategy and will not be prejudicial to any element of that.

1	Would like disabled bay on new cul-de-sac	During the construction period there will be a further consultation in accordance with the relevant Regulations in respect of necessary parking and traffic controls
1	Scheme modelling of 2034 horizon too short	This time horizon reflects that of the local plan and is consistent with the period generally used for such schemes
1	Priority should be east/west not north/south better reflecting population distribution	The traffic surveys have established the priority demand through this junction to be for north / south traffic flows although the signal controls allow for priority to be allocated to that movement which demonstrates the greatest demand

1	Right turn lane to St Mary's should be lengthened	The extension of the RTL to St Mary's has not been found necessary by the traffic modelling and would reduce the effective length of the RTL provided for the Cowes to Forest Road movement
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1	Enlarge slip road from B&Q to Medina Way	The revised arrangement provided for enlarged slip roads between B&Q and Medina Way
1	Provide addition bus only lane on approach to signalised roundabout	An addition bus only lane is not achievable within the land ownership constraints.

