

Fishers Hill Modal Filter: Post-Consultation Transport Data Report

To provide an evidence base for the potential permanent introduction of a modal filter on Fishers Hill, Fareham.

On behalf Strategic Transport, **Hampshire County Council**

October 2023

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Background

This report has been prepared by Hampshire Services for Hampshire County Council's Strategic Transport team to present data collected from transport surveys concerning the proposal to implement a permanent modal filter on Fishers Hill in Titchfield, Fareham.

The temporary modal filter was installed on 7th September 2020 and removed at the end of the lockdown periods on 19th July 2021. A permanent modal filter is proposed at two locations to provide a stretch of road in between that has no access to motor vehicles, and to significantly reduce through-traffic along the whole road. This is shown in Figure 1.

A modal filter is a barrier on a section of road that limits motor vehicles driving through the route. The road is still able to be accessed from either side of the modal filter, but it prevents the vast majority of through-traffic from using the road. Depending on the type of modal filter used, certain types of vehicle, such as the emergency services or refuse collection, are still able to pass through the filter by using a key to open a locked gate. This type of modal filter is proposed on Fishers Hill and has been successfully used elsewhere.

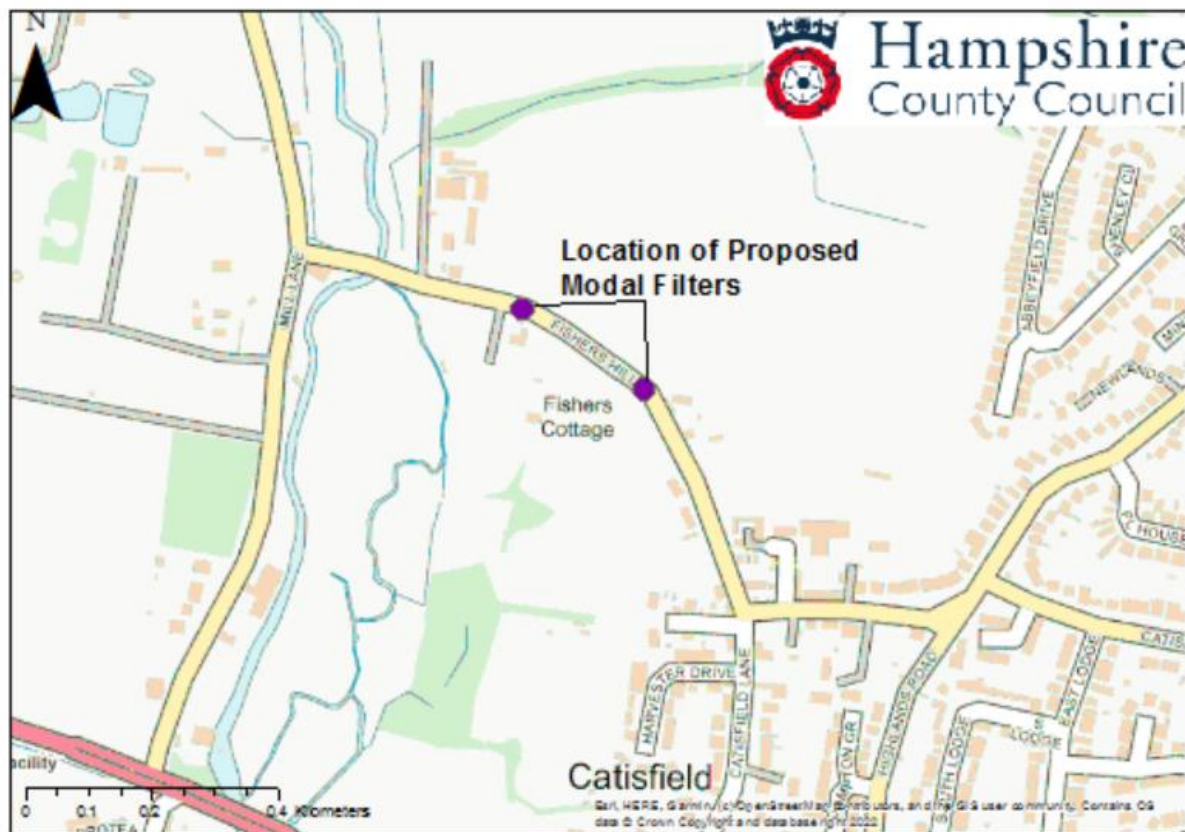


Figure 1: Location of Proposed Modal Filters

Methodology

Several different types of transport data have been collected and the methodology used for each of these is summarised in Table 1 below.

Type of Data	How it was collected
Vehicle journey times	Repeated timed drives between each point (Mill Lane/Fishers Hill) (Catisfield Lane/Fishers Hill) to find the average time it takes to drive on and around Fishers Hill. Each timed drive was taken on a midweek working day at peak times 07:00-09:00 and 16:00-19:00.
Active Travel Counts	12-hour counts over a series of days commissioned to count how many pedestrians, wheelers, horse riders and cycle users were using the road on recorded days. Each pedestrian count has been taken over three days to provide a 'sample' of users.
Walking and Cycling Time Estimations	Estimations taken from google maps for the average walking and cycling time on and around Fishers Hill.
Automated Traffic Counts	Counts with a camera which collect numbers of vehicles and speed over a 24-hour period for 7 days each time, showing averages, 85 th percentile speeds, and speeds of each vehicle travelling past the camera in both directions.

Table 1: Methodology for Fishers Hill

The times of the year that the data has been collected varies:

- August 2020: prior to the modal filter scheme being introduced, after the first national lockdown;
- November 2020: during the modal filter scheme;
- November 2021: short-term post-modal filter scheme;
- March 2022: long-term post-modal filter scheme analysis; and
- March 2023: a 'normal' and more representative view of each location.

The data collected must be caveated against the timings of the national and local lockdowns, and then the subsequent shift to more blended workdays. A second national lockdown took place from the 5th November until the 2nd December 2020, two days after the final pedestrian count for 2020 was taken. The first lockdown took place from the 26th March 2020 with a phased lifting from the 10th May 2020. This may have impacted the August and November data due to factors such as COVID-19 lockdowns, people increasingly working from home, people's confidence to walk outside, shielding, and other government [policies in place at the time](#).

Traffic Survey Data

Driven Journey Times – Methodology

Vehicle journey times have been measured from Point 'A' to Point 'B' as seen below on the map by driving 'through' Fishers Hill (the red route) and around Fishers Hill via the A27 (the blue route/s) to record the difference between the two journeys. These two journeys can be seen below in Figure 2. A 'Timed Drive' is completed with two people in a car with a stopwatch and clipboard timing each drive from either Point A to Point B or Point B to Point A.

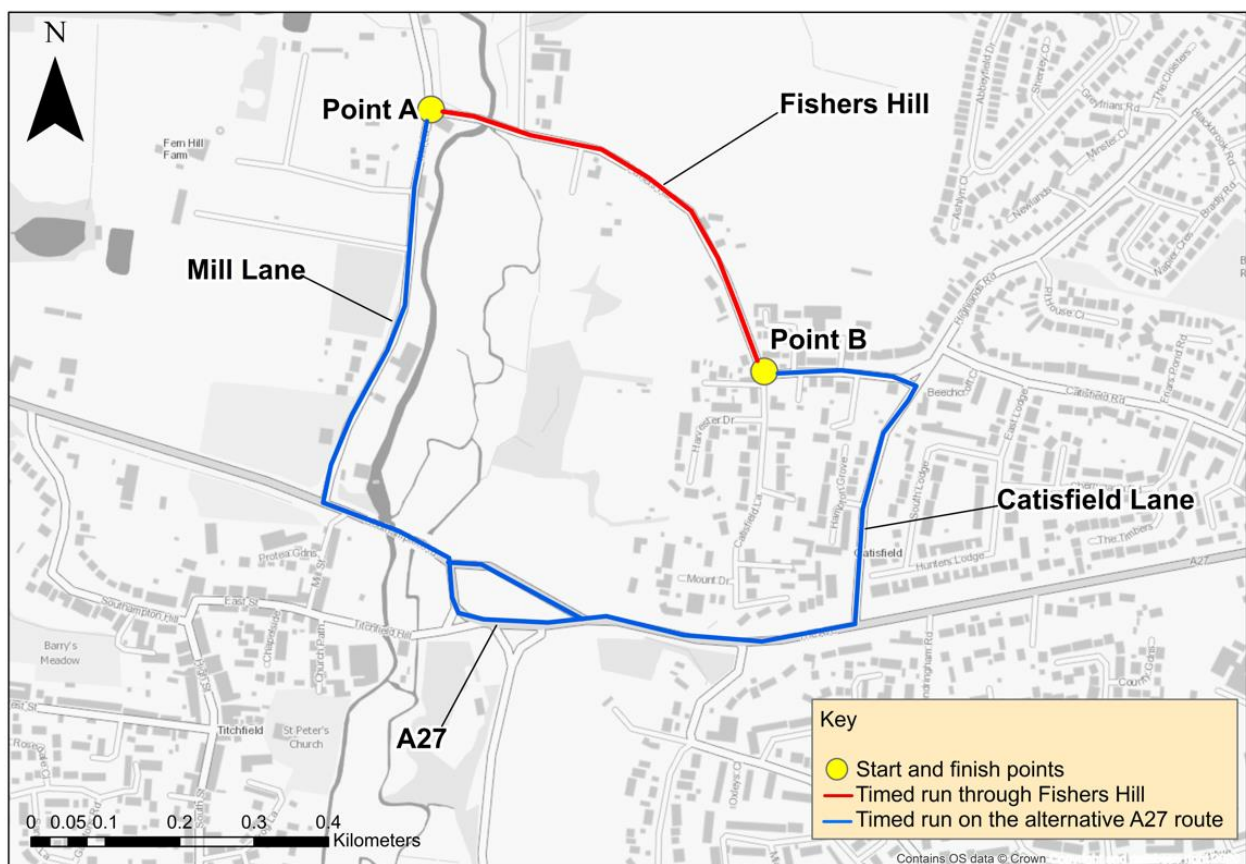


Figure 2: Timed runs through and around Fishers Hill

As seen in Figure 2, the timed drive 'through' Fishers Hill is labelled in red, between Points A and B. Routes 'through' Fishers Hill travelling eastbound will travel from Point A to Point B, and routes travelling westbound will travel from Point B to Point A.

The route in blue is the alternative route that travels between Points A and B by avoiding Fishers Hill using the A27. Eastbound routes will travel from Point A to Point B, and westbound routes will travel from Point B to Point A.

The data from timed drives for the route through and around Fishers Hill was collected in August 2020, November 2020, November 2021, and March 2023. The data for the first three data collections are caveated due to roadworks on the Stubbington Bypass that took place between Summer 2020 and Summer 2022. This may have impacted the journey times in and around the Catisfield and Funtley areas, and on the A27-Titchfield gyratory.

Typical commuting time peaks have been used for comparison across all of the survey periods. These are 07:00-09:30 and 16:00-18:30. The surveys were undertaken on Wednesdays and Thursdays to avoid more common “work from home” days.

Driven Journey Times - Results

As seen in Table 2 below, the diversion via the A27 when the modal filter was in place resulted in an increase of journey time between 01:02 and 01:48 minutes. Each of the timed drives were undertaken under 'normal' conditions (in the peak times of the average workday) and showed similar results, with the average increase in time when diverting along the A27 being between one and two minutes. The average journey time is increased the most when travelling westbound.

The number of timed runs for each of the two routes, the average journey times recorded, and the difference between the average for each of the two routes are detailed in Table 2.

Difference in Average Journey Time: August 2020						Special Conditions
Direction	Diversion via A27		Through Fishers Hill		Difference	
Westbound	02:54	40 runs	01:38	58 runs	01:16	Stubbington Bypass works
Eastbound	02:25	40 runs	01:36	58 runs	00:49	
Difference in Average Journey Time: November 2020						Special Conditions
Direction	Diversion via A27		Through Fishers Hill		Difference	
Westbound	03:20	39 runs	N/A		N/A	Modal filter and Stubbington Bypass works
Eastbound	02:56	40 runs	N/A		N/A	
Difference in Average Journey Time: November 2021						Special Conditions
Direction	Diversion via A27		Through Fishers Hill		Difference	
Westbound	03:21	40 runs	01:33	63 runs	01:48	Stubbington Bypass works
Eastbound	02:49	40 runs	01:30	63 runs	01:19	
Difference in Average Journey Time: March 2023						Special Conditions
Direction	Diversion via A27		Through Fishers Hill		Difference	
Westbound	03:30	40 runs	01:47	54 runs	01:43	None
Eastbound	02:40	38 runs	01:39	54 runs	01:02	

Table 2: Difference in Journey Times; August 2020 to March 2023

The journey times remain consistent when looking at the journey through Fishers Hill and when using the alternative route. The time taken to drive through Fishers Hill in either direction takes between 01:30 and 01:47. The journey times remain consistent when also looking at the diversion route. The time to get from point A to point B, or from B to A, ranges from 02:25 to 03:40.

In terms of the likely increase in journey time to drive via the A27 rather than Fishers Hill if the modal filter is in place, the surveyed difference westbound during the most representative conditions (March 2023) was an average of 01:43. The surveyed difference in an eastbound direction was an average of 01:02.

Walking and Cycling Counts

Walking and Cycling Times

In order to demonstrate the benefit of using Fishers Hill compared with the A27, for walking and cycling journeys, journey time estimates for both routes have been compared. Hampshire County Council has measured the journey from the eastern and western ends of Fishers Hill as seen below in Figure 3, by going ‘through’ Fishers Hill and around Fishers Hill via the A27, to quantify the difference between the two journeys.

Figure 3 shows the start point and end points labelled as ‘A’ (western end) and ‘B’ (eastern end). It is estimated that cycling via Fishers Hill takes 2.3 minutes, with a walking time of 7.7 minutes. To walk around Fishers Hill via the A27 takes an estimated 22.8 minutes and to cycle takes 6.8 minutes. This estimation was collected using Google Maps.

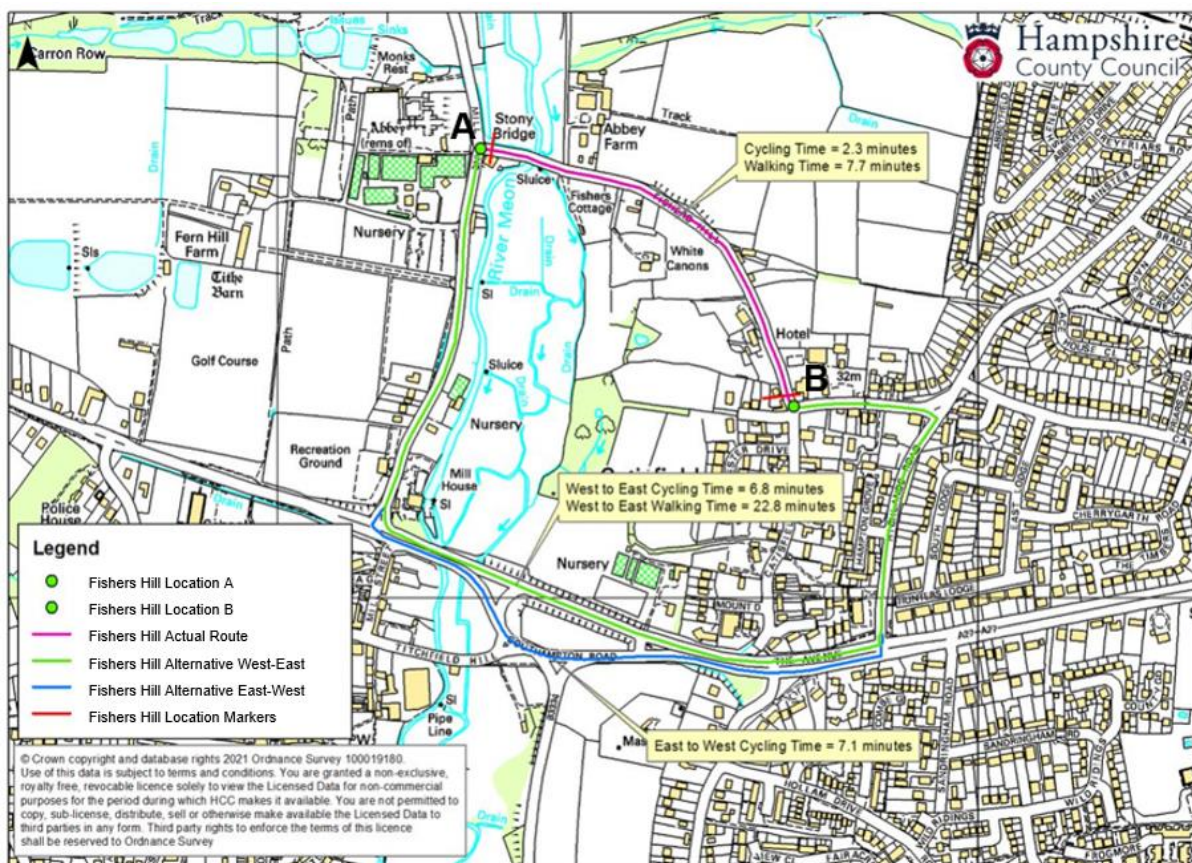


Figure 3: Estimated walking and cycling time on and around Fishers Hill

Pedestrian Counts

Four sets of pedestrian counts have been collected in relation to this scheme across the following dates:

- 24th August-27th August 2020: just before the temporary scheme was installed, to gather pre scheme data;
- 12th October-15th October 2020: to see how the temporary scheme was performing after its introduction;
- 2nd November-3rd November 2020: this survey was commissioned as the October survey was missing one day of coverage due to a camera failure – for this reason both October and November data is presented below; and
- 23rd-25th May 2023: to gather information in neutral traffic conditions.

Figure 4 below shows the location of the site for the pedestrian counts. Each of these counts recorded pedestrians travelling east and west on Fishers Hill, and average combined two-way data is presented in Table 3 below. The data covers 12-hour periods (07:00-19:00) and was collected through a camera survey. The full survey data is available in Appendix 1.

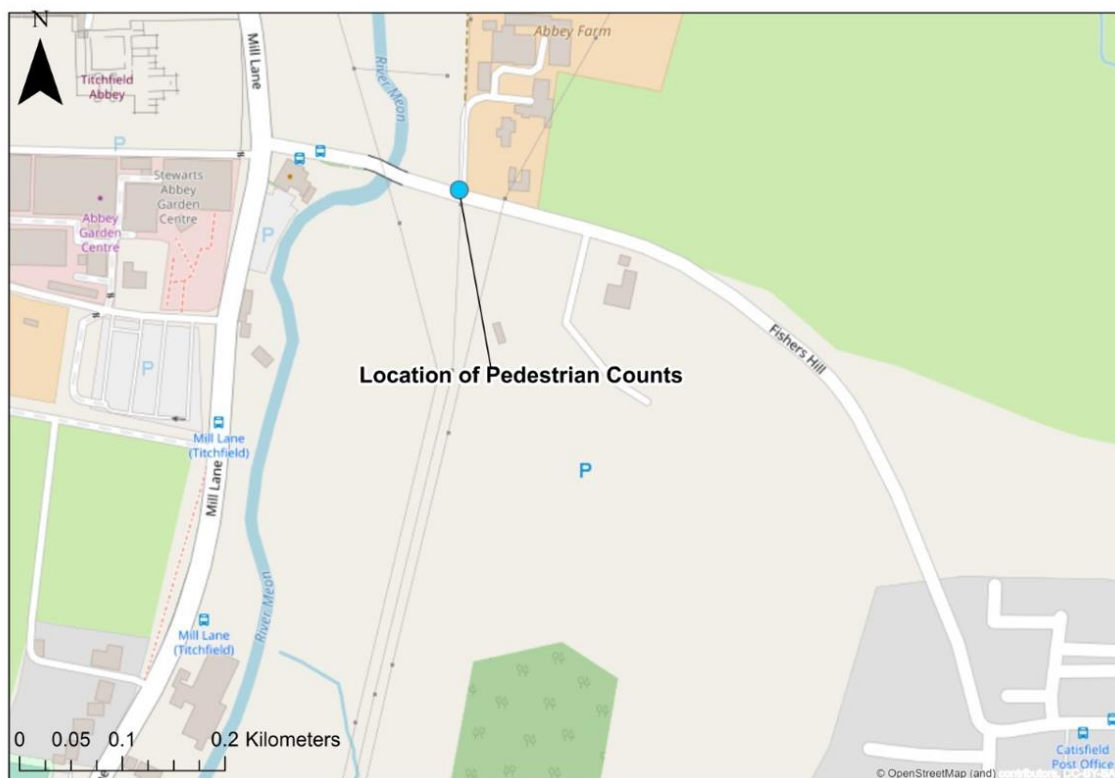


Figure 4: Location of Pedestrian Counts on Fishers Hill

		Male	Female	Total	% Male	% Female
Aug-20	pre scheme	17.3	9.8	27.0	64%	36%
Oct-20	with scheme	51.0	42.3	93.3	55%	45%
Nov-20	with scheme	62.0	58.0	120.0	52%	48%
Oct-Nov 2020 average	with scheme	56.5	50.2	106.7	53%	47%
May-23	post scheme	Not collected	Not collected	52.00	Not collected	Not collected

Table 3: Percentage of Pedestrians recorded travelling on Fishers Hill

Pedestrian Data

The data in Table 3 reveals that pedestrian numbers were fairly low before the temporary scheme and increased significantly (from an average of 27 to a maximum (average) of 120 after the scheme had been installed for a number of months. This suggests that with the scheme in place, more people were encouraged to walk on Fishers Hill. Since the removal of the temporary scheme, pedestrian figures have dropped.

It is not possible to conclusively say that the changes in walking levels were a result of the scheme, as many factors related to Covid-19 influenced all travel demand at the time. However, the significant increase, along with the high levels compared with the times of year and weather (August levels were lower than November, November levels were higher than May), suggests that the scheme positively affected levels of walking. If people had been avoiding travelling due to the Covid-19 pandemic, an increase, rather than a decrease, in the post-scheme walking levels could have been expected.

It can also be seen that the ratio of male to female active travel users of Fishers Hill was more balanced with the scheme in place, suggesting that women felt more comfortable walking with the measures in place, potentially due to safety aspects (as outlined in previous reports by [Sustrans](#)), and as demonstrated by the more equal balance between male and female users across the recorded data when the modal filter was in place.

With the modal filter in place during October/November 2020, the route was used up to 344% more by pedestrians than without the scheme in August 2020. Following the removal of the filter, a decrease of 51% is seen between November 2020 and May

2023. This suggests that the modal filter being in place prompted more pedestrians to use Fishers Hill for active travel.

Cycle Counts

Cycle counts were collected for the same dates as walking counts (above) with the results set out below.

		Male	Female	Total	% Male	% Female
Aug-20	Pre scheme	67.8	2.0	69.8	97%	3%
Oct-20	with scheme	80.3	4.3	84.7	95%	5%
Nov-20	with scheme	44.5	5.0	49.5	90%	10%
Oct-Nov 2020 average	with scheme	62.4	4.7	67.1	93%	7%
May-23	post scheme	Not collected	Not collected	113.00	Not collected	Not collected

Table 4: Cycling data for Fishers Hill

Cycling Data

Overall, the data showed there were very few women cycling on Fishers Hill, compared with men. This reflects the national [cycling demographic data](#) gender-split across the U.K., which shows that men cycle more than women. Men made up 97% of people cycling on Fishers Hill in August 2020.

Whilst the numbers remained low for women cycling with the filter, they did increase with the modal filter in place. The cycle counts show that there was not a significant increase in the number of people cycling following the introduction of the scheme, with levels remaining fairly similar to before the scheme. However, cycling levels generally reduce in autumn and winter months, so the similar levels may suggest that the scheme encouraged continued cycling at this time. Whilst cycling on Fishers Hill itself became objectively safer during the temporary closure, delivery of further sections of this LCWIP, e.g., Mill Lane and Segensworth Road East, may be required for people to feel safe cycling door to door.

Levels of cycling appear to have increased since the scheme was removed; up to 113 users were recorded in May 2023. As with walking data above, it is not possible to conclude that any impacts on levels of cycling for Fishers Hill, were a direct result of the scheme. Increases in cycling levels post scheme could simply be a result of the

relative return to normal in trip levels after the COVID-19 pandemic, or with the higher demand for cycling in warmer months. This data can be found in the appendices.

The full pedestrian and cycle counts can be found in Appendix 2.

Automated Traffic Counts

Automated Traffic Counts (ATCs) are counts over a period of time to capture the speed, volume, and classification of vehicles at fixed locations. They typically involve tubes being placed across the road, but sometimes a camera is used.

ATCs were taken to provide comparative data in and around Titchfield and Funtley. The data produced is to show where and when traffic is busiest in terms of flow, speed, and volume, to help assess whether the modal filter on Fishers Hill directly impacted and/or displaced traffic.

ATCs have been taken in four locations:

- Fishers Hill (August 2020, November 2021, March 2022, and March 2023);
- Funtley Hill (August 2005, June 2021, March 2022, and March 2023);
- Titchfield Lane (November 2021, March 2023);
- Mill Lane (November 2021, March 2022); and
- A27 Titchfield Gyratory (November 2021, March 2022).

Comparison of speed, flow, and volume of vehicles (and further, pedestrians, cycle users, wheelers, and horse riders) before, during, and after the temporary scheme on Fishers Hill was undertaken. Data recorded in August 2020 was taken before the modal filter was put in place; November 2021 was whilst the filter was in place; March 2022 was after the modal filter had been removed; and March 2023 was before the re-consultation exercise, to have a more representative and 'normal' data collection after the Covid-19 pandemic.

The roads surrounding Fishers Hill, such as Mill Lane and the A27-Titchfield Gyratory, had some ATC data collected in November 2021 and March 2022 to collect 'baseline' data if a permanent modal filter was to be in place on Fishers Hill.

Residents in Funtley were concerned that the modal filter was displacing traffic from Fishers Hill through Funtley Hill. To assess this impact, ATCs were collected in June 2021 with the modal filter in place, March 2022, with the modal filter removed, and March 2023, before re-consulting with the public. There was existing data from October and November 2018 and this has been used as a pre-modal filter comparison. ATC data exists for the same location from August 2005; however, it was considered that data from 2005 was unlikely to be a sound representation of current traffic levels in Funtley.

The data for August 2020, June 2021 and November 2021 is caveated due to the roadworks on the Stubbington Bypass between Spring 2020, and Summer 2022. This may have impacted the flows in and around the Catisfield and Funtley areas, and on the A27-Titchfield gyratory. These locations are shown in Figure 5 overleaf.

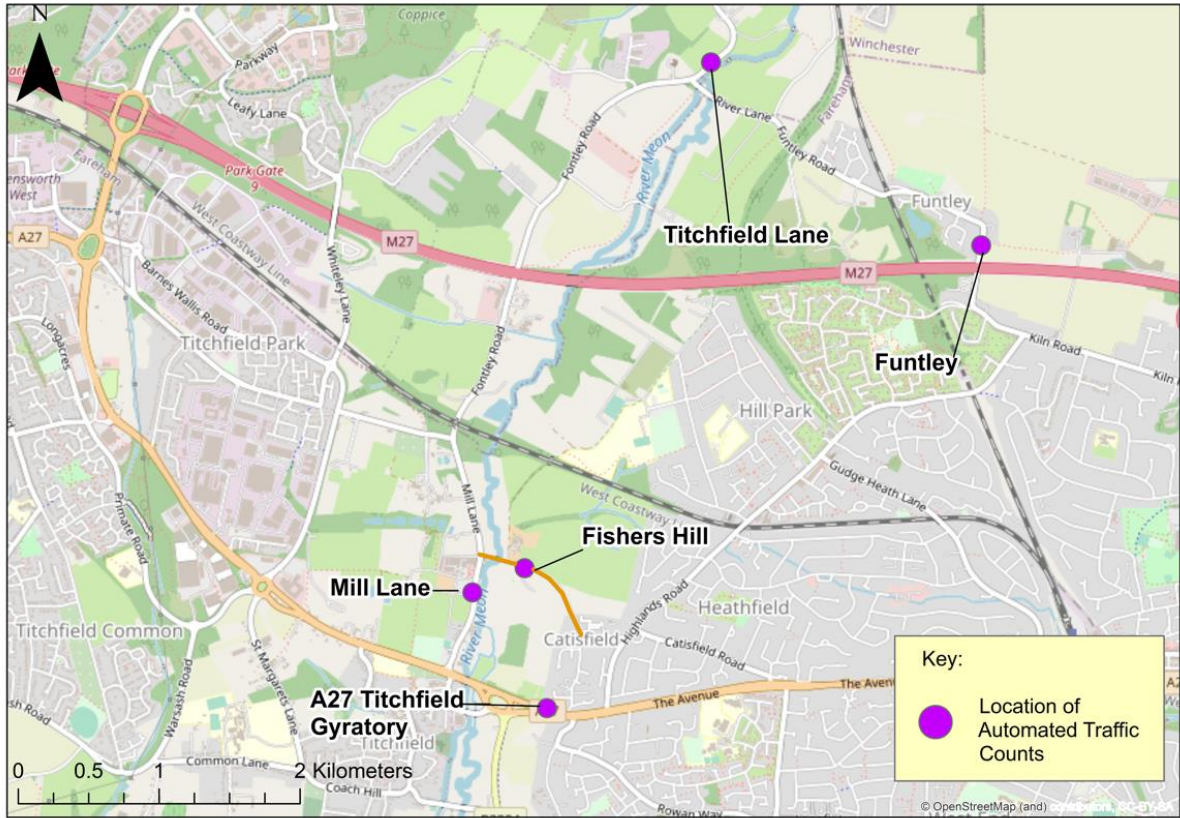


Figure 5: Locations of ATCs within Fareham and Funtley

Table 5 provides a summary of the ATC data that was recorded on Fishers Hill.

Fishers Hill

Fishers Hill	August 2020 (pre-scheme)			December 2021 (post-scheme)			March 2023 (post-scheme)			Pre (August 2020) vs Post (March 2023)	
	ATC comparison	Eastbound	Westbound	Combined	Eastbound	Westbound	Combined	Eastbound	Westbound		Combined
Volume (average 5 day/workday)											Change in position
12 hour	1131	943	2074	1111	1018	2129	1134	699	1833		-12%
24 hour	1330	1122	2452	1233	1178	2411	1270	812	2082		-15%
Speed											Change in position
Average 12 hour	29.9	30.8	30.4	30.8	30.8	30.8	27.3	27.7	27.5		-9%
Average 24 hour	30	31.2	30.6	31.1	31.1	31.1	27.4	27.9	27.7		-10%
85th percentile 12 hour	35.5	35.7	35.6	35.7	35.7	35.7	32.2	32.1	32.2		-10%
85th percentile 24 hour	35.7	36	35.9	35.9	36	36.0	32.2	32.2	32.2		-10%
85th percentile when traffic is travelling at its fastest (Healthy Streets Metric)	38.3 (22:00-22:59)	39.8 (05:00-05:59)	39.05	38.6 (22:00-22:59)	40.3 (05:00-05:59)	39.5	40.9 (03:00-03:59)	37.2 (01:00-01:59)	39.05		5%
Bin with maximum speed recorded	46-<51	46-<51	N/A	46-<51	46-<51	N/A	40-45	40-45	N/A		N/A
% compliance with posted speed limit	54.0%	48.7%	51.3%	50.7%	48.9%	49.8%	71.6%	69.6%	70.6%		37.5%
% noncompliance with posted speed limit	45.7%	50.8%	48.3%	47.7%	49.6%	48.7%	28.5%	30.4%	29.4%		-39.0%

Table 5: ATC data from Fishers Hill

When comparing August 2020 (pre scheme) with March 2023 (post scheme) Table 5 shows that average flows and speeds have reduced on Fishers Hill, and compliance with the 30mph speed limit has improved. However, the 85th percentile speed when traffic is travelling at its fastest (the Healthy Streets metric), has increased slightly, and speeds and flows are too high to support cycling in mixed traffic, in line with cycle design guidance.

The dates for data collection above (August 2020, December 2021, and March 2023) were chosen to sample average speeds and volumes in a pre-scheme, mid-scheme, and post-scheme environment, then a more 'normal' sample a few years on from the Covid-19 pandemic.

Compliance with the speed limit decreases with the modal filter being removed in December 2021, but with March 2023 data showing a decrease in non-compliance, and average speed, it can be concluded that March 2023 shows that speeds on Fishers Hill have decreased.

Funtley Hill

This location has been assessed because residents of Funtley Hill were concerned that the modal filter on Fishers Hill could increase traffic and congestion along Funtley Hill. These counts could also be used as baseline data for future measurements on Funtley Hill to monitor the potential impact of a permanent modal filter on Fishers Hill. As a commitment to Funtley Parish Council, Hampshire County Council will monitor traffic through Funtley Hill should the permanent modal filter be implemented.

	October-November 2018 (pre-scheme)			June 2021 (with-scheme)			March 2022 (post-scheme)			March 2023 (post-scheme)			Pre (October 2018) vs Post (March 2023)
Funtley Hill													
ATC comparison	Northbound	Southbound	Combined	Northbound	Southbound	Combined	Northbound	Southbound	Combined	Northbound	Southbound	Combined	Combined comparison
Volume (average 5 day/workday)													Change in position
12 hour	1481	1602	3083	1851	1663	3514	1513	1494	3007	1443	1381	2824	-8%
24 hour	1750	1836	3586	2110	1908	4018	1777	1667	3444	1716	1577	3293	-8%
Speed													Change in position
Average 12 hour	32.7	34.4	33.6	30.8	32	31.4	31.1	32.4	31.75	27.1	28.7	27.9	-17%
Average 24 hour	30	34.4	32.2	31	32.1	31.55	31.3	32.6	31.95	27.2	28.7	28.0	-13%
85th percentile 12 hour	38.5	39.6	39.05	35.6	37.1	36.35	36.1	37.6	36.85	31.4	32.7	32.1	-18%
85th percentile 24 hour	38.8	39.7	39.3	35.9	37.3	36.6	36.7	37.7	37.2	31.6	32.7	32.15	-18%
85th percentile when traffic is travelling at its fastest (Healthy Streets Metric)	41.1 (23:00-23:59)	40.3 (20:00-20:59)	40.7	39.9 (05:00-06:59)	38.9 (06:00-06:59)	39	39.5 (06:00-06:59)	39.2(21:00-21:59)	39.35	33.1 (20:00-20:59)	34.9 (06:00-06:59)	34	5%
Bin with maximum speed recorded	46-<51	46-<51	N/A	46-<51	46-<51	N/A	46-<51	46-<51	N/A	40-45	40-45	N/A	N/A
% compliance with posted speed limit	36.3%	20.4%	28.4%	53.2%	36.5%	44.9%	96.6%	97.0%	96.8%	75.3%	63.30%	69.3%	144.4%
% non-compliance with speed limit	63.7%	79.6%	71.7%	46.8%	63.5%	55.2%	3.4%	3.0%	3.2%	24.7%	36.7%	30.7%	-57.2%

Table 6: ATC data from Funtley Hill

With the modal filter in place, Funtley Hill experienced an average increase of 432 cars per 24-hour period, however this is unlikely to be directly or only attributable to the modal filter on Fishers Hill, due to the Stubbington Bypass works being in place at the time. Some of the displaced traffic from either scheme may have caused this increase. Post-modal filter, and post-works at the Stubbington Bypass, there is a general decrease of 8% in volume from the initial counts in November 2018. There was no specific diversion route through Funtley.

Titchfield Lane

To cover Funtley wholly, ATCs were also recorded at Titchfield Lane, near River Lane Junction (as referred to in Figure 5). The speed, volume and flow data sets are presented below. The posted limit for the point recorded on Titchfield Lane is 40mph. There is no pre-scheme data available for Titchfield Lane, so data for only during and post-scheme is presented.

Titchfield Lane	June 2021 (during-scheme)			Nov-Dec 2021 (post-scheme)			March 2023 (post-scheme)			Pre (June 2021) vs Post (March 2023)
ATC comparison	Northbound	Southbound	Combined	Northbound	Southbound	Combined	Northbound	Southbound	Combined	Combined comparison
Volume (average 5 day/workday)										Change in position
12 hour	2326	2446	4772	2258	2284	4542	2229	2139	4368	-8%
24 hour	2620	2754	5374	2496	2514	5010	2483	2352	4835	-10%
Speed										Change in position
Average 12 hour	42.2	40.3	41.3	41.8	40.7	40.7	37.2	34.6	35.9	-13%
Average 24 hour	42.4	40.6	41.5	42	40.9	40.9	37.3	34.6	36.0	-13%
85th percentile 12 hour	47.2	45.2	46.2	46.3	45.5	45.5	41.6	38.6	40.1	-13%
85th percentile 24 hour	47.6	45.5	46.6	46.8	45.6	45.6	41.6	38.6	40.1	-14%
85th percentile when traffic is travelling at its fastest (Healthy Streets Metric)	50.7 (06:00-06:59)	52.2 (06:00-06:59)	51.45	50 (05:00-05:59)	51.8 (05:00-05:59)	50.9	49.4 (03:00-03:59)	44.7 (01:00-01:59)	47.05	5%
Bin with maximum speed recorded	61-<66	56-<61	N/A	46-<51	46-<51	N/A	50-<55	50-<55	N/A	N/A
% compliance with posted speed limit	38.3%	52.0%	45.2%	40.2%	50.5%	45.4%	75.0%	91.50%	83.3%	84.4%
% non-compliance with speed limit	61.70%	48.0%	54.9%	59.8%	49.5%	54.7%	25.0%	8.5%	16.8%	-69.5%

Table 7: ATC data from Titchfield Lane

The volumes across the data have also decreased, by 8% in a 12-hour recording, and 10% in a 24-hour recording of the location across the three dates. This, combined with a general decrease across recorded speeds would suggest that in general, there are less vehicle drivers using Titchfield Lane post scheme.

There is a minimal change typically across speeds and volumes when looking at the difference between June 2021 (during the scheme) and November-December 2021 (post-scheme). This suggests that the modal filter on Fishers Hill had little impact on Titchfield Lane itself. There is a decrease in volume of 364 vehicles in an average 24-hours in the post-scheme period in November 2021, which suggests that there may have been some displacement of traffic from either the Fishers Hill modal filter, or the Stubbington Bypass works in June 2021. However, this has no comparison pre-modal filter. Furthermore, as volumes decrease, so do speeds between these two sets of data, suggesting that the road with Fishers Hill's modal filter in was not congested during June 2021.

Volumes on Titchfield Lane were higher in with scheme compared with post scheme (364 higher compared to November 2021, and 539 higher than March 2023). The Stubbington Bypass works opened to traffic on 30th May 2022.

Mill Lane

Mill Lane connects the A27 and Fishers Hill; it runs north-south and has a marked speed limit of 40mph. The reason that data was recorded on Mill Lane is to gather baseline data for this location to enable comparison if the modal filter scheme on Fishers Hill becomes permanent. Data for Mill Lane was taken only in November 2021 and March 2022. The posted speed limit on Mill Lane is 40mph.

Mill Lane	Nov-Dec 2021 (post-scheme)			March 2022 (post-scheme)			Pre (Nov-Dec 2021) vs Post (March 2022)
	Northbound	Southbound	Combined	Northbound	Southbound	Combined	
ATC comparison							Combined comparison
Volume (average 5 day/workday)							Change in position
12 hour	2478	2129	4607	2145	1890	4035	-12%
24 hour	2775	2302	5077	2434	2061	4495	-11%
Speed							Change in position
Average 12 hour	32.3	34.9	33.6	35	37.8	36.4	8%
Average 24 hour	32.7	35.2	33.95	35.4	37.8	36.6	8%
85th percentile 12 hour	39	41.2	40.1	40.7	44.1	42.4	6%
85th percentile 24 hour	39.5	41.6	40.6	41	44.2	42.6	5%
85th percentile when traffic is travelling at its fastest (Healthy Streets Metric)	44.3 (23:00-23:59)	44.9 (20:00-20:59)	44.6	44.4 (05:00-05:59)	45.8 (1700-17:59)	45.1	5%
Bin with maximum speed recorded	46-<51	46-<51	N/A	56-<61	56-<61	N/A	N/A
% compliance with posted speed limit	54.0%	48.7%	51.3%	84.9%	70.5%	77.7%	51.3%
% noncompliance with posted speed limit	45.7%	50.8%	48.3%	15.1%	29.5%	22.3%	-53.8%

Table 8: ATC data for Mill Lane

The data in Table 8 shows that on average, the march speeds are three miles per hour higher than that of November 2021. This may suggest that there is a higher volume of traffic in 2021 due to the lower speeds. With the end of the modal filter, revealed in the 2022 data, the speeds are slightly higher, at about 10% for both northbound and southbound.

Table 8 shows that, as with other locations, there is a decrease in volume from November 2021 to March 2022; this results in an average decrease of 500 cars per 24 hours, both northbound and southbound. The modal filter had been removed in the summer of 2021. It is unclear, as with the other locations, what the reason is for the decrease in volume, other than a general decrease in traffic in the area.

A27 Titchfield Gyratory

Data for the A27/Titchfield Gyratory was taken only in November 2021 and March 2022. The Speeds were recorded eastbound and westbound to track the movements just east of the turn south onto Ranvilles Lane, and just west of the northbound turn onto Highlands Road. Data was recorded at this location to gather baseline data to compare the 'after' speeds and volumes if the permanent modal filter is put in place.

In Table 9, the volumes are significantly higher than any other ATC location recorded for the purpose of this report. This is expected for the size and capacity of this road. The A27 Gyratory has a speed limit of 40mph. Whilst there are slower speeds and increased volume on the A27, the roads are not reported to be congested.

Data from the A27 Gyratory shows two post-scheme data collection variants with volumes that reflect the size and capacity of the A-road with combined figures of 28744 and 29331 vehicles in a 24-hour period. Volume had slightly increased from the November 2021 data to the March 2022 records, but this does not suggest that the road is at capacity. Combined with lower volume, the average speed on the A27 in November (westbound) is significantly slower, suggesting that the road is busier during the modal filter, and during the Stubbington Bypass roadworks.

A27 Gyratory	Nov-Dec 2021 (post-scheme)			March 2022 (post-scheme)				(Nov/Dec 2021) vs (March 2022)
ATC comparison	Eastbound	Westbound	Combined	Eastbound	Westbound	Combined		Combined comparison
Volume (average 5 day/workday)								Change in position
12 hour	11398	11811	23209	11026	12493	23519		1%
24 hour	13795	14949	28744	14003	15328	29331		2%
Speed								Change in position
Average 12 hour	38.9	28.7	33.8	39.5	36.1	37.8		12%
Average 24 hour	39.5	30.6	35.05	40.1	36.6	38.35		9%
85th percentile 12 hour	44.5	38.7	41.6	44.9	41	42.95		3%
85th percentile 24 hour	45	40.1	42.6	45.3	42.1	43.7		3%
85th percentile when traffic is travelling at its fastest (Healthy Streets Metric)	50.1 (05:00-05:59)	46.6 (03:00-03:59)	48.35	50.8 (03:00-04:59)	47.5 (02:00-02:59)	49.2		5%
Bin with maximum speed recorded	= >66	= >66	N/A	= >66	= >66	N/A		N/A
% compliance with posted speed limit	60.9%	88.8%	74.9%	56.60%	82.0%	69.3%		-7.4%
% non-compliance with posted speed limit	39.1%	11.2%	25.2%	43.4%	18.0%	30.7%		22.1%

Table 9: ATC data for the A27 Titchfield Gyratory

Summary and Conclusions

Background

This report has been prepared by Hampshire Services within Hampshire County Council to present the findings from the recent data collection relating to the consultation on the proposal to implement a permanent modal filter on Fishers Hill, Fareham.

There was a temporary modal filter installed on Fishers Hill in late 2020, one of 42 schemes across Hampshire. This was an emergency scheme in response to the COVID-19 pandemic, and the temporary filter was removed in July 2021.

With the modal filter in place, Fishers Hill would be:

- Accessible by emergency response vehicles and refuse vehicles;
- Accessible by car (from one or other direction) for those living on it;
- Barrièred by a gate and bollards which cannot be driven through by car
- Fully accessible by people walking, cycling, wheelchairs/mobility scooters, e-scooters, and horse riders.

A series of transport surveys have been undertaken over the course of the last few years in order to provide data with which to assess: the impact of the modal filter on traffic flows across the wider area; the impact on vehicle journey times; and the impact on walking and cycling movements.

Vehicle Journey Times

A key consideration for the installation of a modal filter is the impact on vehicle journey times, given that the modal filter would require vehicles to use an alternative route. The journey times between two points at the western and eastern ends of Fishers Hill were recorded going both 'through' Fishers Hill and around Fishers Hill via the A27.

The data shows that the time difference between the drive through and the drive around Fishers Hill ranges from one minute and two seconds to one minute 48 seconds. This is a minor difference when compared to the drive through Fishers Hill.

Walking and Cycling Data

It is estimated that cycling on Fishers Hill takes 2.3 minutes, with a walking time of 7.7 minutes. To walk around Fishers Hill via the A27 takes an estimated 22.8 minutes; to cycle takes 6.8 minutes. The 12-hour May 2023 pedestrian counts show a pedestrian range of 17-35 trips per day over the three days. This decreased since the November 2020 data, which ranges from 56-62 pedestrians using Fishers Hill per day, and October 2020, showing a range of 47-118 pedestrians per day. August 2020 data shows a range of 19-41 pedestrians per day. More women are likely to use Fishers Hill for active travel when the modal filter is in place.

The peak times highlight a high demand for commuter cycling across the data set. In all counts aside from November 2020, people who cycle are the highest proportion of users (pedestrians are the highest proportion user in November 2020).

The highest usage of Fishers Hill in the peak times was in October 2020, whilst the temporary modal filter was in place. This suggests that people who walk and cycle are more likely to use Fishers Hill with the modal filter in place than without.

Automated Traffic Counts

Funtley Hill does not seem to be directly impacted by the modal filter scheme, and has steady traffic flows throughout the day, with no obvious peaks.

Whilst some roads, such as Mill Lane and the A27 seem to have significantly higher flows than Fishers Hill and Funtley Hill, these roads are typically heavier in volume than the surrounding B-roads. The speeds have remained fairly consistent across all data collections, suggesting that no roads are over-capacity. The most significant increases in volume are seen between 2021 and 2023 data, and 2022 and 2023 data, after the temporary modal filter was in place.

The data shows that some of the routes (Titchfield Lane, the A27 Gyratory, Mill Lane, and Funtley) have been impacted by either Fishers Hill's modal filter or the roadworks on the Stubbington Bypass due to the slower speeds when the temporary modal filter was in place.

Speed limits are typically exceeded across all counts, aside from some anomalies on the A27 and Mill Lane, which coincide with higher traffic flows and volume.

To conclude, the Fishers Hill temporary modal filter did not have a significant impact on the surrounding roads in terms of speed or volume. Pedestrians and cyclists were more likely to use Fishers Hill with the modal filter in place than without.