



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

1. Hampshire County Council has issued a consultation to seek views on changes to Hamble Lane. This consultation comes shortly after the Highways England Consultation on Junction 8, Windhover Roundabout and the A3024 into Southampton.
2. The material produced by HCC focuses physical reengineering works to the highway on the section of Hamble Lane from the Tesco's roundabout to Portsmouth Road. For the lower reaches of Hamble Lane, the consultation focuses more on behaviour change to reduce journey frequency as well as measures designed to free up capacity on the road.
3. HPC wish the following to be considered.
4. It is critical for a network strategy to be developed and understood that seeks to focus traffic on key roads supported by investment in their improvement, measures to stop rat running and improvements in public transport facilities and frequency.
5. Presently Hamble Lane is being used as an alternative route into Southampton following the A3025. Investment from HE into the A3024 should ensure traffic is routed into Southampton via this route. Traffic using Itchen Bridge should be directed down Bursledon Road and along Botley Road. This has fewer dwellings along it and has the potential for improvements at both ends to cater for more traffic. This would then enable a no right turn into Portsmouth Road (and Pound Road) from Hamble Lane.
6. Redirecting traffic down Bursledon Road will create some limited capacity along Hamble Lane. Users of Hamble Lane fear that as the new developments come on stream that congestion will worsen. There needs to be confidence that the new measures will not only address the additional flows but also improve on the current position.
7. For residents and businesses in Hamble it should be acknowledged that there is no alternative route in and out and that investment spent on Hamble Lane should have the objective of reducing travel time from end to end at peak periods. Changing the nature of the junction at Portsmouth Road will not achieve this objective and if queue times to get on and off Hamble Lane at Portsmouth Road reduce it will create further demand. If a no right turn option is not feasible then the measures proposed are supported.

8. A number of residents have also raised again the issue of the Itchen Bridge toll. The cost for local residents using this bridge is a deterrent that results in more journeys up Hamble Lane than is otherwise needed. What steps could be taken to give Hamble/Netley residents the same access to a residents permit as those in Southampton? The Parish urges HCC and HE to open discussions with SCC on this issue.
9. Much of the queue time for Hamble Lane users is below the Hound Roundabout. Shift patterns in the village mean that peak traffic starts from 3pm until 6pm with localised peaks within this. Business traffic feeds onto the road at Copse Lane, Ensign Way, Coach Road, Kings Avenue, Police Training Centre and Satchell Lane. Progress along this stretch can be very slow and unpredictable.
10. Residents and businesses recognise that to find solutions to this there is a need for traffic analysis. It is recognised that monitoring does not take place on this stretch of the highway but other tools such as Google traffic is used to assess the problem. The council would welcome sight of this data to better understand the local issues. It has been asked to host work around an area travel plan and is prepared to do this but will need access to information, expertise and advice. An opportunity to discuss this at the next stage would be welcomed.
11. It is accepted that there are few design options that will help to address congestion on Hamble Lane and reluctantly the Council recognises the need to help promote changes in behaviour supported by a range of other changes which it believes will help. These should and could include the following:
 - Physical separation from pedestrians on cycle tracks (much of the current route is shared with school children)
 - Continuation of the cycle track from the Station to the Foreshore
 - Improved surfacing and lighting on cycle track and footway running up to the Station.
 - Partial bus refuges to prevent traffic stoppages
 - Use of Smart technology to confirm queue lengths along Hamble Lane to help manage behaviour
 - Promoting use of technology to encourage car shares (Southampton Parkway for example)
 - Development of Public Light Buses to shuttle people down the peninsula (need a transport hub or park and ride option (next to the new country park?))
 - Creation of a public cycling system with hire and storage points at key locations along Hamble Lane with a particular focus on the train station and the foreshore.
 - Explore an enhanced ferry/taxi service to serve commuter traffic alongside visitors
 - Bring forward the parking facilities at Hamble Station and ensure that train times link with local bus services
 - Seek additional services on the Hamble rail line to encourage rail use.
 - Review bus services and times to ensure that people are able to get to key population and service centres (Eastleigh College)
 - Provision of improved drop off for both schools and a traffic management plan
12. In addition, the Council would welcome the opportunity to meet with representatives from HCC to discuss both the findings from the consultation as well as the preferred options.
13. Lastly HPC is keen to receive assurances that measures below the Hound roundabout will receive equal consideration in this consultation process. There is concern that there is an over emphasis

on the upper end of Hamble Lane and that solutions further into the village will be considered on the back of a number of proposed developments that are being promoted by developers at the moment within the village. There is no certainty about these schemes coming forward and any contributions that are sought from these schemes should be considered as additional to the measures and the funding available as part of this consultation.

December 29th 2017