

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	12 March 2019
<b>Title:</b>	Hamble Lane Improvements
<b>Report From:</b>	Director of Economy, Transport and Environment

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### 1. Recommendations

- 1.1 That the feedback from the second public consultation and the overall high level of support for the preferred improvement scheme for Hamble Lane (the Scheme), as outlined in this report, is noted.
- 1.2. That minor modifications to the preferred Scheme (outlined in this report), which have been informed by comments from key stakeholders and responses to the public consultation, are approved.
- 1.3. That the order of priority for the progression of different elements of the preferred Scheme (as outlined in this report and informed by the public consultation results), is approved in principle, but that this remains flexible to enable the timely delivery of elements of the Scheme should funding become available. Changes to the order of progression would be made in consultation with the Executive Member for Environment and Transport.
- 1.4 That a review be carried out of the Eastleigh Borough Transport Statement 2012 in respect of future development off Hamble Lane, in order to best secure the opportunity to deliver the proposed Hamble Lane improvements in conjunction with the emerging Eastleigh Borough Local Plan 2036.
- 1.5 That authority be delegated to the Director of Economy, Transport and Environment to progress the Scheme development, design, and any necessary planning and environmental processes to a state of readiness so that when funding becomes available, elements of the Scheme can be quickly progressed towards delivery.
- 1.6 That approval is given to progress all appropriate funding and bidding opportunities for the different elements of the Scheme, and to prepare and submit business cases where appropriate, in order to try to secure implementation in a timely manner.

- 1.7 That authority is delegated to the Director of Economy, Transport and Environment and the Head of Legal Services to progress all appropriate orders, notices, consents, permissions, rights and easements that are necessary to enable the delivery of different elements of the Scheme, and to commence informal negotiations with affected third party landowners.

## **2. Executive Summary**

- 2.1 On 14 November 2017 the Executive Member for Environment and Transport (EMET) gave approval to undertake a public consultation exercise on the extent and nature of potential improvements to Hamble Lane, and approval to develop a preferred scheme following analysis of the consultation feedback. This public consultation took place from 27 November 2017 to 7 January 2018, with a total of 683 responses being received.

- 2.2 On 17 July 2018 the EMET gave approval to undertake a second public consultation on the preferred improvement scheme for Hamble Lane (which was developed following the first consultation), to seek views on the prioritisation of different elements of the scheme and to modify the preferred scheme if required following the consultation.

- 2.3 The second public consultation took place from 3 September 2018 to 14 October 2018, with a total of 354 responses being received. The purpose of this paper is to:

- Provide a brief context for the report;
- Report back on the results of the second public consultation;
- Provide a detailed summary of the consultation process, the quantitative and qualitative results and responses received, and a summary of the key issues and concerns for residents;
- Provide the County Council's response to the main comments and issues that were raised in the consultation;
- Outline the modifications that have been made to the preferred scheme following the public consultation and feedback from other key stakeholders;
- Present an order of priority for different elements of the preferred scheme, to be delivered as and when funding is secured;
- Seek approval to progress all funding and bidding opportunities for the Scheme and to prepare business cases where appropriate;
- Seek approval to progress all necessary work, legal documentation and processes that are required to deliver the Scheme, once sufficient funding for the different elements of the Scheme is secured; and
- Outline the future direction of the Scheme.

### **3. Contextual Information**

- 3.1 Hamble Lane is heavily congested throughout much of the day but particularly during peak periods, with the potential to improve the situation being limited by the geographical constraints associated with the peninsula location. The need for the scheme has been defined in two previous reports to the EMET, in November 2017 and July 2018, and these should be referred to for further details of the Scheme objectives and rationale behind the proposed improvements.
- 3.2 There is a clear need to for an improvement to help address existing traffic problems and to help manage future demand associated with background growth. It is considered that additional development along the corridor would compound the existing problems and would negate the benefits of the Scheme, with very limited opportunity to make further improvements to the corridor in the future. Therefore until at least the preferred Scheme for the northern section has been implemented, it is considered inappropriate from a traffic perspective for further development to be allocated or permitted along Hamble Lane.
- 3.3 Work on developing an improvement scheme for the northern section of Hamble Lane (the A3025) began in 2016/17 and two public consultations have subsequently taken place to ascertain the public's views initially on the need for improvements and then on the preferred Scheme that has been developed.
- 3.4 Improvements to Hamble Lane are to a large extent reliant upon the effective operation of adjacent links and junctions particularly those at Windhover roundabout and also M27 Junction 8. Highways England (HE) is progressing improvement schemes for both of these junctions which will help unblock the points of delay at the northern end of Hamble Lane. The HE improvements form a key part of the bigger picture, which is aiming to improve traffic flows on Hamble Lane and across the wider area, by reducing the need for the rat-running that occurs because of congestion on Hamble Lane and at Windhover roundabout and M27 Junction 8. The M27 Smart Motorways project will also help to reduce congestion in the area, and on the A27 in particular, by providing additional capacity on the motorway to ensure that more strategic journeys are made on the motorway, rather than by using parallel roads due to congestion on the M27.
- 3.5 Since the previous EMET report in July 2018 the second public consultation has taken place (from 3 September 2018 to 14 October 2018), and in tandem and following on from this, minor modifications have been made to the preferred Scheme design. These modifications have been made to optimise the design and in light of comments received from key stakeholders and via the public consultation.
- 3.6 The remainder of this report provides details of the results of the second consultation exercise; details of the modifications to the preferred Scheme;

discusses sustainable transport measures; and considers the future direction for the project.

#### **4. Second Public Consultation – Overview**

- 4.1 The second public consultation provided an opportunity for local residents, businesses and other stakeholders to share their views on the different elements of the preferred improvement Scheme, and potential travel-planning initiatives for the wider Hamble Peninsula. People were able to respond to the consultation either on-line, in paper format, or to submit unstructured views via letter or email.
- 4.2. Three drop-in exhibitions were held in the local area at Pilands Wood Centre in Bursledon, Hamble Village Memorial Hall in Hamble, and Abbey Hall in Netley. Any interested parties could view detailed plans for the preferred Scheme and other information on exhibition boards and ask questions of the project team.
- 4.3 A consultation Information Pack, the Exhibition boards, draft Travel Plan Framework, and Questionnaire Response Form were made available to view, print, and download from the County Council's website at [www.hants.gov.uk/hamblelane](http://www.hants.gov.uk/hamblelane). Responses could be submitted through the on-line response form accessed via this web-site, or paper response forms were handed out at the exhibition events together with pre-paid envelopes to post the forms back to the Council. The response form and a copy of the Information Pack were also placed in the Lowford Library in Bursledon, the Netley Library, the Pilands Wood Centre and at the Hamble Parish Council offices.
- 4.4 The consultation and associated exhibition events were advertised by flyers placed in the local area, via the County Council's social media channels, by targeted Facebook advertising, through information on the Council's Real Time Bus Information signs in the area, and via flyers that were posted to circa 8,200 residential and business addresses across the Hamble, Hound and Bursledon parishes.
- 4.5 The response form sought comments on and included questions about the specific elements of the preferred Scheme in turn, starting with: the on-line widening (including changes to the junctions at Tesco, Jurd Way and Portsmouth Road); measures to improve pedestrian and cycle facilities; the environmental impact and proposed mitigation; and the draft Travel Plan Framework and the measures proposed. Consultees were also asked to prioritise the different elements. There were several free text questions for respondents to record comments on each of the different elements of the Scheme, and to explain what impact it would have on them. There were also questions about respondents' use of Hamble Lane and demographic classification questions.

- 4.6 In total, the second consultation received 354 responses, of which 342 were to the questionnaire and 12 were unstructured emails/letters. Of those responding to the questionnaire, 331 responses were from individuals and 11 were from organisations or groups. The vast majority of respondents lived locally in the parishes of Bursledon, Hound or Hamble and normally travelled along Hamble Lane in a car or on foot. The majority of respondents used Hamble Lane five or more days a week and travelled during both on and off-peak times at weekends and on weekdays.
- 4.7 A full report of the findings of the public consultation can be seen here: "[consultation findings report](#)". This includes a copy of the original survey questionnaire. The following section focuses on providing a summary of the main findings of the consultation, in terms of residents' views on the different elements of the preferred improvement Scheme; the main comments and issues; and prioritisation of different elements of the proposals.

## **5. Second Public Consultation – Summary of Findings**

- 5.1 Overall, the consultation revealed strong support for the proposed improvements and provided a clear public mandate to proceed with the preferred improvement Scheme for Hamble Lane.

### **Scheme Elements**

- 5.2 The Scheme was sub-divided into 12 key elements for potential infrastructure works along with additional travel planning measures. The majority of respondents agreed with 11 out of 12 elements within the scheme. Full details are provided in the table on the next page.
- 5.3 Five elements – widening of the northern part of Hamble Lane; introducing a footway /cycleway between Lowford Hill and Windhover roundabout; changes to the Portsmouth Road junction; changes to the Tesco access; and improvements to pedestrian and cycle provision – received significant backing and very little opposition.
- 5.4 Six elements – junction changes at Jurd Way and Lowford Hill; improvements to Pound Road; junction changes involving traffic signals at A27/Portsmouth Road and Hamble Lane/Satchell Lane; and introducing traffic signals at junctions along the northern section of Hamble Lane to help manage traffic flow – achieved a majority of support. However, there was also some notable opposition and over one third of all respondents would like to modify the proposed improvements to Jurd Way junction, and the new traffic signals proposed for the wider network. This tended to derive from the view that more traffic lights would reduce traffic flow and thereby increase journey times and air pollution.
- 5.5 The proposal to introduce traffic signals at the Hamble Lane/Hound Road junction was the only measure that received more disagreement than support. The respondents who did not support it often believed that the

existing roundabout worked well, and that traffic only needed to be controlled during peak times.

<b>Scheme Element</b>	<b>Agreement</b>	<b>Disagreement</b>
Northern part: Road widening	82	13
Northern part: Footway/cycleway	73	12
Portsmouth Road junction changes	73	17
Tesco access changes	72	16
Pedestrian and cycle provision	64	9
Jurd Way junction changes	59	25
A27/ Portsmouth Road change	58	24
Pound Road improvements	56	14
Northern part: Traffic signals	54	36
Hamble Lane/ Satchell Lane changes	53	33
Lowford Hill junction changes	52	30
Signals: Hamble Lane/ Hound Road	37	46

- 5.6 Overall, the vast majority of respondents believe that the improvement Scheme for the northern part of Hamble Lane will have a positive effect. One third of respondents believed it would fully meet the project objectives, and half thought objectives would be met to some extent.
- 5.7 Almost everyone who responded identified impacts on both themselves and on the local area if the preferred improvement Scheme for Hamble Lane went ahead. Around three quarters of respondents recognised the positive impacts of the Scheme, such as reduced journey times, improvements in air quality and improved personal wellbeing.
- 5.8 Just over half of the respondents highlighted potential negative impacts. Many respondents, even those in favour of the Scheme, recognised that the roadworks required could cause significant disruption. Most negative impacts came from an assumption that a (perceived) excess of traffic lights would cause increased traffic congestion, increased air pollution, and cutting through using residential roads. The majority of respondents were willing to accept the resulting loss of vegetation, on the understanding that an equivalent amount would be planted elsewhere to offset the impact.

## **Priorities**

- 5.9 When asked to rank the proposed improvements to Hamble Lane the top three priorities for respondents were (note that on-line widening was not offered as an option, as it is an intrinsic part of any improvements and without it the Scheme would not proceed):
1. Improvement to the Hamble Lane/Portsmouth Road Junction.
  2. Revised access for Tesco.
  3. Improvement to the Hamble Lane/Jurd Way junction.
- 5.10 Two thirds believed that the Portsmouth Road junction should be the main priority, whilst 88% ranked it either first or second. Improvements to the Tesco access and the Jurd Way junction were each selected as a first or second priority by almost 70% of respondents, with the Tesco access receiving 8% more votes as a first priority than the Jurd Way junction.
- 5.11 The number of respondents were significantly higher for 'Improvement to Hamble Lane/Portsmouth Road', 'Improvement to Hamble Lane/Jurd Way' and 'Revised access for Tesco'. This suggests that these are the areas that respondents may be most impacted by at present and feel most strongly about.

## **Environment**

- 5.12 Over three quarters of respondents believed that the loss of vegetation as part of the proposed Scheme would be acceptable, at least to some extent. Less than one in five opposed this entirely. Most respondents turned down the alternative option of having a smaller improvement scheme for Hamble Lane that would protect more trees, suggesting that they believe that the benefits of the improvement Scheme would outweigh the environmental costs. Work is ongoing to establish whether an Environmental Impact Assessment (EIA) will be required by the Local Planning Authority (LPA), in order to assess the full environmental impact of the preferred Scheme. More details are provided in Section 12 of the report.

## **Sustainable Modes**

- 5.13 Over nine out of ten respondents saw some value in introducing a Travel Plan Framework for the Hamble Peninsula – with six out of ten being fully supportive of this plan. Improved provision for cyclists and pedestrians, and shuttle buses/Park and Ride/Park and Rail initiatives that encourage people to leave their cars outside the peninsula were all well supported.
- 5.14 The consultation responses provide a clear mandate for changes to improve the pedestrian and cycling provision to the south of Hamble Station. Almost two thirds of respondents believed that there was a need for improvements, whilst less than one in ten believed that no improvements were needed.

- 5.15 A key proposal to reduce private car use within the Hamble Peninsula is to provide a new car park, bus stop and pick-up/drop off facility at Hamble Rail Station. Just under half of the respondents said that they would make use of these improved facilities, with one in three in favour of the additional car parking facility. A similar number would use the pick-up/drop-off facility, if available. Just under two in ten would make use of the bus stop.
- 5.16 In order to increase use of sustainable modes of transport, 60% of respondents believed that the Travel Plan Framework should focus on improvements to pedestrian and cycle provision, suggesting that if pathways were modified, they and others would be more likely to walk or cycle instead of using a vehicle. Over half of respondents believe that a shuttle bus that operates in and out of Hamble village would encourage them to travel more sustainably. Finally, if bus stops were increased or improved, over 40% of respondents would be more inclined to use public transport, reducing their carbon footprint.

## 6. Second Public Consultation – Other Comments

- 6.1 Given the way the consultation question was structured, the comments that were received were in response to each specific element of the Scheme and as such a response is provided to some of the main comments received on each Scheme element, in the table below.

Issue / Comment / Suggestion	County Council Response
<b>Northern section: On-line widening and junction improvements generally</b>	
Modifications to, or removal of proposed traffic lights / create roundabouts instead.	<p>Creating traffic lights at all three junctions provides the best means to co-ordinate the flow of traffic along Hamble Lane and help to manage vehicles more effectively than using roundabouts, which are un-controlled.</p> <p>The type of modern ‘smart’ lights that would be installed are demand-responsive in real time to the prevailing traffic conditions and do not operate on fixed timing plans. This means that at busy times green time can be split proportionately between traffic on each approach to the junction, limiting the potential for excessive traffic queues on one approach. At off-peak times this means that traffic will not be held on a red light if there is no traffic on other approaches, significantly limiting off peak delays.</p> <p>Several different options have been assessed for the junctions including revised roundabout layouts, but co-ordinated traffic signals provide for the best overall traffic flow along the corridor. Whilst there will still be some traffic queues, these should clear within each cycle of the</p>



<b>Issue / Comment / Suggestion</b>	<b>County Council Response</b>
	signals and overall there will be significantly less queueing traffic than would be experienced if the current road layout was retained.
Create additional lanes and/or create a tidal flow middle lane.	<p>There is simply not enough land available to create an additional lane northbound and thereby provide two lanes in each direction between Tesco and Jurd Way and/or Portsmouth Road.</p> <p>The creation of a tidal flow middle lane would require the installation of overhead gantries, which would be both visually intrusive and would require land on both sides of the road to install. On the eastern side this would require an additional strip of land so as not to obstruct the proposed shared use path, but there is not sufficient land available. Furthermore, the additional southbound lane is required to solve traffic congestion at the Portsmouth Road junction which is an issue in both the AM and PM peaks, therefore a tidal flow lane on the northern section of Hamble Lane would not benefit the network overall.</p>
<b>Tesco Access Junctions</b>	
Alternative arrangements, e.g. just new access onto A27 / no u-turn north of access / keep as it is.	<p>The proposed arrangements provide the most efficient means of accessing Tesco, in terms of the overall operation of the local highway network. Retaining a right-turn into Tesco from Hamble Lane at the existing access point would add a third stage to the proposed traffic signals and significantly increase delay to southbound traffic on Hamble Lane. Likewise retaining a right-turn out of Tesco would add another stage to the proposed signals and would increase delay to both northbound and southbound traffic on Hamble Lane.</p> <p>Keeping the roundabout layout as it is and providing only a new car park exit onto the A27 would offer some benefits over the existing layout, as traffic turning right from Tesco onto Hamble Lane would potentially be reduced. However some vehicles would still choose to make this manoeuvre, delaying traffic on Hamble Lane.</p> <p>Notwithstanding the above, agreement from Tesco is still needed to the revisions to the internal layout of the Tesco car park, which would be required to facilitate the proposed new arrangements. This is in terms of getting traffic to/from the new egress and permanent access on the A27 and also accommodating delivery vehicles that could no longer u-turn at the roundabout on Hamble Lane to get back to Windhover roundabout. Discussions</p>

<b>Issue / Comment / Suggestion</b>	<b>County Council Response</b>
	with Tesco and their representatives are ongoing at present.
Will cause increased queuing at Windhover roundabout and on A27.	The proposed improvements would only be delivered in the context of the HE scheme for an improved Windhover roundabout, which will provide significant additional capacity through the provision of traffic signals and additional lanes on the approaches and circulatory carriageway. This will ensure that traffic approaching Windhover from the A27 Providence Hill will have dedicated green time and an additional approach lane to enter the roundabout and generally the road should operate with a lot less delay than it does currently.
Safety at the proposed u-turn north of Tesco access.	To make it as safe as possible the proposed u-turn facility would be controlled by traffic lights, which will also include a stage for the proposed pedestrian crossings over Hamble Lane at this location. The third lane proposed on Hamble Lane southbound on approach to the crossing will help to reduce delay caused by the signals and the design has now been modified to include a third lane on Hamble Lane northbound, dedicated to u-turning traffic which will mean that traffic continuing north to Windhover is not impeded. The traffic lights will be 'smart' and will monitor traffic approaching from Windhover to ensure that traffic on Hamble Lane southbound is stopped at the optimum time, to minimise delay.
<b>Jurd Way Junction</b>	
Do not install traffic lights / modify existing roundabout	Both roundabout and signal-controlled options have been assessed for this junction and the proposed layout was found to have the best operation for the overall network. As noted above traffic signals provide the best means to control and balance delay across approaches and co-ordinate flow with adjacent junctions. Their 'smart' nature means that off-peak delays will be minimised and peak-hour flow will be optimised. Traffic signals will also allow signal-controlled crossings to be installed to provide a safe new means to cross both Hamble Lane and Jurd Way and ensure the continuity of the proposed new shared use footway/cycleway on the eastern side of Jurd Way.
<b>Portsmouth Road Junction</b>	
Banning right turns will cause problems	Traffic data that has been collected shows that very few vehicles currently turn right from Portsmouth Road onto Hamble Lane, likely due to the difficulty in making this

<b>Issue / Comment / Suggestion</b>	<b>County Council Response</b>
elsewhere, e.g. Pound Road	manoeuvre in the context of the high traffic flows on Hamble Lane. It is also easier to route down Pound Road and turn right onto Hamble Lane from there, as the opposing traffic flow on Hamble Lane is lower at this point. This means that the additional traffic that would be likely to use Pound Road is very low, as most traffic from Portsmouth Road looking to route south towards Hamble is already using Pound Road.
Do not install traffic lights / extend right-turn lane instead / install roundabout	<p>As for other junctions, both roundabout and signal-controlled options have been assessed and the proposed layout was found to have the best operation for both this junction and the overall network. It allows flow to be managed, to balance delays between the different approaches to the junction at peak times and off-peak delays will be minimised due to the 'smart' signals.</p> <p>Installing a roundabout would cause severe queues on Hamble Lane northbound due to the high volume of traffic turning right into Portsmouth Road from Hamble Lane southbound, which would have priority over northbound traffic. This flow would not be broken up because it would have very little opposing traffic, due to the very low number of vehicles that turn right out of Portsmouth Road.</p> <p>Leaving the junction as it is and just providing a longer right-turn lane would offer some benefits, but signalling the junction offers more benefits as it allows traffic to turn right into Portsmouth Road at the same time as traffic turns left out of Portsmouth Road, providing for very efficient operation of the signals.</p>
<b>Lowford Hill Junction</b>	
Keep as it is now, i.e. no through road	<p>Of the one-third of respondents who were unsure of or disagreed with the proposal to re-open Lowford Hill, three-quarters believed that it should be kept as it is now.</p> <p>The proposed re-opening of Lowford Hill for eastbound traffic would simply redistribute existing traffic that currently travels from the south on Hamble Lane and turns right at the Jurd Way junction, it should not in itself encourage more traffic to take this route. It involves relatively low numbers of vehicles (150-200 in the peak hours) but does provide enough of a benefit to the operation of the Jurd Way junction to warrant its inclusion. This is because the removal of right turning</p>

Issue / Comment / Suggestion	County Council Response
	<p>traffic from signal-controlled (and roundabout) junctions offers significant benefits to overall junction operation, as right-turning traffic directly opposes other traffic. In this instance the volume of traffic opposing vehicles on Hamble Lane southbound would be significantly reduced, by up to around 50%.</p>
<p><b>A27 / Portsmouth Road &amp; Hamble Lane / Hound Road / Satchell Lane</b></p>	
<p>Don't install traffic lights here / make the lights smart to reduce off-peak delays / use a roundabout instead</p>	<p>As for other junctions, both roundabout and signal-controlled layouts have been assessed and overall the traffic signals were found to offer the most capacity and lowest delays. The lights that would be installed would be 'smart' meaning that during peak times delay would be balanced across the approaches according to the prevailing traffic conditions and at off-peak times delays would be minimised.</p> <p>A roundabout at Satchell Lane would not offer as many benefits to traffic on Satchell Lane due to the high flow on Hamble Lane southbound which would still oppose traffic looking to exit Satchell Lane and would not be broken up enough due to the relatively low volume of traffic turning right into Satchell Lane. Creating a large elongated roundabout incorporating the two junctions would also not work, as this would increase the volume of traffic opposing vehicles on all approaches.</p>
<p>Hound Road roundabout doesn't need changing</p>	<p>As per the consultation responses, the majority of people did not support the proposed changes to the Hamble Lane / Hound Road roundabout, although the majority did support changes at the Satchell Lane junction. It is acknowledged that the Satchell Lane junction is more of an issue than the Hound Road junction and that the Hound roundabout generally works quite well.</p> <p>However, option testing revealed that to make the Satchell Lane junction work better traffic signals would be required and due to the proximity of the Hound road junction circa 60m to the north, signalisation of Hound Road would also be required to manage the flow on Hamble Lane southbound and minimise queuing between the two junctions, which would otherwise potentially block back to Hound Road junction and interfere with its operation.</p>
<p><b>Improvements to Pedestrian and Cycling Provision, south of Hamble Station</b></p>	

<b>Issue / Comment / Suggestion</b>	<b>County Council Response</b>
Cyclists and pedestrians should be separated, for safety etc, or paths widened	It is acknowledged that ideally pedestrian and cycle provision would be separated, but due to the significant physical and environmental constraints along Hamble Lane, it is not considered feasible to provide a wider and/or segregated path at this time.
Additional crossing points are required	<p>It is acknowledged that there are currently no formal or controlled crossing points on Hamble Lane in the vicinity of Hamble Rail Station. The nearest controlled crossing points are located 750m to the south (adjacent to Hamble Primary School), or 350m to the north (adjacent to the Hamble School). There is an uncontrolled crossing with a central refuge island located 300m to the south of the station, adjacent to the police training centre access and further south into Hamble village there are several more crossings of this type.</p> <p>The provision of an additional crossing in the vicinity of the rail station will be considered further as part of ongoing work to try and provide a car park and drop-off facility at the station. This would be expected to increase use of the station and thereby increase potential demand for a crossing. It should be noted that providing a crossing in the immediate vicinity of the station would not be possible due to the presence of the 'humped' bridge over the railway line, which limits the forward visibility sightlines to a crossing.</p>
Cyclists should be made to use the cycle paths, where they exist	<p>There is no existing mechanism by which cyclists could be made to use cycle paths and even if there was, it is not something that the County Council would wish to pursue. Cyclists have as much right to be on the road as vehicles.</p> <p>Encouraging more people to cycle is a key part of the County Council's strategy to reduce the number of vehicles on our roads and help people to lead healthier lifestyles.</p>
Better connectivity of cycle paths	<p>It is acknowledged that it could be considered that there is a 'missing link' in provision, as there is no path on the western side of Hamble Lane from the bus stop layby south of the Police Training Centre access for a distance of circa 250m, up to where the Hamble Rail Trail crosses Hamble Lane, north of Hamble Primary School.</p> <p>However, there is a shared use path on the eastern side of Hamble Lane at this location and the Hamble Rail Trail does provide an alternative route on the western side of</p>

<b>Issue / Comment / Suggestion</b>	<b>County Council Response</b>
	<p>Hamble Lane for this section and one that is not adjacent to the carriageway.</p> <p>Providing a continuous shared use path along Hamble Lane on the western side would be very challenging due to the high number of trees adjacent to the highway and the allotments that are located directly behind these trees.</p> <p>There is also no cycle path on either side of Hamble Lane over the railway bridge adjacent to the station, with only a footpath on the eastern side of the road. This is because of the narrow width of the road on the approach to and over the bridge, which limits the space available for a footway/cycleway. To widen the road would require a new bridge to be constructed, or an additional structure to carry pedestrians/cyclists to be 'bolted-on' alongside the bridge, both of which would involve significant cost.</p>
<p>Re-surfacing is required, to encourage use</p>	<p>The surfacing of the existing shared use path will be reviewed and where appropriate this will be flagged for improvement via the County Council's highway maintenance programme.</p>
<p><b>Environmental Mitigation Measures</b></p>	
<p>Replacement vegetation should be provided, including in the wider area if not enough space adjacent to the road</p>	<p>As outlined during the consultation, the proposed Scheme does include a plan to plant new vegetation to replace that which would be lost. For the northern section of Hamble Lane, the indicative proposals involve the replacement planting of circa 48 new trees and 350m of new hedgerow and shrubs, to replace the circa 40 existing trees that would be lost. As the scheme develops further, consideration will be given to providing additional new planting in the wider area.</p>
<p><b>Perceived Negative Impacts on the Local Area and on Respondents</b></p>	
<p>Disruption during construction stage</p>	<p>Whilst detailed plans for the construction phase of the Scheme have yet to be developed, it's clear that on a road as busy as Hamble Lane there would be disruption and delay over and above that currently experienced, whilst an on-line widening scheme such as this is constructed. As part of the traffic management plan for the Scheme every effort will be made to minimise disruption as far as possible, particularly during the morning and evening peak periods and at weekends.</p>

<b>Issue / Comment / Suggestion</b>	<b>County Council Response</b>
	<p>Consultation will be undertaken with all affected parties to ensure that access to adjacent properties and businesses is maintained for the duration of the works.</p> <p>Whilst there will be short-term disruption while the Scheme is implemented, in the longer term the benefits to traffic flow along Hamble Lane should be significant.</p>
<p>Increased queues due to traffic lights and more rat-running</p>	<p>Whilst the general perception is that traffic lights lead to more delays as vehicles are held at red lights, on a road that is already very congested such as Hamble Lane this tends not to be the case. Traffic lights provide an opportunity to manage traffic flows in way that cannot be achieved with roundabouts, by apportioning green time (and capacity) more evenly across the different junction approaches, based on the prevailing traffic conditions. This is especially true of modern 'smart' traffic signals which can respond in real-time to traffic conditions and adjust the signal timings accordingly.</p> <p>The transport modelling results that were presented at the consultation show that the proposed Scheme involving linked traffic signals would dramatically reduce the overall levels of congestion and delay on the north section of Hamble Lane, compared to a situation where the existing layout with roundabouts and priority junctions is maintained.</p> <p>It should also be noted that this view was supported by respondents to the consultation, where circa three times as many people cited positive impacts on traffic congestion and journey times as people citing negative impacts, as outlined in the full consultation report.</p> <p>There is no evidence to suggest that more rat-running would occur as a result of the proposed Scheme and indeed if Hamble Lane, Windhover roundabout and M27 Junction 8 are all working better, this should help to keep traffic on the more strategic routes and therefore reduce the propensity for rat-running to occur.</p>
<p>Increased pollution due to queues at traffic lights</p>	<p>As a result of the forecast reduction in delays and queuing vehicles and increase in vehicle speeds due to the proposed scheme it is expected that pollution levels will overall be significantly reduced. This is because stationary and slow-moving traffic causes more air pollution than traffic that is moving along at a steady speed. Whilst the traffic lights will result in short-term queues the modelling indicates that these queues should clear each cycle and there will be significantly less</p>

Issue / Comment / Suggestion	County Council Response
	<p>queueing vehicles than if the current junction layouts are retained.</p> <p>It should again be noted that this view was supported by respondents to the consultation, where approximately twice as many people cited a positive impact on air pollution as people citing a negative impact, as outlined in the full consultation report.</p>

6.2 The County Council received 12 responses through channels other than, or in addition to the consultation questionnaire. Of these seven were from residents, three were from local Parish Councils and two from organisations. These responses raised similar views to those highlighted via the consultation questionnaire. The most frequent themes raised (those with three or more comments) in these responses are outlined below and the remainder can be seen in the full consultation report:

- Comments regarding past/ potential future housing developments in the area (6 comments).
- Concerns about the consultation process, Information Pack or Response Form (4 comments).
- Concerns that proposals may encourage 'rat running' and increase traffic through other areas (4 comments).
- Comments about the proposal to impose a U-Turn to access Tesco (4 comments).
- Concerns that traffic lights proposed would increase congestion (4 comments).
- Suggestions that traffic lights should be synchronised/smart lights (4 comments).
- Concerns about the impacts of the proposal to open the road/turning to Lowford from Hamble Lane (3 comments).
- Concerns that traffic delays forecast are still high after implementation (3 comments).
- Comments regarding improvement of cycle lanes (3 comments).
- General support shown to the proposals to improve Hamble Lane in the consultation (3 comments).
- Suggestions to improve congestion by reducing car usage/ encouraging use of public transport (3 comments).



- 6.3 The majority of the comments noted above have either been addressed within the table above or addressed within the previous EMET report of July 2018, which outlined the results of the first public consultation.
- 6.4 Of the outstanding items, full details of the consultation process are provided at Section 4 of this report. In relation to the concern that the delays are still forecast to be high following Scheme implementation, this is due to the very high levels of forecast traffic growth that were used in the assessment, to ensure a robust scheme was developed. Effectively the modelling for the forecast year scenario is undertaken using traffic flows that are produced by taking the surveyed and modelled base year traffic data and applying local background growth factors in accordance with Government technical guidance, to account for known local planned and committed development sites, and growth in traffic and car ownership more generally. Both the existing layout and the preferred Scheme have been modelled using the same flows and as shown by the modelling results the preferred Scheme is forecast to result in a very significant reduction in overall delay and journey times compared to the existing layout, which is the key point.

## **7. Modifications to the Preferred Scheme**

7.1 Following the second public consultation and consultation with key stakeholders, some relatively minor revisions have been made to the preferred Scheme design at different locations, in order to optimise the design and take account of comments received. These can be summarised as follows and are shown on the revised drawings for the preferred Scheme, which are attached as Appendices to this report:

- The proposed u-turn adjacent to Tesco has been modified to include a third lane on Hamble Lane northbound approaching the u-turn, which is dedicated to u-turning traffic and will mean that traffic continuing north to Windhover roundabout is not impeded by traffic waiting at the signals to make the u-turn.
- The position of the traffic signal stop-line on the left-turn onto Hamble Lane from the Tesco car park has been amended, so that traffic is able to exit from the Lowford Clinic/Ruma Salons car park prior to the stop line.
- The layout in the vicinity of Manor Crescent has been revised (subject to further discussions with the residents of Manor Crescent) to show a central point of access, with the two existing access points at the northern and southern ends of the crescent closed off. This provides a safer and simpler layout, makes the junction more conspicuous to vehicles on Hamble Lane, and moves the accesses further away from the proposed signals at the Portsmouth Road and Jurd Way junctions. Precisely how Manor Crescent is accessed and where replacement parking provision is made will be subject to discussions with the affected residents on Manor Crescent and therefore could potentially be subject to modifications as the design progresses. But as the only directly affected

parties are the residents of Manor Crescent, this matter is one which does not need to be the subject of further wider public consultation.

- The internal layout within the Tesco car park is not shown on the scheme drawings as it is still subject to further review and discussions with Tesco and their representatives, in terms of servicing and access to/from the proposed new car park exit onto the A27.

## **8. Prioritisation of the Preferred Scheme for Highway Works**

8.1 A review of which elements of the Scheme deliver the widest benefit to all and a review of the consultation responses has been undertaken. Consideration has also been given to which parts of the preferred Scheme could be delivered in isolation and which parts would be dependent on others. The following order of priority for different elements has been identified, which broadly accords with the public consultation responses, which prioritised highway works over improvements to pedestrian/cycle facilities south of Hamble Rail Station. Note again also that the on-line widening is an intrinsic part of any scheme and is therefore the top priority:

1. On-line widening of the northern section of Hamble Lane to provide a second lane southbound between the Tesco access and Portsmouth Road and a new shared use footway/cycleway on the eastern side of the road.
2. Signalisation of the Portsmouth Road Junction, including the partial re-opening of Lowford Hill.
3. Signalisation and widening of the Jurd Way junction.
- 4a. Revised access arrangements for the Tesco Store – new/improved existing car park egress and access, via the A27.
- 4b. Revised access arrangements for the Tesco Store – new signal-controlled left-in/left-out junction on Hamble Lane, with new u-turn slip from Hamble Lane northbound north of the Tesco access.
5. Signalisation of the A27/Portsmouth Road Junction.
6. Signalisation of the Satchell Lane and Hound Road junctions with Hamble Lane.

## **9. Sustainable Transport Measures**

- 9.1 Development of the Travel Plan Framework (TPF) for the Hamble Peninsula will continue, including liaison with Hamble Parish Council, although at present there is no County Council funding to put towards roll-out of the TPF.
- 9.2 Work will continue to seek to progress the delivery of a new car park and drop-off facility at Hamble Rail Station on land owned by the County Council, working with key stakeholders including the Hampshire Police Training Centre and Eastleigh Borough Council. At present the primary means of

access to the new car park would need to be from the existing Police training centre access road and there are several issues that need to be overcome before this can be agreed.

- 9.3 Respondents to the public consultation prioritised junction improvement and widening works over pedestrian/cycle improvements to Hamble Lane (between the rail station and Ensign Way). Notwithstanding this, a feasibility study will be undertaken over the coming months to develop minor works schemes for improvements to pedestrian and cycle infrastructure along Hamble Lane (to the south of the rail station), in order to improve access to the station, with the possibility of funding these improvements via the Transforming Cities fund.

## **10. Finance**

- 10.1 Approximately £3million in funding is available to be put towards the on-line widening and junction improvements for the northern section of Hamble Lane, from Section 106 contributions that are both held and to be forthcoming from local development sites.

- 10.2 Additional funding for the Scheme continues to be sought and the County Council has identified two potential opportunities to bid for funding towards the Scheme as follows:

- Highways England funding; and
- Transforming Cities Fund.

- 10.3 The latest cost estimate for the on-line widening and junction improvements for the northern part of Hamble Lane (Windhover to Lowford Hill, including the new Tesco A27 access) is circa £12million (excluding land costs). The estimate for improving the Portsmouth Road/A27 junction is a further circa £1.5million, while the initial estimate for improving the junctions with Hound Road and Satchell Lane is a further circa £2million.

- 10.4 Following the prioritisation exercise that has been undertaken, the intention is to deliver different elements of the preferred Scheme ideally in terms of the identified priority, but adjustments may need to be made to reflect the availability of sufficient funding. Approval is therefore sought as part of this report to proceed with the progression of the Scheme towards delivery in a prioritised and logical, but where appropriate flexible, manner.

## **11. Equalities**

- 11.1 The Scheme will offer positive benefits to pedestrians and cyclists through the introduction of the new shared use path on the eastern side of Hamble Lane and also through the new signal-controlled crossing points of Hamble Lane and Jurd Way. Mobility impaired users will also significantly benefit from these new controlled crossing points, which are a safer form of crossing

than the existing uncontrolled crossing points. These crossings will assist users when crossing the widened highway along Hamble Lane.

11.2 Further details are provided in Integral Appendix B.

## **12. Future Direction**

- 12.1 It is important to progress the overall design for the Scheme to a state of readiness whereby when sufficient funding becomes available, that prioritised elements can be quickly progressed to delivery (subject to the submission and approval of a Project Appraisal for the Scheme).
- 12.2 In order to progress the Scheme towards delivery additional funding will be required and as such there is a need to progress appropriate bidding opportunities for funding as and when they arise and to prepare business cases to support any funding bids, including potential bids to Highways England and the Transforming Cities Fund later this year.
- 12.3 As the improvement Scheme is limited to improvements to existing junctions and on-line widening adjacent to existing highway, it can be delivered as Permitted Development (PD), as authorised under Part 9 Section A(b) of the General Permitted Development Order (GDPO) 2015. However, it will still be necessary to prepare and progress the necessary orders, notices, consents, permissions, rights and easements as and when funding is secured for the different elements of the Scheme and to commence initial negotiations to acquire land.
- 12.4 In regard to third party land, it is possible that a Compulsory Purchase Order (CPO) will be required in due course for certain elements of the Scheme, but this will only be pursued once funding has been secured for the corresponding elements and would be run in parallel with negotiations to acquire the land by agreement. A recommendation will be made to the Executive Member for Policy and Resources that formal negotiations commence at the appropriate time and once funding is secured, to acquire all third party interests in any land and any necessary rights required to facilitate delivery of the Scheme elements, including the making of a CPO to run in parallel with negotiations to acquire all third party land interests by agreement.
- 12.5 Work is ongoing to establish whether an Environmental Impact Assessment (EIA) will be required by the Local Planning Authority (LPA), in order to assess the full environmental impact of the preferred Scheme. The environmental impact of the Scheme is expected to be relatively localised and in some cases (such as for air quality) beneficial, but should the LPA decide that an EIA is required, PD rights would be removed and planning permission would be required.
- 12.6 In order to secure the opportunity to deliver the Hamble Lane Improvement scheme in full, it is also considered opportune to review the existing

Eastleigh Borough Transport Statement 2012, and to consider whether it needs to be updated in respect of the policy stance on development off Hamble Lane in conjunction with the emerging Eastleigh Borough Local Plan 2036. It is therefore proposed that a review be carried out, and a further report be brought to a future decision day on this matter.

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

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	yes
<b>People in Hampshire live safe, healthy and independent lives:</b>	yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>	n/a
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	n/a

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
Hamble Lane Improvements	17/07/2018
A3025 Hamble Lane Improvements	14/11/2017
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>

**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.)

<u>Document</u>	<u>Location</u>
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 improvements referred to in this decision seek to improve traffic flow on Hamble Lane as well as improving the facilities for non-motorised users. The Scheme also includes improvements to pedestrian and cycle infrastructure in the vicinity of Hamble village and the development of a travel plan for the Hamble Peninsula, to try to reduce reliance on the private car.

This decision to approve the preferred scheme will have a neutral impact on residents with protected characteristics, and as the scheme progresses to the detailed design stage, a project appraisal will be brought forward which will include an equalities impact assessment of the implementation of the Scheme.

The Scheme as currently designed will offer positive benefits to all highway users due to the reduction in vehicular journey times, and improvements in highway safety.

**2. Impact on Crime and Disorder:**

- 2.1. The decision is not considered to 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?

The proposed Scheme aims to reduce congestion and delay and therefore help to improve air quality, through a reduction in the volume of queuing vehicles. The northern section of Hamble Lane (from Windhover roundabout to Portsmouth Road) is an Air Quality Management Area (AQMA) designated by Eastleigh Borough Council, therefore the preferred scheme will directly help to improve air quality within a designated AQMA.

Elements of the preferred scheme for the wider network, such as the Hamble Travel Plan and the pedestrian and cycle improvements along Hamble Lane, aim help to reduce the number of vehicular trips along Hamble Lane. If successful they will therefore help to directly improve air quality and reduce emissions caused by vehicular traffic, providing positive climate change impacts and reducing our carbon footprint.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

As the scheme progresses to the detailed design stage, a project appraisal will be developed with details of the design and layout which could address resilience to climate change. For example, improved highway drainage can minimise the potential increase of flooding incidents due to climate change and limit the damaging effects water has on the condition of the carriageway, other highway assets, and private property.