

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	14 November 2017
Title:	A3025 Hamble Lane Improvements
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

1.1. The purpose of this paper is to seek approval to undertake a public consultation exercise on the extent and nature of potential improvements to the A3025 Hamble Lane, between the Windhover Roundabout up to and including the Portsmouth Road junction (“the Scheme”), as shown on the plan at Appendix 1. Approval is also requested to consult the public on the potential for wider travel-planning and behavioural change initiatives for the Hamble Peninsula.

1.2. This paper will:

- Set out the background to and requirement for the Scheme;
- Look at the key issues associated with any improvement scheme; and
- Consider the future direction of the Scheme.

2. Introduction

2.1. Hamble Lane currently experiences significant traffic congestion, particularly during peak periods. The congestion is most pronounced on the A3025 section of Hamble Lane between Windhover roundabout to the north and the A3025 Portsmouth Road to the south. This section experiences the highest traffic flows as traffic routing to/from Southampton via the A3025 Portsmouth Road is combined with traffic routing to/from Hamble-le-Rice and Netley via the B3397 Hamble Lane.

2.2. To the south of Windhover roundabout there are three main junctions along the A3025 section of Hamble Lane: a three-arm roundabout at the Tesco store access; a three-arm roundabout at the Jurd Way junction; and a priority T-junction at Portsmouth Road, with Portsmouth Road giving way to traffic on Hamble Lane. There are two lanes in each direction on Hamble Lane between Windhover and the Tesco access, but between Tesco and Portsmouth Road there is only a single lane in each direction.

2.3. In a northbound direction congestion on the A3025 Hamble Lane is caused by high traffic flows and by right-turning traffic from both the Tesco access and Jurd Way, which has priority over northbound traffic. Northbound congestion is

also caused by 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, both of which can cause queues to block back to Windhover and impede traffic looking to exit Hamble Lane.

- 2.4. In a southbound direction, 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. Congestion is also exacerbated by traffic turning right from Hamble Lane into both the Tesco access and Jurd Way, which has priority over southbound traffic. 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 at times this queueing can also block back towards Junction 8 of the M27.

3. Contextual Information

- 3.1. 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, in support of the emerging Eastleigh Borough Council Local Plan 2011-2036. This document outlined a series of possible concept options to improve both link and junction capacity along the A3025 section of Hamble Lane. As outlined in the report, some high-level transport modelling was undertaken on these concept options, but the conclusion was that further work was required to fully understand the impact of the potential options on traffic flows on both Hamble Lane and the wider highway network.
- 3.2. In the interim, the County Council has 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. The M27 Southampton Junctions 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.
- 3.3. In light of the above, 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.
- 3.4. Development sites that have recently been permitted in the local area, including along or in the vicinity of Hamble Lane, reinforce the need for additional capacity so as to accommodate both existing and forecast future traffic along

Hamble Lane. Given that Hamble Lane is already largely operating at or above capacity in the peak hours, further traffic demand would be likely to contribute to additional congestion and peak spreading, whereby the congestion is experienced for a longer period of time in both the morning and evening peak periods.

- 3.5. Given the cul-de-sac nature of the Hamble Peninsula, the use of private vehicles for journeys to and from work is relatively high, compared to other parts of Hampshire. For example based on 2011 Census data for the Eastleigh 015 MSOA (which includes Hamble):
- For journeys to work **in** the Hamble area approximately 84% of people use a car or van, 6% travel on foot, 4% use a bicycle, 3% use a bus/minibus/coach, 1% use the train, and 1.5% use a motorcycle; and
 - For journeys to work **from** the Hamble area approximately 77% of people use a car or van, 10% travel on foot, 4% use a bicycle, 4% use a bus/minibus/coach, 4% use the train, and 1% use a motorcycle.

4. Other Key Issues

- 4.1. In relation to any potential improvement scheme along the A3025 section of Hamble Lane there are several constraints to note, which are likely to influence the type of scheme that can be developed and the overall magnitude of improvement that can be provided. One such constraint is the new housing development on the western side of this section of Hamble Lane, the boundary of which abuts up close to the current highway boundary and which limits the potential for carriageway widening along this section.
- 4.2. On the eastern side of Hamble Lane, between the Tesco access and Jurd Way, the back gardens of residential properties abut the highway boundary, and this again limits the potential for any carriageway widening that could take place on this side of the road. Between Jurd Way and Portsmouth Road there are residential properties located on both sides of the road, some of which access directly on to Hamble Lane, including a private access road (Manor Crescent). Again, this may limit the potential for carriageway widening or other improvements that can take place.
- 4.3. To the south of Jurd Way on the eastern side of Hamble Lane there are several significant trees, and depending upon the status of these trees this could also limit the level of improvement that can be achieved.
- 4.4. Given the strategic nature of the route and the fact it provides the main access road to/from the Hamble Peninsula, it is also likely that a significant amount of utility service apparatus is located underneath Hamble Lane. Whilst this may not limit the type of scheme that can be developed, it may incur significant additional cost to any scheme due to a requirement for protection or diversion of this apparatus.
- 4.5. As outlined in Sections 2 and 3 above, there is an interaction between traffic flows on Hamble Lane and traffic flows on Windhover roundabout, M27 Junction 8, and the A3024 Bursledon Road. It is therefore necessary to look at solving the congestion at all locations concurrently, rather than considering the issues in isolation. Now that Highways England has consulted on the preferred schemes for the other locations, the County Council is in a position to

commence consultation on the extent and nature of a scheme for the A3025 section of Hamble Lane.

- 4.6. In light of the above a key point to note is that Hamble Lane is a constrained corridor and as such any improvement scheme is unlikely to be able to create a large amount of additional traffic capacity. However it is clear that improvements on the A3025 section of Hamble Lane will be vital to ensure that the full benefits of the Highways England schemes for Windhover roundabout, M27 Junction 8, and the A3024 Bursledon Road can be realised and that improvements to traffic flows in the area are maximised.
- 4.7. Due in part to the anticipated limited opportunities to dramatically increase traffic capacity on Hamble Lane, but also due to transport policy and the existing journey to work mode share for the Hamble area, it is proposed that the public consultation exercise should also include questions relating to behavioural change and travel-planning initiatives. This is in order to try and reduce reliance on the private car for travel to/from the Hamble peninsula, and to promote the use of more sustainable modes. If such measures were supported and widely taken up, they could play a significant role in improving traffic flow and reducing congestion along Hamble Lane, by reducing the number of trips made by private car.

5. Future Direction

- 5.1. Subject to the approval of this report, a public consultation exercise will be undertaken during November/December 2017 regarding the extent and scope of improvements to the A3025 Hamble Lane. This will seek to ascertain the public's views on the nature of potential improvements and what they believe the improvements should entail. It will also include questions relating to behavioural change and travel-planning initiatives for the wider Hamble peninsula.
- 5.2. Following the consultation, the feedback will be analysed and an improvement scheme will be developed and tested, with different options considered where appropriate. If supported, more details of potential travel planning and behavioural change initiatives will be worked up. Once this process has been completed another public consultation exercise will be undertaken, in order to present the preferred improvement scheme and initiatives and to ascertain the public's views on these. It is currently intended that the second consultation exercise will be undertaken in spring 2018.
- 5.3. Following the second consultation event the feedback will be analysed and reported to the Executive Member for Environment and Transport. Then further work will be undertaken to refine the preferred scheme, if appropriate, as part of the progression of design and development work towards implementation. In conjunction, any identified and supported travel planning/behavioural change initiatives will also be developed.
- 5.4. At this stage it is too early to ascertain a potential timescale for the delivery of any scheme that may be identified. Going forward the County Council will continue to work closely with Highways England regarding its M27 Southampton Junctions improvement schemes, to ensure that the impact of the two schemes is considered in tandem.

6. Finance

- 6.1. The finance for undertaking the public consultation exercise and the investigation of potential improvement options, as well as the subsequent future development of a preferred option for further consultation, is to be provided by the Strategic Transport Major Schemes Development budget.
- 6.2. Developer contributions are already identified towards an improvement scheme along this section of Hamble Lane, so there is money available to be put towards the construction of a scheme that is subsequently developed. Further contributions will continue to be sought.

7. Recommendations

- 7.1. That approval be given to undertake a public consultation in autumn 2017 on the A3025 Hamble Lane, between Windhover Roundabout to the north, up to and including the Portsmouth Road junction to the south (as shown on the plan at Appendix 1), in order to seek views upon the extent and nature of potential improvements, the potential for behavioural change and wider travel-planning initiatives, and the preferred way forward.
- 7.2. That approval be given to develop a preferred scheme option following analysis of consultation feedback.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes
People in Hampshire live safe, healthy and independent lives:	Yes
People in Hampshire enjoy a rich and diverse environment:	N/A
People in Hampshire enjoy being part of strong, inclusive communities:	Yes

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

None

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

The proposed Scheme will aim to provide positive benefits for all local residents and road users, regardless of gender, race, religion or mobility. It will reduce congestion and delay and associated levels of driver stress. Benefits will apply to all users of the junctions.

The proposals will have neutral impact upon groups with protected characteristics, and any detailed proposals arising will be subject to separate equalities impact assessments, as appropriate.

2. Impact on Crime and Disorder:

2.1. The decision will not have any direct impact upon crime and disorder.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The proposed Scheme will aim to reduce congestion and delay and will therefore help to improve air quality, due to a reduction in the volume of queuing vehicles.