

Hamble Lane Improvements Consultation

Findings Report

May 2018

Insight and Engagement Unit

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Introduction

Context

Hamble Lane experiences significant traffic congestion, particularly during peak periods. Congestion is most pronounced on the A3025 section of Hamble Lane south of Windhover roundabout where there are three main junctions: a three-arm roundabout at the Tesco store access; a three-arm roundabout at the Jurd Way junction; and a priority junction at Portsmouth Road.

This section of Hamble Lane experiences high traffic flows as traffic which routes to/from Southampton via the A3025 Portsmouth Road is combined with traffic to/from Hamble-le-Rice and Netley via the B3397 Hamble Lane. Recently permitted development sites in the local area, including along or in the vicinity of Hamble Lane, reinforce the need for additional capacity to accommodate both existing and forecast future traffic along Hamble Lane.

There is also a lack of capacity at the Windhover roundabout for traffic entering the junction from Hamble Lane, and on occasion congestion at Windhover is also caused by congestion at M27 Junction 8 and the A3024 Bursledon Road/Botley Road junction, which subsequently impede traffic looking to exit Hamble Lane. Southbound, congestion on the A3025 Hamble Lane is again caused by the high traffic flows and is largely related to a notable lack of capacity for right-turning traffic at the junction with Portsmouth Road. At times, queuing traffic resulting from the southbound congestion on Hamble Lane can block back to and through Windhover roundabout and interfere with the operation of the junction and Junction 8 of the M27.

The potential for improvements to this section of Hamble Lane was first identified as part of the *Eastleigh Strategic Transport Study Interim Report – Issues and Options*, produced by the County Council in December 2015. This document outlined a series of possible concept options to improve both link and junction capacity along the A3025 section of Hamble Lane. Some high-level transport modelling was undertaken on these concept options but further work was required.

The County Council has also been working closely with Highways England to develop a solution to the congestion currently experienced at M27 Junction 8 and the Windhover roundabout, both of which (as outlined above) can have a knock-on impact on traffic flows on Hamble Lane, particularly in a northbound direction. Highways England recently undertook a public consultation exercise on the preferred improvement schemes for these two junctions under the banner of the 'M27 Southampton Junctions' project. This project also includes capacity improvements along the length of the A3024 Bursledon Road corridor, including the junction with Botley Road, which as outlined above can also contribute towards congestion on Hamble Lane.

It is now important to build upon and add value to the Highways England improvement schemes by developing a complementary scheme for the A3025 section of Hamble Lane. The Highways England scheme for Windhover and M27 Junction 8 should make a significant contribution towards improving northbound traffic flow on the A3025 Hamble

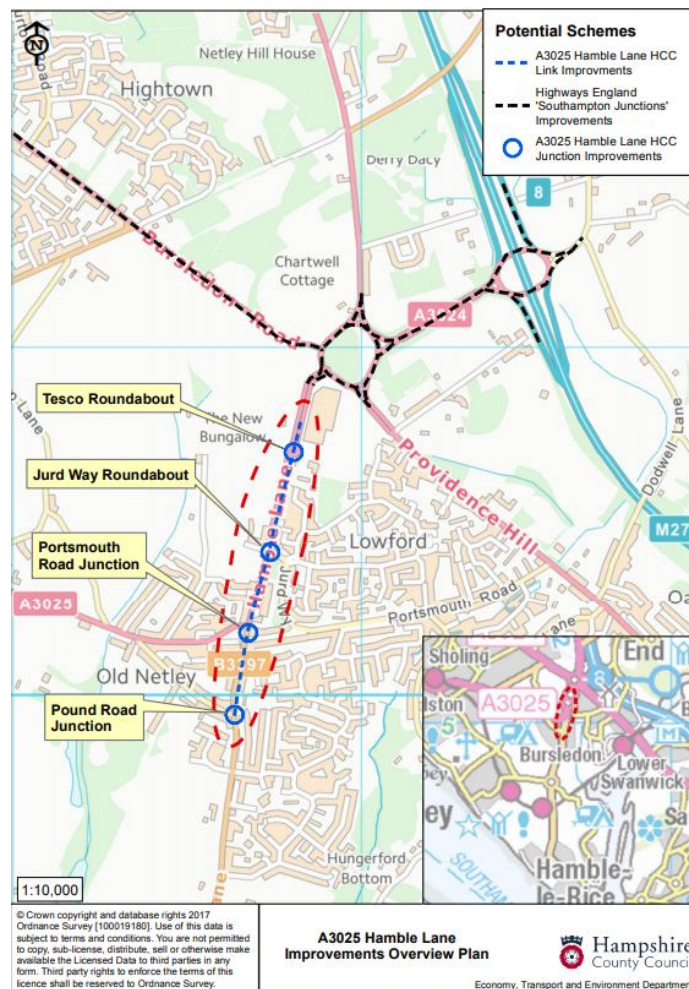
Lane, and the scheme to be developed by the County Council will seek to primarily improve southbound traffic flow on Hamble Lane whilst also further improving northbound traffic flow where possible.

The County Council is also seeking opportunities to improve the southern section of Hamble Lane (B3397) by looking at ways to increase people's travel choices. At peak times, junctions on Hamble Lane are at maximum capacity, which can cause severe journey time delays for residents and commuters of Hamble-le-Rice and Netley.

On 14 November 2017, the County Council's Executive Member for Environment and Transport gave approval to undertake a public consultation on improvements to the A3025 / B3397 Hamble Lane, in order to seek views on the extent and nature of potential improvements, the potential for behaviour change when it comes to travel choices, wider travel-planning initiatives, and the preferred way forward.

Geographical scope of the consultation

This consultation provided an opportunity for local residents, businesses and stakeholders to share their views on existing issues, possible improvements, and travel-planning initiatives along Hamble Lane and on the wider Hamble Peninsula.



Consultation aims

The consultation was an opportunity for local residents and businesses to provide their views on the existing issues, the scope of possible improvements, and the potential travel-planning initiatives for the wider Hamble Peninsula. The open consultation was carried out to seek residents' and stakeholders' views and ideas.

The aims of the Hamble Lane Improvements public consultation exercise are to:

- ascertain the public's views on the extent and nature of potential Hamble Lane improvements;
- understand what the public think the improvements should entail;
- gather views on the potential of behavioural change and travel-planning initiatives for the wider Hamble Peninsula; and
- identify the preferred way forward.

This report summarises key findings from the online and paper consultation questionnaires which took place from 27 November 2017 to 7 January 2018.

Publication of data

Data provided as part of this consultation will be treated in accordance with the Data Protection Act 1998. Personal information will be used for analytical purposes only. The information collected as part of this consultation will be used by Hampshire County Council for analysis but will not be shared with any other third parties. All individuals' responses will be kept confidential. Responses from groups or organisations may be published in full. All data will be securely retained and copies of responses stored for one year after the end of the consultation process, and then deleted.

More details on how Hampshire County Council holds personal information can be found at: www.hants.gov.uk/privacy.

Summary of Key Findings

Respondents overwhelmingly support the principle of improvements to Hamble Lane, which stems from enduring concerns about congestion, exacerbated by new development and the perceived inability of the local transport infrastructure to support this. Residents from Hamble-Le-Rice and outside of the area are most supportive of improvements. There is particular backing from commuters, those doing the school run and individuals regularly travelling during the morning and evening peak periods. There are also high levels of agreement from those using Hamble Lane during the weekend and for leisure/recreation reasons, suggesting that congestion issues are not confined to the weekday morning and evening peak periods.

'Improving traffic flow and reducing delays' is the highest priority because poor public transport means that for many the car is the only realistic mode of travel. Widening Hamble Lane between Tesco and the Portsmouth Road junction is supported by 80% of respondents, with a further 13% indicating that they might support this proposal as well. However, there were a number of concerns as to whether this opportunity still exists with the new development along the northern end of Hamble Lane. Some respondents also felt that only concentrating on widening this section could just shift the issue along the Lane.

Respondents were supportive of all potential junction improvements. The overall highest priority was the Tesco access junction, followed by Pound Road and Jurd Way junctions. Portsmouth Road junction was the first priority for 66% of respondents with many feeling that the primary cause of congestion in the area is the short right turn filter and insufficient road capacity.

Respondents supported travel planning initiatives, although only 24% had heard of the County Council's 'My Journey Hampshire' project. The highest support was for school travel planning initiatives, with greater uncertainty about community initiatives. Car parking at Hamble rail station was the best supported initiative by residents from all areas. Priorities also included: better bus service, with comments about frequency, journey time and bus fares; and cycle provision because of concerns about cyclists' safety, and the impact on traffic congestion of on-road cycling.

A total of 169 respondents gave additional ideas/suggestions. The greatest number of these related to the road network and public transport. A significant number of comments related to creating new/re-opening routes; the most cited option was the re-opening of Botley Road. Additional comments on public transport focussed on the need for improved train services in terms of frequency and destinations, with some thinking that this would reduce traffic on Hamble Lane.

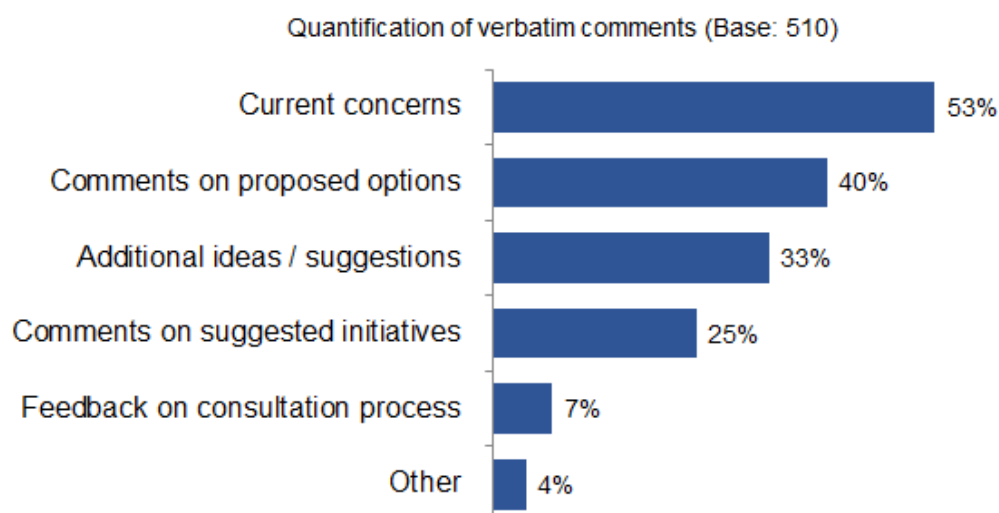
Research approach

Open consultation

The open consultation provided an opportunity for local residents, businesses and stakeholders to share their views on existing issues, possible improvements, and travel-planning initiatives. The consultation was online from 27 November 2017 to 7 January 2018.

A consultation Information Pack and Response Form were made available to view, print and download from the County Council's website. Responses could be submitted through an online questionnaire: <https://www.hants.gov.uk/transport/transportchemes/hamblelane>

In total, the consultation received 683 responses, including 510 further comments for consideration. As illustrated in the chart below, these highlighted current concerns, and more detailed feedback on the options and initiatives proposed by the County Council. In addition, respondents submitted a range of their own alternative ideas for consideration. Key examples are provided where applicable throughout the report.

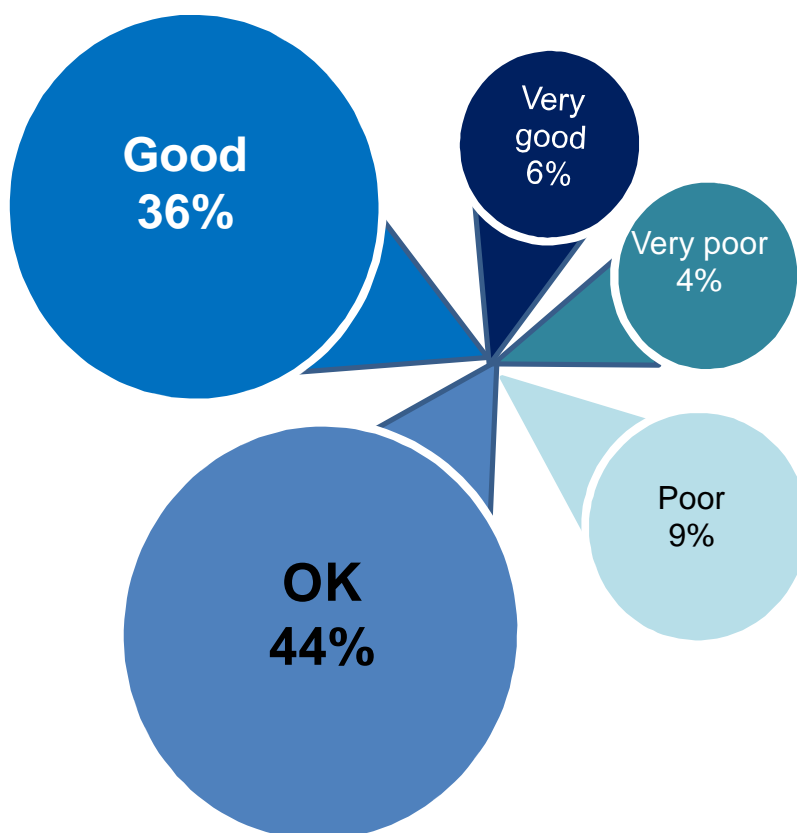


NB: Comments often mentioned more than one theme, and were coded to all that were applicable.

There were also three drop-in events, at which there was a series of exhibition boards with Hampshire County Council and Eastleigh Borough Council officers on hand to answer questions from the public. Paper questionnaires were also handed out. The drop-in events were held at Pilands Wood Centre in Bursledon, Roy Underdown Pavillion in Hamble and Abbey Hall in Netley. People were asked to fill in the 'sign-in' book, at each event with 149 people recorded at Bursledon, 152 at Hamble and 108 at Netley. A total of 409 people signed in over the three events.

Just under half of all respondents completing a questionnaire had attended the consultation exhibitions, which most felt gave an adequate view of the proposals. 8 out of 10 rated the consultation exhibition as either 'ok' or 'good'.

If you attended the event how would you rate the exhibition? (Base: 362)



Respondents to the consultation

Demographic profile

As the consultation was an open exercise, its findings cannot be considered to be a 'sample' or representation of a specific population.

Of the 683 respondents 59% were classified as residents and further 37% members of the public (Base: 662).

The majority (61%) of respondents were aged over 55 (22% aged 55-64 years and 39% aged 65+), with only 1% under 25 years of age. There was an over-representation of male (52%) vs female (48%). Six percent of the respondents considered themselves disabled. Responses have not been weighted to take account of the demographic of the sample.

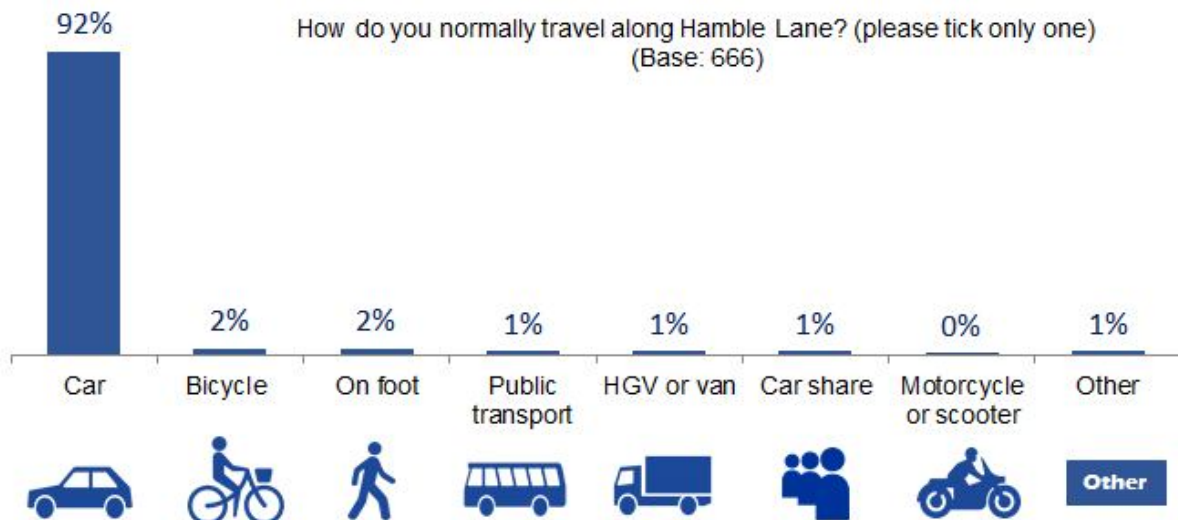
Where did respondents live?

The majority of respondents lived within the areas surrounding Hamble Lane; Hound (221), Hamble-Le-Rice (211) and Bursledon (137). Sixteen questionnaires were received from residents in the Fareham area and 15 from Southampton/Hedge End areas.

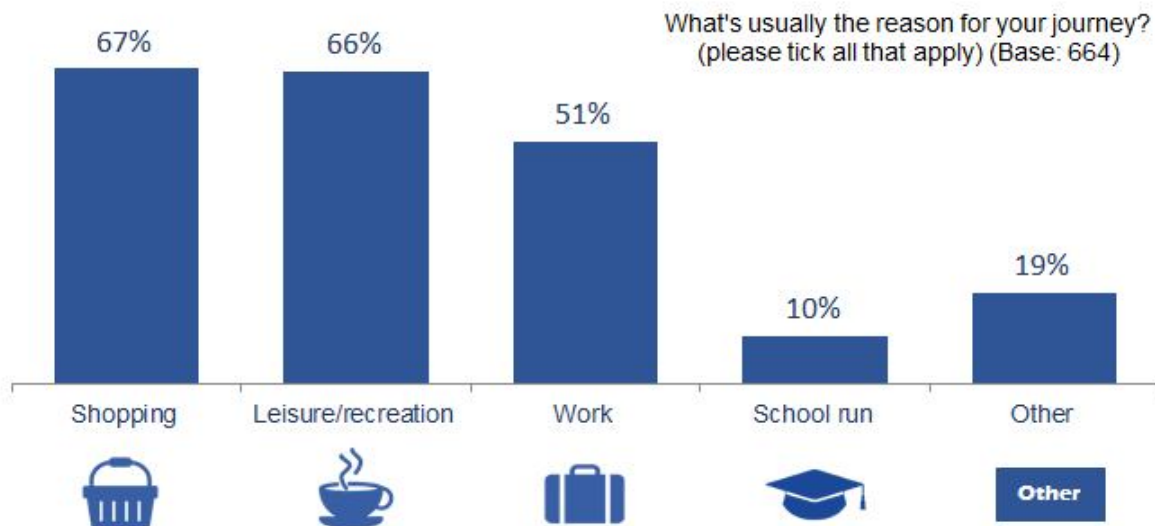
Respondents using Hamble Lane travelled from as far as the New Forest in the west, Winchester to the north and Fareham to the east.

Respondents experiences of travelling along Hamble Lane

The majority of respondents travel along Hamble Lane using motorised vehicles, with 92% of respondents travelling by car and an additional 1% car sharing. A further 2% of travel is by public transport, HGV/van and motorcycle. Only 4% is by bicycle and on foot.



A total of 664 respondents shared their reasons for travelling along Hamble Lane and with multiple replies accepted; shopping (67%) and leisure/recreation (66%) were the top reasons. 51% of respondents travelled to work, which could reflect the demographic profile of those responding with a significant number of responses received from the retirement age population (39%). Other reasons for travel included multiple lists, but most notably cited medical appointments (doctor/dentist/hospital) and to see family and friends.



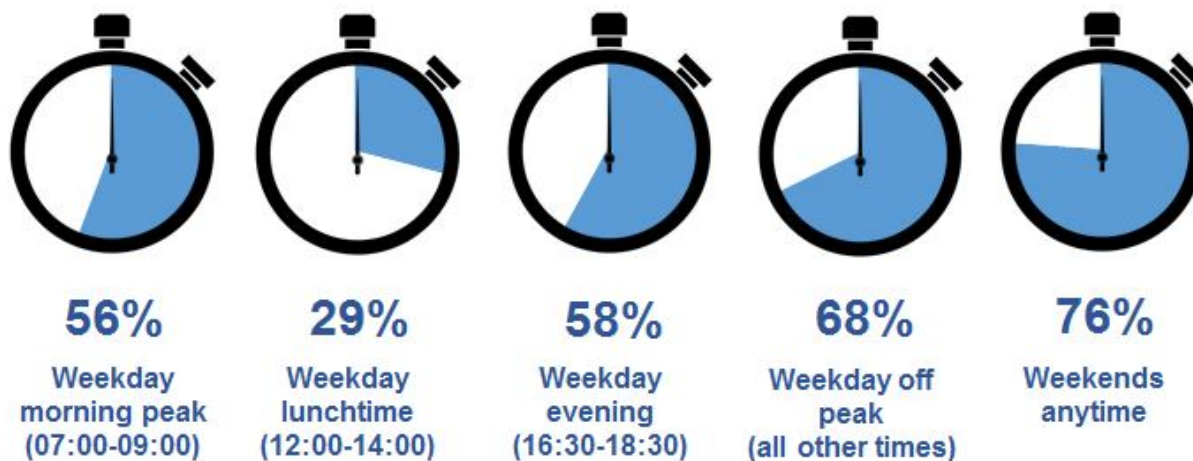
The majority of respondents (65%) travel along Hamble Lane on five days or more per week. Almost a quarter of respondents travel on at least 3-4 days in an average week.

How many days in an average week do you use Hamble Lane?
(please tick only one)
(Base: 663)



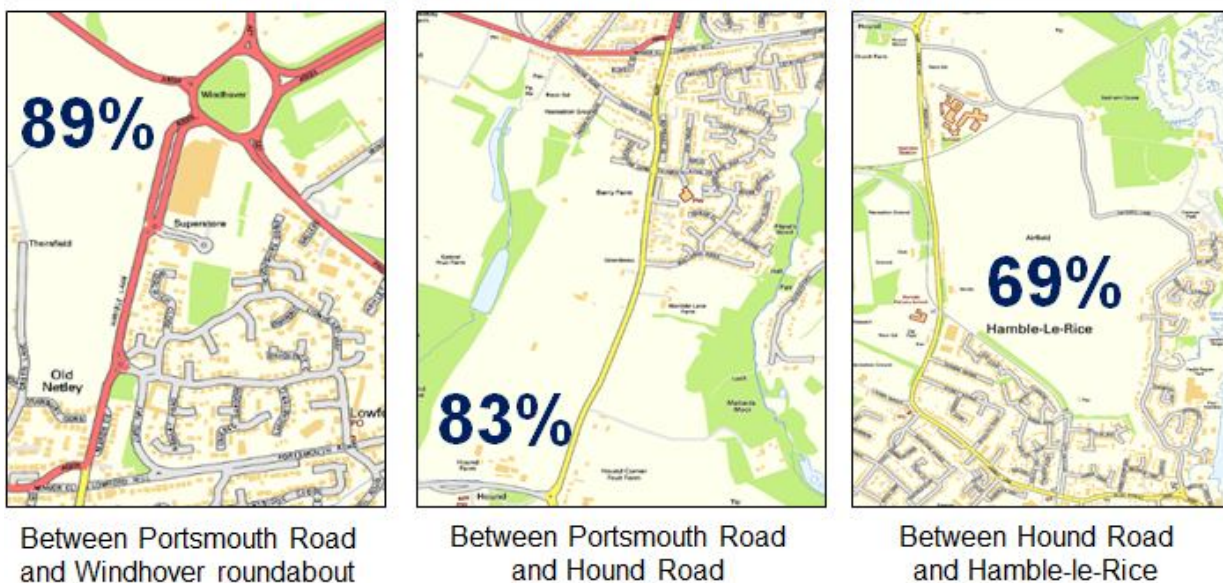
A high proportion of respondents (76%) travel along Hamble Lane at the weekend. Morning and evening peak movements are similar at 56% and 58% of respondents respectively. However, a further 68% of responses showed that a high number of journeys were also taken during the weekday off peak with an additional 29% during weekday lunchtimes.

At what time do you usually travel? (please tick all that apply)
(Base: 666)



As would be expected, a high proportion (89%) of respondents travel along the northern section of Hamble Lane between Windhover roundabout and Portsmouth Road junction. Responses showed that a lower proportion (69%) used the southern section of Hamble Lane between the Hound Road junction and Hamble village, showing that all respondents to the consultation do not use the whole length of this road; being a peninsula there is a concentration of use at the northern end.

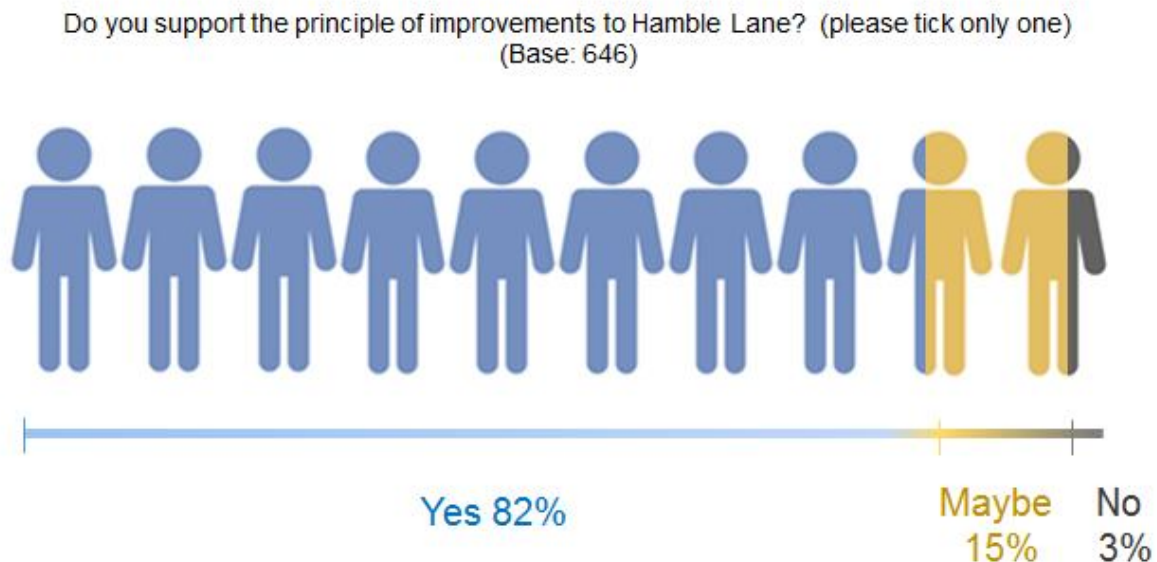
What part of Hamble lane do you use? (please tick all that apply) (Base: 659)



Respondents' feedback on the consultation proposals

Improvements to Hamble Lane

Respondents overwhelmingly support the principle of improvements to Hamble Lane; with 82% agreeing, compared to only 3% disagreeing.



This stems from enduring concerns about congestion, exacerbated by new development in the area, and the perceived inability of the local transport infrastructure to support this. A total of 37% of all comments submitted via the consultation voiced concerns about the impact of new housing development in the area:

“Recent housebuilding on Hamble Lane has only compounded an existing problem in an entirely predictable way. New housing in Bursledon, Stoneham, Whitely etc. will bring the M27 jobs corridor to a standstill if HCC does nothing to put in place integrated infrastructure to transport people to jobs.”

“Hamble Lane needs to be improved taking into account future requirements as opposed to the current load. With the amount of development taking place there is no chance of succeeding without major infrastructure improvements e.g. dual carriageways and or completely new roads.”

“No more housing developments before the roads have been sorted to accommodate the existing ones already here.”

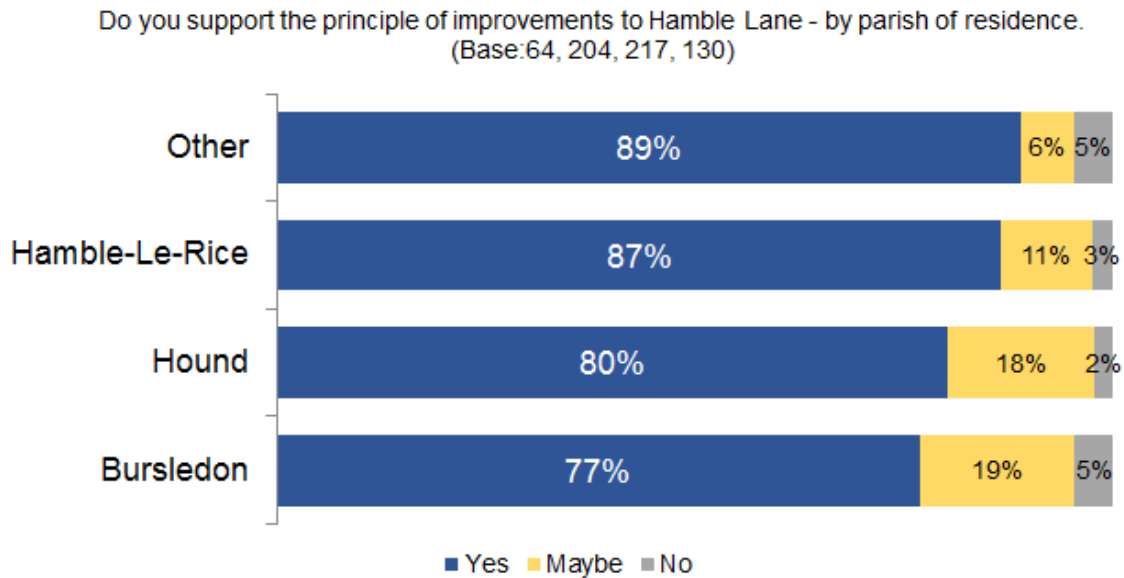
“Road infrastructure should be planned for before planning new housing estates.”

“Unless a more strategic approach is taken, any minor improvements that may be achieved from implementation of these schemes will be consumed very quickly as a result of more housing in the area and even significant improvement will not counteract the recent increases in traffic in the area.”

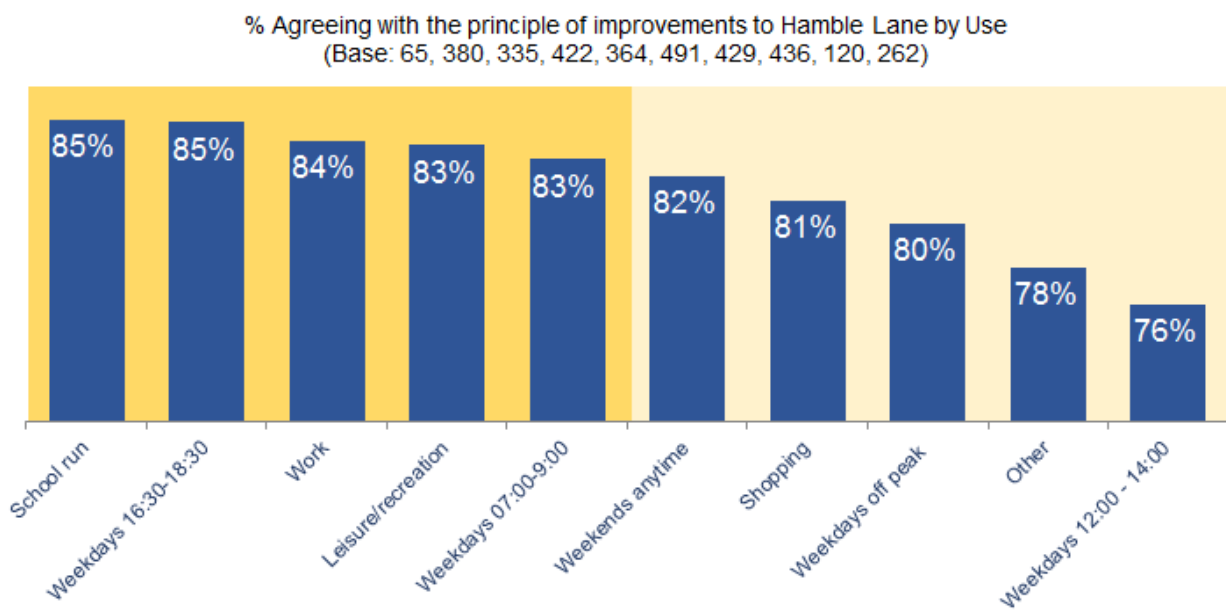
“Too many new housing developments for the road infrastructure are being approved This is crazy and unsustainable. No one seems to consider the impact of all these new homes on the increased traffic along an already congested Hamble Road.”

“Whilst accepting the principle that if Hamble residents use their car less the volume of cars on the road will decrease, your report fails to mention that with so many new homes being built along Hamble Lane at the moment, the increased car count could well more than compensate. (Over 300 homes will almost certainly mean more than 300 more cars on the road!)”

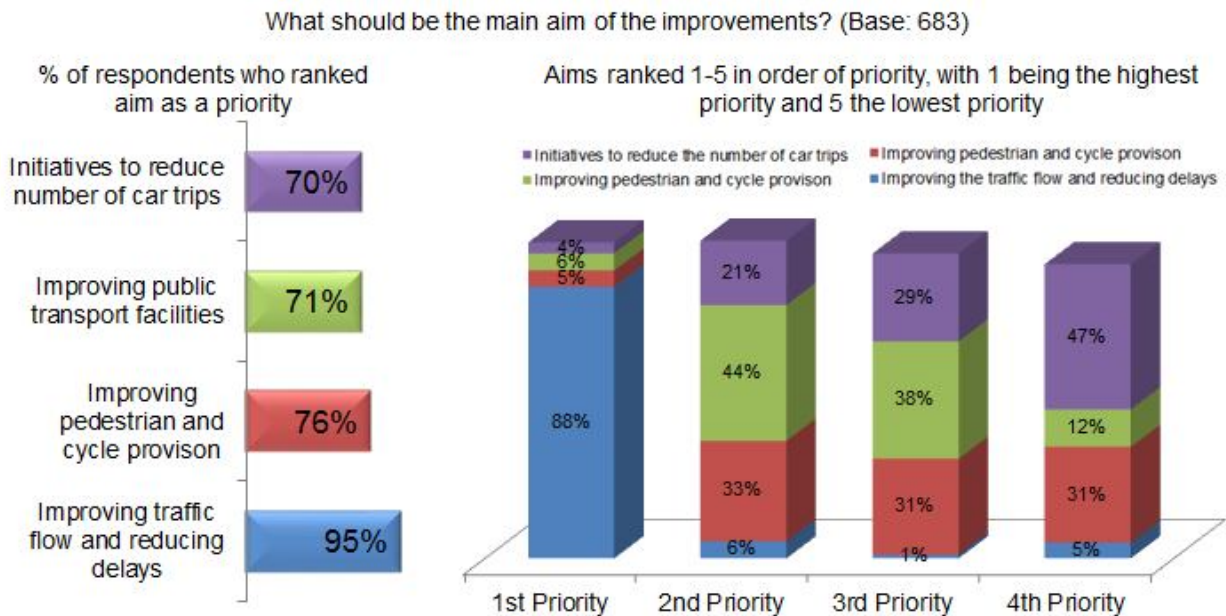
Overall 82% of the 646 respondents supported the principle of improvements to Hamble Lane; with only 22 (3%) saying that they didn't support improvements. Further analysis by respondents' postcode showed that those using Hamble Lane from outside the area and residents of Hamble-Le-Rice were most likely to advocate improvements.



These results correlate with the particular support of commuters, school travel and those travelling regularly during the morning and evening peak periods. There was also a high proportion agreeing with the principle of improvements from respondents travelling for leisure/recreation purposes.



When asked to rank the main aims of the improvements, 88% of respondents ranked improving traffic flow and reducing delays as the main priority. Overall taking all rankings into account the vast majority (95%) felt that this should be the main priority. Initiatives to reduce the number of car trips was ranked as the lowest priority overall.



It was felt that improving flow would help to mitigate heavy traffic, but also make public transport and shuttle buses a more viable alternative by improving their reliability.

However, despite frustration with journey times, respondents felt it is currently unrealistic to expect car usage to decline.

“As a shift worker I can not rely on public transport as timings do not match my shifts and the public transport does not run to locations that I work. Therefore I have no option but to use my car to travel to and from work. I live in Hamble and it is the only road in and out.”

“My journey to my sons nursery which should take 15 minutes now takes 50 mins with the increase in very heavy traffic.”

“I live in Hamble and commute to Chandlers Ford, buses are unreliable and getting the train means having to catch 3 different ones! My only option is to use a car.”

“Traffic congestion around Hamble Lane means that a simple trip into Hamble can take up to an hour on the bus from Coach Road. Trips onto the M27 can take up to one hour.”

“Shuttle bus from Hamble to Hamble rail station will be held up in traffic.”

“I work on Ensign Way and I have lost track of the number of times the traffic jam has started at the bottom of Ensign Way and it's taken me over an hour to get home. (I live on the other side of Southampton). As I live off junction 3 of the M27 there are no other options than car for me to get to work and it impacts on my family life.”

(15% of respondents solely raised congestion concerns; almost all improvement comments mentioned congestion implicitly)

Potential Road Widening between Tesco access and Portsmouth Road Junction

To help improve flow, 8 out of 10 respondents felt that Hamble Lane should be widened between Tesco and Portsmouth Road. Only, 6% of respondents did not support this proposal.



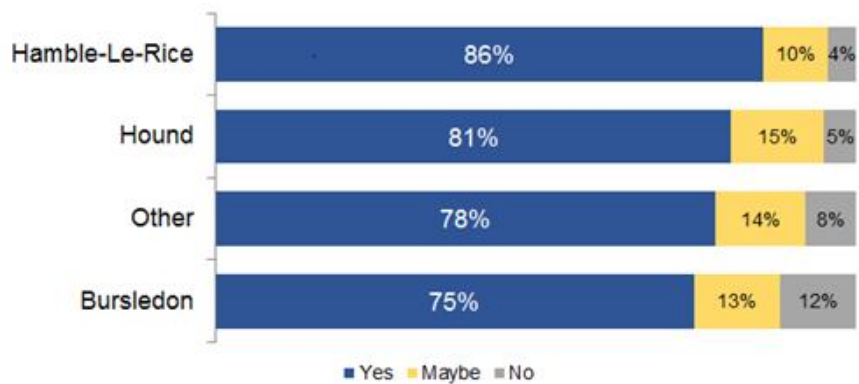
Do you support potential road widening on Hamble Lane between Tesco and Portsmouth Road junctions? (please tick only one) (Base: 661)



Residents of Hamble-Le-Rice and Hound were most supportive of road widening in this area, with 86% of respondents from Hamble-le-Rice and 81% from Hound. There was less support for this proposal from residents in Bursledon, although 75% of respondents did still support road widening in this location.



Do you support potential road widening on Hamble Lane between Tesco and Portsmouth Road Junctions – by parish of residence. (Base: 208, 221, 64, 134)



However, there were a number of concerns, as to whether the opportunity still exists to widen Hamble Lane in this location now that land along the route has been developed.

“The opportunity should have been taken to widen or reroute Hamble Lane before the current developments were authorised. The opportunity to widen Hamble Lane between Windhover and Portsmouth Road has now been lost, despite this problem having been in the making for many years.”

“The idea to widen Hamble Lane between Tesco and Portsmouth Road junctions is a good one but now impractical with the recent development between Tesco and Jurd Way!!.”

“The opportunity has been lost with existing development at the top of Hamble Lane, to significantly widen Hamble Lane.”

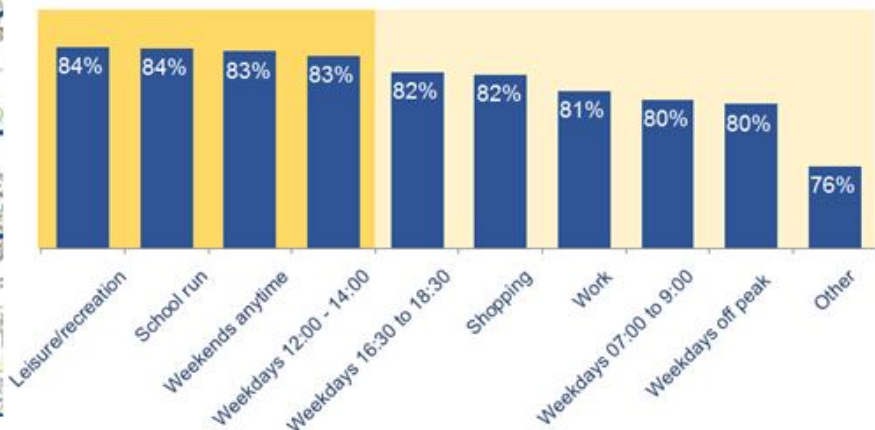
“Some action to improve traffic flow along Hamble Lane is needed. However, piecemeal widening will only move pinch-points further south, since it is impossible to widen the entire length without severely compromising the amenity of existing properties and the character of the road with its important hedges.”

(8% of all comments submitted via the consultation felt that the option for road widening had been restricted.)

All user groups were in favour of widening Hamble Lane. Respondents doing the school run were amongst the highest which is not surprising because the wide catchment area of the Hamble School extends beyond Windhover roundabout. However, respondents using Hamble Lane for leisure/recreation, at weekends and during weekday off-peak periods were also more supportive of this proposal.



% Agreeing with the widening of Hamble Lane by Use
(Base: 435, 67, 501, 189, 384, 439, 337, 366, 446, 127)



Respondents welcomed the potential improvement that road widening could bring to specific bottlenecks. However, there is some concern that concentrating on one length of road could just shift the issue further along the Lane.

“I believe widening of the road at the Portsmouth road junction would improve this bottleneck of Hamble lane significantly.”

“We need two lanes leading down to the Portsmouth Road junction as cars turning right cause a knock on effect all the way back to Tesco.”

“Widening of Hamble Lane has been discussed for many years it’s imperative it’s done between Tesco roundabout and Portsmouth Road if it’s to have a positive impact.”

“Please just widen the road from Tesco to Portsmouth Road and the problem should be sorted so people can pass the people that want Portsmouth road.”

A strip of the development land should be used to help with widening the road and for adding a cycle path.”

“Road widening between Windhover roundabout and Portsmouth road is essential but will only work if there are no pinch points.”

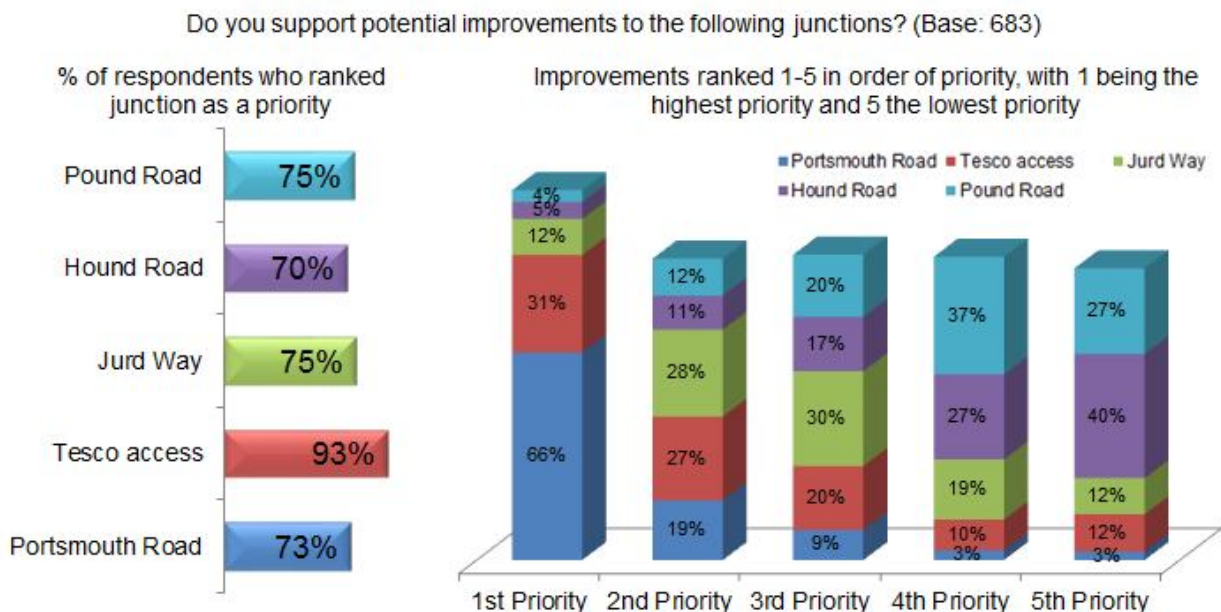
“If it is possible to widen Hamble Lane, the congestion would just be moved as there is no space to widen the whole length of the road.”

“Widening a road for a short stretch is not going to help as instead of 1 lane queuing you will have 2 which will need to filter back into 1 again.””

(In total, 7% of respondents commented on road widening at the Tesco-Portsmouth Road Junction)

Improvements to Hamble Lane Junctions

Junction improvements were also seen as key to reducing delays. Portsmouth Road and the Tesco access were cited by 66% and 31% respectively as the highest priorities. However, the overall priority was the Tesco access (93%), followed by Pound Road (75%), Jurd Way (75%), Portsmouth Road (73%) and Hound Road (70%). Although cited as the highest priority by 66% of respondents, fewer people included Portsmouth Road in their rankings, with no indication of support from 187 respondents. However, only 46 questionnaires did not include the Tesco access in their rankings, resulting in an overall higher priority for this junction.



Many felt that the Portsmouth Road junction was the primary cause of congestion in the area due to the short right turn filter and insufficient road capacity.

“The traffic flowing onto Hamble Lane from Portsmouth Road is a major congestion factor, an alternation express way to access Woolston, Sholing And Western is required. Evening traffic at the Portsmouth junction is congested due to cars turning right (west) onto Portsmouth Road.”

“The nub of the traffic issue in this area is the Hamble Lane junction with Portsmouth Road. Improve this junction and watch the other areas free up or have a tolerable level of delay. I have used Hamble Lane most days for the last 20+ years some as a patrolling Police officer. If Portsmouth road junction causes a delay the other areas you are looking at start to be affected this includes the M27.”

“The right turn lane into Portsmouth Road off of Hamble Lane needs extending - cars queuing for Portsmouth Road cause long delays on traffic wanting to continue down Hamble Lane become stuck!”

“Portsmouth road junction is THE problem, solve it with roundabout/traffic lights and directing Woodston traffic along Botley Road.”

“The biggest cause of congestion is the Portsmouth Road junction with Hamble Lane. (Not Jurd Way, nor the Tesco mini-roundabout.) Vehicles travelling south wishing to turn right, (towards Southampton) cause considerable congestion because the road does not have the wait capacity in this area. In addition, there should be NO right turning from Portsmouth Road and Pound Road on to Hamble Lane; motorists should be forced to turn left (north) then circumnavigate the roundabout at Jurd Way in order to continue their journey south.”

“Hamble Lane/Portsmouth road junction must be a priority. Solve that and half the problems go away”

(In total, 21% of respondents commented on the Portsmouth Road Junction)

8% of respondents commented on the Tesco access with reference to changes to the A27 Providence Hill junction to reduce the number of vehicles exiting onto Hamble Lane.

“A second entrance to Tesco was completed some years ago but you can only enter if you come up the hill. Maybe some thought could go into making some changes to this junction to relieve some pressure at the main entrance.”

“Tesco needs more than one exit out of Tesco with a traffic light system in place . You have two ways in to Tesco but only one way out .”

“By changing the junction to FORCE traffic in the left lane to turn into Tesco, this would reduce the conflict at that island and help traffic flow. It would also make the leaving Tesco safer as they would not be subjected to vehicles cutting across in front of them on the island.”

“Tesco access needs more innovative thinking. Could the Hamble Lane access be limited to left hand turn exit only at peak periods, and the A27 side opened?.”

“Provide Tesco an additional exit onto Providence Hill, where the ancillary entrance already exists, also allowing this traffic to turn right, e.g. an extra mini roundabout, as not much traffic goes left down Providence Hill from Windhover, and such a roundabout would allow the traffic to filter more sensibly. This will considerably reduce Tesco exit traffic loading Windhover roundabout / and reduce Hamble Lane northbound congestion.”

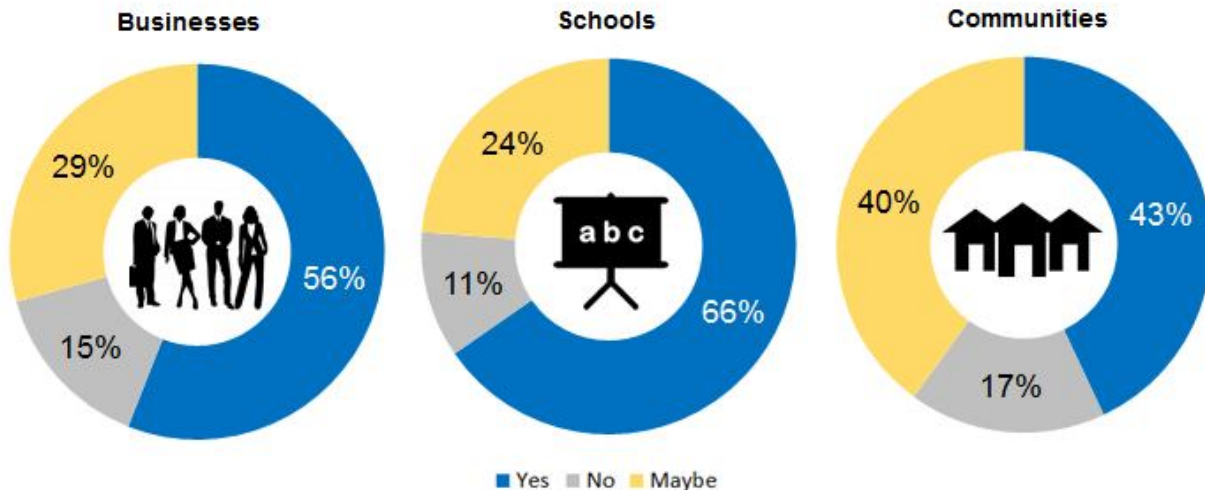
“Tesco's have in the past applied for a second exit onto the A27, if that could be achieved it would reduce pressure on Hamble Lane”

(In total, 8% of respondents commented on the Tesco Junction)

Initiatives to reduce the number of car trips along Hamble Lane

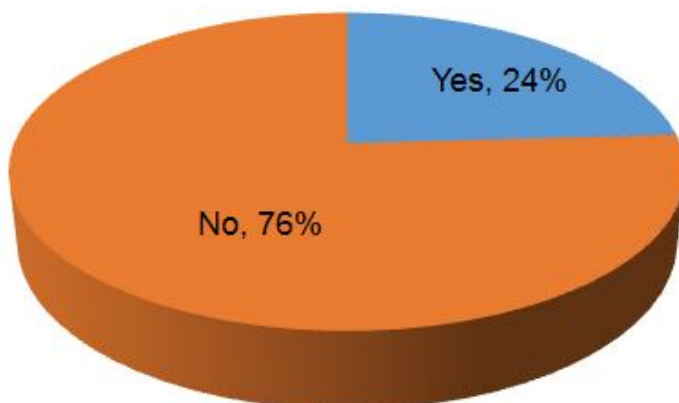
Respondents were asked to comment on the introduction of travel-planning initiatives for business, schools and communities. Two thirds of respondents were supportive of initiatives for schools, with a further 24% saying 'maybe'. Business travel plans and initiatives were supported by 56% of respondents with a further 29% maybe supportive. The comments on community initiatives were less conclusive with 43% supportive, 40% maybe supportive and 17% not supportive.

Do you support the introduction of travel-planning initiatives for Hamble, which would aim to reduce the number of car trips along Hamble Lane? (Please tick one only) (Base: 625, 624, 616)



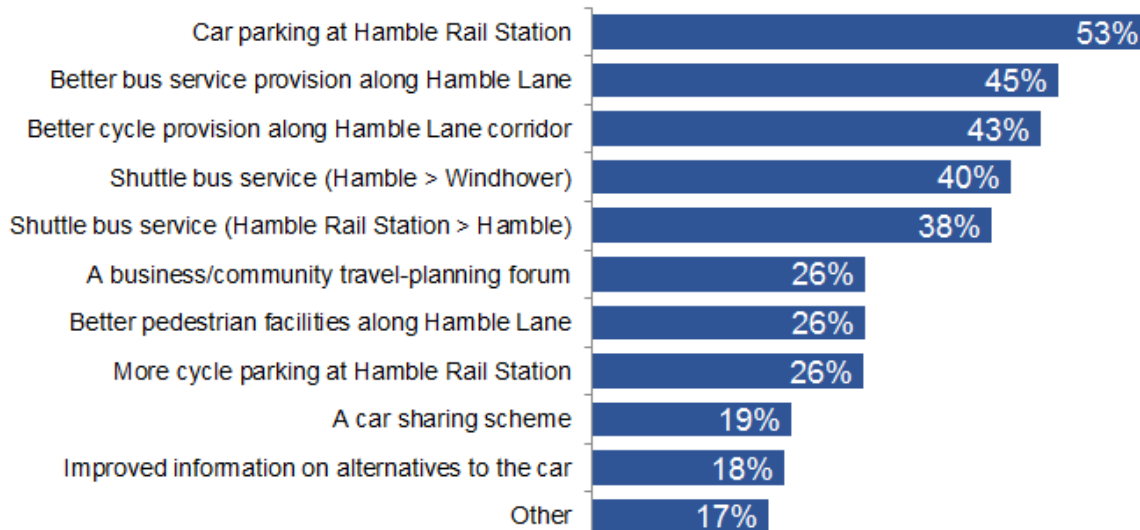
The majority of respondents were currently unaware of the existing travel planning initiative – 'My Journey Hampshire' with just less than a quarter of respondents knowing about the project.

Have you heard of the 'My Journey Hampshire' website? <https://myjourneyhampshire.com>? (please tick only one) (Base: 651)



Car parking at the rail station was the best supported initiative, with 53% of the 604 respondents thinking it would be useful. Better bus service provision and cycle provision along Hamble Lane as well as a shuttle bus service (Hamble to Windhover) were all selected by 40% or more respondents as measures to facilitate alternatives to the car.

What types of initiatives do you think would be useful, subject to funding? (please tick all that apply) (Base: 604)



Respondents gave qualitative feedback on the initiatives, especially for bus services and cycling provision along Hamble Lane.

Further comments about the proposed initiatives



Travellers from all areas would appreciate parking at the rail station. Locals were more likely to benefit from better buses and shuttle buses, compared to residents outside of the area who would prefer better cycle provision along Hamble lane.

Most
↑

	Bursledon	Hamble-Le-Rice	Hound	Other
	Car parking at Hamble Rail Station	Car parking at Hamble Rail Station	Car parking at Hamble Rail Station	Car parking at Hamble Rail Station
	Better bus service provision along Hamble Lane	Shuttle bus service between Hamble and Windhover areas	Better bus service provision along Hamble Lane	Better cycle provision along the Hamble Lane corridor
	Shuttle bus service between Hamble and Windhover areas	Better bus service provision along Hamble Lane	Better cycle provision along the Hamble Lane corridor	Shuttle bus - Hamble Rail Station / Hamble locations
	Better cycle provision along the Hamble Lane corridor	Shuttle bus - Hamble Rail Station / Hamble locations	Shuttle bus - Hamble Rail Station / Hamble locations	Shuttle bus service between Hamble and Windhover areas
	Better pedestrian facilities along Hamble Lane	Better cycle provision along the Hamble Lane corridor	Shuttle bus service between Hamble and Windhover areas	Better bus service provision along Hamble Lane
	Shuttle bus - Hamble Rail Station / Hamble locations	More cycle parking at Hamble Rail Station	More cycle parking at Hamble Rail Station	Other
	More cycle parking at Hamble Rail Station	A business/community travel-planning forum	A business/community travel-planning forum	More cycle parking at Hamble Rail Station
	A business/community travel-planning forum	Better pedestrian facilities along Hamble Lane	Better pedestrian facilities along Hamble Lane	Better pedestrian facilities along Hamble Lane
	A car sharing scheme	A car sharing scheme	A car sharing scheme	Improved information on alternatives to the car
	Improved information on alternatives to the car	Improved information on alternatives to the car	Improved information on alternatives to the car	A business/community travel-planning forum
	Other	Other	Other	A car sharing scheme

What types of initiatives do you think would be useful – by parish of residence (Base 122, 185, 189, 55)

All user types agreed on the top initiatives, although the specific level of support did vary – particularly with regards to the need for better bus and shuttle bus services along Hamble Lane.

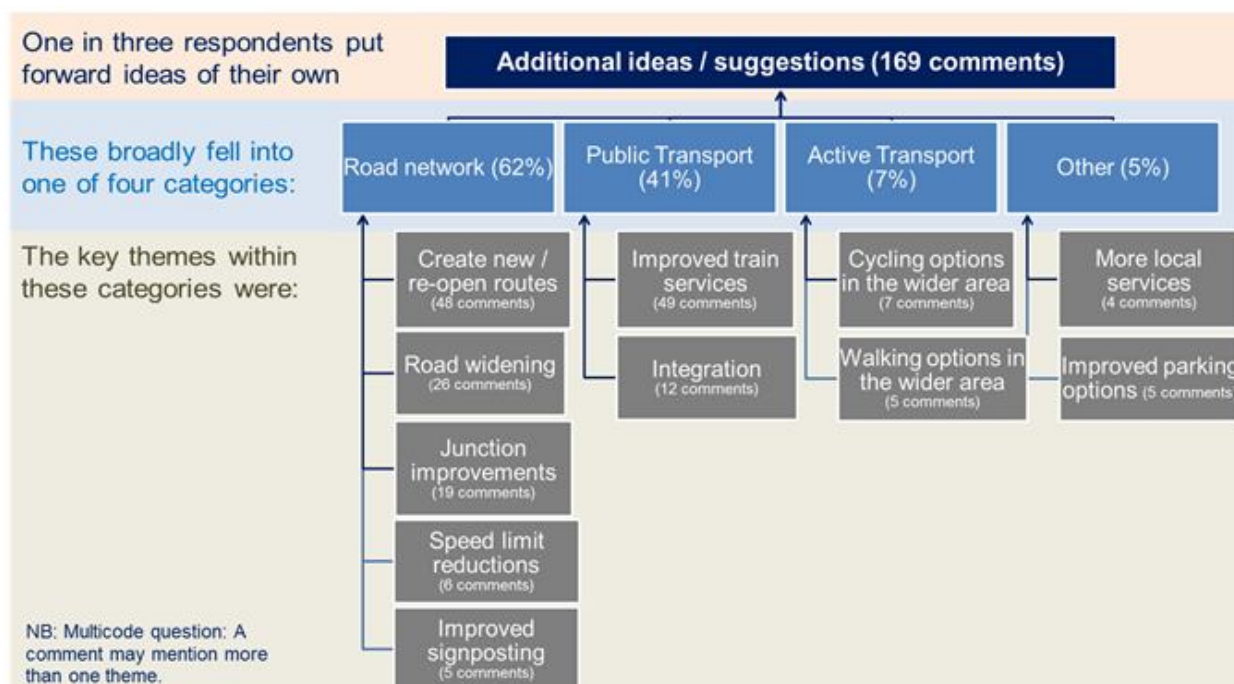
What types of initiatives do you think would be useful by reason for travel (Base: 409, 59, 405, 120, 602)

	Work	Shopping	School run	Leisure	Other	Variance
Car parking at Hamble Rail Station	53%	53%	58%	57%	58%	5%
Better bus service provision along Hamble Lane	40%	47%	36%	45%	46%	11%
Better cycle provision along Hamble Lane corridor	43%	44%	41%	43%	41%	3%
Shuttle bus - Hamble / Windhover areas	33%	40%	31%	40%	49%	19%
Shuttle bus - Hamble Rail Station / Hamble locations	40%	38%	39%	39%	39%	2%
Better pedestrian facilities along Hamble Lane	21%	27%	29%	26%	31%	10%
A business/community travel-planning forum	28%	26%	29%	26%	24%	5%
More cycle parking at Hamble Rail Station	26%	28%	32%	26%	31%	7%
A car sharing scheme	19%	18%	20%	18%	18%	3%
Improved information on alternatives to the car	18%	17%	14%	19%	13%	6%
Other	18%	15%	19%	15%	22%	7%

Green = most supportive group, Red = least supportive group, Variance = range between most & least supportive

Additional ideas and suggestions

In addition to commenting on proposed options, many respondents submitted ideas of their own. There were several comments about re-opening routes, including Botley Road. Improved train services related to the need for more frequent trains with better links to stations such as Southampton Parkway.



Road network (62%) suggestions are primarily related to other options for improving the road network by creating new-routes, or re-opening old routes. Re-opening of Botley Road was the most mentioned option, proposed by 29 respondents.

“At one time there was a suggestion to take traffic from Windhover roundabout along Bursledon road and then improve Botley road to link with Portsmouth road. Is this no longer feasible? Plenty of undeveloped land to enable this.”	“Open up the road northbound from Hamble Motors on the corner of Botley Road to take traffic away from the Hamble peninsular. People coming from the Itchen Bridge can then go up Botley Road to Hedge End area.”
“Build a new road from the Hamble roundabout through the fields with flyovers etc. to the A27/Windhover Roundabout access.”	“Why no mention of re-opening Botley Road which most people consider the most necessary option.”
“Re-open closed section of Lowford Hill for traffic to/from Hamble to Bursledon.”	“Reopen Portsmouth road to go straight into Lowford Hill via roundabout and remove crossing on Hamble Lane at this point.”
“New road Hamble Station to Windhover.”	“Reopening of section of closed off Portsmouth Road.”
“A relief road. .between the A3024 and the A3025.”	”

(In total, 9% of respondents suggested new routes or old ones that could be re-opened)

Additional comments relating to road widening reflected the desire to widen beyond the Tesco-Portsmouth Road section.

“There would be considerable grounds for an additional lane from Windhover roundabout to Botley Road with a unrestricted (no traffic light) entry in to Botley road with a feeder lane.”	“Widening the Bursledon Road (A3024) along the entire section between Windhover Roundabout and Botley Road (B3033) with an inside lane dedicated for traffic heading towards Woolston via the Botley Road(B3033) may reduce congestion.”
“4 lanes are required the whole way from Windhover roundabout to Portsmouth Road.”	“Make Hamble Lane a dual carriage way from top to bottom.”
“Hamble Lane should be widened all the way down to Hound corner.”	“Widen Hamble lane from windhover through to Hamble/ Netley roundabout.”
“Yes we need wider roads but it has to be the entire way along not in fits and starts.”	”

(In total, 5% of respondents made suggestions regarding road widening beyond the area proposed)

Similarly, a number of respondents wanted to ensure that the Windhover junction was not missed from the proposals.

“What I cannot understand is that Windhover roundabout must be the largest piece of unused ground on the road system. It is huge with so much potential to improve the traffic flow all ways and help relieve Hamble Lane and adjoining roads.”

“Chiswick style flyover for cars over the roundabout and flowing down the motorway from Hamble Lane. Expense but very, very effective.”

“On the dual carriageway from the Tesco roundabout to Windhover roundabout a permanent filter lane be made, to ease traffic flow, into Southampton Rd going towards Southampton.”

“It is my view that there should be traffic lights at each entry-point in order to regularise and control traffic flow (as has been done at J5).”

“Smart traffic lights on Windhover should improve flow.”

“The A27 needs a flyover at Windhover roundabout so Hamble Lane doesn't bring the entire road network from Southampton to Fareham to a standstill.”

“A dedicated lane from Junction 8 M27 leading to the A27.”

“You should include a bypass on Windhover roundabout to increase the flow of traffic similar to the improvement at Eastleigh onto the M27.”

(In total, 11% of respondents made suggestions regarding the Windhover junction)

Additional comments relating to public transport focussed squarely on the need for improved train services for the area.

In particular, respondents felt that more frequent services serving Hamble Station would relieve some of the commuter burden on local roads.

“More train at peak times. Train to Hamble 7.00am then.... 8:16am so no wonder everyone travelling west to Southampton, and onto Winchester/London etc. is on the road!.”

“Better rail services from Bursledon/Hamble/Netley would get more cars off the road but with only one train an hour people don't use the service.”

“Hamble train times need to coincide with when local business hours start and finish. Workers are unable to finish early to walk and then catch a train and also start work later as the train arrives just before 9am or just after without giving time for people to walk into Hamble to work. .”

“There is no point in providing car parking @Hamble Station if access to services is not improved.”

“The train is really easy to use but so infrequent I end up driving to Hedge End or Swanick. . On days when I could go by train I invariably end up driving to another station where I can park and there are some trains.”

“I would be happy to travel by train at least part of the time, but with only one train an hour on each line (Chandlers Ford to Southampton and Southampton to Hamble) the journey takes far too long. There is no point in introducing a shuttle bus from Hamble village to the station unless the frequency of train services is improved, at both ends of the day.”

“Many trains DO travel through Hamble/Netley each hour - but only one stops at these stations!”

(In total, 10% of respondents felt that train services in the area could be improved)

Comments by Parish Councils

Hamble and Bursledon parish councils gave detailed feedback to the consultation. The full transcript is included in Appendix 3.

In summary, the following points were included:

Hamble Parish Council

- Network strategy to focus investment, stop rat running and improve public transport is critical for development
- Investment spend should have the objective of reducing travel time at peak periods
- Concerns about congestion and junctions
- Comments on proposed junction options for Tesco access, Portsmouth Road, Hound Road/Satchell lane
- Comments on suggested initiatives – shuttle/P&R services, better bus services, Hamble station car parking, cycle provision and pedestrian facilities along Hamble Lane
- Additional ideas/suggestions regarding new routes/re-opening old ones, public transport, improved train services, transport integration
- Other comments included Itchen toll bridge costs, use of smart technology, Public Light Buses, public cycling system etc.

Bursledon Parish Council

- Any improvements to Hamble Lane must not encourage rat running through Lowford and Bursledon
- Concerns about congestion and pollution
- Comments on proposed junction options for Tesco access, Jurd Way, Portsmouth Road, Pound Road and Windover
- Comments on suggested initiatives for pedestrian facilities along Hamble lane
- Additional ideas/suggestions regarding new routes/re-opening old routes and speed limit reductions
- Need to include Pound Road/Portsmouth Road junction and Jurd Way/Lionheart Way junction
- Extend Safe Routes To School from new developments to Bursledon schools

Pollution and Air Quality Issues

18 respondents commented on pollution and air quality.

A summary of comments includes:

- Pollution and air quality affect the health of local residents and those walking/cycling and it is getting worse
- Air quality very poor due to congestion, HGVs, stationary buses and on-road cycling
- HGVs cause noise and air pollution
- AQMA on Hamble Lane – pollution very bad
- Air pollution along Portsmouth Road in Lowford during peak periods
- Wider roads will not improve air quality
- Consultation does not include suggestions for reducing noise and air pollution
- Steps are also needed to deal with pollution

Conclusion

The consultation exhibitions were well attended and 683 online and paper questionnaires were received. The majority of respondents to the consultation lived in the local area, 92% of whom normally travel by car along Hamble Lane. The majority of respondents used the section of Hamble Lane between Windhover roundabout and the Portsmouth Road junction, with a significant number using alternative routes to avoid congestion.

Respondents overwhelmingly supported the principle of improvements to Hamble Lane. The improvement of traffic flow and reduction of delays is seen as the highest priority. Responses to the consultation suggest that congestion issues are not confined to the weekday morning and evening peak periods. The majority supported the widening of Hamble Lane between Tesco and the Portsmouth Road junction, although there was some concern that only widening this section could just shift the problem along the Lane.

Respondents were also supportive of all potential junction improvements, with Portsmouth Road junction seen as the top priority by 66% of respondents. However, more people thought that the Tesco access junction was the highest overall priority.

Travel planning initiatives were supported with greatest backing for school travel planning initiatives along with some uncertainty about community initiatives. Car parking at Hamble rail station was the best supported initiative by residents from all areas. Priorities also included better bus service provision and cycle provision along Hamble Lane.

A total of 169 respondents gave additional ideas/suggestions. The greatest number of comments related to the road network and public transport.

Appendices

Appendix 1 - Consultation Response Form (Standard Format)



Hamble Lane Improvements

Hampshire County Council is currently developing proposals to improve the A3025/B3397 Hamble Lane and wants to find out what local residents and businesses think.

We want to hear your views on the existing issues, the scope of possible improvements, and the potential travel-planning initiatives for the wider Hamble Peninsula.

Further information and updates about the scheme can be viewed at hants.gov.uk/transport/transportchemes/hamblelane

This response period is open from 27 November 2017 to 7 January 2018

If you need this document in another language or large print, please phone 0300 555 1388

About your journey

Q1 How do you normally travel along Hamble Lane? (please tick only one)

- | | | |
|---------------------------------|--|---|
| <input type="radio"/> Car | <input type="radio"/> On foot | <input type="radio"/> Motorcycle or scooter |
| <input type="radio"/> Car share | <input type="radio"/> Public transport | <input type="radio"/> Other |
| <input type="radio"/> Bicycle | <input type="radio"/> HGV or van | |

If 'other' (please specify below)

Q2 What's usually the reason for your journey? (please tick all that apply)

- | | |
|-------------------------------------|---|
| <input type="checkbox"/> Work | <input type="checkbox"/> Leisure/recreation |
| <input type="checkbox"/> Shopping | <input type="checkbox"/> Other |
| <input type="checkbox"/> School run | |

If 'other' (please specify below)

Q3 How many days in an average week do you use Hamble Lane?

- | | |
|--------------------------------------|---|
| <input type="radio"/> 5 days or more | <input type="radio"/> 1 to 2 days |
| <input type="radio"/> 3 to 4 days | <input type="radio"/> Less than once a week |

Q4 At what time do you usually travel? (please tick all that apply)

- | | |
|--|--|
| <input type="checkbox"/> Week day morning peak (07:00 to 9:00) | <input type="checkbox"/> Week day off peak (all other times) |
| <input type="checkbox"/> Week day evening (16:30 to 18:30) | <input type="checkbox"/> Weekends anytime |
| <input type="checkbox"/> Week day lunch time (12:00 - 14:00) | |

Q5 What part of Hamble Lane do you use? (please tick all that apply)

- Between Portsmouth Road and Windhover roundabout
- Between Portsmouth Road and Hound Road
- Between Hound Road and Hamble-le-Rice

Q6 Do you currently use an alternative route to avoid congestion along Hamble Lane or at Windhover roundabout?

- Yes No Sometimes

If 'Yes or Sometimes' (please specify which road(s)).

Your views on the proposed scheme

Q7 Do you support the principle of improvements to Hamble Lane?

- Yes No Maybe

Q8 What should be the main aim of the improvements? (Please rank these 1-4 in order of priority, with 1 being the highest priority and 4 being the lowest priority)

	1	2	3	4
Improving the traffic flow and reducing delays	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving pedestrian and cycle provision	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving public transport facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Initiatives to reduce the number of car trips	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q9 Do you support potential road widening on Hamble Lane between Tesco and Portsmouth road junctions?

- Yes No Maybe

Q10 Do you support potential improvements to the following junctions? (Please rank these 1-5 in order of priority, with 1 being the highest priority and 5 the lowest priority)

	1	2	3	4	5
Tesco access	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Jurd Way	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Portsmouth Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pound Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Hound Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Travel Planning Initiatives

Q11 Do you support the introduction of travel-planning initiatives for Hamble, which would aim to reduce the number of car trips along Hamble Lane? (please tick one option in each row)

	Yes	No	Maybe
Businesses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Schools	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Community	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q12 What types of initiatives do you think would be useful, subject to funding? (please tick all that apply)

- | | |
|--|--|
| <input type="checkbox"/> Shuttle bus service between Hamble and Windhover areas | <input type="checkbox"/> Better pedestrian facilities along Hamble Lane |
| <input type="checkbox"/> Shuttle bus service between Hamble Rail Station and locations in Hamble | <input type="checkbox"/> Improved information on alternatives to the car |
| <input type="checkbox"/> Better bus service provision along Hamble Lane | <input type="checkbox"/> A car sharing scheme |
| <input type="checkbox"/> Car parking at Hamble Rail Station | <input type="checkbox"/> A business/community travel-planning forum |
| <input type="checkbox"/> More cycle parking at Hamble Rail Station | <input type="checkbox"/> Other |
| <input type="checkbox"/> Better cycle provision along the Hamble Lane corridor | |

If 'other' (please specify below)

Q13 Have you heard of the 'My Journey Hampshire' website? <https://myjourneyhampshire.com>

- Yes No

Comments

Q14 Please provide further comments you would like to be taken into consideration:

Feedback on the event

Q15 If you attended the event how would you rate the exhibition?

- Very good Good Ok Poor Very Poor

About you

In what capacity are you answering? (please tick only one)

- | | | |
|---|---|--|
| <input type="radio"/> Member of the Public | <input type="radio"/> Resident | <input type="radio"/> School/College/Further Education |
| <input type="radio"/> Elected Member | <input type="radio"/> Residents Association | <input type="radio"/> Other |
| <input type="radio"/> Business Organisation | <input type="radio"/> Disability Group | |

If 'other' (please specify below)

Please help us by answering the following questions. Please note that it is not compulsory to answer these questions and there is an option to select 'Prefer not to say'. All responses will be treated in confidence and in compliance with the Data Protection Act 1998.

Gender

- | | | | |
|----------------------------|------------------------------|-----------------------------|---|
| <input type="radio"/> Male | <input type="radio"/> Female | <input type="radio"/> Other | <input type="radio"/> Prefer not to say |
|----------------------------|------------------------------|-----------------------------|---|

Age

- | | | | |
|--------------------------------|-----------------------------|-----------------------------|---|
| <input type="radio"/> Under 18 | <input type="radio"/> 25-34 | <input type="radio"/> 45-54 | <input type="radio"/> 65+ |
| <input type="radio"/> 18-24 | <input type="radio"/> 35-44 | <input type="radio"/> 55-64 | <input type="radio"/> Prefer not to say |

The Equality Act 2010 describes a person as disabled if s/he has a physical or mental impairment (including illness) which has a substantial and long-term adverse effect on that person's ability to carry out normal day-to-day activities.

Do you consider yourself to be disabled?

- | | | |
|---------------------------|--------------------------|---|
| <input type="radio"/> Yes | <input type="radio"/> No | <input type="radio"/> Prefer not to say |
|---------------------------|--------------------------|---|

Your postcode

We ask for this information to demonstrate how widely we have consulted. It will not be used to identify you individually.

Thank you for your feedback - Please post your completed questionnaire with the FREEPOST envelope in which to return it and mark for the attention of Strategic Transport.

For further information on these proposals please contact: major.schemes@hants.gov.uk (please type **Hamble Lane improvements** in the subject title).



Information you have supplied is subject to the terms and conditions of the Data Protection Act 1998.

Data Protection Statement

Hampshire County Council has a duty to protect personal information and will process personal data in accordance with the Data Protection Act 1998 and any amendments to the Act. The personal data you provide on this form will be used to assess how well our services are engaging with people in Hampshire. It may also be used for the prevention or detection of fraud or crime and in an anonymous form for statistical purposes. The data will be stored on computer and/or manual files in accordance with our retention procedures.

What happens next

Your views will be carefully considered by the Council to assist with further technical work for these draft proposal options and finalise the scheme.

Appendix 2 - Consultation technical detail

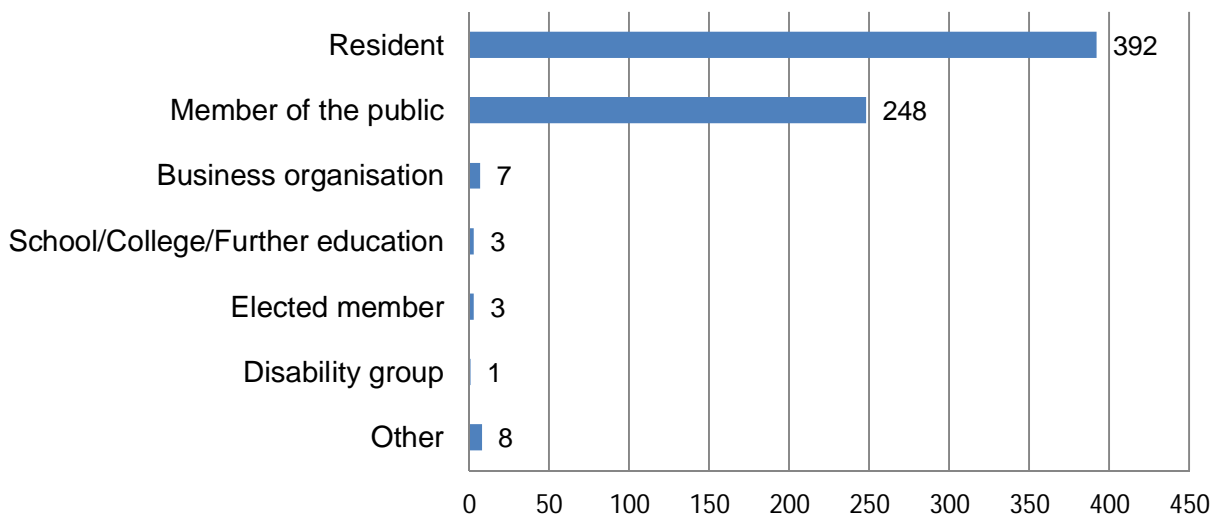
Respondent classification

Respondents were asked to identify whether they were responding as an individual, as a business or on behalf of an organisation or group. This question, as with all questions in the consultation questionnaire, was optional.

The majority of respondents identified themselves as either residents (392) or members of the public (248). Only seven business organisations responded three education facilities, three elected members and one disability group. Eight were classified as other which included:

- Keep my board @ Royal Southern Yacht Club
- Voluntary car drivers to hospitals
- Local General Practitioner
- Commodore of Hamble River Sailing Club

In what capacity are you answering?



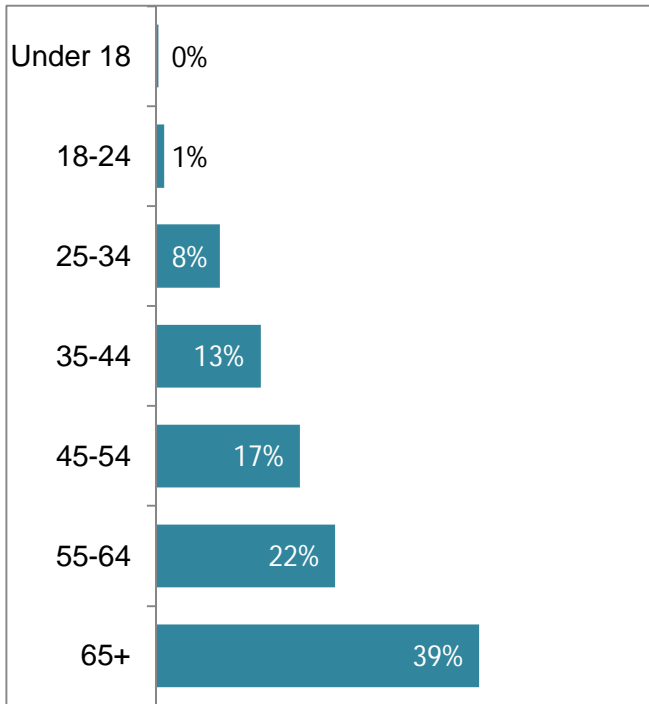
Where respondents identified themselves as individuals they were asked to provide more information about their demography.

Appendix 3 - Consultation participant profile

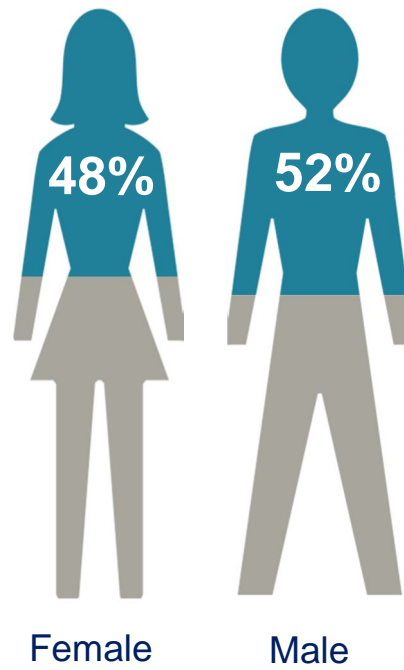
The breakdown of individual respondents by demographic category is shown below.

	Response Option	Count	Percentage
Gender			
	Female	308	47%
	Male	334	51%
	Other	1	0%
	Prefer not to say	12	2%
Age			
	Under 18	2	0%
	18-24	6	1%
	25-34	49	7%
	35-44	80	12%
	45-54	110	17%
	55-64	137	21%
	65+	247	38%
	Prefer not to say	25	4%
Ongoing health problem or disability that limits movement			
	Yes	38	6%
	No	586	90%
	Prefer not to say	29	4%

Age (Base: 631)

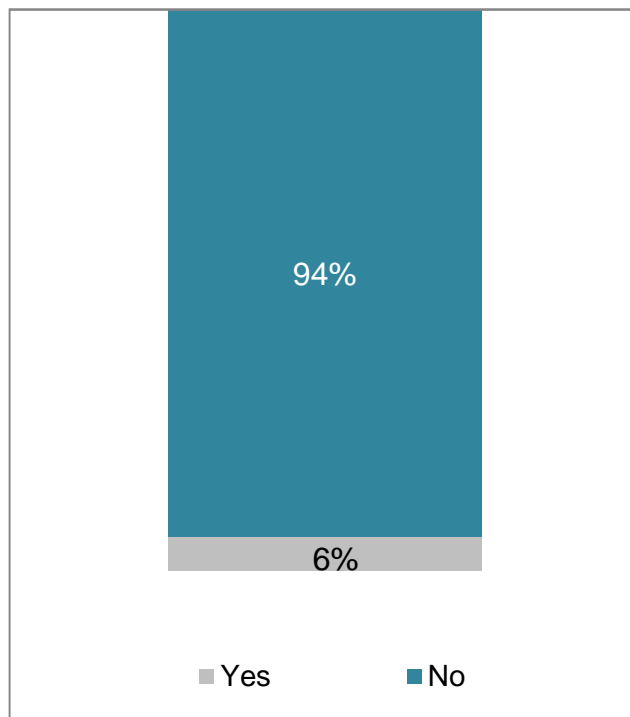


Gender (Base: 643)

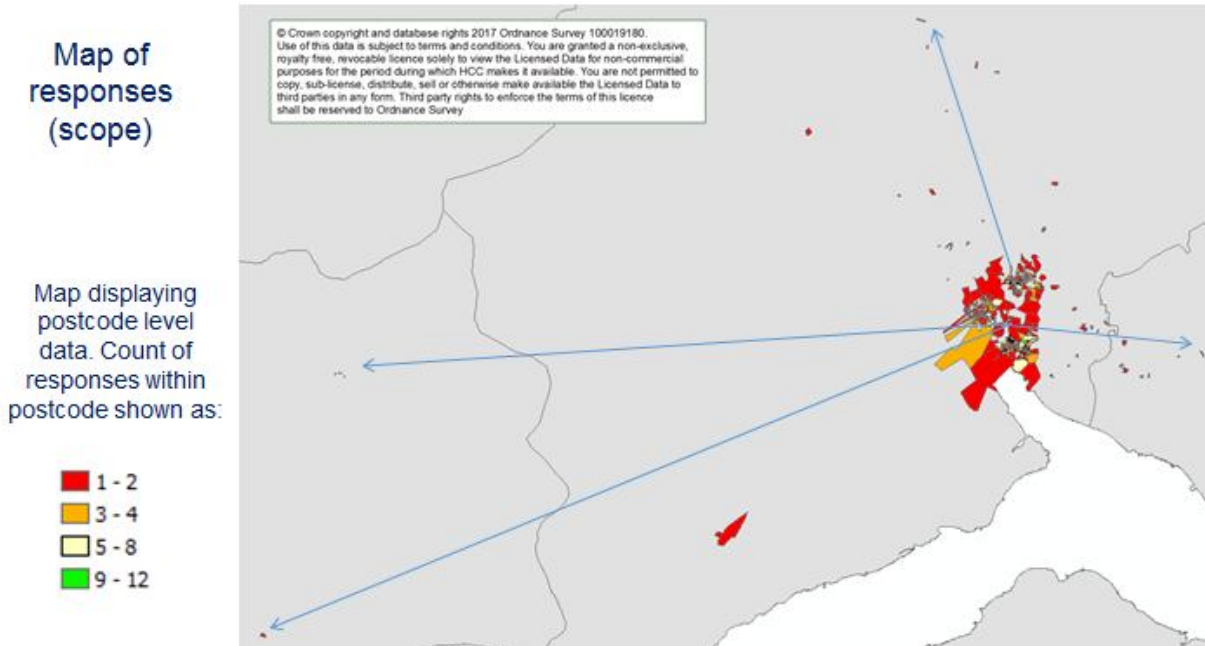
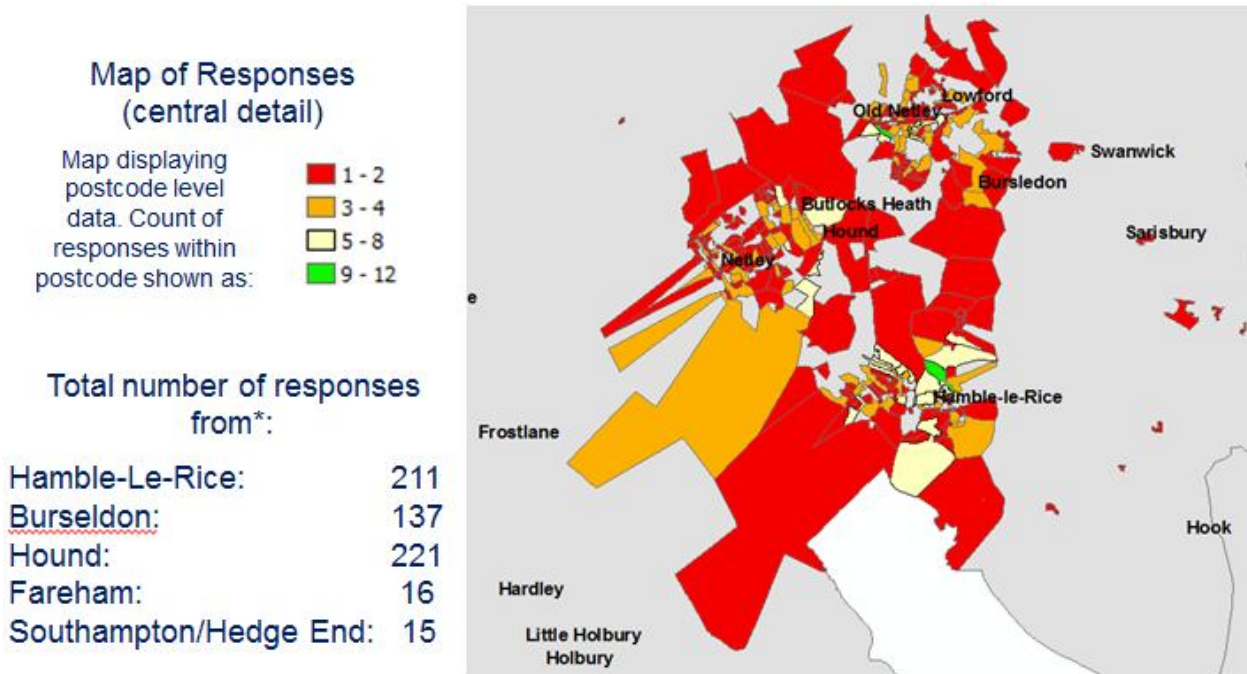


Fewer than 1 in 10 had a disability (Base 624).

Do you consider yourself disabled?



The geographic spread of individual respondents by postcode is illustrated in the maps below. The majority of respondents lived within Hound and Hamble-le-Rice, although responses were received from as far away as Fareham and the New Forest.



Appendix 4 - Data tables (including coded responses to open questions)

Q1. How do you normally travel along Hamble Lane? (please tick only one)		
Car	92%	611
Car share	1%	6
Bicycle	2%	12
On foot	2%	12
Public transport	1%	8
HGV or van	1%	7
Motorcycle or scooter	0%	2
Other	1%	8
No response		17
Grand Total		683
Valid Base		666

Q1. If 'other' (please specify below)	
Bus	1
Car AND bike AND walk AND bus	1
Crawl in my car	1
Disability scooter	1
Motor Home	1
Taxi Driver	1
Use bike when congested	1
Grand Total	7

Q2. What's usually the reason for your journey? (please tick all that apply)		
Work	51%	340
Shopping	67%	443
School run	10%	67
Leisure/recreation	66%	439
Other	19%	128
Valid Base		664

Q2. If 'other' (please specify below). A total of 114 comments were received with the most frequently cited reasons:

Reason	Frequency
Doctor	26
Hospital	13
Family and friends	21
Dentist	7

Q3. How many days in an average week do you use Hamble Lane?			
			Code
5 days or more	65%	431	1
3-4 days	24%	162	2
1-2 days	10%	63	3
Less than once a week	1%	7	4
No response		20	0
Grand Total		683	
Valid Base		663	

Q4. At what time do you usually travel? (please tick all that apply)		
Week day morning peak (07:00 to 9:00)	56%	370
Week day evening (16:30 to 18:30)	58%	387
Week day lunch time (12:00 to 14:00)	29%	193
Week day off peak (all other times)	68%	451
Weekends anytime	76%	507
Valid Base	666	2.9

Q5. What part of Hamble Lane do you use? (please tick all that apply)		
Between Portsmouth Road and Windhover roundabout	89%	589
Between Portsmouth Road and Hound Road	83%	544
Between Hound Road and Hamble-le-Rice	69%	458
Valid Base	659	

Q6. Do you currently use an alternative route to avoid congestion along Hamble Lane or at Windhover roundabout?		
Yes	22%	142
No	37%	243
Sometimes	41%	266
No response		32
Valid Base	651	

Q6a. If 'Yes or sometimes' (please specify which road (s))

Analysis of key words shows that Lowford, Grange Road, Portsmouth Road and Pilands estate were common alternative routes used to avoid congestion along Hamble Lane.

Road	Frequency
Lowford	107
Grange Road	79
Portsmouth Road	68
Pilands Estate	42
Netley	38
Hound Road	38
Botley Road	31
Dodwell Lane	26
Reeves Way	24
Jurd Way	24
Ingleside	20
Pound Lane	16
Itchen Bridge	13

Q7. Do you support the principle of improvements to Hamble Lane?		
Yes	82%	527
No	3%	22
Maybe	15%	97
No response		37
Valid Base	646	

Q8. What should be the main aim of the improvements? (values)				
Order of priority (1-4)	Improving the traffic flow and reducing delays	Improving pedestrian and cycle provision	Improving public transport facilities	Initiatives to reduce the number of car trips
1	574	27	27	17
2	36	169	213	100
3	8	161	184	137
4	33	161	59	226
No response or void	32	165	200	203
Grand total	683	683	683	683
Valid Base	651	518	483	480

Q8. What should be the main aim of the improvements? (%)				
Order of priority (1-4)	Improving the traffic flow and reducing delays	Improving pedestrian and cycle provision	Improving public transport facilities	Initiatives to reduce the number of car trips
1	88%	5%	6%	4%
2	6%	33%	44%	21%
3	1%	31%	38%	29%
4	5%	31%	12%	47%

Q9. Do you support potential road widening on Hamble Lane between Tesco and Portsmouth Road junctions?		
Yes	530	80%
No	42	6%
Maybe	89	13%
No response	22	
Valid Base	661	

Q10. Do you support potential improvements to the following junctions? (Please rank these 1-5 in order of priority, with 1 being the highest priority and 5 the lowest priority)					
	Tesco access	Jurd Way	Portsmouth Road	Pound Road	Hound Road
1	198	59	327	19	26
2	170	142	94	60	52
3	130	155	47	101	83
4	63	98	15	191	130
5	76	59	13	139	190
No response/void	46	170	187	173	202
Grand Total	683	683	683	683	683
Valid Base	637	513	496	510	481
	Tesco access	Jurd Way	Portsmouth Road	Pound Road	Hound Road
	93%	75%	73%	75%	70%

Q11. Do you support the introduction of travel-planning initiatives for Hamble, which would aim to reduce the number of car trips along Hamble Lane? (please tick one option in each row)			
	Businesses	Schools	Community
Yes	350	410	267
No	92	66	104
Maybe	183	148	245
No response	58	59	67
Grand Total	683	683	683
Valid Base	625	624	616
	Businesses	Schools	Community
Yes	56%	66%	43%
No	15%	11%	17%
Maybe	29%	24%	40%

Q12. What types of initiatives do you think would be useful, subject to funding? (please tick all that apply)			
	Ticked	Not ticked	% Ticked
Shuttle bus service between Hamble and Windhover areas	243	440	40%
Shuttle bus service between Hamble Rail Station and locations in Hamble	231	452	38%
Better bus service provision along Hamble Lane	270	413	45%
Car parking at Hamble Rail Station	323	360	53%
More cycle parking at Hamble Rail Station	157	526	26%
Better cycle provision along the Hamble Lane corridor	260	423	43%
Better pedestrian facilities along Hamble Lane	158	525	26%
Improved information on alternatives to the car	111	572	18%
A car sharing scheme	115	568	19%
A business/community travel-planning forum	158	525	26%
Other	102	581	17%
Valid Base	604		

Q13. Have you heard of the 'My Journey Hampshire' website? https://myjourneyhampshire.com		
Yes	157	24%
No	494	76%
No response	32	
Valid base	651	

Q14. Comments – Please provide further comments you would like to be taken into consideration.	
Valid Base	510
Current concerns (super macro)	271
	53.10%
Over development (without due consideration to road infrastructure) macro)	187
	36.70%
OD: Houses built too close to Hamble Lane	40
	7.80%
Congestion	77
	15.10%
Junctions	6
	1.20%
Cycle lanes	22
	4.30%
Pedestrian safety	12
	2.40%
Public transport	12
	2.40%
Pollution	18
	3.50%
Comments on proposed options (super macro)	205
	40.20%
Road widening - Tesco to Portsmouth Rd	35
	6.90%
Junctions - Tesco access	42
	8.20%
Junctions - Jurd Way	28
	5.50%
Junctions - Portsmouth Road	106
	20.80%
Junctions - Pound Road	21

	4.10%
Junctions - Hound Road / Satchell Lane	31
	6.10%
Junctions - Windhover	57
	11.20%
Concerns relating to increased traffic signalling	26
	5.10%
Comments on suggested initiatives (super macro)	125
	24.50%
Shuttle / P&R options services	31
	6.10%
Better bus services	43
	8.40%
Car parking at Hamble Station	18
	3.50%
Cycle parking at Hamble Station	3
	0.60%
Cycle provision along Hamble Lane	37
	7.30%
Pedestrian facilities along Hamble Lane	18
	3.50%
Information on alternatives to car	2
	0.40%
Car sharing scheme	7
	1.40%
Business / community travel planning forum	19
	3.70%
Additional ideas / suggestions (super macro)	169
	33.10%
More local services (eg doctor, shops, schools)	4
	0.80%
Improved parking options	5

	1.00%
Road network (macro)	104
	20.40%
RN: Junction improvements	19
	3.70%
RN: Road widening	26
	5.10%
RN: New routes / re-opening old routes	48
	9.40%
RN: Improved signposting	5
	1.00%
RN: Speed limit reductions	6
	1.20%
Active transport (macro)	12
	2.40%
AT: Cycling options in wider area	7
	1.40%
AT: Walking options in wider area	5
	1.00%
Public transport (macro)	70
	13.70%
PT: Improved train services / more frequent trains	49
	9.60%
PT: Integration	12
	2.40%
Feedback on consultation process (super macro)	36
	7.10%
Other (super macro)	20
	3.90%
Not applicable (super macro)	2
	0.40%

Q15 If you attended the event how would you rate the exhibition?		
Very good	23	6%
Good	130	36%
Ok	161	44%
Poor	32	9%
Very poor	16	4%
No response or did not attend	321	
Grand Total	683	
Valid base	362	

Appendix 5 - Data cut by Demographics

NB: Green denotes group with the highest agreement, red the group with the lowest, where these groups are 'other' or have a small base size, the alternative is in yellow.

Question 7 : Support the principle of improvements to Hamble Lane

Support principle of improvements (Yes, No or Maybe) by normal mode of travel (does not include non-car users)

	Total	Car	Car share	Bicycle	On foot	Public transport	HGV or van	Motorcycle or scooter	Other
Base	645	594	4	12	12	7	7	2	7
Yes	82%	83%	50%	50%	58%	71%	86%	100%	71%
No	3%	3%	-	8%	17%	-	-	-	14%
Maybe	15%	14%	50%	42%	25%	29%	14%	-	14%

Support principle of improvements (Yes, No or Maybe) by reason for journey

	Total	Work	Shopping	School run	Leisure/ recreation	Other
Base	643	335	429	65	422	120
Yes	82%	84%	81%	85%	83%	78%
No	3%	4%	4%	2%	3%	2%
Maybe	15%	12%	16%	14%	14%	21%

Support principle of improvements (Yes, No or Maybe) by time of travel

	Total	Weekday AM peak (07:00 to 9:00)	Weekday PM peak (16:30 to 18:30)	Weekday lunch time (12:00 - 14:00)	Weekday off peak (all other times)	Weekends anytime
Base	646	364	380	185	436	491
Yes	82%	83%	85%	76%	80%	82%
No	3%	4%	3%	3%	4%	4%
Maybe	15%	14%	12%	21%	17%	15%

Support principle of improvements (Yes, No or Maybe) by length of Hamble Lane used

	Total	Between Portsmouth Road and Windhover roundabout	Between Portsmouth Road and Hound Road	Between Hound Road and Hamble-le-Rice
Base	638	572	527	444
Yes	82%	82%	81%	83%
No	3%	4%	3%	3%
Maybe	15%	15%	16%	14%

Support principle of improvements (Yes, No or Maybe) by number of days per week

	Total	5 days or more	3 to 4 days	1 to 2 days	Less than once a week
Base	643	420	155	61	7
Yes	82%	82%	85%	74%	57%
No	3%	4%	1%	5%	14%
Maybe	15%	14%	14%	21%	29%

Support principle of improvements (Yes, No or Maybe) by use of alternative routes (Yes, No or Sometimes)

	Total	Yes	No	Sometimes
Base	632	135	235	262
Yes	82%	88%	83%	77%
No	3%	3%	2%	5%
Maybe	15%	9%	15%	19%

Support principle of improvements (Yes, No or Maybe) by postcode area

	Total	Bursledon	Hamble-Le-Rice	Hound	Other
Base	615	130	204	217	64
Yes	83%	77%	87%	80%	89%
No	3%	5%	3%	2%	5%
Maybe	15%	19%	11%	18%	6%

Proportion of support for principle of improvements (Yes, No or Maybe) by all categories

	Yes	Base
Currently use an alternative route	88%	135
Reason for journey - school run	85%	65
Time - Week day evening (16:30 to 18:30)	85%	380
Frequency - 3 to 4 days	85%	155
Reason for journey - Work	84%	335
Reason for journey - Leisure/recreation	83%	422
Do not currently use an alternative route	83%	235
Time- Week day morning peak (07:00 to 9:00)	83%	364
Part of route used - Between Hound Road and Hamble-le-Rice	83%	444
Frequency - 5 days or more	82%	420
Time - Weekends anytime	82%	491
Part of route used - Between Portsmouth Road and Windhover roundabout	82%	572
Part of route used - Between Portsmouth Road and Hound Road	81%	527
Reason for journey - Shopping	81%	429
Time - Week day off peak (all other times)	80%	436
Reason for journey - Other	78%	120
Sometimes use an alternative route	77%	262
Time - Week day lunch time (12:00 - 14:00)	76%	185
Frequency - 1 to 2 days	74%	61
Frequency - Less than once a week	57%	7

Question 9: Support potential road widening on Hamble Lane between Tesco and Portsmouth Road junctions

Support of potential road widening (Yes, No or Maybe) by reason for journey

	Total	Work	Shopping	School run	Leisure/ recreation	Other
Base	658	337	439	67	435	127
Yes	80%	81%	82%	84%	84%	76%
No	6%	7%	6%	3%	5%	5%
Maybe	13%	12%	12%	13%	11%	20%

Support of potential road widening (Yes, No or Maybe) by number of days per week

	Total	5 days or more	3 to 4 days	1 to 2 days	Less than once a week
Base	658	426	162	63	7
Yes	80%	81%	83%	75%	57%
No	6%	7%	4%	8%	14%
Maybe	13%	12%	13%	18%	29%

Support of potential road widening (Yes, No or Maybe) by time of travel

	Total	Week day morning peak (07:00 to 9:00)	Week day evening (16:30 to 18:30)	Week day lunch time (12:00 - 14:00)	Week day off peak (all other times)	Weekends anytime
Base	660	366	384	189	446	501
Yes	80%	80%	82%	83%	80%	83%
No	6%	7%	6%	7%	7%	6%
Maybe	13%	13%	12%	10%	13%	11%

Support of potential road widening (Yes, No or Maybe) by length of Hamble Lane used

	Total	Between Portsmouth Road and Windhover roundabout	Between Portsmouth Road and Hound Road	Between Hound Road and Hamble-le-Rice
Base	653	583	538	452
Yes	80%	82%	82%	81%
No	6%	6%	6%	5%
Maybe	13%	12%	12%	14%

Support of potential road widening (Yes, No or Maybe) by use of alternative routes (Yes, No or Sometimes)

	Total	Yes	No	Sometimes
Base	646	141	242	263
Yes	81%	82%	80%	81%
No	6%	5%	7%	7%
Maybe	13%	14%	13%	13%

Support of potential road widening (Yes, No or Maybe) by postcode area

	Total	Hound	Hamble	Bursledon	Other
Base	627	221	208	134	64
Yes	81%	81%	86%	75%	78%
No	7%	5%	4%	12%	8%
Maybe	13%	15%	10%	13%	14%

Support of potential road widening (Yes, No or Maybe) by category

Category	Yes	Base
Reason for journey - Leisure/recreation	84%	435
Reason for journey - school run	84%	67
Time - Weekends anytime	83%	501
Time - Week day lunch time (12:00 - 14:00)	83%	189
Frequency - 3 to 4 days	83%	162
Time - Week day evening (16:30 to 18:30)	82%	384
Part of route used - Between Portsmouth Road and Windhover roundabout	82%	583
Reason for journey - Shopping	82%	439
Part of route used - Between Portsmouth Road and Hound Road	82%	538
Currently use an alternative route	82%	141
Part of route used - Between Hound Road and Hamble-le-Rice	81%	452
Frequency - 5 days or more	81%	426
Reason for journey - Work	81%	337
Sometimes use an alternative route	81%	263
Time- Week day morning peak (07:00 to 9:00)	80%	366
Time - Week day off peak (all other times)	80%	446
Do not currently use an alternative route	80%	242
Reason for journey - Other	76%	127
Frequency - 1 to 2 days	75%	63
Frequency - Less than once a week	57%	7

Question 12: Types of Initiatives that would be useful subject to funding

Types of initiatives by reason for journey

	Work	Shopping	School Run	Leisure	Other
Car parking at Hamble Rail Station	53%	53%	58%	57%	58%
Better bus service provision along Hamble Lane	40%	47%	36%	45%	46%
Better cycle provision along Hamble Lane corridor	43%	44%	41%	43%	41%
Shuttle bus - Hamble / Windhover areas	33%	40%	31%	40%	49%
Shuttle bus - Hamble Rail Station / Hamble locations	40%	38%	39%	39%	39%
Better pedestrian facilities along Hamble Lane	21%	27%	29%	26%	31%
A business/community travel-planning forum	28%	26%	29%	26%	24%
More cycle parking at Hamble Rail Station	26%	28%	32%	26%	31%
A car sharing scheme	19%	18%	20%	18%	18%
Improved information on alternatives to the car	18%	17%	14%	19%	13%
Other	18%	15%	19%	15%	22%

Types of initiatives by number of day per week

	Total	5 days or more	3 to 4 days	1 to 2 days	Less than once a week
	600	387	144	62	7
Shuttle bus service between Hamble and Windhover areas	40%	36%	49%	39%	86%
Shuttle bus service between Hamble Rail Station and locations in Hamble	38%	38%	39%	39%	43%
Better bus service provision along Hamble Lane	45%	42%	51%	40%	71%
Car parking at Hamble Rail Station	54%	53%	56%	55%	29%
More cycle parking at Hamble Rail Station	26%	25%	29%	29%	29%
Better cycle provision along the Hamble Lane corridor	43%	41%	46%	48%	57%
Better pedestrian facilities along Hamble Lane	26%	24%	26%	40%	43%
Improved information on alternatives to the car	19%	17%	20%	21%	29%
A car sharing scheme	19%	19%	17%	18%	43%
A business/community travel-planning forum	26%	28%	25%	19%	29%
Other	17%	18%	15%	13%	14%

Types of initiatives by time of travel

	Total	Week day morning peak (07:00 to 9:00)	Week day evening (16:30 to 18:30)	Week day lunch time (12:00 - 14:00)	Week day off peak (all other times)	Weekends anytime
	603	321	343	177	419	461
Shuttle bus service between Hamble and Windhover areas	40%	36%	34%	46%	44%	39%
Shuttle bus service between Hamble Rail Station and locations in Hamble	38%	38%	39%	43%	38%	39%
Better bus service provision along Hamble Lane	45%	41%	42%	45%	48%	45%
Car parking at Hamble Rail Station	54%	51%	55%	61%	55%	55%
More cycle parking at Hamble Rail Station	26%	25%	25%	29%	27%	27%
Better cycle provision along the Hamble Lane corridor	43%	43%	46%	44%	41%	43%
Better pedestrian facilities along Hamble Lane	26%	25%	25%	30%	26%	26%
Improved information on alternatives to the car	18%	17%	17%	20%	19%	18%
A car sharing scheme	19%	18%	18%	20%	20%	18%
A business/community travel-planning forum	26%	26%	25%	27%	27%	28%
Other	17%	21%	20%	19%	16%	15%

Types of initiatives by length of Hamble Lane used

	Total	Between Portsmouth Road and Windhover roundabout	Between Portsmouth Road and Hound Road	Between Hound Road and Hamble-le-Rice
Base	597	531	497	423
Shuttle bus service between Hamble and Windhover areas	41%	40%	40%	39%
Shuttle bus service between Hamble Rail Station and locations in Hamble	38%	38%	39%	41%
Better bus service provision along Hamble Lane	45%	44%	46%	44%
Car parking at Hamble Rail Station	54%	55%	54%	57%
More cycle parking at Hamble Rail Station	26%	28%	26%	28%
Better cycle provision along the Hamble Lane corridor	43%	44%	44%	45%
Better pedestrian facilities along Hamble Lane	26%	26%	26%	25%
Improved information on alternatives to the car	18%	18%	18%	18%
A car sharing scheme	19%	19%	20%	19%
A business/community travel-planning forum	26%	27%	28%	28%
Other	17%	17%	17%	16%

Types of initiatives by currently using an alternative route (Yes, No or Sometimes)

	Total	Yes	No	Sometimes
Base	592	127	224	241
Shuttle bus service between Hamble and Windhover areas	40%	39%	42%	39%
Shuttle bus service between Hamble Rail Station and locations in Hamble	38%	39%	32%	42%
Better bus service provision along Hamble Lane	45%	47%	44%	44%
Car parking at Hamble Rail Station	54%	57%	52%	53%
More cycle parking at Hamble Rail Station	26%	35%	22%	24%
Better cycle provision along the Hamble Lane corridor	43%	48%	43%	40%
Better pedestrian facilities along Hamble Lane	26%	23%	29%	25%
Improved information on alternatives to the car	18%	19%	19%	17%
A car sharing scheme	19%	26%	17%	17%
A business/community travel-planning forum	26%	31%	23%	27%
Other	17%	21%	11%	20%

Types of initiatives by postcode area

	Bursledon	Hamble -Le-Rice	Hound	Other
Shuttle bus service between Hamble and Windhover areas	43%	48%	31%	40%
Shuttle bus service between Hamble Rail Station and locations in Hamble	30%	43%	37%	47%
Better bus service provision along Hamble Lane	48%	48%	46%	31%
Car parking at Hamble Rail Station	51%	56%	57%	58%
More cycle parking at Hamble Rail Station	27%	30%	27%	26%
Better cycle provision along the Hamble Lane corridor	38%	42%	46%	47%
Better pedestrian facilities along Hamble Lane	33%	28%	23%	22%
Improved information on alternatives to the car	16%	15%	19%	22%
A car sharing scheme	17%	16%	20%	18%
A business/community travel-planning forum	22%	30%	25%	20%
Other	14%	14%	19%	29%

Types of initiatives by reason for journey

Shopping	School run	Leisure/recreation	Other
Car parking at Hamble Rail Station	Car parking at Hamble Rail Station	Car parking at Hamble Rail Station	Car parking at Hamble Rail Station
Better bus service provision along Hamble Lane	Better cycle provision along the Hamble Lane corridor	Better bus service provision along Hamble Lane	Shuttle bus service between Hamble and Windhover areas
Better cycle provision along the Hamble Lane corridor	Shuttle bus - Hamble Rail Station / Hamble locations	Better cycle provision along the Hamble Lane corridor	Better bus service provision along Hamble Lane
Shuttle bus service between Hamble and Windhover areas	Better bus service provision along Hamble Lane	Shuttle bus service between Hamble and Windhover areas	Better cycle provision along the Hamble Lane corridor
Shuttle bus - Hamble Rail Station / Hamble locations	More cycle parking at Hamble Rail Station	Shuttle bus - Hamble Rail Station / Hamble locations	Shuttle bus - Hamble Rail Station / Hamble locations
More cycle parking at Hamble Rail Station	Shuttle bus service between Hamble and Windhover areas	Better pedestrian facilities along Hamble Lane	Better pedestrian facilities along Hamble Lane
Better pedestrian facilities along Hamble Lane	Better pedestrian facilities along Hamble Lane	A business/community travel-planning forum	More cycle parking at Hamble Rail Station
A business/community travel-planning forum	A business/community travel-planning forum	More cycle parking at Hamble Rail Station	A business/community travel-planning forum
A car sharing scheme	A car sharing scheme	Improved information on alternatives to the car	Other
Improved information on alternatives to the car	Improved information on alternatives to the car	A car sharing scheme	A car sharing scheme
Other	Other	Other	Improved information on alternatives to the car

Types of initiatives by postcode area

Bursledon	Hamble-Le-Rice	Hound	Other
Car parking at Hamble Rail Station	Car parking at Hamble Rail Station	Car parking at Hamble Rail Station	Car parking at Hamble Rail Station
Better bus service provision along Hamble Lane	Shuttle bus service between Hamble and Windhover areas	Better bus service provision along Hamble Lane	Better cycle provision along the Hamble Lane corridor
Shuttle bus service between Hamble and Windhover areas	Better bus service provision along Hamble Lane	Better cycle provision along the Hamble Lane corridor	Shuttle bus - Hamble Rail Station / Hamble locations
Better cycle provision along the Hamble Lane corridor	Shuttle bus - Hamble Rail Station / Hamble locations	Shuttle bus - Hamble Rail Station / Hamble locations	Shuttle bus service between Hamble and Windhover areas
Better pedestrian facilities along Hamble Lane	Better cycle provision along the Hamble Lane corridor	Shuttle bus service between Hamble and Windhover areas	Better bus service provision along Hamble Lane
Shuttle bus - Hamble Rail Station / Hamble locations	More cycle parking at Hamble Rail Station	More cycle parking at Hamble Rail Station	Other
More cycle parking at Hamble Rail Station	A business/community travel-planning forum	A business/community travel-planning forum	More cycle parking at Hamble Rail Station
A business/community travel-planning forum	Better pedestrian facilities along Hamble Lane	Better pedestrian facilities along Hamble Lane	Better pedestrian facilities along Hamble Lane
A car sharing scheme	A car sharing scheme	A car sharing scheme	Improved information on alternatives to the car
Improved information on alternatives to the car	Improved information on alternatives to the car	Improved information on alternatives to the car	A business/community travel-planning forum
Other	Other	Other	A car sharing scheme

Appendix 6 – Parish Councils

The following points are a summary of comments raised by **Bursledon Parish Council Members** at the Full Council Meeting on the 13 December 2017:

1. Any improvement to Hamble Lane must not encourage use of Portsmouth Road (Lowford) Long Lane, Church Lane and School Road as all are currently used as a rat runs to avoid congestion at Windhover roundabout and along Hamble Lane.
2. Pound Road and Portsmouth Road interaction/junction. Pound Road already a rat run, this junction needs to be included in any consideration relating to Hamble Lane improvements.
3. If improvement is too effective traffic will be encouraged to use Portsmouth Road and Hamble lane rather than Bursledon Road which is the strategic corridor for traffic leaving the M27 at Junction 8 travelling towards Southampton.
4. Tesco access to be changed to single point access directly on and off Windhover roundabout with traffic light control on exit only; preventing rat running through Tesco car park from A27 North bound to Hamble Lane South bound and remove Tesco traffic onto Hamble Lane.
5. New traffic lane design/arrangement around Windhover specifically on the approach to Hamble Lane South and Bursledon Road to prevent traffic backing up and blocking Windhover Roundabout.
6. Hamble Lane /Portsmouth Road junction South Bound. Widen Road by Manor Crescent re- align footpath to run behind the trees within the gravel area and increase the width of Portsmouth Road to enable traffic travelling towards Hamble to run freely and not get caught up in the queue of traffic waiting to turn right into Portsmouth Road.
7. New pedestrian crossings to allow residents from new housing developments to the east of Hamble lane to cross Hamble Lane to Tesco.
8. The upper section of Hamble Lane is an AQMA.
9. To extend 20mph zones to include Church Lane, Long Lane, Portsmouth Road(Lowford), Jurd Way and School Road.
10. Botley Road to be re-opened to encourage traffic to use an alternative route.
11. Creation of a new roadway through Windhover roundabout.
12. Safe Routes to school from the developments West of Hamble Lane need to be extended to include Bursledon Schools.
13. With the expected increase of vehicle numbers using the roads, all possible traffic calming measures be considered/improved for roads through Lowford village as mentioned above and to include Blundell Lane and Dodwell Lane.
14. The Jurd Way/Lionheart Way junction reconfigured to Lionheart Way with direct access onto Hamble Lane and make Jurd Way a junction access onto the reconfigured Lionheart Way.

Hamble Parish Council Response to the Hampshire County Council's Consultation on Hamble Lane

1. Hampshire County Council has issued a consultation to seek views on changes to Hamble Lane. This consultation comes shortly after the Highways England Consultation on Junction 8, Windhover Roundabout and the A3024 into Southampton.
2. The material produced by HCC focuses physical reengineering works to the highway on the section of Hamble Lane from the Tesco's roundabout to Portsmouth Road. For the lower reaches of Hamble Lane, the consultation focuses more on behaviour change to reduce journey frequency as well as measures designed to free up capacity on the road.
3. HPC wish the following to be considered:
 4. It is critical for a network strategy to be developed and understood that seeks to focus traffic on key roads supported by investment in their improvement, measures to stop rat running and improvements in public transport facilities and frequency.
 5. Presently Hamble Lane is being used as an alternative route into Southampton following the A3025. Investment from HE into the A3024 should ensure traffic is routed into Southampton via this route. Traffic using Itchen Bridge should be directed down Bursledon Road and along Botley Road. This has fewer dwellings along it and has the potential for improvements at both ends to cater for more traffic. This would then enable a no right turn into Portsmouth Road (and Pound Road) from Hamble Lane.
 6. Redirecting traffic down Bursledon Road will create some limited capacity along Hamble Lane. Users of Hamble Lane fear that as the new developments come on stream that congestion will worsen. There needs to be confidence that the new measures will not only address the additional flows but also improve on the current position.
 7. For residents and businesses in Hamble it should be acknowledged that there is no alternative route in and out and that investment spent on Hamble Lane should have the objective of reducing travel time from end to end at peak periods. Changing the nature of the junction at Portsmouth Road will not achieve this objective and if queue times to get on and off Hamble Lane at Portsmouth Road reduce it will create further demand. If a no right turn option is not feasible then the measures proposed are supported.
 8. A number of residents have also raised again the issue of the Itchen Bridge toll. The cost for local residents using this bridge is a deterrent that results in more journeys up Hamble Lane than is otherwise needed. What steps could be taken to give Hamble/Netley residents the same access to a residents permit as those in Southampton? The Parish urges HCC and HE to open discussions with SCC on this issue.
 9. Much of the queue time for Hamble Lane users is below the Hound Roundabout. Shift patterns in the village mean that peak traffic starts from 3pm until 6pm with localised peaks within this. Business traffic feeds onto the road at Copse Lane,

Ensign Way, Coach Road, Kings Avenue, Police Training Centre and Satchell Lane. Progress along this length can be very slow and unpredictable.

10. Residents and businesses recognise that to find solutions to this there is a need for traffic analysis. It is recognised that monitoring does not take place on this stretch of the highway but other tools such as Google traffic is used to assess the problem. The council would welcome sight of this data to better understand the local issues. It has been asked to host work around an area travel plan and is prepared to do this but will need access to information, expertise and advice. An opportunity to discuss this at the next stage would be welcomed.

11. It is accepted that there are few design options that will help to address congestion on Hamble Lane and reluctantly the Council recognises the need to help promote changes in behaviour supported by a range of other changes which it believes will help. These should and could include the following: Physical separation from pedestrians on cycle tracks (much of the current route is shared with school children) Continuation of the cycle track from the Station to the Foreshore Improved surfacing and lighting on cycle track and footway running up to the Station. Partial bus refuges to prevent traffic stoppages Use of Smart technology to confirm queue lengths along Hamble Lane to help manage behaviour Promoting use of technology to encourage car shares (Southampton Parkway for example) Development of Public Light Buses to shuttle people down the peninsula (need a transport hub or park and ride option (next to the new country park?) Creation of a public cycling system with hire and storage points at key locations along Hamble Lane with a particular focus on the train station and the foreshore. Explore an enhanced ferry/taxi service to serve commuter traffic alongside visitors Bring forward the parking facilities at Hamble Station and ensure that train times link with local bus services Seek additional services on the Hamble rail line to encourage rail use. Review bus services and times to ensure that people are able to get to key population and service centres (Eastleigh College) Provision of improved drop off for both schools and a traffic management plan

12. In addition, the Council would welcome the opportunity to meet with representatives from HCC to discuss both the findings from the consultation as well as the preferred options.

13. Lastly HPC is keen to receive assurances that measures below the Hound roundabout will receive equal consideration in this consultation process. There is concern that there is an over emphasis on the upper end of Hamble Lane and that solutions further into the village will be considered on the back of a number of proposed developments that are being promoted by developers at the moment within the village. There is no certainty about these schemes coming forward and any contributions that are sought from these schemes should be considered as additional to the measures and the funding available as part of this consultation.