

# M27 Southampton Junctions improvement scheme

## Welcome

### We want to hear your views on our plans to improve junctions on the M27

In December 2014, the Department for Transport published the Road Investment Strategy. It sets out our objectives and budget for the period 2015-2020. Specifically, for the M27 Southampton Junctions improvements scheme we have been tasked to deliver:

“...additional capacity at junction 8 through improvements to the Windhover Roundabout. In addition, parallel improvements to the local road network funded through the investment plan will improve two railway bridges, near junction 5 and in central Southampton, to allow traffic to avoid unnecessary travel on the motorway.”

- Benefits to the local highway and to the pedestrian and cycle network
- Address congestion and capacity constraints on the A3024 corridor
- Improve the overall safety performance of this route
- Support the local and regional economy
- Improve the environment and support Southampton City Council's strategic aims
- Consultation closes 31 October 2017

At this event you can find out more about the scheme.

[www.highways.gov.uk/m27southamptonjunctions](http://www.highways.gov.uk/m27southamptonjunctions)



# M27 Southampton Junctions improvement scheme

## A3024 Corridor

(Northam Road - Bitterne Road West  
- Bursledon Road)



### Objectives/benefits

- Improve pedestrian and cycle facilities improving traffic movements
- Improve journey times and reliability for all travel modes along the A3024 corridor.

### Summary

- An important multi-modal transport route serving the local populations.
- 7 kilometres between Windhover Roundabout and the Six Dials junction.
- Over 25 junctions along the route which have a number of crossing facilities.

### Need for the scheme

- A3024 and Windhover Roundabout corridor is regularly congested
- Bitterne Gating System increases congestion
- Impacts on the local economy including housing and employment

### Proposed improvements

- Traffic signal control improvements at all junctions along the A3024 corridor.
- Widen the junction and traffic signal improvements at key junctions.



# M27 Southampton Junctions improvement scheme

## How we have assessed the effects of the proposed scheme

### Scheme assessments

- Thorough economic assessment of all options
- Use of industry standard traffic models
- Measured economic, environmental, traffic and safety benefits

The cost of the scheme is approximately £130m.



### Benefits

- For every £1 spent by Highways England, we expect £1.68 in return
- Creates journey time savings and extra capacity
- Reduces minor accidents related to peak time congestion
- Supports the local authority's plans for growth in housing and business
- Supports the expansion of Southampton's container port

We will continue to assess the economic effects as the scheme progresses.

Measures of journey time, safety and fuel efficiency will be undertaken at detailed design stage.



# M27 Southampton Junctions improvement scheme

## Collaborative working

- Highways England is the government company responsible for operating and maintaining England's major motorways and A roads.
- The scheme is being jointly delivered with Hampshire County Council and Southampton City Council, who are responsible for the A3024 from Southampton City Centre through to Windhover Roundabout and M27 junction 8.
- We are having ongoing discussions with Southampton City Council, Hampshire County Council and Eastleigh Borough Council to ensure local development plans are taken into consideration as we progress on the delivery of this scheme.
- The M27 Smart Motorway scheme (between junction 4 and junction 11) will impact on the potential benefits of the M27 Southampton Junctions scheme.
- Hampshire County Council is proposing improvements to Hamble Lane to complement improvements to Windhover and M27 junction 8. Hampshire County Council will be consulting in due course.





# M27 Southampton Junctions improvement scheme

## Northam Road Rail Bridge

### Summary

The Northam Road Rail Bridge is a single carriageway bridge located to the west of the River Itchen that crosses the main South Western railway lines close to St Mary's Football Stadium.

### Need for the scheme

- The bridge is not strong enough to allow full Heavy Goods Vehicles to cross
- It is a significant bottleneck on the A3024 corridor for traffic and is the main reason for the existing Bitterne Gating system.
- The width of the bridge causes congestion and has poor facilities for pedestrians and cyclists, particularly during match days.



### Proposed scheme

We are proposing a new bridge at Northam to act as a gateway into Southampton City Centre. The proposals include:

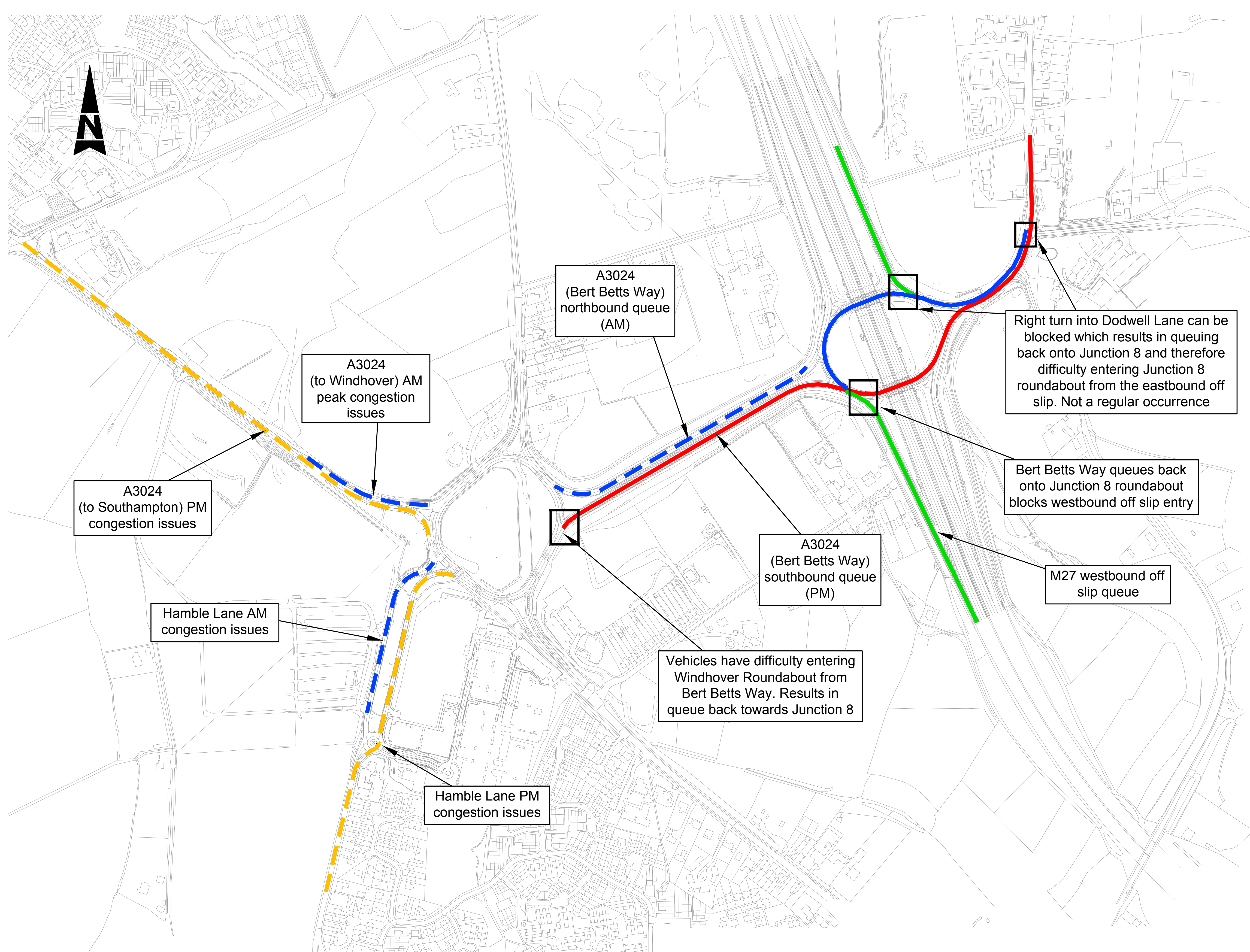
- 2 lanes in each direction on the bridge with no weight restrictions for HGVs
- Pedestrian and cycle provisions that fulfil Southampton County Council's strategy



# M27 Southampton Junctions improvement scheme

## M27 junction 8 and Windhover Roundabout

Junction widening and signal improvements



### Need for the scheme

- Local peak time traffic and rat-running to avoid M27 junction 8 tailbacks causes congestion
- Large proportion of Southampton city centre-bound traffic uses the M27 between junction 8 and junction 5 as an alternative route
- If congestion is not addressed, housing and employment growth will be affected
- Minor traffic collisions at junction 8 are above average for the region

### Proposed scheme

#### M27 junction 8

- Widen all slip roads from M27 to the roundabout at junction 8
- Introduce traffic signals on all arms of the roundabout
- New and improved pedestrian and cycle paths and crossings

#### Windhover Roundabout

- Widen entry lanes to the junction approaching Windhover Roundabout
- Install traffic signals on all arms of the roundabout
- New and improved pedestrian and cycle paths and crossings



# M27 Southampton Junctions improvement scheme

## What happens next?

Your views are important and we will consider them carefully during the development of the proposals.

After the consultation has closed we will take all views into account and publish a report detailing our findings and communicate further in a Preferred Route Announcement.

The scheme is being delivered in a number of phases. We are currently in the options phase and are seeking public opinion on the proposed scheme.

### **Options phase**

Currently underway

We are looking for public feedback on our proposed scheme

### **Preferred route announcement**

Early 2018

### **Design phase**

Winter 2019

We will undertake detailed design involving our key stakeholders and partners

### **Start of works**

Spring 2020

We will work to follow agreed plans to minimise disruption and deliver the scheme on time