

Comment	Peil Frischmann Response
1. I suggested reduction of speed along this A1 along with fixed cameras on the sections not covered by safety cameras.	A 30mph speed limit is being considered for the section of A1 in the immediate vicinity of the roundabout as part of the signalling works. Fixed speed camera would not be part of the improvement scheme
2. Access and Exit to and from our house, safety concerns of our access on and off the carriageway, as well as delivery of heating oil to our home once the changes to the A1 Roundabout have taken place.	Access and egress to the property will be very similar to the existing arrangement. The inclusion of signals will reduce speeds regulate the flow of traffic so it will be easier to access the property.
3. Further Noise pollution to our house	As part of the planning submission, this was assessed and not deemed to be a significant impact
4. Further Air pollution to our house.	As part of the planning submission, this was assessed and not deemed to be a significant impact
5. Further Vibration to our house.	As part of the planning submission, this was assessed and not deemed to be a significant impact
6. The Bus stop (What is going to happen with this?) as we use this near our house when we come home from St Needs	It is being retained
7. Our Access in front of our gates family and friends park when visiting road, may mean that they would have to park on the footpath?	The kerbline is approximately 0.5m closer to the driveway and will have limited impact upon the current operation of the driveway. However, it is noted that the area in front of the driveway is footway and vehicles should not be parked here as they would obstruct it making it unsafe for pedestrians.
8. In the past Highways has compulsory purchased land from off our this property to have in place what is there today, 'at coming closer to us on this land-lay-by' footpath will cause us more issues than we have currently.	The land being used is all public highway
9. This is a terrible situation for us in our retirement years and our health and welfare and mental well being will be a constant worry to us.	The works are a highway improvement aimed to improve safety and operation of the roundabout
10. I find that the traffic flow calculations are Not Correct and as someone who lives right beside the roundabout I monitor situations due to being a retired Fire Officer, also the holding points from the village or from the southbound carriageway of traffic heading up Perry road towards Grafton water is an accident waiting to happen.	The modelling of the roundabout has been based on recorded traffic surveys.
11. Also even today vehicles try to run through the roundabout in any direction to beat those coming around the roundabout and traffic lights will not stop this happening.	The works are a highway improvement aimed to improve safety and operation of the roundabout.
12. Our Northbound property access onto the A1 over two lanes to travel South and LDV's obscuring our access view whilst parking the caravans.	Please clarify the query here?
13. Slowing down for entry into or property, as when indicating now the flowing traffic expect us to be turning up Perry Road B661.	This is the existing arrangement and is retained.
14. If introduction of Keep Clear Road markings are introduced, there is every chance of vehicles overhanging into the flowing lanes of the A1 in either direction.	The keep clear markings are introduced ensure access to the roundabout from the minor arms. These will be used in conjunction with the signal timings to ensure that vehicles do not block back into the roundabout.
15. Emergency vehicles now have a difficult task now with keeping movement forward because of major traffic volumes at key times and also key days of the week. And since the A1 improvements the traffic volume has increased North and South, and I don't buy into the statement that when the A428 completed it will ease the traffic volume, traffic always aim for a more stopping traffic solution.	This is a wider strategic query and is not relevant to the A1 roundabout improvements that PPF are developing
16. I had written about my safety concerns to HE in reference and before the introduction of the speed camera's along with the decreased 70mph to the new 40mph speed limit suggesting that wouldn't it better for Buckden, Ollington and Southes SAFETY coming and entering if the speed limit was reduced to 50mph within the speed camera sections. I also suggested that a decrease to the 50mph to 40mph on the Buckden carriageways and could the speed camera be included here, again for Safety reasons. This was rejected on the grounds of cost, and that less traffic would be using the A1 along this section once the A14/44 improvements were completed?	This is a wider strategic query and is not relevant to the A1 roundabout improvements that PPF are developing
17. Introduction of average speed camera with a 40mph covering both North and Southbound A1 carriageways.	This is a wider strategic query and is not relevant to the A1 roundabout improvements that PPF are developing
18. Put back some lower signs around the roundabout below the new higher installed signs so drivers are not able to judge traffic coming out the village or the B661 as the following traffic always try's to beat access traffic from these points.	The inclusion of signals on the rth and chb approaches will improve this, intervisibility between roundabout arms is viewed a technical requirement so should not be obstructed
19. As I said at the beginning of this communication, these are for pure SAFETY reasons and because we as a family we have lived here since the early 70s, witnessed a great deal of incidents and near misses. Having served on the front line in Emergency services on many, many RTC, Traffic and Accidents crash incidents, I have used my vision here to try and stop future accidents occurring.	no

National Highways TPC Comments

Quota 3.4 and 3.5 are all part of the Part 1 Claims process residents can apply for compensation up to 7 years after the works are completed. As part of the design process I would suggest that Peil Frischmann set-up base stations to record the actual Noise, Pollution and Vibration levels currently experienced by residents. This would then be the base level results to which any changes can be measured if the Noise, Pollution and Vibration levels increase. It would therefore be incumbent on the designer Peil Frischmann to undertake these three kinds of survey to provide a base level reading to assist eligibility to National Highways that such levels of noise, pollution and vibration have or haven't increased. Without such survey results it is difficult at a later stage to prove whether such levels have either increased or decreased. It is also part of the Part 45 S279 Agreement that the developer is to mitigate National Highways from such future claims. It is therefore also in their own interest to have this information should it be required in the future as a means of defence.

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The property owners on the west side of the A1 northbound, south of the roundabout to travel from their property to the A1 southbound need to cross lane 1 of the A1 northbound to get to lane 2 of the northbound carriageway to be able to travel southbound. This might prove more difficult when traffic is queuing northbound at the traffic lights without any gap acceptance opportunities.