

M27 Southampton Junctions improvements scheme

Consultation brochure and questionnaire



19 September to 31 October 2017

M27 Southampton Junctions improvement scheme

Have your say

Introduction

About us

Highways England is the government company responsible for operating and maintaining England's major A roads and motorways. Formerly known as the Highways Agency, we are also responsible for delivering improvements to the existing strategic road network.

Introduction

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 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."

We are now consulting on a proposed scheme to improve the route into and out of Southampton via the A3024 corridor between the M27 junction 8 and the Six Dials junction. This is known as the M27 Southampton Junctions scheme. We are seeking your views on our proposal to improve how traffic flows on this route and to assist in reducing delays on the M27 between junctions 5 and 8. Your views and comments received during the public consultation will help us improve the designs in the next stage of development.

This non-statutory consultation will run for 6 weeks, from [19 September](#) until [31 October 2017](#).



M27 Southampton Junctions scheme

The proposed M27 Southampton Junctions scheme seeks to address current issues of congestion and capacity constraints along the A3024 corridor. See map in figure 1 below.

Our proposal focuses on five main sections:

Northam Road Rail Bridge - a single carriageway bridge that crosses the main South Western railway lines close to St Mary's Stadium. Due to its age and condition, it has a weight restriction for heavier vehicles. This currently acts as a key congestion pinch point on the A3024 corridor and also has poor facilities for pedestrians and cyclists.

Bitterne Rail Bridge - a wide single carriageway bridge on the A3024 Bitterne Road West at Bitterne rail station including poor facilities for pedestrians and cyclists.

A3024 Northam Road-Bitterne Road West-Bursledon Road - travels primarily through the residential and commercial urban areas of eastern Southampton and carries up to 27,000 vehicles

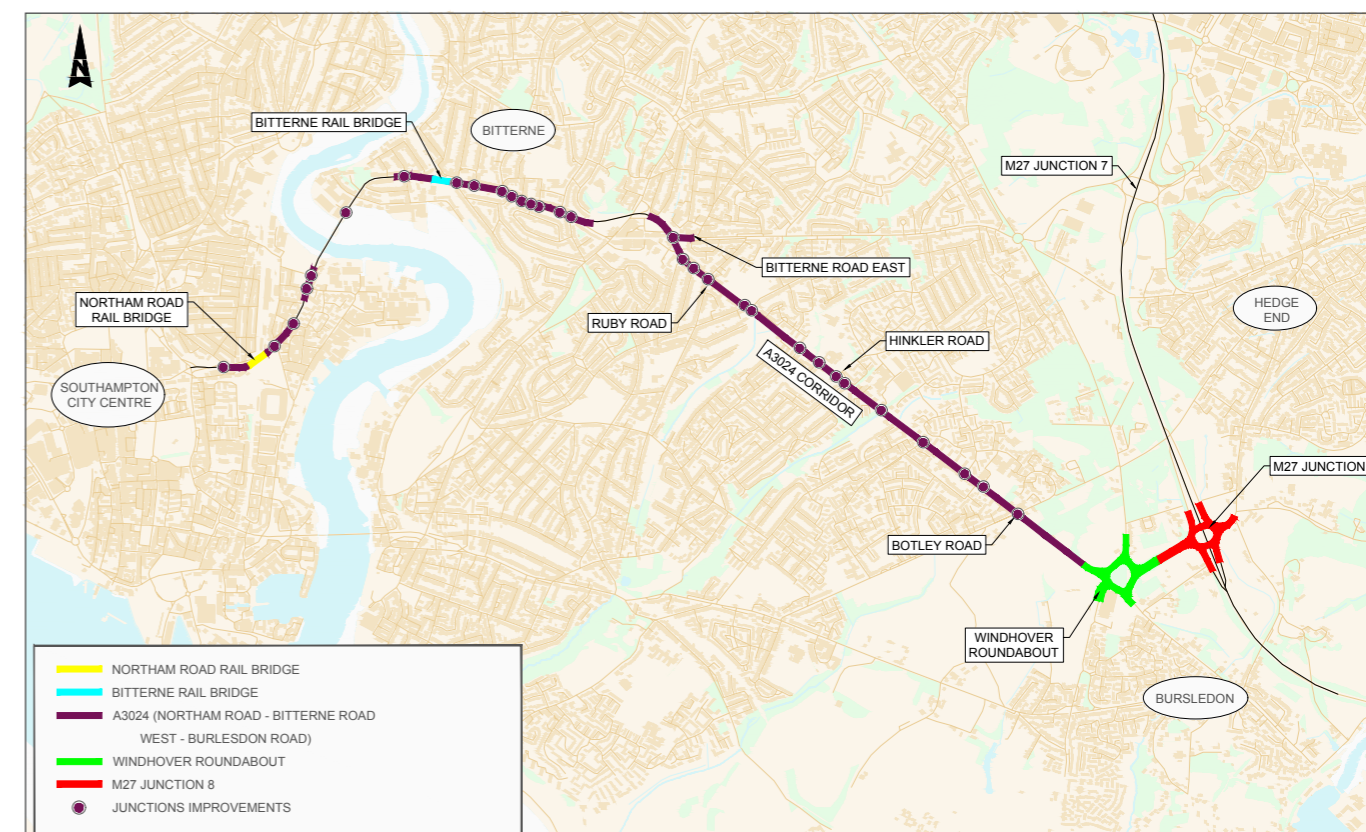
per day. It is an important bus route and has over 25 junctions along its 7km length, many of which are signalised.

Windhover Roundabout - located to the east of Southampton near Bursledon, approximately 500 metres from M27 junction 8, this roundabout experiences congestion caused by local traffic tailing back from the A3024 (Northam Road-Bitterne Road West-Bursledon Road) and Hamble Lane.

M27 junction 8 - also located to the east of Southampton, this roundabout provides access to Hamble, Bursledon, Hedge End and Botley from the motorway. This roundabout can become congested causing queues back onto the M27.

The proposed scheme is a series of upgrades on this route into Southampton aimed at improving safety, congestion and traffic flow for all road users.

Figure 1: The location of the M27 Southampton Junctions scheme



Collaborative Working

Highways England recognises the importance of working together with Southampton City Council and Hampshire County Council. This will help us to better understand the local issues and provide improvements in line with local policies. Both Councils have been involved in all our early work to help us present our proposed scheme to you today.

We are working closely with colleagues on our nearby Highways England schemes including the M27 junction 4-11 Smart Motorways scheme. See website: www.highways.gov.uk/m27-j4-11-smart-motorway

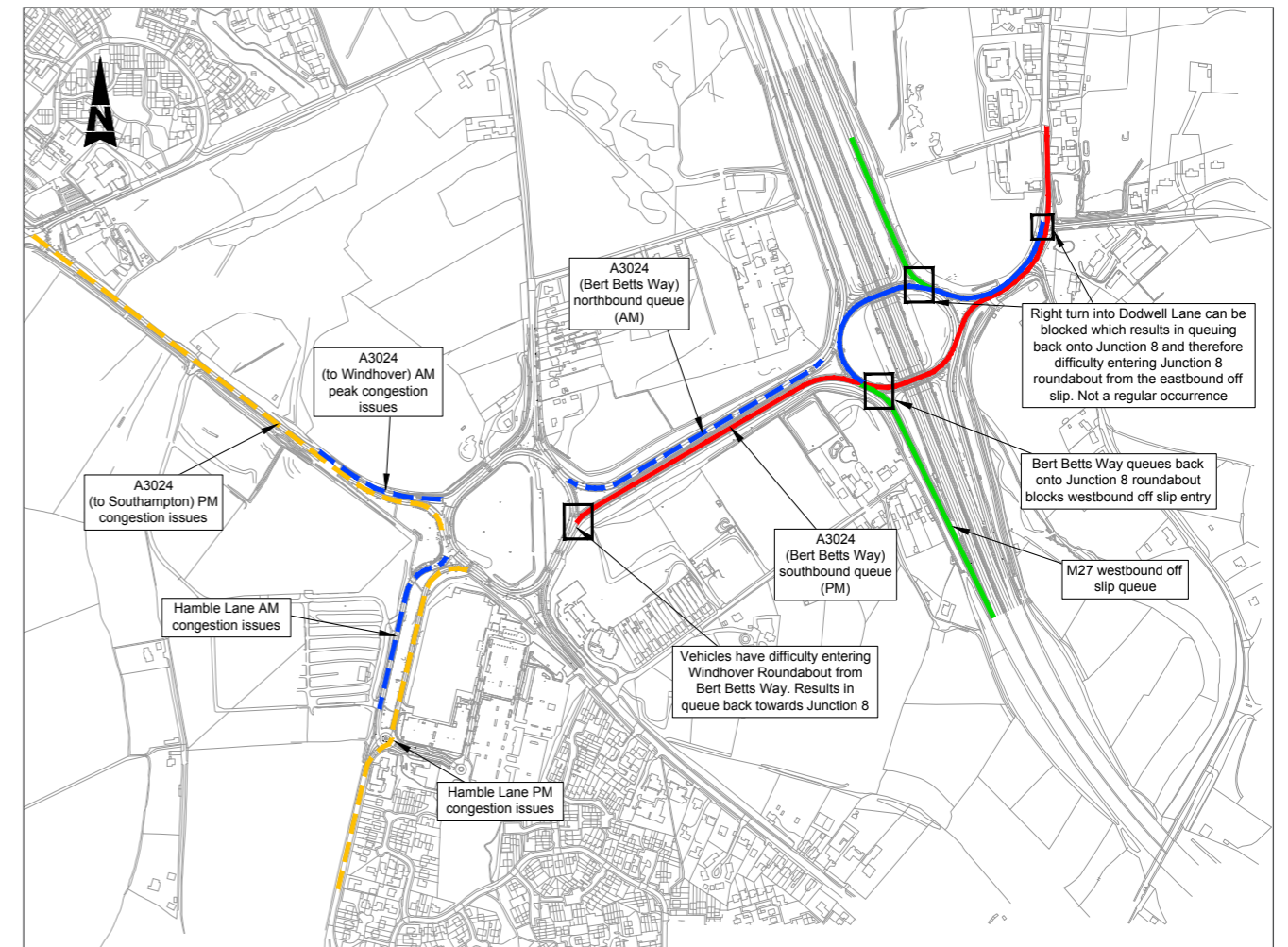
Need for the scheme

- Safety is a key concern as 196 accidents were recorded from 2011 to 2015 between Windhover Roundabout and Northam Road Rail Bridge. 23% of these resulted in serious injury and 27% involved pedestrians or cyclists. In addition, the number of killed and serious injuries amongst pedestrian/cyclists as a percentage of all injuries, was 50% between 2012-2016, which is more than twice the national average.



- Solent to Midlands Route Strategy Evidence Report (2014) showed that out of all motorways and major A roads, the M27 junction 8 was in the top 50 sites for casualties between 2009 and 2011.
- The outdated Bitterne Gating System, a series of linked traffic signals on the A3024 corridor, restricts access from many side roads and holds some traffic back on the edge of Southampton during the morning peak period. This was implemented in the 1970s as a method to manage traffic congestion and give buses priority, however the system can exacerbate congestion on Windhover Roundabout and M27 junction 8.
- Poor air quality associated with vehicle emissions is currently an issue across the Southampton region and specifically on the A3024 Bitterne Road West. The local authorities are keen to make improvements to encourage more sustainable modes of transport such as walking, cycling or public transport in a effort to improve air quality and health.
- Congestion at Windhover Roundabout is a combination of localised peak time (7am to 10am and 4pm to 7pm) traffic and rat-running to avoid M27 junction 8 tailbacks.
- If traffic congestion and queuing is not addressed on the local network, planned housing and employment growth will be compromised and the impacts of poor air quality will continue.

Figure 2: M27 junction 8 and Windhover Roundabout traffic issues



The impact on the M27

The M27 between junction 8 and junction 5 has witnessed an increase of traffic flows by 21% since 2000. As such the M27 between junctions 8 and 5 suffers from congestion and delays. Both junctions are in the top 10% of the motorway road network congestion problems as reported in the Solent to Midlands Route Strategy Evidence Report (2014). Substantial growth in trade at the Port of Southampton is planned and this will increase heavy goods vehicle traffic on the M27 and routes into and out of Southampton over the next 10 years. A large quantity of residential development is also being planned for Southampton and the surrounding areas of Hampshire. If these are not managed sustainably the increases in traffic will add further congestion pressure onto the M27.



Environmental considerations

A wide range of environmental conditions have been assessed across a wide study area as part of the scheme. Key considerations are:

Air quality

There is a major problem in some parts of Southampton and surrounding areas, with the city identified as one of the top six cities in the UK with the poorest air quality, often as a result of vehicle emissions. To tackle this Southampton City Council has declared ten Air Quality Management Areas (AQMAs), some of which are on or near the scheme. Southampton City Council is also introducing a Clean Air Zone from 2019 and we are considering the wider impacts of the proposed scheme on it.

Noise and vibration

The number and speed of vehicles can cause road traffic noise. There are 13 Noise Impact Areas (NIAs) within or close to the scheme.

Landscape and views

The eastern end of the study area lies in the semi-rural landscape around junction 8 and Windhover Roundabout and most of the A3024 corridor lies in an urban setting. There are no national or local landscape-related designations near the scheme.



Objectives of the scheme

The objectives are to:

- Support local and regional economic growth by improving traffic flow, capacity and connectivity and reducing journey times into Southampton from M27 junction 8 and the A3024 corridor for all road users.
- Improve safety by reducing conflict between pedestrians, cyclists and traffic and reduce the frequency and severity of accidents both on the A3024 corridor and the M27 junctions 8 to 5.
- Support Southampton City Council's efforts to improve local air quality by reducing vehicle emissions associated with traffic congestion on the A3024 corridor. Improve the overall visual impact of the scheme through sensitive landscaping and design.
- Support the local authorities strategic aims by maximising opportunities for sustainable travel. This includes for buses, walkers and cyclists.
- Support long term sustainable economic growth plans for the area and address the concerns outlined above.

The options selection process

We have been developing and assessing a range of options since January 2016.

We have met with local authorities, emergency and bus services, business groups and Network Rail to understand the constraints, local priorities and their growth and development plans. We have used this knowledge to help create a shortlist of options that could achieve the scheme objectives.

We have assessed and modelled each of these options to understand their economic, traffic, safety, environmental and community impacts to identify the proposed scheme.

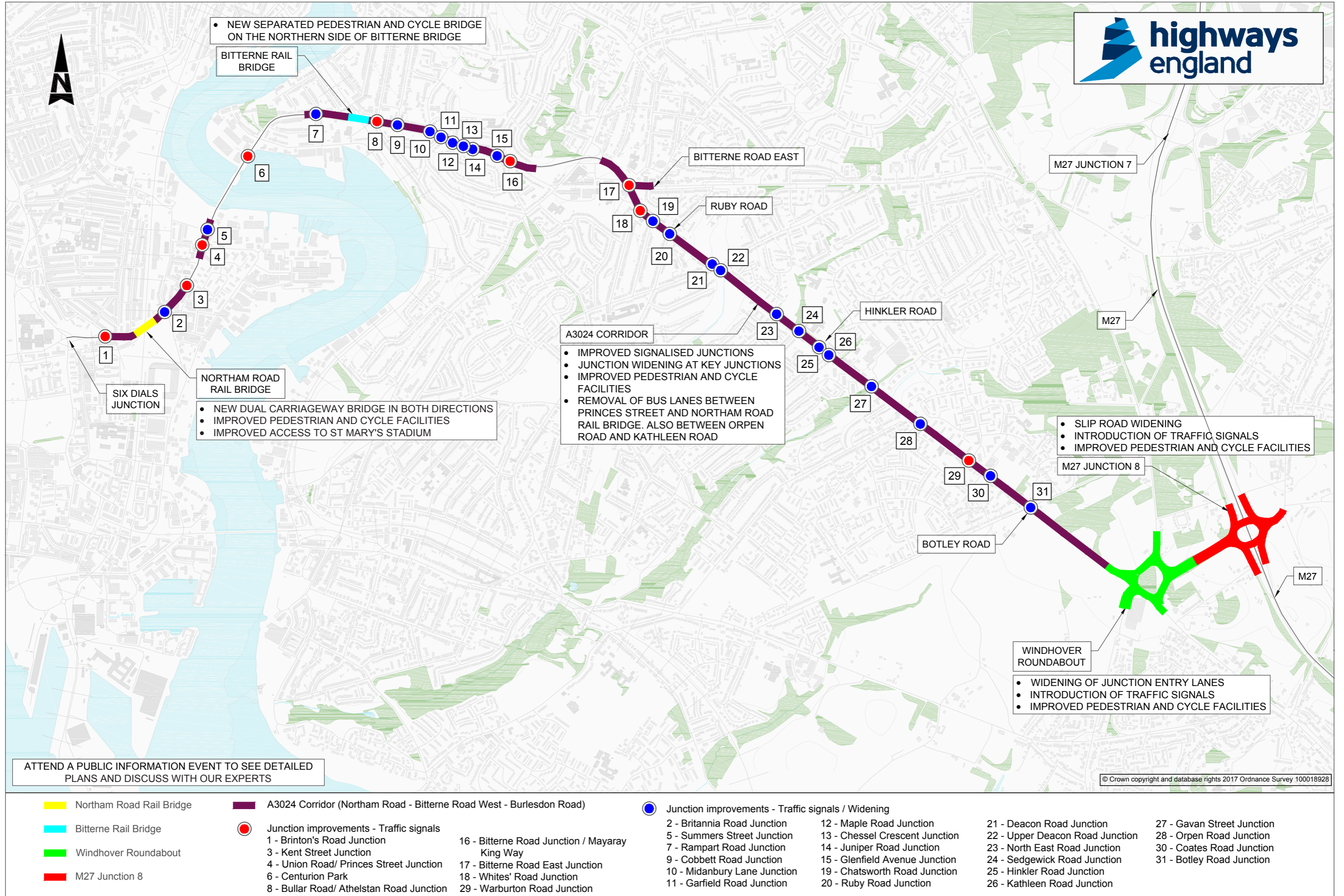
The proposed scheme has been assessed through a combination of newly commissioned assessments and existing data as a method of robust analysis. There are still further detailed assessments to do on the scheme, and the proposed design will be updated to reflect the results of this consultation and ongoing assessments as the scheme progresses to the next stage of development.

Other options considered included a number of different proposals at each of the five main sections of the scheme. However these were rejected due to a number of factors such as:

- No benefits to journey times locally or on the M27
- Higher construction costs and not economically viable
- Poor traffic flows across the scheme when combined with other options
- Does not align with the scheme objectives
- Significant traffic disruption during construction
- Not cost effective
- Doesn't meet Network Rail's headroom clearance requirements e.g. at Northam Road Rail Bridge
- Negative environmental and landscape impacts of a tunnel under Windhover Roundabout



Figure 3: Proposed junction improvements



Benefits of the proposed scheme

Area	Benefits
Northam Road Rail Bridge	<ul style="list-style-type: none"> ■ Increased capacity across the bridge reducing traffic congestion ■ Upgraded pedestrian and cycle facilities giving safe access across the bridge and to local community and St Mary's Football Stadium
Bitterne Rail Bridge	Improved facilities encourage pedestrians and cyclists to use the bridge and wider network of footpaths
A3024 corridor	<ul style="list-style-type: none"> ■ Increased capacity and better traffic flow along the corridor ■ Improved pedestrian crossings keep local communities connected ■ Bus journey time improvements along A3024 corridor ■ Reduced potential for traffic congestion and associated build up of vehicle emissions
Windhover Roundabout	<ul style="list-style-type: none"> ■ Improved traffic flow through the junction ■ Reduced potential for traffic congestion and associated build up of vehicle emissions ■ Improved facilities encourage wider pedestrian and cycle use ■ Increased capacity reduces the potential for minor accidents
M27 junction 8	<ul style="list-style-type: none"> ■ Improved traffic flow through the junction ■ Reduced potential for traffic build up on westbound exit slip road to junction 8 ■ Improved facilities to encourage wider pedestrian and cycle use across the junction to local areas in the east ■ Increased capacity reduces the potential for minor accidents

Benefits of proposed scheme to the Southampton Area

We have worked in partnership with Southampton City Council and Hampshire County Council to ensure the proposed scheme bring benefits in the following areas:

Transport

- Improve journey time reliability for all road users in the local area and beyond.
- Reduce congestion on the M27 between junctions 5 and 8.
- Remove bottlenecks therefore making traffic flows smoother and increasing capacity on the A3024 corridor.
- Improve the junctions so buses can run more reliably and efficiently.
- Provide better walking and cycling facilities across the scheme in line with the Southampton Cycle Strategy.

Safety

- Improve road safety during construction, operation and maintenance for all involved, including:
 - Road workers
 - Road users
 - Other stakeholders
- Improve safety between M27 junction 8 and 5.
- Improve safety at the Windhover Roundabout and on the A3024 corridor.

Community and Environment

- Ensure no further Air Quality Management Areas are created as a result of the scheme and avoid worsening conditions in existing AQMAs.
- Provide mitigation to reduce traffic noise in existing Noise Important Areas and ensure no further areas are created as a consequence of the scheme.
- Reduce flood risk in existing high risk flood zones and where possible ensure there is no further increased flood risk as a result of the scheme.
- Improve connections between the communities along the A3024 corridor by improving footpaths, cycle facilities, bus stops and crossing points.
- Accessibility for all modes of transport travelling from the local communities along the A3024 corridor.
- Provide ecological habitat mitigation where possible.

Economic

- Improve capacity and support the growth of the regional economy by:
 - Timely delivery of the scheme to enable provision of housing demand, in line with the Partnership for Urban South Hampshire (PUSH) vision, of which key growth ambitions include 55,600 dwellings by 2026 and 15,500 additional jobs across South Hampshire by 2020.
 - Improving connectivity with local roads, including for pedestrians and cyclists and other road users.
 - Support the growth of the Port of Southampton by improving access and the economic growth aspirations of the Solent Local Enterprise Partnership.

When will it be done

The M27 Southampton Junctions scheme is being developed in a number of phases. We are currently in the options phase and are now seeking your opinion on our 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

Please respond to this consultation in the following ways:

- **Online**
www.highways.gov.uk/m27southamptonjunctions
- or
- **Post** – Complete a questionnaire and post it to us using the freepost address - **Freepost M27-A3024 SCHEME**.

Please respond by 31 October 2017.

Have your say

We will be holding a public consultation on the M27 Southampton Junctions proposal from 19 September to 31 October 2017.

This is your opportunity to provide us with your views on the proposed scheme, and whether you think there are other viable alternatives that meet the objectives set for us, based on your knowledge of the area. You can find out more about the proposed scheme at the public exhibitions where our team will be on hand to answer your questions. This is a key opportunity for you to comment on the future direction of the scheme. We will review and consider all comments received.

We will present the results to the Government and make a statement on our intentions for the scheme in early 2018. This is called the Preferred Route Announcement.

Planning Consent

The M27 Southampton Junctions scheme is unlikely to need specific planning consents as it is mostly on the existing roads. When the scheme is designed further, and we have a fuller understanding of its scale and effects, we will know if planning consents are required. If we need planning permission, a Highways Act Order or a Development Consent Order, you will have another chance to have your say on the scheme. Even if we do not need planning consent, we will hold further public information events to show you our updated proposals.

Public exhibition events

The exhibitions will provide detailed information about the proposed scheme and how it was selected. Highways England, including the property team, and our supporting consultants will be available to explain the proposals and answer any questions.

Dates and venues:

Date	Time	Location
Friday 22 September	4pm to 7pm	Pilands Wood Community Centre , Chamberlayne Road, Bursledon SO31 8DT
Saturday 23 September	10am to 4pm	
Monday 25 September	4pm to 8pm	Highpoint Centre , Bursledon Road, Southampton SO19 8BR
Tuesday 26 September	4pm to 8pm	
Friday 29 September	4pm to 9pm	Bitterne Manor Primary School , Quayside Road, Southampton SO18 1DP
Saturday 30 September	10am to 4pm	
Monday 02 October	4pm to 9pm	Northam Community Link , Kent Street, Southampton SO14 5SP
Tuesday 03 October	4pm to 9pm	

Supporting material

There is a Frequently Asked Questions (FAQs) document that complements this brochure provided to enhance your understanding of the body of work behind developing the proposed scheme.

All materials are available online at:
www.highways.gov.uk/m27southamptonjunctions

You can also pick up all related material at the public exhibition events detailed above.

Public viewing places

You can find copies of this brochure at the following locations from 19 September to 31 October 2017:

- Southampton Civic Centre Reception, Southampton SO14 7LY
- Gateway, One Guildhall Square, Southampton SO14 7LY
- Northam Community Link Ltd, Kent St, Southampton SO14 5SP
- Cobbett Hub and Library, Cobbett Road, Bitterne Park, Southampton SO18 1HL
- Bitterne Library, Bitterne Road East, Bitterne, Southampton SO18 5EG
- HighPoint Centre, Bursledon Rd, Thornhill, Southampton SO19 8BR
- Pilands Wood Community Association, Chamberlayne Rd, Bursledon, Southampton SO31 8DT
- Hedge End 2000 Centre, 2000 St John's Rd, Hedge End, Southampton SO30 4AF

How will you use my response?

All views and comments received will help us to:

- Fully consider potential impacts on the community and environment
- Develop the final scheme design incorporating your responses where applicable
- Ensure the final environmental statement takes into account impacts or mitigation measures that you have told us about
- Record how we have considered feedback in a consultation report

If after reading this consultation brochure you have any further questions or want to find out more you can:

- Email us: M27SouthamptonJunctions@highwaysengland.co.uk
- Phone us: 0300 123 5000 (9am to 5pm, Monday to Friday).
- Write to us: **Freepost M27-A3024 SCHEME**

M27 Southampton Junctions improvements scheme

Questionnaire



M27 Southampton Junctions scheme

2017 Consultation questionnaire

Please complete the questionnaire and return in an envelope using our FREEPOST address to **Freepost M27-A3024 SCHEME**.

Please complete your contact details below. If you prefer not to give these please can you provide your postcode.

Name: _____

Address: _____

Postcode: _____

Telephone (optional): _____

If you would like to be kept informed of the progress of the scheme proposal please provide your email address below:

Email (optional): _____

Organisation (if applicable): _____

Please note: The information you provide will be kept in a secure environment only accessible by Highways England and the specific contractor(s) working with us on this project. Your personal information will not be shared with any other individuals or organisations, beyond the provisions set out in the Freedom of Information Act 2000 and Environmental Regulations Act 2004. The information you submit will only be used in support of the purpose specified in this survey. Personal details are collected only to ensure entries are not duplicated and in order to contact correspondents if necessary. All personal details will be deleted at the end of the survey analysis period.

Please tick appropriate box(es) ✓

1. Do you currently use any sections of this M27 Southampton Junctions scheme area shown on the map pages 8-9. M27 junction 8/Windhover Roundabout/A3024 corridor, Bitterne Rail Bridge, or Northam Road Rail Bridge?

	As a resident	As a business	As a commuter
Yes			
No			

2. In an average week how often do you use M27 junction 8/Windhover Roundabout/A3024 (all or part) by the following types of transport? (Please tick one answer in each row applicable)

	5 days or more	3 to 4 days	1 to 2 days	Less than once a week	Never
Car					
Bicycle					
On foot					
Motorcycle					
Public transport					
HGV or Van					
Other please state					

(tear here)

Please tick appropriate box(es) ✓

3. How would you describe your experience using the M27 junction 8/Windhover Roundabout/A3024 (all or part) by the following types of transport? (Please tick one answer in each row applicable)

	Very satisfied	Fairly satisfied	Neutral	Fairly dissatisfied	Very dissatisfied
Car					
Bicycle					
On foot					
Motorcycle					
Public transport					
HGV or Van					
Other please state					

4. How likely are you to use the M27 junction 8/Windhover Roundabout/A3024 as your main route into Southampton following the proposed upgrades? (Tick one)

Very likely	Fairly likely	Neutral	Fairly unlikely	Unlikely

5. How likely are you to use any of the following modes of transport on the M27 junction 8/Windhover Roundabout/ A3024 corridor (all or part) if the proposed scheme is implemented? (Tick all that apply)

	Very likely	Fairly likely	Neutral	Fairly unlikely	Unlikely
Car					
Bicycle					
On foot					
Motorcycle					
Public transport					
HGV or Van					
Other please state					

6. Do you have any comments on the closure of the existing footbridge at Northam Road Rail Bridge? If so please provide details below.

7. Do you have any comments on the alternative pedestrian and cycle route between Windhover Roundabout and Hedge End? If so, please provide details below.

8. Do you have any additional comments about the current and proposed pedestrian and cycle facilities for this scheme and how they can be improved? If so, please provide details below.

9. On a scale of 1-5 (1 is the lowest and 5 is the highest) how satisfied are you with the design of the proposed scheme in the five main sections identified?

	1	2	3	4	5	Specific comments
Northam Road Rail Bridge						
Bitterne Rail Bridge						
A3024 corridor						
Windhover Roundabout						
M27 junction 8						

10. Do you have any additional comments about the proposed scheme that you would like us to consider? If so, please provide details below.

(tear here)

Please tick appropriate box(es) ✓

11. How did you find out about the M27 Southampton Junctions scheme? (Tick all that apply)

Received a letter	
Highways England Website	
Southampton City Council website	
Hampshire County Council website	
Local radio or television news	
Local newspaper article	
Local newspaper advert	
Online media (news websites)	
Social media	
Poster	
Other (please specify below)	

12. Have you found this brochure and the material helpful in answering your questions?

Yes	To some extent	No	Did not read

13. Have you found our public exhibitions helpful in answering your questions?

Yes	To some extent	No	Did not attend

14. Do you have any comments on the consultation process? If so, please provide details below.

Thank you for completing this questionnaire.

Completed questionnaires can be returned as follows:

Online at: www.highways.gov.uk/m27southamptonjunctions

Via our freepost address **Freepost M27-A3024 SCHEME**

Or you can drop it off at any of the public exhibitions listed on page 13 of this brochure.

Your views help shape the scheme. All consultation questionnaires received are formally recorded and in accordance with data protection requirements. Your personal details are used solely in connection with the consultation process.

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

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This document is also available on our website at www.gov.uk/highways

If you have any enquiries about this publication email info@highwaysengland.co.uk or call **0300 123 5000***. Please quote the Highways England publications code **PR96/17**.

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