

HAMBLE PARISH COUNCIL'S (HPC) DRAFT RESPONSE TO THE HAMPSHIRE COUNTY COUNCIL'S (HCC) HAMBLE LANE IMPROVEMENTS – SECOND PUBLIC CONSULTATION.

October 2018

Introduction

HPC welcomes the continued focus on Hamble Lane and mitigation measures to manage the increasing traffic resulting from residential developments along the Lane.

The Council is however concerned that the publication material talks about improvements which aim to:

- Improve Traffic flow and reduce journey times delays along Hamble Lane
- Ensure that the environmental impact of the scheme is mitigated as far as possible
- Reduce reliance on the private car by increasing the use of sustainable modes for journeys to/from Hamble

yet it is clear from the data that over the period to 2026 there will be a material deterioration from the 2016 baseline based on the measures outlined. Although there is further information in the documentation using the data there is no expressed statements that indicate that there will be an increase in travel times along the length of the road. In addition the first consultation event had the highest proportion of responses coming from Hamble yet none of the measures indicate the impact of the improvements on Hamble and whether the impact of the changes at the top end will have a detrimental impact on the lower end. It is not clear whether this has been modelled and we would ask that it is and shared with the Parish Council before any further work progresses.

It is understood that the focus of investment is at the upper end of Hamble Lane in the area where the Developers Contributions were generated – it would be helpful to make this clear. Residents in Hamble are not clear why these measures are being prioritised when they result in an overall deterioration in the performance of the road at peak periods.

In the light of these limitations the council wants to restate its observations from the first consultation that Hamble Lane is being used as a strategic route into Southampton when in reality it is a secondary road. The work being done with Highways England should be used as a lever to work with Southampton City Council (SCC) to relieve pressure on Hamble Lane and to take traffic in via Botley Road. Hamble Lane should be viewed as a road which serves the villages of the peninsula not part of the wider city transport system. Further efforts should be made to explore this with SCC.

Detailed comments

Satchell Lane, Hamble Lane and Hound Road

There is no data available for this junction and so it is difficult to comment on the proposals. The Council understand that the junction has been included as a result of feedback from the first consultation exercise but without seeing how the current roundabout and junction function the Council is reluctant to comment and would welcome more data to establish the best option.

Chamberlayne Road/Cunningham Gardens

There is no assessment about the performance of this junction at the moment. Frequently Hamble Lane traffic is halted for one car to exit and it is felt that greater priority should be given to Hamble Lane traffic to discourage rat running through Pilands and to reduce delays on the main road.

Lowford Road

The rationale for diverting north bound traffic across south bound traffic into Lowford Road is not understood. Instead a reverse route that brings traffic up Lowford Road with a left only turn would be supported as it would not interfere with southbound traffic and would reduce traffic at Jurd Way

Portsmouth Road

The Council has concerns that an additional lane down to this junction will encourage more Southampton traffic to use Hamble Lane to access the Itchen bridge unless other measures are taken to deter them or there is a better alternative route for them to use.

Jurd Way

The Council has no objection to this junction change and welcomes the carriageway widening.

Tesco Junction

The council believe that taking north bound traffic across a central reservation to access Tesco is not feasible. Although it is understood to be a signal control point, the concern is that south bound traffic will be held up with traffic coming across and, unless the filter lane is long, it will obstruct the traffic going up Hamble Lane. It is also unclear what will happen to the goods entrance which, on occasion, is obstructed by a number of HGVs trying to deliver, blocking the filter lane. Tesco need to improve their onsite arrangements for deliveries for this to result in an improvement.

Alternative transport options

HPC would urge priority being given to progressing the car park at Hamble Halt station. This, combined with investment needed in secure cycle storage, would promote more cycling and help to reduce traffic. Access to the station for those with disabilities, prams and cycles also needs to be looked at as it is inaccessible to a number of groups of people.

The Council recognises the constraints of the current corridor in terms of widening. However the current arrangements for shared pedestrian and cyclists does not work. The section from Mallards to Hound roundabout is heavily used by school children both walking and cycling. There is insufficient space for cyclists, resulting in a dangerous pattern of riding. As a result, most other cyclists opt to cycle in the road which means traffic cannot get past. There is sufficient space on the western flank of Hamble Lane to install a two-way dedicated cycle lane between Cunningham Gardens and Hound Corner. Equally, the cycle lane within the village itself has similar problems with young children walking to school next to or in the cycle lane. The uncertainty that that brings results in cyclists using the road and, again, preventing traffic from passing. Investing in the rail trail to create an all-purpose surface and promoting that with the option of a crossing route might help to remove some cyclists from Hamble Lane.

The route alongside the allotments from the primary school to the Police college could also be improved with a cycle lane being incorporated along with bus pull ins and parking for the allotments.

General observations

Hamble Lane is due to see an increase in HGVs as a result of gravel extraction. It also has exceptionally large boat movements down the length of the road on a weekly basis. It is important to ensure that the junctions are designed to enable this important activity to continue and if at all possible to improve access in and out of the village. The maritime sector is a big employer and generator of income. It is important to support this function.

There is a concern about greater reliance on signalling and the potential for re-signalling at a later date. The recent signal changes at Junction 9 have caused extensive delays on occasion and there is a concern that similar issues could arise on Hamble Lane in the future. There is no consultation before this happens and the Hamble community could find themselves very disadvantaged. There is also the potential for light failure that could result in extensive delays.