



A3057 junction improvements; Redbridge Lane/Bakers Drive & Nursling Street/Horns Drive survey report

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Key findings

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Traffic congestion was cited as the main issue on the A3057 (35% of respondents) and 51% of respondents reported using a car to travel at the two junctions.



27% of respondents felt a lack of safe pedestrian crossing facilities was an issue and 29% of respondents travel at the junctions on foot.



The majority of the respondents lived locally (90%) and used both junctions three or more days a week (over 70%).



Most respondents agreed the proposals would improve the travel experience of transport, particularly for those travelling by car/ van (67%), on foot (65%), bicycle (44%), bus (48%) and motorcycles (51%).



Almost three quarters of respondents agreed that the proposals will help with the issue of safety for pedestrians crossing the road (73%), whilst around half felt that they would ease the issues of traffic congestion (55%) and access to schools (49%).

Potential implications



Implications for communications

In response to the question “What, if anything, about the proposal could be improved?”, the most frequent comment referred to wanting a roundabout (14 comments). Historically, there have been conversations about a roundabout on this stretch of the A3057. However, as part of the options appraisal a roundabout has now been assessed as an unviable option.



Implications for implementation

A number of the further comments related to the importance of the sequencing and timing of the traffic lights and how it is important to get this right if the scheme is to have the desired effect.

Introduction

A3057 junction improvements - background



Background

The A3057 is an important route linking Southampton City Centre and Romsey. It provides access to the M271 and M27 motorways from surrounding areas and is an important public transport corridor providing links to schools and employment. Due to recent housing and school developments in the area, the junctions at Redbridge Lane/ Bakers Drive and Horns Drive/ Nursling Street have been identified as a planning priority as requiring improvement for both vehicles and non-motorised users.



The scheme

Funding has been secured from local development contributions to make improvements to the walking, cycling and traffic infrastructure at the A3057 junctions.

Following an options appraisal detailed designs for improving the junctions have been produced. These include:

- straightening junction alignment;
- adding pedestrian crossing points;
- traffic signals that link with the Bakers Drive and Horns Drive junction to prioritise traffic flow along the A3057;
- moving vehicle stop lines closer to the A3057;
- widening of side roads and improved visibility
- bus priority technology at signals.

A3057 junction improvements – aims and method



The purpose of this engagement exercise was to obtain feedback on the proposed designs for improvements to two junctions along the A3057 and to hear stakeholder views on how the proposed changes would help to meet the aims of the scheme, which are:

- to increase highway capacity;
- to provide safer road crossing facilities for pedestrians;
- to minimise environmental impacts from the works;
- to improve access to local schools and public transport;
- to improve journey time reliability.



Hampshire County Council carried out an engagement exercise through use of a feedback form (online and available in other formats). An information pack was produced, which outlined the scheme proposals in order to enable an informed response.

The feedback form was available from 14 November 2022 to 8 January 2023.

The views expressed in this report came from responses to the open feedback form, which was available to anyone to complete. There were no quotas or sampling targets, in keeping with the spirit of open engagement. All questions in the survey were optional, and the base therefore changes throughout the report. This is noted on each chart.

Note: Where percentages do not total to 100%, this is due to rounding.

Summary of responses



In total, 222 responses were submitted via the feedback form, either online or on paper. Of those who specified, 217 responses were from individuals, one was from a business or organisation and two were from democratically elected representatives.



In addition, eight unstructured responses were received by email or letter. Commentary on these submissions can be found on slide 18 of the report.



Key Points:

The preferred solution straightens the junction alignment to improve the junction safety and increase efficiency.

Pedestrian crossing points are provided to improve access to bus stops, and local schools.

Intelligent traffic signals will link with the Horns Drive junction to prioritise traffic flows along the A3057 corridor

Incorporation of bus priority technology at signals.

Key:

- Highway Boundary
- Proposed Lighting Columns
- Existing Lighting Columns
- Traffic Signals
- - - Southampton City Council Boundary



Redbridge Lane/ Bakers Drive junction design

Nursling Street/ Horns Drive junction design



Key Points:

The preferred solution refines the existing junction layout to improve the efficiency of the traffic signals

Traffic signals will link with the Bakers Drive junction to prioritise traffic flows along the A3057 corridor.

Vehicle stop lines moved closer to A3057 to reduce delays and improve efficiency of operation.

Proposed localised widening of side roads and improved visibility.

Incorporation of bus priority technology at signals.

Key:

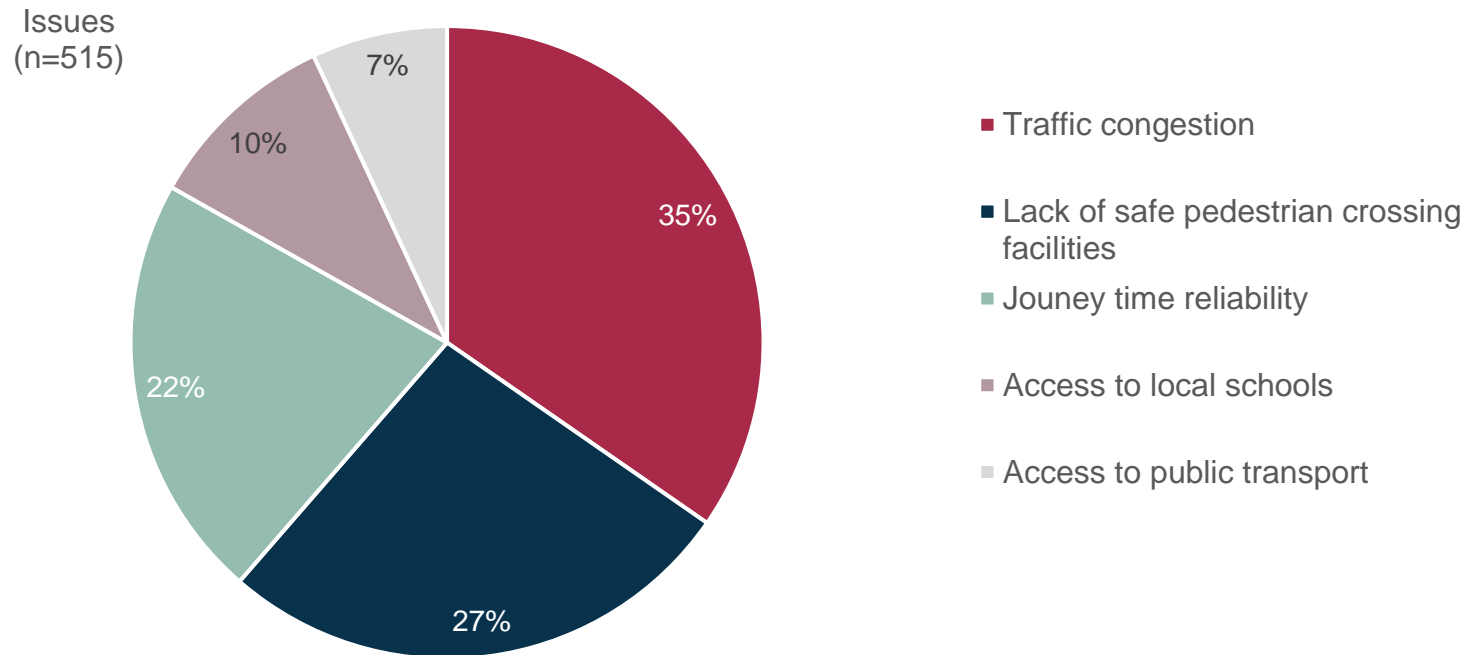
- Highway Boundary
- Proposed Lighting Columns
- Existing Lighting Columns
- Traffic Signals



Detailed findings

Issues on the A3057

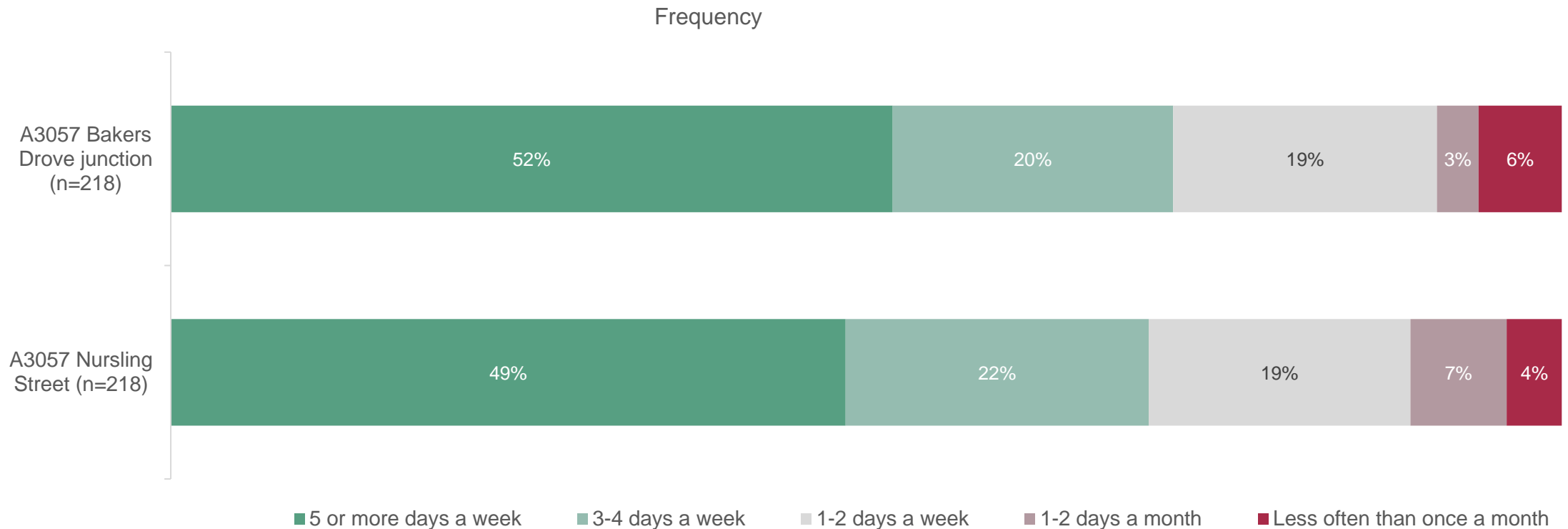
Respondents felt the main issue on the A3057 was traffic congestion (35%). Around a quarter of the respondents felt that a lack of safe pedestrian crossing facilities (27%) and reliable journey times (22%) were also issues. By comparison, access to local schools and access to public transport were less of an issue with 10% and 7% reporting these respectively.



Which of the following do you feel are an issue on the A3057?

Frequency of use

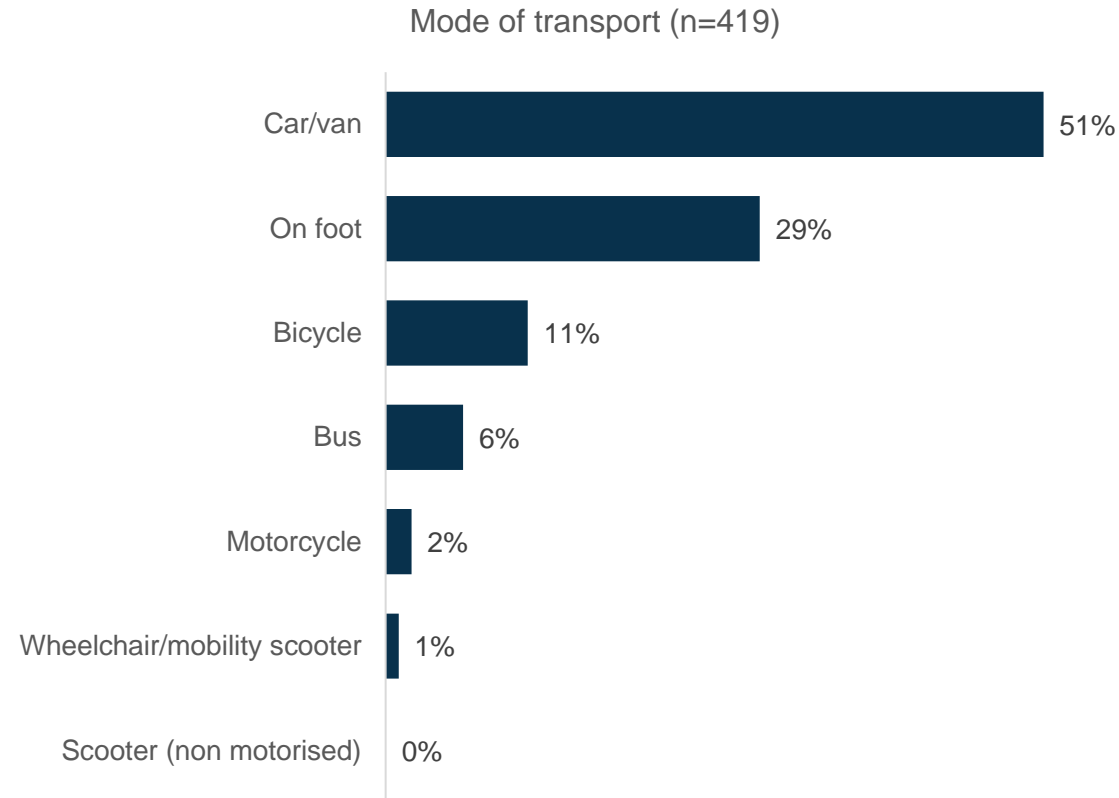
The vast majority of respondents were frequent users of both junctions, with nearly three quarters of respondents using them three or more days a week.



How frequently do you use the junctions on the A3057 at Bakers Drove and Nursling Street?

Mode of transport

The most common mode of transport used by respondents at the Redbridge Lane/ Bakers Drove and Nursling Street/ Horns Drove junctions was car or van (51%). 29% of respondents used the junctions on foot and 11% by bicycle.

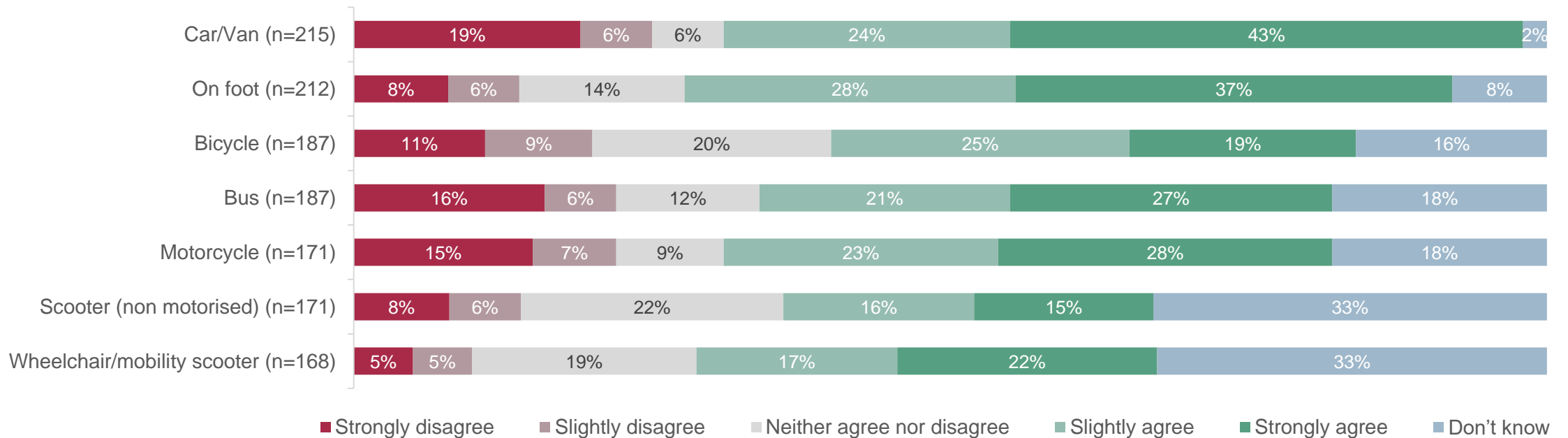


How do you travel when using these junctions?

Travel experience

Most respondents agreed that the proposal would improve the travel experience, particularly those travelling by car/ van (67%), on foot (65%), bicycle (44%), bus (48%) and motorcycle (51%). A third of respondents were unsure for wheelchair/ mobility scooters and non-motorised scooters, this may be because very few respondents reported using these modes of transport, as shown in the previous slide.

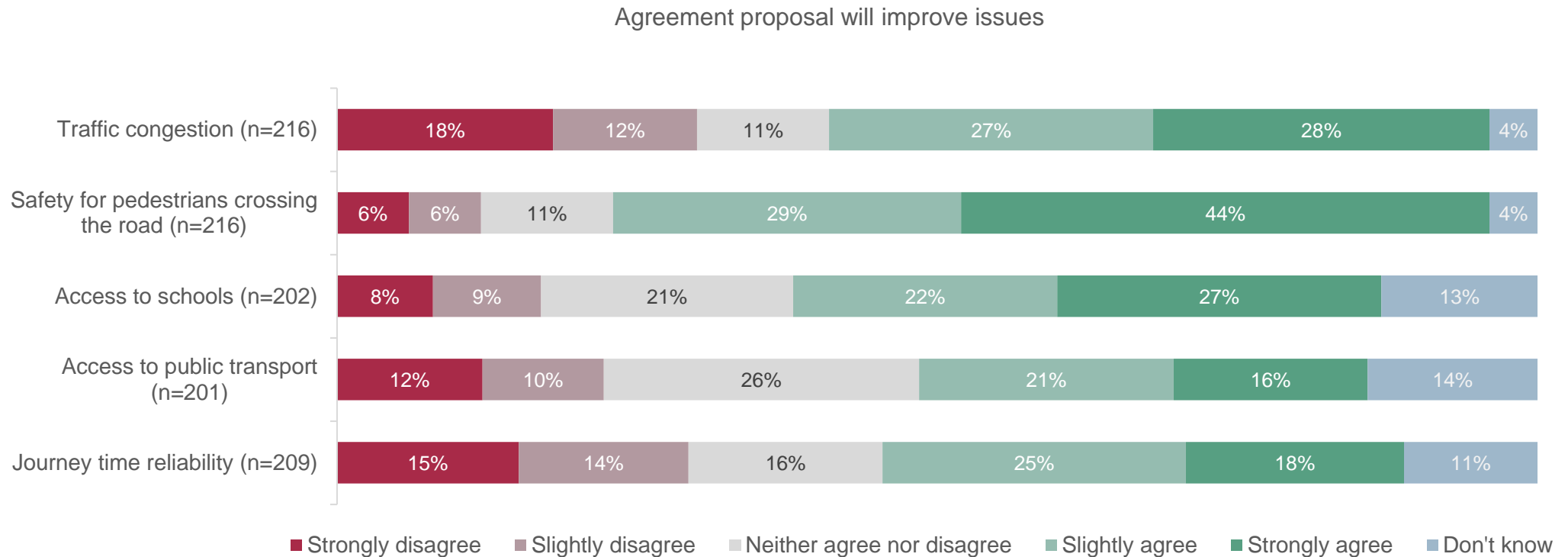
Agreement changes will improve travel experience by mode of transport



To what extent do you agree or disagree that the proposed changes would improve the travel experience when using the following modes of transport? (options listed)

Views of the scheme

The majority of respondents agreed that the proposals will help with the issues of safety for pedestrians crossing the road (73%), traffic congestion (55%) and access to schools (49%).

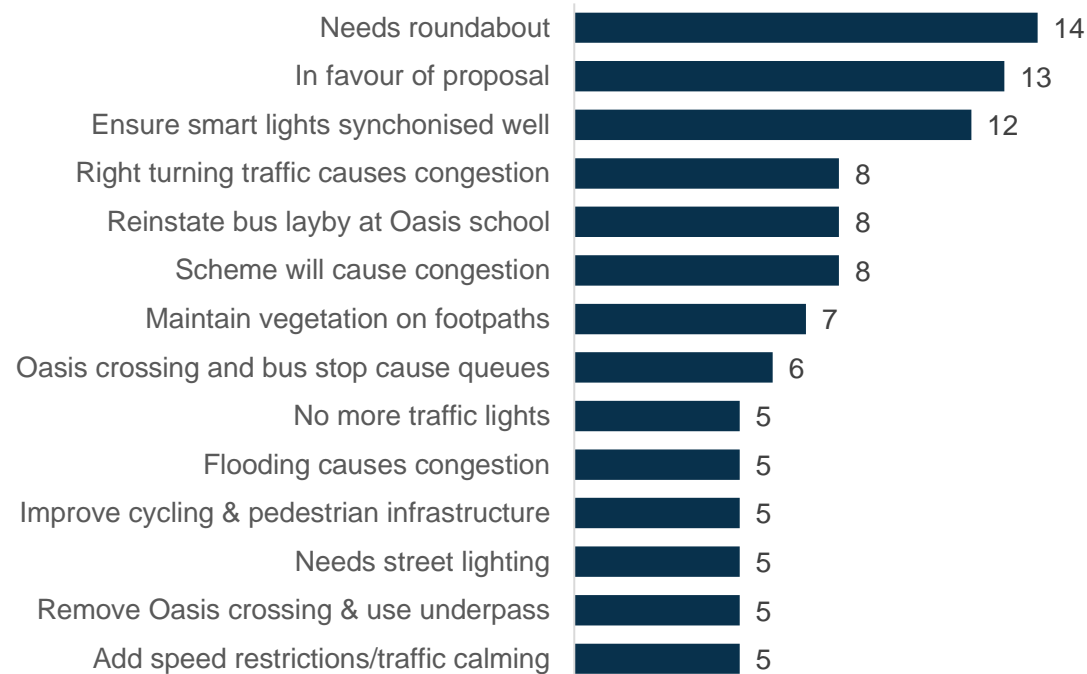


To what extent do you agree or disagree the proposals will help: (list of options)

Further comments

Despite the information pack stating a roundabout is not a viable option, 14 people still wanted to see a roundabout as part of the scheme. 13 people noted that they were in favour of the scheme. There were 12 comments relating to the importance of the smart traffic light synchronisation and timings.

Further comments (n=117)



"...it will help a lot and be better for everyone. As there isn't safe crossing to cross that road and everything will be improved" (Female aged 25-34, frequently uses junctions by car/van, bus and on foot)

"Overall, I feel this is a great solution" (Female aged 25-35, frequently uses junctions by car/van)

"Provided the lights are correctly phased, this will help Redbridge Lane access and support commuters and cyclists who struggle to get out safely at peak times" (male, aged 55-64 frequently uses junctions by car/van)

"The sequencing of the lights are going to be crucial in the plan" (female aged 35-44, frequently uses junctions by car/van)

What, if anything, about the proposal could be improved?

Mentions above 4 shown

Unstructured comments

Eight members of the public emailed with their comments. Right turning vehicles were quoted as causing traffic congestion by three of the respondents. Two comments related to the planned relocation of the Co-op (and the proposed flats) and how this would lead to more traffic congestion and disrupt traffic flow due to more vehicles turning right.

Two of the respondents noted that they were not in favour of the scheme, one of those identifying that traffic is a problem in the area but the scheme will give little or no benefit and would cause additional disruption whilst being built. The other did not want to see further traffic lights causing disruption to traffic flow, decreased highway capacity and environmental impacts due to exhaust fumes from queuing vehicles.

Two respondents stated that the problems with congestion in the area were only related to certain times of the day, with one person suggesting that the traffic lights be operational only part time.

One local resident was concerned that there is no planned widening of the Nursling Street/ Romsey Road junction and plans to move the stop line closer to Romsey Road. This concern was in relation to the large vehicles making this turn and needing more room to do so.

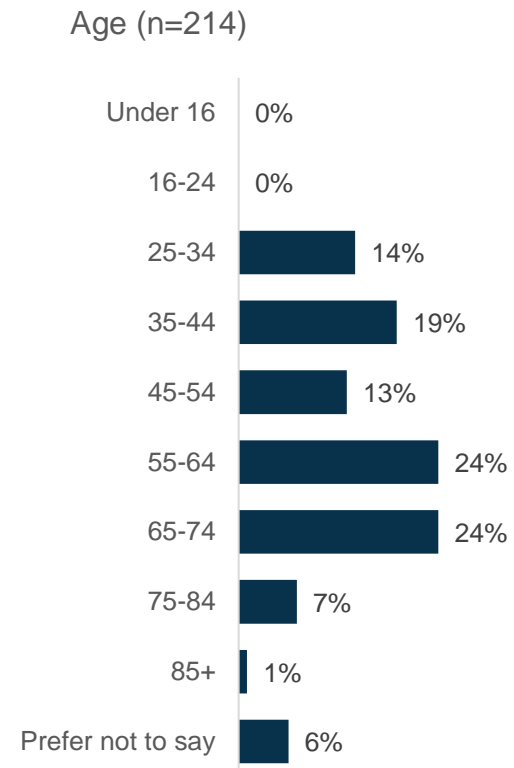
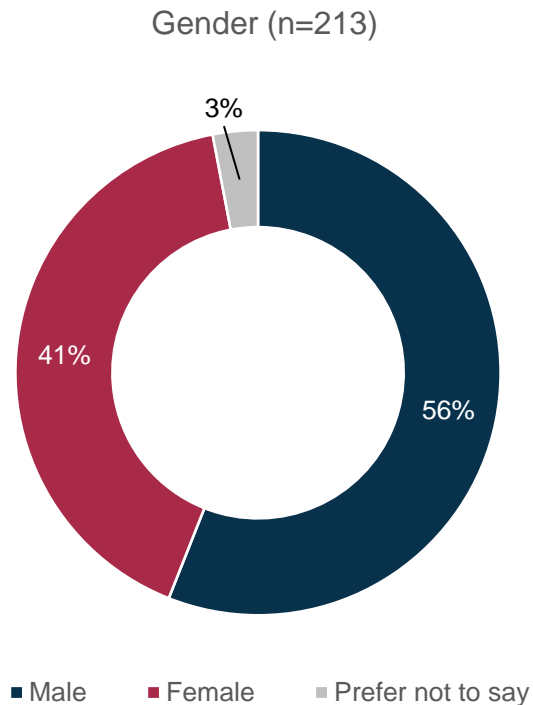
One respondent stated that problems were caused by people blocking the junctions when queuing and suggested the use of yellow boxes at these junctions.

An additional suggestion was for traffic lights to be co-ordinated with those at the end of Horns Drove.

Respondent profile

Respondent profile (1)

Of the respondents who gave demographics details, 56% were males and 41% were female. There was a range of ages amongst respondents, most aged 55-74. There were no reported respondents under the age of 25.

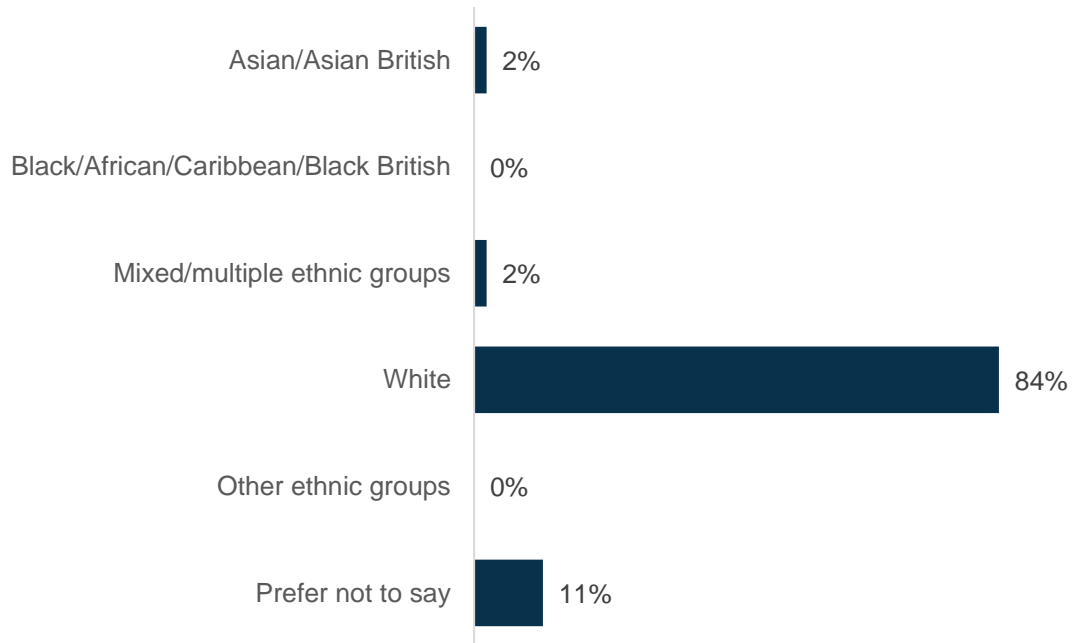


Which of the following best describes your gender? What is your age?

Respondent profile (2)

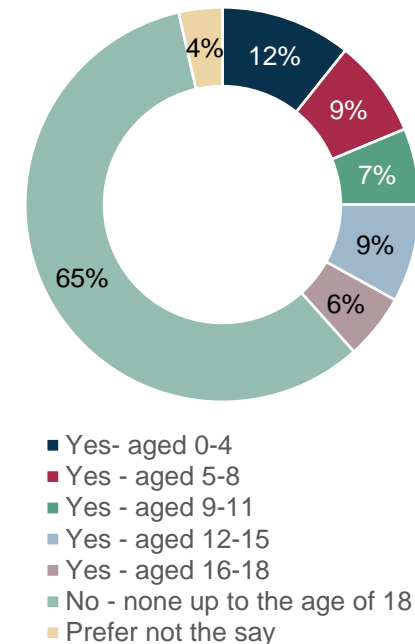
A large proportion of the respondents identified as being white (84%). 65% of respondents had no children living at home. 37% had children under the age of 16 living within their household.

Ethnicity (n=216)



What is your ethnicity?

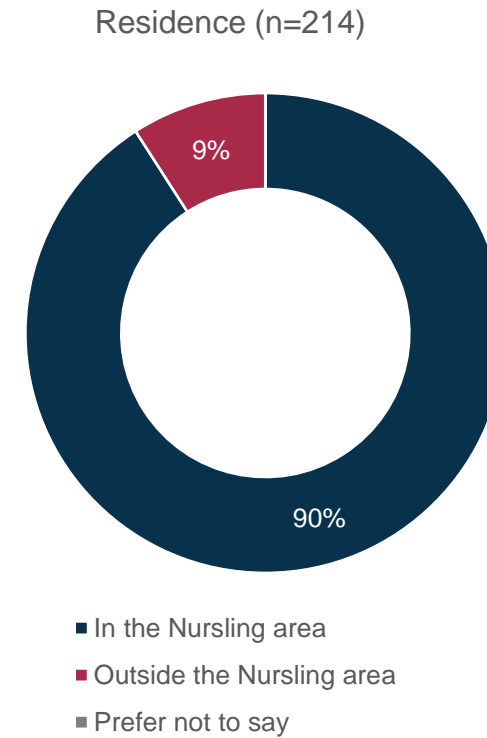
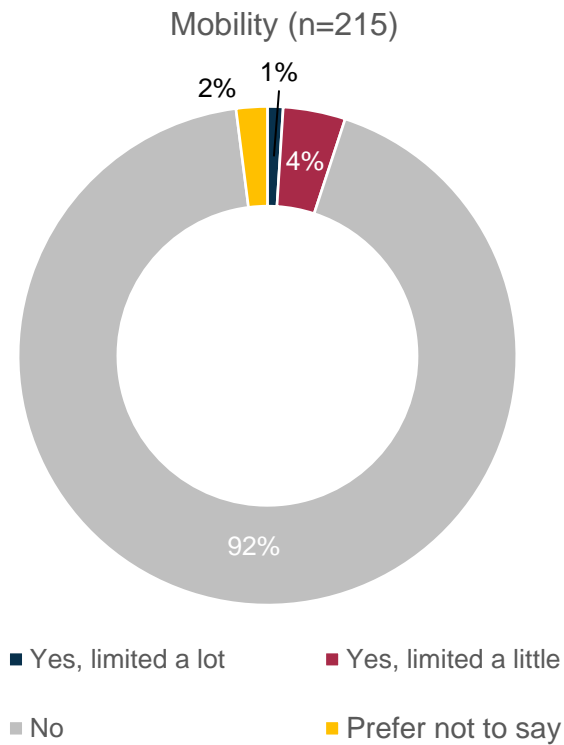
Age (n=211)



Are there any children or young people up to the age of 18 living in your household (including yourself)?

Respondent profile (3)

Just 3% of respondents reported that their ability to move around the Nursling area was limited due to health or disability. 90% of respondents reported living within the Nursling area.



Is your ability to move around Nursling limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? Where do you live?



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