

M271 Redbridge Roundabout Public Consultation Report

Table of Contents	
1. Introduction	5
1.1. Document Purpose	5
1.2. Description of the Scheme	5
1.3. Document Structure	6
2. General	7
2.1. Consultation Arrangements	7
Letter and Leaflet Drop	7
Public Exhibition	8
2.2. Attendance at Exhibition	8
2.3. Effectiveness of Consultation	9
3. Local Preference	10
3.1. Questionnaire	10
3.2. Analysis of Questionnaire Responses	11
Question 1 – Frequency of use of Redbridge Roundabout by mode	11
Question 2 - Level of satisfaction with current roundabout	12
Question 3 - Attitudes towards the current roundabout	12
Question 4 – Proposal’s alignment with scheme objectives	13
Question 5 – Respondents’ sources for information	14
Question 6 and 7 – Effectiveness of consultation materials and events	15
3.3. Question 8 – Open comment feedback	16
Highway Design	18
NMU Provisions	18
Local Interaction	19
Project	19
Environment	19
3.4. Verbal Responses at the Public Exhibition	20

3.5.	Responses from Statutory Bodies and Businesses	20
4.	Main Factors	21
4.1.	Wider network issues	21
4.2.	Pedestrian and Cyclist Access Issues	21
4.3.	Condition of the Existing Subways and Footbridge	21
4.4.	Toucan Crossing Safety Concerns	22
4.5.	Air Quality Concerns	22
4.6.	Special Consideration	23
5.	Summary of Results	24
5.1.	Questionnaire Results	24
5.2.	Written Comments	24
5.3.	Alternatives and Further Consultation	24
6.	Conclusions	25
	Appendix A – Highways England Letters to Residents	26
	Appendix B – Leaflet and Questionnaire	27
	Appendix C – Letter and Leaflet Delivery Map	39
	Appendix D – Recipients of the Letter to Organisations	40
	Appendix E – Public Consultation Poster	41
	Appendix F – Exhibition Boards	43
	Appendix G – Respondent Profile	47
	Appendix H – Newspaper Cutting	51
	Appendix I – Open Response Coding Frame	52

List of Figures

Figure 3.1: Respondent’s average week usage of Redbridge Roundabout (Question 1) 11

Figure 3.2: Current public satisfaction when using Redbridge Roundabout (Question 2)..... 12

Figure 3.3: Public responses regarding the current situation at Redbridge Roundabout..... 13

Figure 3.4: Public responses to the scheme objectives 14

Figure 3.5: Respondents’ sources for information relating to the scheme 15

Figure 3.6: Helpfulness of consultation brochure 15

Figure 3.7: Helpfulness of Public exhibition 16

Figure 3.8: Most Common themes raised by the Public..... 17

Figure 3.9: Most Common Topics Raised by the Public 17

Figure G.1: Format breakdown of received public responses 47

Figure G.2: Age breakdown of respondents..... 48

Figure G.3: Gender breakdown of respondents 48

Figure G.4: Ethnicity breakdown of respondents 49

Figure G.5: Religion breakdown of respondents 49

Figure G.6: Disability breakdown of respondents..... 50

1. Introduction

WSP | Parsons Brinckerhoff has been appointed by Highways England as design consultants to provide technical support on the proposed upgrade of M271/A33/A35 Redbridge Roundabout.

Assessment of the scheme is being undertaken in accordance with the Project Control Framework (PCF). This document has been produced as a key product at PCF Stage 2 (Option Selection) of the M271/A33/A35 Redbridge Roundabout improvements scheme.

1.1. Document Purpose

The purpose of this document is to:

- Describe the non-statutory public consultation undertaken by Highways England to support the development of the M271/A33/A35 Redbridge Roundabout improvements scheme;
- Provide and review the public's questionnaire responses and other feedback, highlighting their key concerns; and
- Review any suggestions made by consultees and take into account any specific issues/considerations raised during the consultation.

The feedback provided during the consultation process will be the basis of this report. The issues raised at this consultation and the public's preferences will assist Highways England in refining the proposal that is to be taken forward for the scheme. Other factors will also be considered when refining the proposal such as value for money and environmental impacts of each option. This information will be detailed within the PCF Stage 2 Scheme Assessment Report.

This report specifically relates to the public consultation exhibition events held on 25, 26 November 2016 and the 6 week public consultation period (4 November 2016 – 16 December 2016). The report covers the issues raised by members of the public during this period. The feedback gives the project team a better understanding of the potential effect that the improvement scheme will have on local residents and the surrounding roads. It also enables the public's feedback to be considered when developing the scheme.

1.2. Description of the Scheme

The Port of Southampton is a nationally important international gateway which has been recognised by Government. The M271 and A33 Western Approach have been designated as a Strategic National Corridor since 2014 by the Department for Transport. This designation was introduced by Government to identify the most important transport corridors in terms of their contribution to the national economy (i.e. accommodating long distance freight and business trips). The M271/A33/A35 Redbridge Roundabout is being considered for improvement as it provides the main access to Southampton Port.

The M271/A33/A35 Redbridge Roundabout is a key transport interchange which connects South Hampshire, the wider sub-region with London and the rest of the country via the M3. The current heavy congestion at Redbridge Roundabout affects the movements that exit Southampton towards the M271 northbound, and the same is true for the reverse movement. The Solent to Midlands route strategy evidence report stated that, as a result of the congestion; the M271 southbound to the A33 has average peak hour speeds below 40 mph, with adverse road safety implications.

The Solent to Midlands route strategy evidence report also identified that substantial development at Southampton Container Port will increase Heavy Goods Vehicle (HGV) traffic on M271 over the next 10 years. As the main artery serving the docks, the M271 has a critical impact on regional economic growth. The project therefore aims to improve the flow of traffic through the M271/A33/A35 Redbridge Roundabout – including HGVs – to ensure that economic growth is sustained and unconstrained.

The Options Assessment Report and Strategic Outline Business Case reports, which were previously completed as part of the Road Investment Programme, recommended that improving traffic flow, including port traffic, at M271/A33/A35 Redbridge Roundabout would have a positive impact on the local and national economy by strengthening connections between the southeast region and the wider highway network.

The scheme's objective is to develop workable, achievable intervention options at M271/A33/A35 Redbridge Roundabout. This is in order to alleviate congestion and provide journey time improvements to traffic including HGVs, whilst maintaining Non-Motorised User (NMU) facilities. The principal aim of the project is to deliver infrastructure improvements that will improve congestion on M271 southbound and on the A33/A35, to avoid adversely impacting local and national economic growth.

1.3. Document Structure

The document structure is as follows:

- Chapter 1: Introduction
- Chapter 2: General
- Chapter 3: Local Preference
- Chapter 4: Main Factors
- Chapter 5: Summary of Results
- Chapter 6: Conclusions

2. General

2.1. Consultation Arrangements

The public consultation period commenced on 9 November 2016 and concluded on 16 December 2016.

The objective of the public consultation was to provide the local residents in the surrounding area of Redbridge Roundabout with;

- An overview of the M271/A33/A35 Redbridge Roundabout improvements scheme;
- The benefits of the scheme and effect on the local area;
- An explanation of the additional features that are being considered, subject to available funding and further traffic modelling;
- An opportunity to comment on the proposed option as well as provide feedback and concerns for the proposals;
- An understanding of what happens next;
- What has been accomplished so far; and
- How they can raise issues and concerns to Highways England.

An exhibition preview was held for local Members of Parliament and Councillors on 14 November 2016. Additionally, prior to the consultation, letters were sent to local businesses inviting them to a pre-exhibition briefing on Thursday 17 November, 7.30am – 8.30am at The Sparks conference centre, Solent University, East Park Terrace, Southampton. The briefing was attended by five businesses. Those who attended were given a briefing on the scheme proposal, with members of the project team on hand to answer any questions.

Following the two events detailed above, the public consultation exhibition was held on Friday 25 November between 16:00 and 20:00 and on Saturday 26 November between 10:00 and 16:00 at Redbridge School, Cuckmere Lane, Southampton SO16 9RJ.

The venue was chosen as it is located near to the scheme and affected residential areas, with sufficient parking and disabled access.

Letter and Leaflet Drop

During the week commencing 7 November 2016, an initial information letter (Appendix A) was posted to 982 addresses deemed to be affected by the scheme. The letter informed local residents of the scheme and raised awareness of the forthcoming public consultation, together with an information leaflet and freepost response questionnaire (Appendix B). A map of the distribution area for the leaflet and letter drop can be found in Appendix C. Letters were also sent to organisations such as statutory environmental consultees, businesses, and road user organisations. A full list of recipients can be found within Appendix D.

The leaflets contained a brief overview of the option, the benefits of the scheme to the region and the progress to date of the scheme. Within the leaflet there was a questionnaire which asked respondents to provide feedback on the proposal, their current use of Redbridge Roundabout and optional general information about themselves. The questionnaire was detachable so that it could be completed and returned to Highways England by freepost or completed online using the Highways England webpage www.highways.gov.uk/M271A35redbridge.

In addition to this, the leaflet highlighted each of the ways that the public could pass on their comments either in a letter, by email, by phone or by completing the questionnaire online if they preferred. Invitations to the public exhibition were also posted on the scheme website.

Public Exhibition

At the exhibition, seven display boards with information regarding the scheme and the proposed option were on display to the public with Highways England contact information. The display boards can be found in Appendix F. Throughout the exhibition members of the project team were present to assist members of public with any queries or questions they had.

Plans for the proposal were made available to view on request from the public, allowing members of the project team to address any questions in finer detail. Questionnaires were provided to formally collate the views of the public, with an opportunity also given to the public to complete the form online. These have been reviewed by the project team and form the basis of the consultation analysis. The profile of those responding to the consultation are provided in Appendix G.

2.2. Attendance at Exhibition

Members of various disciplines across the project team attended the public exhibitions in order to answer a wide range of anticipated questions. The following members of the project team were in attendance at the exhibition over the course of the two days:

- Joseph Clark (Highways England);
- Graham Link (Highways England);
- Gemma Lloyd (Highways England);
- Thomas Briggs (Highways England);
- Iain Steane (Southampton City Council);
- Pete Boustred (Southampton City Council);
- Mehran Bakhtiari (WSP | Parsons Brinckerhoff);
- Matthew Shepherd (WSP | Parsons Brinckerhoff);
- John Zownir (WSP | Parsons Brinckerhoff);
- Wilson Massie (Balfour Beatty Living Places); and
- Vanessa Veal (Balfour Beatty Living Places).

An exhibition briefing pack was prepared in advance, which included details of the venue, safety arrangements and a list of potential questions and answers. This was circulated to staff who would be attending the exhibition.

An attendance record was maintained separately at each public exhibition event with the attendees asked to provide their name, address and post code. This was undertaken to establish the area from which members of the public were attending the exhibition and to allow further contact to be made if requested by these members of the public for any specific query.

The exhibition was attended by 78 members of the public and 20 written questionnaire responses were returned at the event.

The local press were invited to the consultation and the public events were advertised in local newspapers. An example of the newspaper adverts can be found in Appendix H.

2.3. Effectiveness of Consultation

The venue for the public exhibitions was selected as it provided a location that was close to those who may be directly affected by the scheme. Residents who wished to attend had a reasonable opportunity to do so, as the exhibition took place from 16.00 – 20.00 on Friday and 10.00- 16.00 on Saturday, providing sufficient time outside of normal working hours.

The weather over the two days was mostly clear with little to no rain or other adverse weather conditions, and therefore had no detrimental impact on attendance.

Overall, 43 questionnaires were returned by post, 105 online questionnaires were received, 20 event questionnaires were completed, 6 free format letters were received, and 10 free format emails were received. In total, 184 responses were received during the public consultation period, including 9 from statutory bodies, businesses and road user organisations.

3. Local Preference

3.1. Questionnaire

The following questions were included on the questionnaire. The full leaflet and questionnaire can be found in Appendix C.

- 1. In an average week, how often do you use Redbridge Roundabout by the following types of transport?
 - Car
 - Bicycle
 - Foot
 - Motorcycle
- 2. How would you describe your experience of Redbridge Roundabout using the following types of transport (very satisfied, fairly satisfied, neutral, fairly dissatisfied or very dissatisfied)?
 - Car
 - Bicycle
 - Foot
 - Taxi
 - Motorcycle
- 3. Do you think that any of the following currently apply to Redbridge Roundabout?
 - In my experience Redbridge Roundabout is often congested
 - Redbridge Roundabout feels too small and constrained when I am using it
 - I rarely experience any congestion or delays when using Redbridge Roundabout
 - The footways and paths around the roundabout are unpleasant to use
 - Redbridge Roundabout acts as a barrier between communities on either side of it
 - I find the footpaths under and over the Redbridge Roundabout pleasant to use
 - I feel unsafe when I am using Redbridge Roundabout
- 4. Option 2 is the scheme we propose to take forward. Do you agree that this proposal will achieve our scheme objectives (strongly agree, agree, don't know, disagree or strongly disagree)?
 - Support economic growth
 - Improve safety
 - Reduce congestion
 - Improve the environment
- 5. How did you find out about the Redbridge Roundabout upgrade scheme?
 - Received a letter
 - Highways England website

- Southampton City Council website
 - Local radio or television news
 - Local newspaper
 - Online media (news websites)
 - Poster
 - Other (please specify below)
- 6. Have you found this brochure helpful in answering your questions?
 - 7. Have you found our public exhibitions helpful in answering your questions?
 - 8. Do you have any additional comments about the improvement scheme that you would like us to consider?

Respondents were also invited to provide demographic information to identify the profile of respondents relative to the local population.

3.2. Analysis of Questionnaire Responses

Question 1 – Frequency of use of Redbridge Roundabout by mode

Figure 3.1 provides a summary of the public responses received to Question 1. From this data, we can see that the respondents predominantly use Redbridge Roundabout by car with a significant proportion (44%) of car users travelling through the roundabout at least 5 days per week.

The roundabout also caters for significant pedestrian and bicycle movements, with 30% crossing the roundabout on foot and 22% cycling at least once a week.

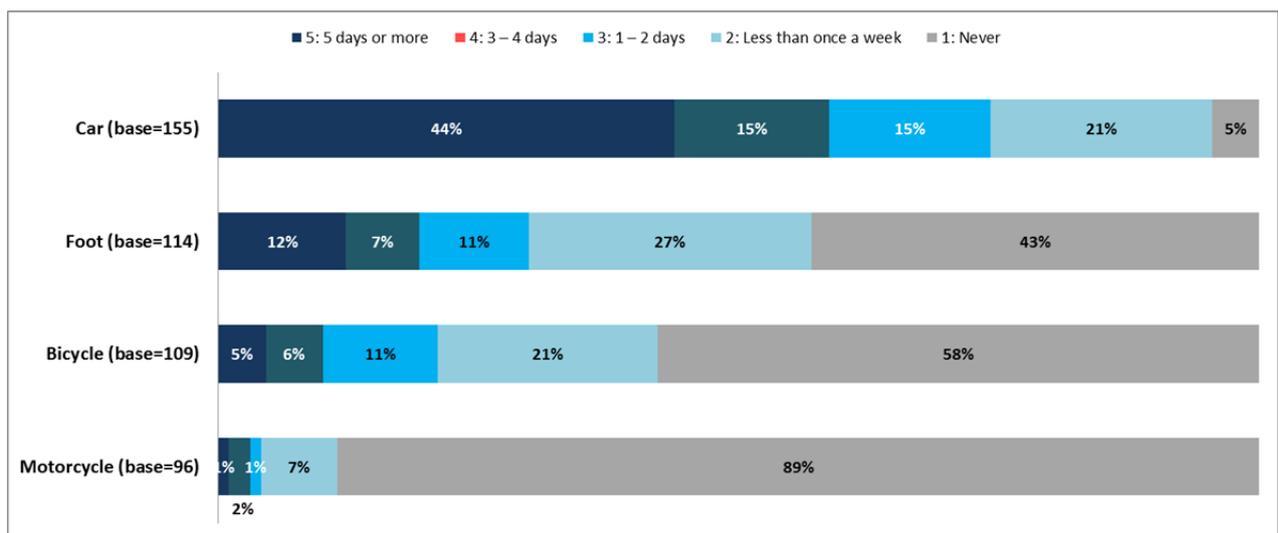


Figure 3.1: Respondent's average week usage of Redbridge Roundabout (Question 1)

Question 2 - Level of satisfaction with current roundabout

From the responses to Question 2, shown in Figure 3.2, it can be seen that nearly two thirds (63%) of car users and over a third of both cyclists and pedestrians (38% each) are dissatisfied with Redbridge Roundabout.



Figure 3.2: Current public satisfaction when using Redbridge Roundabout (Question 2)

It is noteworthy that almost two thirds of local residents who responded are dissatisfied when driving around Redbridge Roundabout. A third of pedestrian respondents aged over 55 are very dissatisfied with Redbridge Roundabout compared with 15% amongst younger pedestrians.

Question 3 - Attitudes towards the current roundabout

To understand the current experience and perceptions of Redbridge Roundabout in more detail, respondents were asked to state how strongly they agreed/disagreed with a number of statements. From Figure 3.3, it can be seen that the statements most identified with are:

- *In my experience Redbridge Roundabout is often congested (76%);*
- *The footways and paths around the roundabout are unpleasant to use (48%);*
- *I feel unsafe when I am using Redbridge Roundabout (43%)*
- *Redbridge Roundabout acts as a barrier between communities on either side of it (40%)*

The issue of congestion supports the substantial dissatisfaction amongst car users with the Redbridge Roundabout. Similarly, the unpleasant footways and paths are likely to be a considerable factor in the dissatisfaction experienced by pedestrians and cyclists. Women in particular find the footways unpleasant (52% v 39% men).

Further analysis of those who currently 'feel unsafe' when using the roundabout shows that it is a feeling shared amongst users of all modes. The safety concerns are not exclusively those of

vulnerable road users, but also include those of car users. Those providing open comments refer to rear end shunts and HGVs tipping over as safety concerns at the roundabout.

Three in ten respondents feel the current roundabout acts as a community barrier, with this view equally shared across age bands and gender.

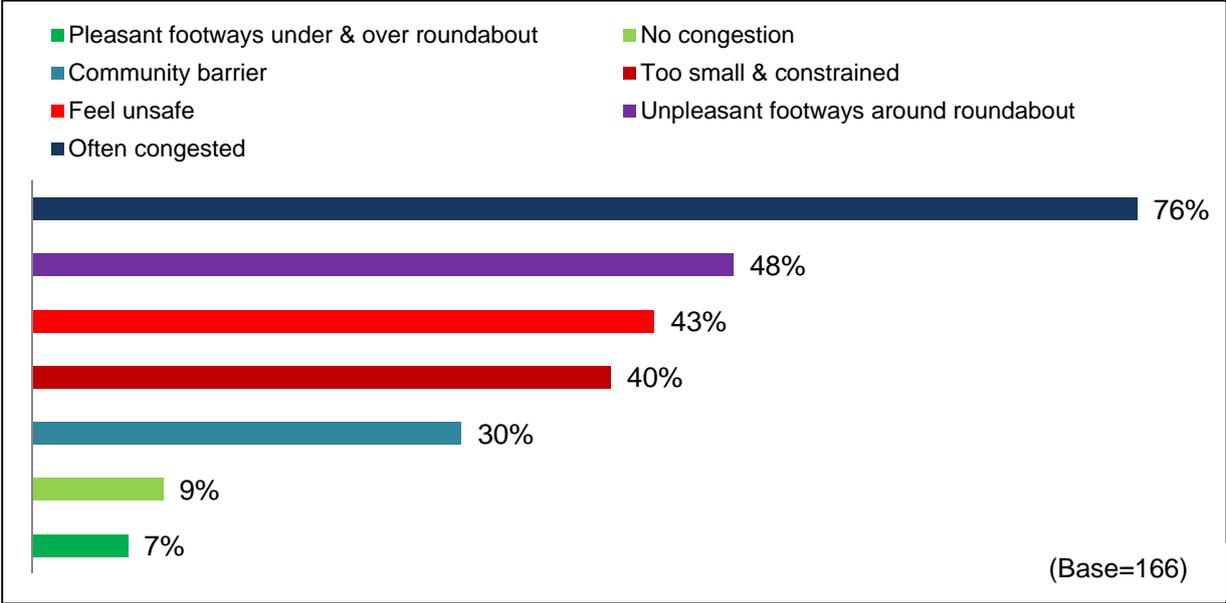


Figure 3.3: Public responses regarding the current situation at Redbridge Roundabout

Question 4 – Proposal’s alignment with scheme objectives

Question 4 relates to the scheme objectives and the proposal’s ability to meet them. There is a contrast of opinion on each of the objectives, as can be seen in Figure 3.4. Responses are equally split in terms of those who agree (“strongly agree” or “agree”) and those who disagree (“strongly disagree” or “disagree”) for both:

- Reduce congestion (41%); and
- Support economic growth (30%).

It is noteworthy that 41% of those responding did not know if the proposal would meet the objective relating to economic growth.

While opinion is also divided regarding safety (37% agree v 42% disagree), a quarter disagree strongly that the proposal will improve safety for roundabout users. This concern is echoed in open feedback, with additional analysis provided in Question 8. Over half of those finding the brochure helpful (28 out of 47) believe that the proposals will improve safety.

The objective to improve the environment has received the greatest negative feedback, with 45% disagreeing with the proposal’s ability to achieve the objective. Redbridge Roundabout is located with an Air Quality Management Area (AQMA) and is heavily used by traffic visiting the Port of Southampton. Environmental concerns have also been raised in Question 8.

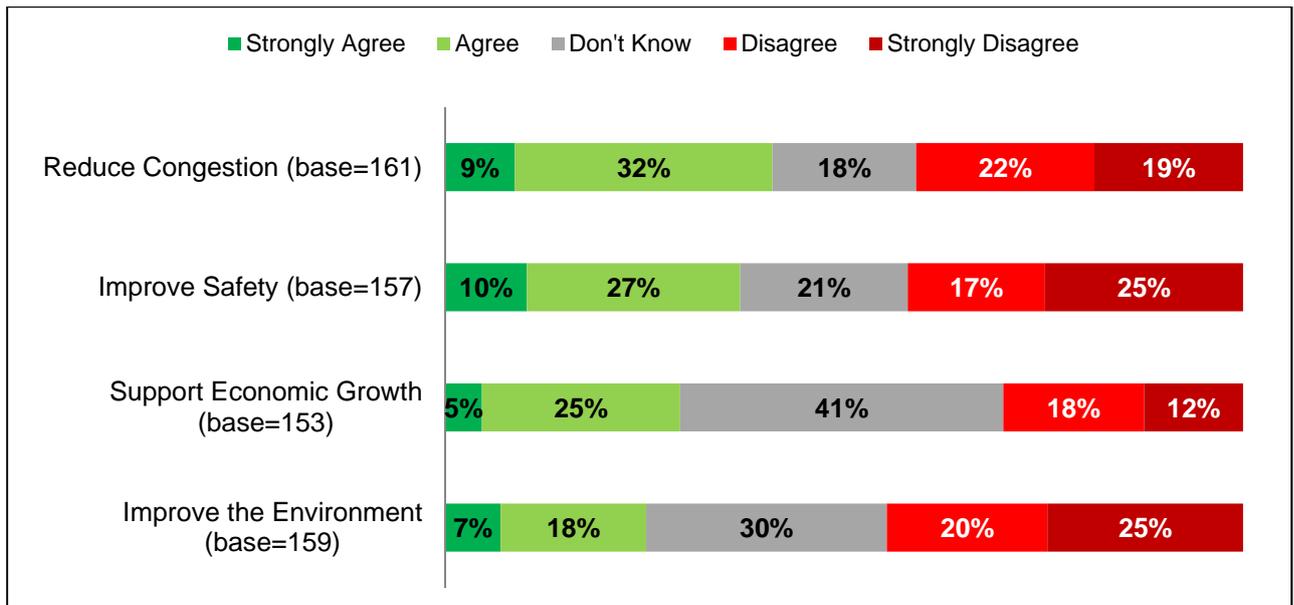


Figure 3.4: Public responses to the scheme objectives

Question 5 – Respondents’ sources for information

The responses to Question 5 provide information on how the respondents became aware of the proposed improvements at Redbridge Roundabout. Figure 3.5 shows that almost half of the respondents found out about the scheme through receiving a letter from Highways England. This supports the approach taken by Highways England in distributing letters prior to the exhibitions to increase the amount of public feedback that could be obtained.

The Southampton City Council website has also been a way successful to reach the target audience as 22% of the respondents originally found out about the scheme through information published on this website. The additional responses for the Highways England website show that it is beneficial to display information relating to the scheme on both the Highways England and the Southampton City Council websites to reach the largest possible audience as interested parties may not necessarily visit both websites.

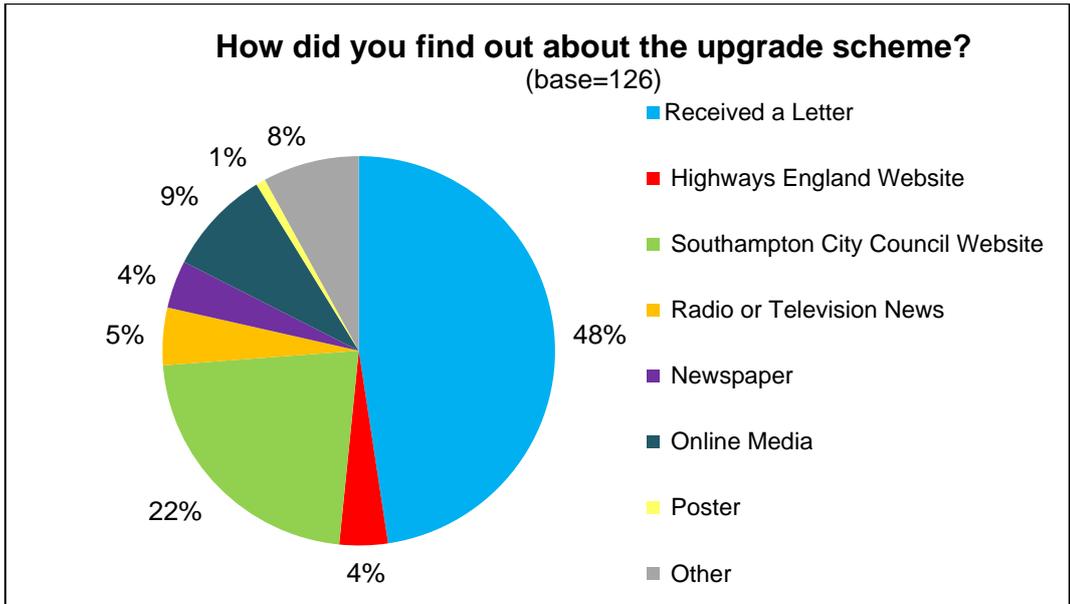


Figure 3.5: Respondents' sources for information relating to the scheme

Question 6 and 7 – Effectiveness of consultation materials and events

The effectiveness of the brochure and the public exhibitions can be observed from the responses to Question 6 and Question 7.

From the 164 answering, 84% had found the brochure to be helpful, at least to some extent (Figure 3.6), confirming that the public consultation brochure has been successful in engaging with the public and providing information to help them form their opinions.

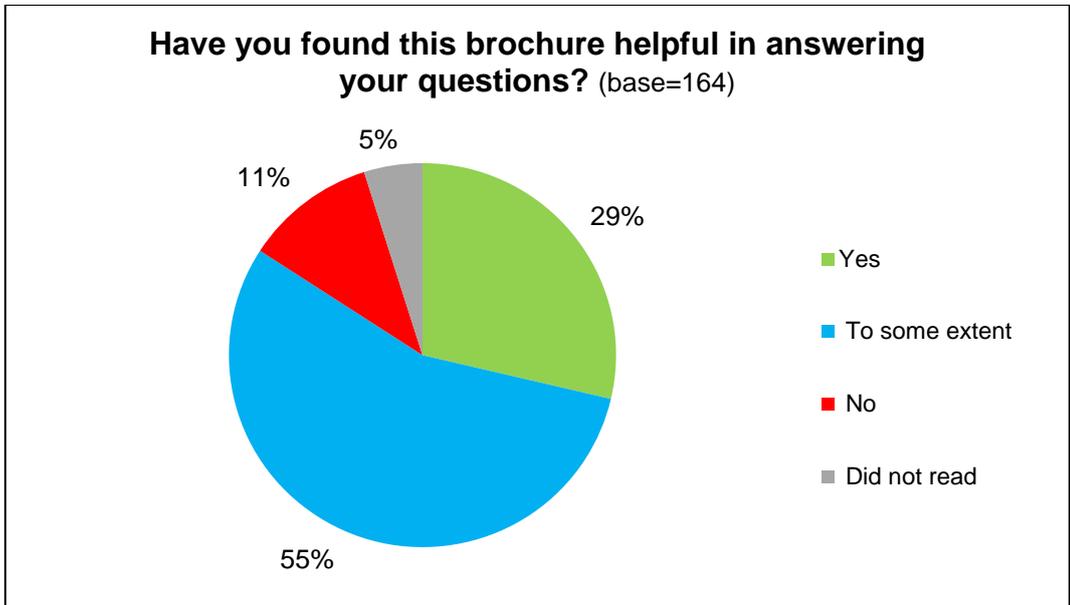


Figure 3.6: Helpfulness of consultation brochure

Upon reviewing the responses in greater detail, there are a number of points to note. In particular, the majority of respondents under 35 found the brochure useful (20 out of 22 people).

A minority of 11% did not find the brochure helpful, rising to 20% amongst respondents aged 45-54. Only 5% of respondents stated that they did not read the brochure.

As can be seen in Figure 3.7, two thirds of consultation respondents did not attend the public exhibitions. The majority of attendees (42 out of 52) found the exhibition helpful, at least to some extent.

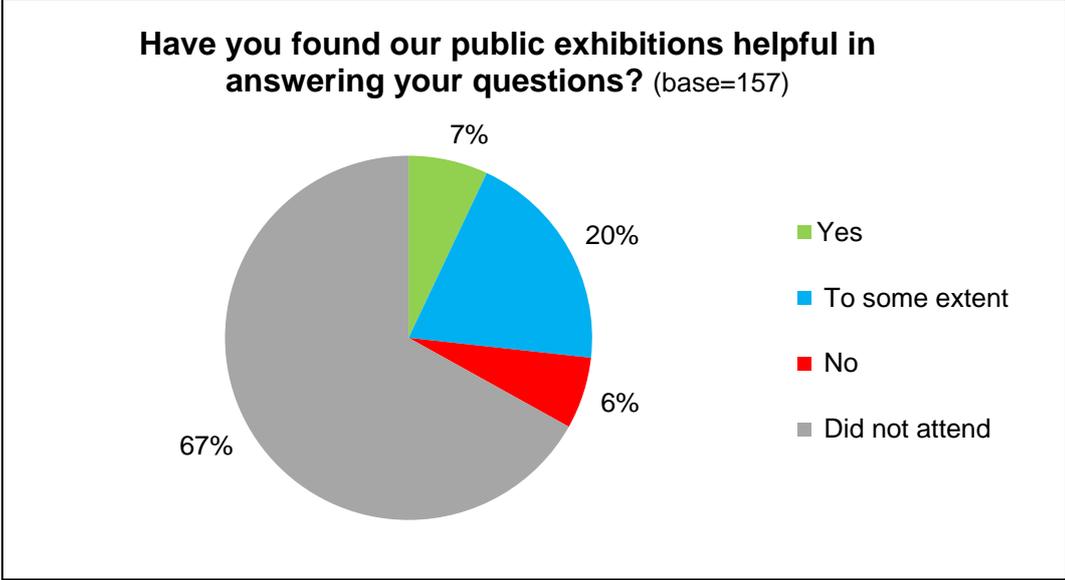


Figure 3.7: Helpfulness of Public exhibition

3.3. Question 8 – Open comment feedback

Question 8 presented an opportunity for respondents to provide any additional comments that they did not feel were addressed in the other questions. Responses received from businesses are reviewed separately in section 3.4. A hierarchical coding frame was developed as a qualitative analysis tool using a sample of responses to identify recurring themes in open text feedback.

The top level of the coding frame contains the main themes; such as Highway Design, or Environmental, under which sub-codes were added to provide detailed understanding of issues raised. A copy of the coding frame is provided in Appendix I.

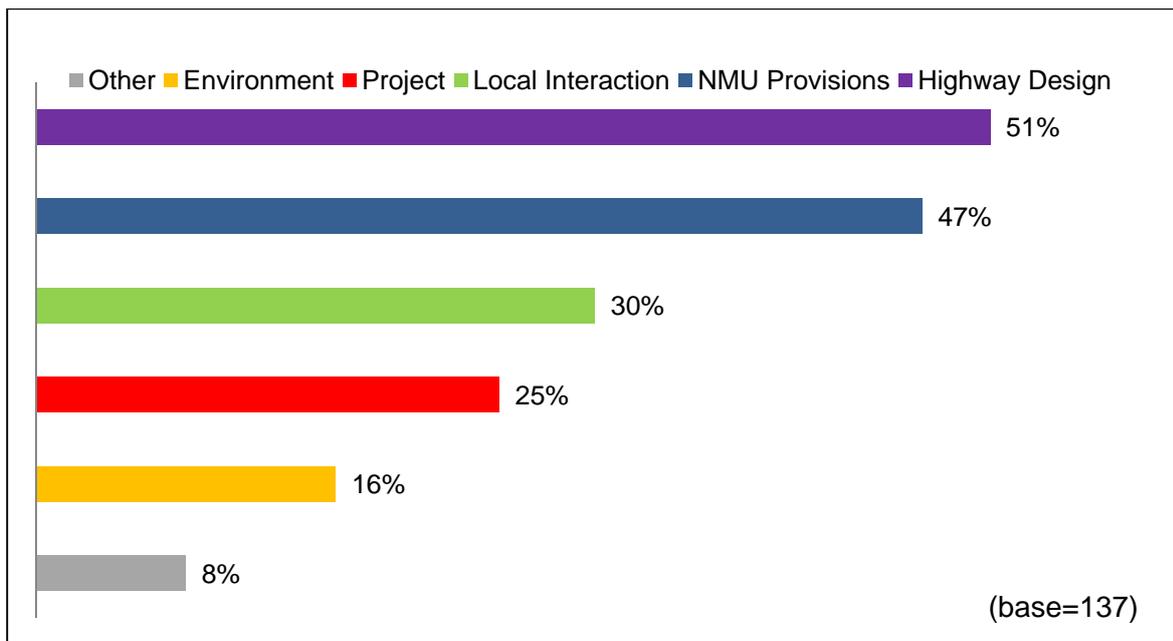


Figure 3.8: Most Common Themes Raised by the Public

Figure 3.8 above gives an overview of the percentage of respondents raising comments within each main theme; with the most frequently mentioned being related to Highway Design and NMU Provisions.

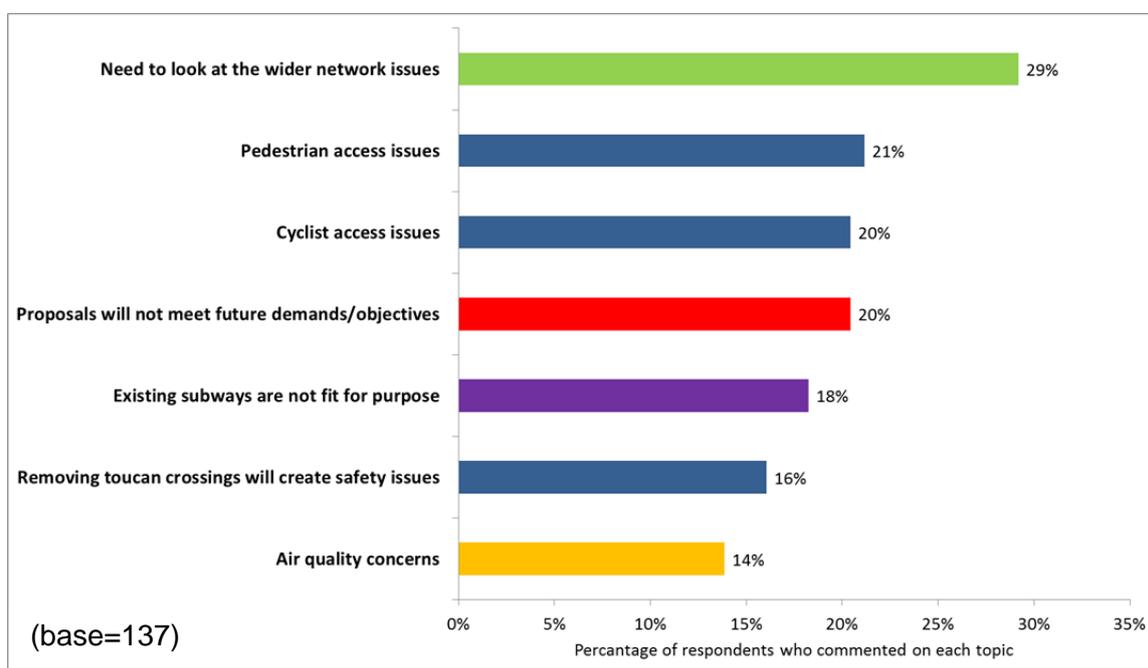


Figure 3.9: Most Common Topics Raised by the Public

NMU Provisions – containing six themes – can be seen to represent the most commonly raised issues. Three of the top seven issues belong within the NMU Provisions category. Additionally, the existing subway conditions, whilst featured within the Highway Design theme, represent the fifth most common response and have a direct impact on NMUs. As such, it could be considered that four of the top seven themes are related to NMU Provisions.

Overall the most frequently made comments related to pedestrians and cyclists, covering access issues for both, existing subways not being fit for purpose and toucan crossing removals causing safety issues.

Highway Design

Highway Design contained a large number of subjects that were raised, but these were often not commonly repeated throughout the dataset. The two most common comments received relating to Highway Design stated that the “existing subways are not fit for purpose” and “the existing footbridge is not fit for purpose”.

Responses relating to the footbridge raised issues such as being too narrow for cyclists to use safely, the need for cyclist and pedestrian segregation, and dangers such as inadequate bridge railings and slips. Safety concerns relating to the subways and footbridge reiterate the safety concerns raised in the responses to Question 3. The current proposal includes upgrading the subways and footbridge to ensure they are fit for purpose and improve the current user experience.

Suggestions from the public also included altering the existing traffic signals at the roundabout, including removing the signals, to increase the traffic capacity of the roundabout.

Comments were also received in support of the addition of the free flow lane from the M271 eastbound to the A33. Despite this, safety concerns were equally raised suggesting the inclusion of toucan crossings across the A33 on slip carriageway would be unsafe for NMUs as a result of the increased traffic speed from the free flow lane.

NMU Provisions

Topics within the NMU Provisions group featured strongly in the most commonly raised topics. The most prevalent of these comments were pedestrian access issues, cyclist access issues, and concerns that removing the toucan crossing will create safety issues. Respondents note that existing subways are not fit for purpose and are unsafe, requiring improvements to maintenance procedures, lighting conditions, and CCTV (18%), This is particularly raised by those over 54 (28%).

The frequency of comments relating to pedestrian and cyclist access issues (c.20%), re-affirms what has been shown in Figure 3.3 where 30% of respondents believe that Redbridge Roundabout is a community barrier.

In addition, 16% overall have commented that the removal of the toucan crossings will create safety issues. The feedback received suggests that removing the toucan crossings will make this situation worse, making the journey from west to east, and vice versa, both longer and less enjoyable due to poor conditions in the subways / footbridge. The comments provided advised

that the users of the current toucan crossings include elderly persons, disabled persons, and school children.

Local Interaction

Nearly all of the comments relating to local interaction advised that there is a “need to look at the wider network issues” (29%). These comments advise that the improvements at Redbridge Roundabout will not fix the current congestion issues unless further improvements are made to locations such as Millbrook Roundabout, the flyover at Redbridge Roundabout, the Gover Road approach to Redbridge Roundabout, or the introduction of an alternative route for HGV traffic.

Project

The most common issue within the Project group was “the proposals will not meet future demands / objectives” (20%). Many respondents already provided feedback on this issue in Question 4 but used this opportunity to provide additional detail to their previous responses. The most commonly raised issues here were related to congestion, safety and environmental – this reiterates the feedback given to Question 4.

Several of the comments on congestion advise that the proposed improvements will not provide a long term solution to the congestion found at Redbridge Roundabout. Similarly to the responses relating to Local Interaction, the general concern about improving the congestion is that the proposal will simply move the congestion to another location on the network.

Other comments that were repeated by a small percentage of the respondents requested additional information relating to the cost of the proposals or the expected construction time and measures that will be taken to reduce the impact during this time.

Environment

Air quality concerns proved to be the most common environmental issue raised throughout the responses, with 13% of respondents advising that they did not think the proposals would improve the air quality at the roundabout.

The roundabout is located within an AQMA due to Nitrogen Dioxide pollution that is linked to the traffic at the roundabout, particularly the significant flows of HGVs travelling to and from the Port of Southampton. Three further AQMAs can also be found within 2 kilometres of the scheme location.

NMU provisions will form part of the environmental assessment work within the topic of 'People & Communities'. The People & Communities assessment within the Environmental Study Report will consider the local population and how they interact with the roundabout. Given the degree of feedback on the NMU provision, it has been addressed separately but it should be noted that it will form part of the environmental assessments for the scheme.

3.4. Verbal Responses at the Public Exhibition

The verbal feedback received at the public exhibition was consistent with the written responses received. Amongst other issues, concerns were raised regarding wider network interaction and air quality concerns. However, the most frequent comments related to the NMU facilities and toucan crossings at Redbridge Roundabout. Issues raised covered connectivity and safety issues resulting from removing the existing toucan crossings and the current condition of the subways and footbridge. Concerns were raised that upgrades to the subways would not be sufficient for all user groups as issues such as poor visibility may still remain.

3.5. Responses from Statutory Bodies and Businesses

As outlined in Section 2.1, a pre-exhibition briefing was held for local businesses on 17 November 2016. Following this, nine responses were received from businesses and statutory bodies during the consultation period. Issues raised in these responses echoed those of the public to some extent with concern over pedestrian access issues; and concerns that the existing subways are not fit for purpose.

'Southampton Commons & Parks Protection Society is concerned about lack of pedestrian access to Redbridge Wharf Park.'

Two companies provided comments regarding the operation of buses around the roundabout, with a bus operator noting that they would have wished to be consulted sooner:

'We are annoyed – as a Major stakeholder (bus operator) in the city we wished to have been consulted sooner - and request a meeting. Who will control the signals? Objects to removal of bus priority; What measures will minimise service disruption? Confirm impact on air quality.'

Two businesses requested further information; one was unable to attend the presentation and felt the file should be available to download, whilst Southampton Climate Conversations wanted further detail on the design:

'Please provide details of modelling on air quality (a) output of this model (b) information on how model was used (c) methodology used. Also has any real-time air quality monitoring been carried out in the area - if so provide data? How was the £150m in savings calculated - provide breakdown, who would benefit & over what timescales?'

Hampshire & Isle of Wight Wildlife Trust welcomes the proposal and looks forward to improved air quality and connectivity for their customers:

'Should the flow of traffic be improved this would be a benefit by reducing pollution levels on our reserve at Lower Test where the Redbridge flyover crosses it.'

Associated British Ports has also welcomed the proposals and would like the opportunity to advance the start date through collaboration with Highways England:

'We welcome the proposals, and would like to work with HE - advance of the start date to summer 2018. M271 southbound middle lane to accommodate eastbound traffic, surfacing options, wider lanes & additional exit lane onto the M271.'

4. Main Factors

This section of the report focuses on the views expressed by the public regarding the design of the M271/A33/A35 Redbridge Roundabout improvements scheme and what design considerations we should take forward into the Preliminary Design stage.

4.1. Wider network issues

Whilst this scheme is focused on improvements at Redbridge Roundabout and improvements to the wider network are outside of the scope and available funding, all comments relating to wider network issues have been received by Highways England and will be considered appropriately. Where suitable, these will be used to help inform the decision making process on the wider strategic and local road networks.

A recurring concern amongst respondents is that the increased eastbound traffic flows will produce further congestion issues at Millbrook Roundabout. Several members of the public believe this will result in queues forming that will restrict the eastbound traffic flow from Redbridge Roundabout, thus reducing the impact of the improvements made at Redbridge Roundabout.

Several members of the public have advised that improvements to the Gover Road approach to the roundabout will be needed as it is currently already difficult to enter the roundabout from this arm. Some responses have called for traffic signals to be installed to assist here, whilst others have advised that the approach from Gover Road should be closed.

Traffic exiting the roundabout and merging with traffic from the flyover has also been raised as an issue. Requests have been made to increase the capacity of the A33 dual carriageway to the east of the roundabout. Several members have also suggested that congestion travelling westbound on the A35 could be improved at the merge between the flyover and the A35 on slip from the roundabout by removing the traffic signals or altering the existing cycle times.

4.2. Pedestrian and Cyclist Access Issues

Connectivity for pedestrians and cyclists will be considered throughout the design process. The connectivity issues at the roundabout are closely linked to the safety concerns (see Section 4.4). As a result, an increase to the current journey time may be required to ensure that pedestrians and cyclists have safe access to the roundabout. Where practical, measures will be taken to reduce journey times and improve the user experience.

4.3. Condition of the Existing Subways and Footbridge

The condition of the existing subways and footbridge has been recognised by the project team. It is understood that the existing subways and footbridge are substandard and in need of improvement, as such the design option proposes substantial redesign and improvement in terms of security and overall journey experience through the roundabout. There is also potential

for improved landscaped areas at the centre of the roundabout. Some of the proposed measures to improve the experience through the roundabout subways are the installation of CCTV, improved lighting, flood prevention measures and improved maintenance. Similarly the proposals to improve the footbridge include widening and improved safety features.

4.4. Toucan Crossing Safety Concerns

The inclusion of toucan crossings at Redbridge Roundabout is being closely considered by the project team. The existing toucan crossings across the A33 slip roads are substantially used by pedestrians and cyclists travelling to and from Redbridge Station.

Collision data has shown that these crossing points have the highest frequency of accidents between NMUs and the general vehicular traffic at the roundabout, and thus present the greatest opportunity to improve the current situation.

In order to improve traffic delays along M271, on its approach to the roundabout towards Southampton, the current design options propose a dedicated free flow lane between the M271 southbound and the A33 eastbound slip road. This free flow lane will increase the traffic speed along the slip road on its approach to the existing toucan crossing causing perceived additional safety concerns for NMUs.

The best method of increasing and improving NMU safety through the roundabout is a total segregation option and elimination of interaction between NMUs and traffic. This could potentially increase journey times for NMUs but will dramatically enhance the overall safety and security of NMUs through the roundabout.

It is recognised that the existing subways and pedestrian footbridge are substandard and are in need of improvement. Design options currently being considered include the substantial redesign and improvement in terms of security and overall journey experience through the roundabout as well as the potential for replacement at-grade crossings. All options being considered include the potential for improved landscaped areas at the centre of the roundabout.

4.5. Air Quality Concerns

At this stage of the project, the air quality impacts have been assessed at a qualitative level based on the results of the local traffic model. The local traffic model has indicated that there would likely be an overall reduction in congestion for traffic through the junction resulting from the proposal when compared to the existing layout. Whilst detailed air quality modelling needs to be undertaken at a future stage, the qualitative assessment has concluded that there would likely be a slight benefit to air quality due to reduced emissions resulting from the relief of congestion (reflected by modelled reduced congestion).

4.6. Special Consideration

A Stage 1 Road Safety Audit (RSA) is carried out on the completed preliminary design at PCF Stage 3 (Preliminary Design). However, an interim RSA may be required if toucan crossings are to be considered for inclusion within the proposals following the feedback received during the public consultation. An independent auditor's view on the safety issues that may be created by the crossings will help to progress the proposals whilst ensuring the current objectives are met and public safety is not compromised.

5. Summary of Results

5.1. Questionnaire Results

The returned questionnaires show a significant support from the public for improvements at Redbridge Roundabout. 76% of respondents confirmed that they believe there is currently a congestion issue at the roundabout, whilst almost half of the respondents also confirmed the footways are unpleasant and that they do not feel safe when using Redbridge Roundabout.

Responses to the questionnaire also confirmed that the public consultation materials had been successful in providing information to the public and reaching a wider target audience. 84% of respondents confirmed that the consultation brochure had at least helped “to some extent” in answering their questions. Additionally, 67% of the responses were received from individuals who were not able to attend the public events, confirming that a substantial quantity of feedback has been obtained by publicising the events and making the feedback process accessible.

5.2. Written Comments

Further comments from respondents were varied, with as many as 40 different issues being raised. The main recurring themes have been detailed in Section 4 of this report. These included:

- wider network issues
- pedestrian and cyclist access issues
- achieving the scheme objectives; and
- the condition of the existing subways.

The suggestions from the public will be used to assess the current proposals and investigate any required further improvements.

5.3. Alternatives and Further Consultation

Some responses did express support for a ‘hamburger’ roundabout layout to be considered, providing a direct link connecting the northbound traffic from the A33 travelling to the M271. As stated in the consultation brochure, this option was considered during PCF Stage 1 but has been rejected. The reason for this is the need to demolish the existing subways, instead utilising toucan crossings which are less safe for pedestrians and cyclists. Additionally, the toucan crossings can lead to additional delays on the other arms of the roundabout. As this comment was made by members of the public who were not able to attend the event, the project team did not have the opportunity to elaborate and explain this decision.

6. Conclusions

The considerable dissatisfaction that is shared amongst car users, pedestrians and cyclists as a result of the current levels of congestion, poor standard footways and the safety concerns at the roundabout supports the need for improvements at Redbridge Roundabout.

A wide range of opinions have been collected from the public and will be considered to help progress the proposals and ensure that a suitable design can be achieved to meet the objectives of the scheme.

In particular, recurring comments from the public have asked for consideration of:

- the pedestrian and cyclist connectivity at the roundabout;
- the existing condition of the subways and footbridge;
- safety concerns at the roundabout, including the inclusion of toucan crossings; and
- air quality concerns.

These issues, as well as any others raised during the consultation, will be assessed and reviewed by the project team to determine how to appropriately progress the proposal.

Appendix A – Highways England Letters to Residents



Our ref: M271A35REDBRIDGE/JC

Joe Clark

Bridge House
Walnut Tree Close
Guildford GU1 4LZ

7 November 2016

Dear Sir / Madam

M271 Redbridge Roundabout Improvements scheme

I am writing to update you about the M271 Redbridge Roundabout improvements scheme.

In line with the 2015-2020 Government's Road Investment Strategy, Highways England has committed to upgrading M271 Redbridge Roundabout to improve the traffic flow and increase capacity, so that this key gateway into Southampton can accommodate future economic growth in the region, the city and the Port of Southampton.

You can provide your views on this project between 9 November and 16 December 2016. All responses will be recorded in a feedback report and will be considered as part of the option selection process. There are a number of ways for you to get involved:

Online

The Redbridge roundabout upgrade web site contains all the information relating to the proposals. The site also has a 'Frequently Asked Questions' section and a link to the online questionnaire. Please go to:

www.highways.gov.uk/M271A35redbridge

Complete a feedback form

We have included a scheme brochure and feedback form with this letter. You can read the brochure, complete the feedback form and return to us via the prepaid envelope provided.

Attend a Public information event

We will be holding a public information exhibition at: Redbridge Community School, Cuckmere Lane, Southampton SO16 9RJ

Friday 25 th November	4:00pm - 8:00pm
Saturday 26 th November	10:00am - 4:00pm

Here you can see our scheme proposals. Members of our project team will be available to answer your questions. We will also have copies of the feedback form for you to fill in.

Your responses and comments will be analysed and we will make any amendments to our proposals, if necessary. We will publish the details of the preferred scheme within 12 weeks of the end of Public Information period and these will be available on Highways England's website.

The handling of information collected during public information will comply with the Data Protection Act, Freedom of Information Act and Environmental Information Regulations (EIR).

If you have any general questions about this work, please contact the Highways England Information Line / Customer Contact Centre on 0300 123 5000 (local call rate), or by email to info@highwaysengland.co.uk.

Yours faithfully

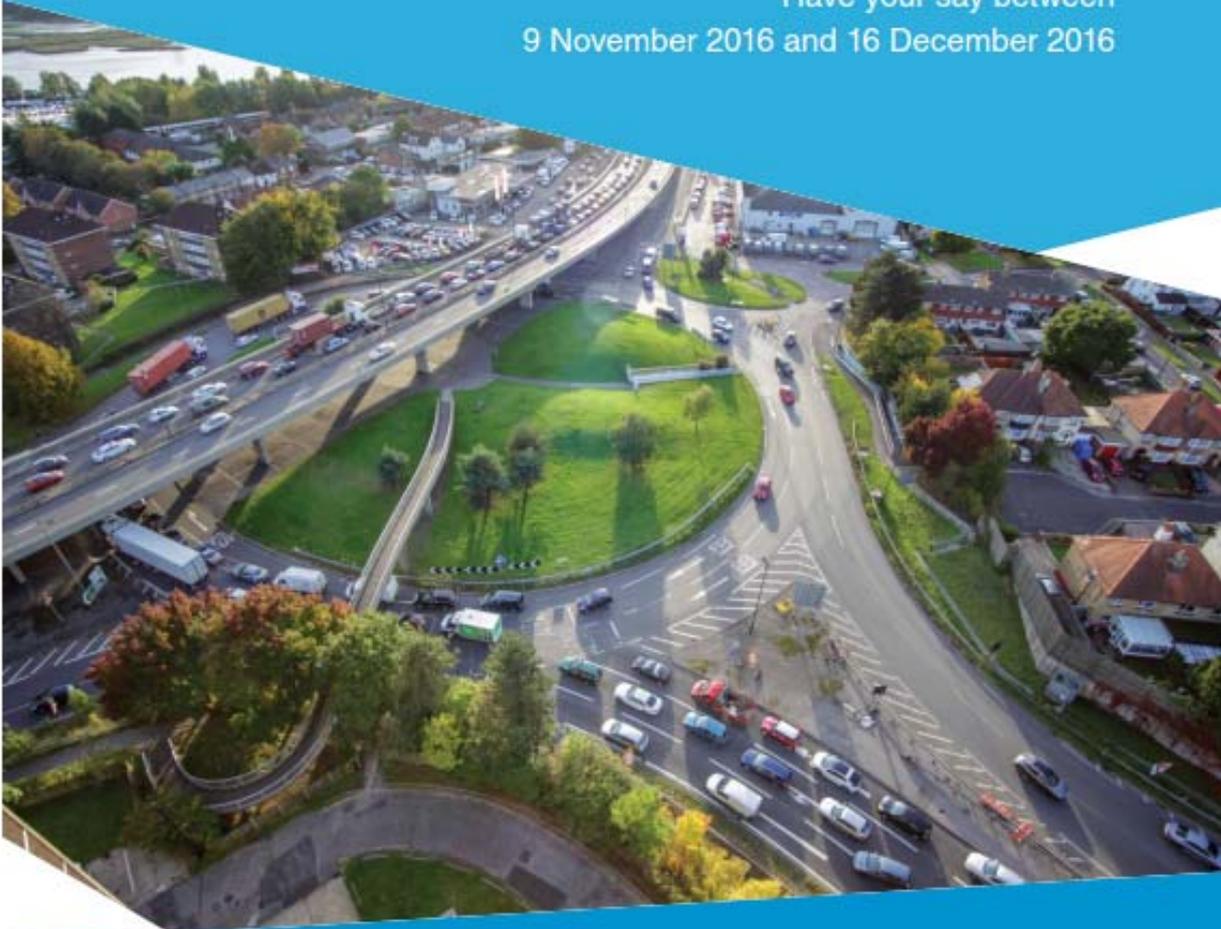
Joe Clark, Highways England

Appendix B – Leaflet and Questionnaire



M271/A33/A35 Redbridge Roundabout Improvement scheme

Have your say between
9 November 2016 and 16 December 2016



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.

Redbridge Roundabout

Redbridge Roundabout is situated to the west of Southampton City at the intersection of M271, A33 and A35. It is a key gateway on the route into Southampton City Centre and the Port of Southampton from the west.

Need for the scheme

The Port of Southampton is the second busiest in the country and is very important to Southampton and the UK economy. Substantial levels of freight and cruise passengers travel in and out every day onto the motorway network. Maintaining a well-functioning transport network is vital to the competitiveness of the port and the continued development and success of Southampton. A congested, unreliable road network with poor journey times has an environmental impact and could jeopardise growth and job creation.

Current situation

- The east-west traffic between A33 and A35 travels on a flyover above the roundabout, whilst the main routes for the M271 are via Redbridge roundabout.

- Congestion, particularly during the afternoon peak, severely restricts traffic movements between Southampton and the M271 and queues back into the city centre. Queuing from A35 westbound also impacts on the roundabout.
- This divides the local communities, creating an obstacle for people who want to walk or cycle between different areas.

Aims of scheme improvement

We aim to deliver improvements to:

- Support economic growth at a local and regional level by improving strategic access into city of Southampton.
- Provide a safe and serviceable network by improving safety and environment for non-motorised users.
- Deliver a more free-flowing network by relieving traffic congestion and improving capacity and journey times.
- Improve the environment through public realm improvements and landscaping and controlling road traffic noise through free-flowing traffic and low noise surfacing.

Scheme design

We have looked at a number of options to achieve the aims of the scheme, which include:

- Reducing the number of traffic signals.



- Providing a 'free flow' lane from M271 southbound to A33 eastbound towards Southampton – so traffic won't need to stop at the roundabout.
- Removing the bus lane traffic signals from A33 westbound whilst keeping the bus lane and improving the bus stops.

Option 1, our initial design for a 'hamburger' style roundabout, providing a direct link for the traffic going from the A33 to M271 northbound, was **rejected**. This is because the existing subways and footbridge would need to be demolished and replaced by Toucan crossings which are less safe for pedestrians and cyclists and potentially cause delays on other arms of the roundabout.

We now have developed an Option 2 for further consideration. It proposes:

- 4 lanes to the south side of the roundabout
- 3 lanes to the east side of the roundabout
- Removal of the Toucan crossings across the A33 sliproads to the east of the roundabout
- Improving the subways and footbridge, including modifications to approach ramps, so that they are better, safe and attractive places for pedestrians and cyclists
- Maintain the existing shared pedestrian and cycle route to the south of the roundabout.

Additional features

The scheme could be further enhanced, depending on funding availability and the results of further traffic modelling with:

- Wider traffic lanes (4m instead of 3.5m)
- 3 lanes also provided to western side of the roundabout
- Additional exit lane onto the M271.

Impacts of proposed scheme

- More road space to reduce congestion and improve journey reliability
- Better environment to make walking and cycling easier, reduce noise and pollution.

Have your say

Your views and feedback will help shape our proposal. You can:

- Visit our website:
www.highways.gov.uk/M271A35Redbridge

- See the plans in full and meet the project team:

Redbridge School
Cuckmere Lane
Southampton SO16 9RJ

Friday 25 Nov 4:00pm - 8:00pm
Saturday 26 Nov 10:00am - 4:00pm

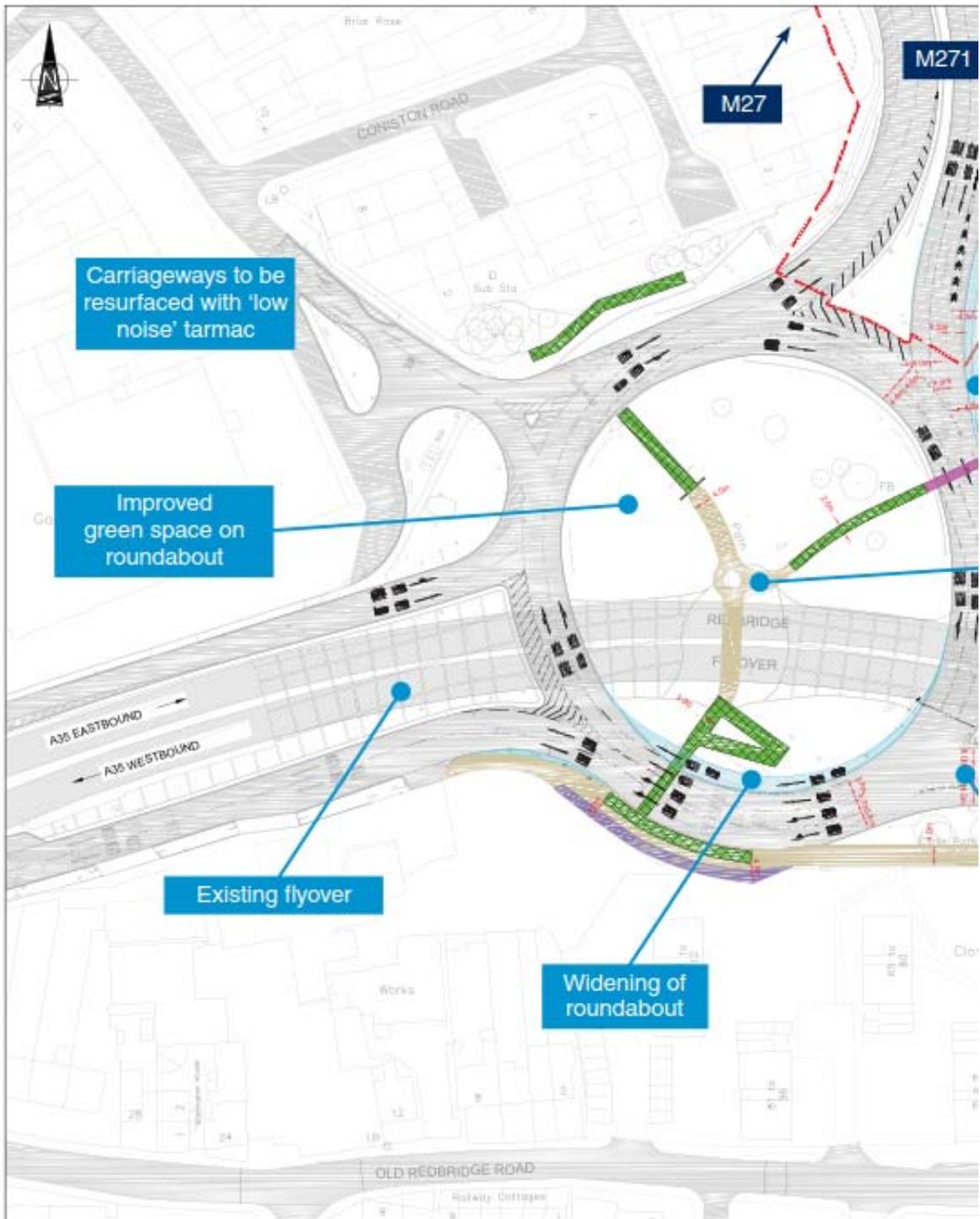
- Feedback forms will be available at the school events and also from the Civic Centre, Southampton SO14 7LY.

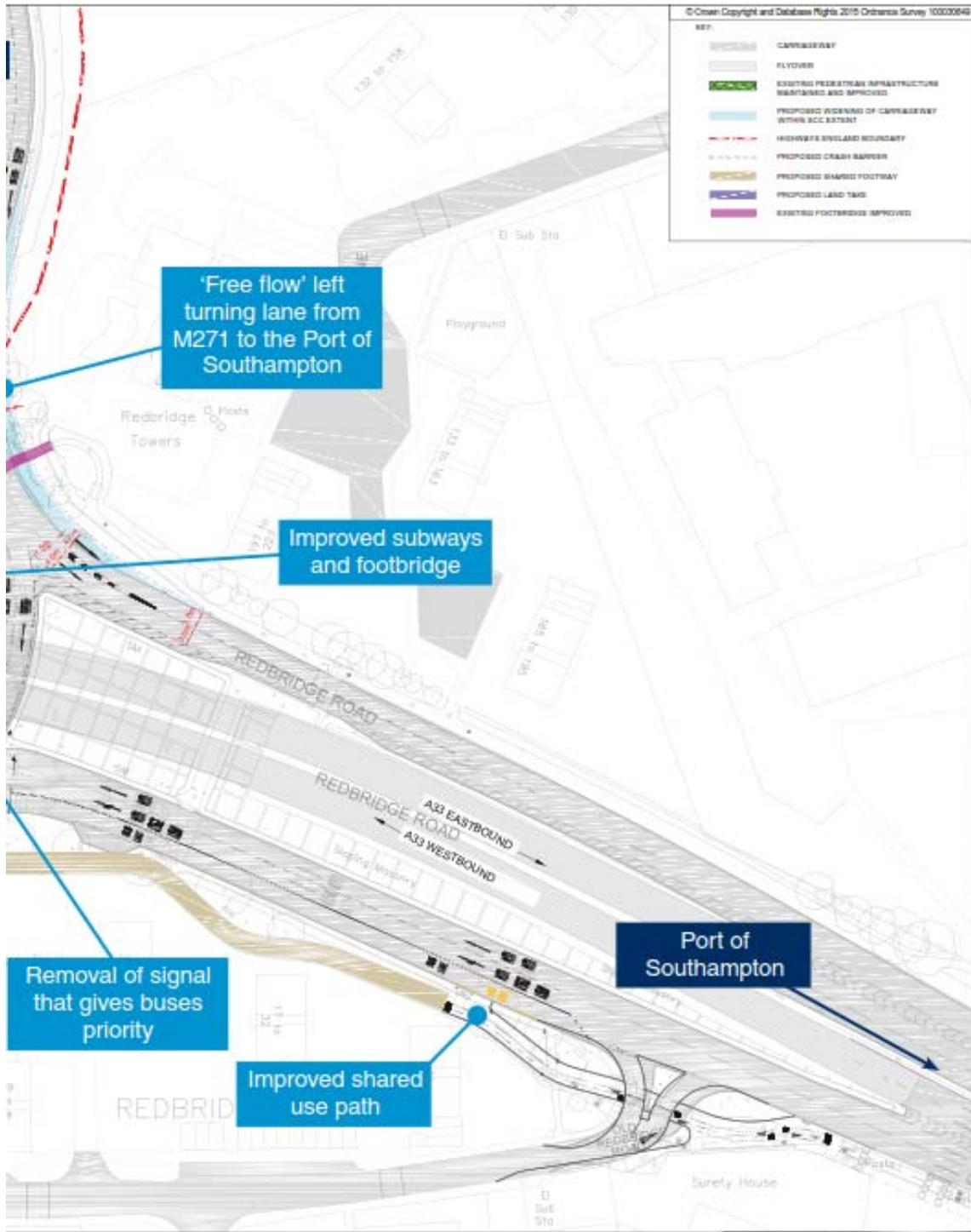
All feedback needs to be received by 16 December 2016.

Your feedback and comments must be received before the consultation deadline of 16 December so we can consider your response.

Scheme timeline









M271 Redbridge roundabout feedback form

We value your views on this proposal to help reach a decision which benefits local communities, motorists, pedestrians and cyclists alike. The closing date for responses is **14 December 2016**.

You can give your feedback to us:

Online: A link to an online feedback form is on www.highways.gov.uk/M271/A35REDBRIDGE

By post: You can send this feedback form back to us using the freepost envelope provided.

Q1. In an average week, how often do you use Redbridge Roundabout by the following types of transport?

(Please tick one answer in each row applicable)

	5 days or more	3-4 days	1-2 days	Less than once a week	Never
By car					
Bicycle					
On foot					
Motorcycle					

Q2. How would you describe your experience of using Redbridge Roundabout?

(Please tick one answer in each row applicable)

	Very satisfied	Fairly satisfied	Neutral	Fairly dissatisfied	Very dissatisfied
By car					
Bicycle					
On foot					
Taxi					
Motorcycle					

Q3. Do you think that any of the following CURRENTLY apply to Redbridge Roundabout?
(Please tick all that apply)

In my experience Redbridge Roundabout is often congested	
Redbridge Roundabout feels too small and constrained when I am using it	
I rarely experience any congestion or delays when using Redbridge Roundabout	
The footways and paths around the roundabout are unpleasant to use	
Redbridge Roundabout acts as a barrier between communities on either side of it	
I find the footpaths under and over the Redbridge Roundabout pleasant to use	
I feel unsafe when I am using Redbridge Roundabout	

Q4. Option 2 is the scheme we propose to take forward. Do you agree that this proposal will achieve our scheme objectives?

Scheme objectives	Strongly agree	Agree	Don't know	Disagree	Strongly disagree
Support economic growth					
Improve safety					
Reduce congestion					
Improve the environment					

Q5. How did you find out about the Redbridge Roundabout upgrade scheme?

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

Q6. Have you found this brochure helpful in answering your questions?

Yes	To some extent	No	Did not read

Q7. Have you found our public exhibitions helpful in answering your questions?

Yes	To some extent	No	Did not attend

Q8. Do you have any additional comments about the improvement scheme that you would like us to consider?

To ensure that we are meeting our quality and diversity guidelines, please fill in the following section of the questionnaire. This information will only be used by Highways England to monitor its effectiveness at consulting with the community. This information will not be used for any other purpose, and individuals will not be identified when the results are published.

Q9. Please tell us your age

Under 18	18-24	25-34	35-44	45-54	55-64	Over 65

Q10. Gender

Male	Female	Prefer not to say

Q11. Please let us know which group you identify yourself as:

White British (English, Welsh, Scottish)	
Irish	
Other white	
Asian or British Asian	
Black or black British	
Mixed race	
Other (please specify)	

Q12. Please let us know which group you identify yourself as:

Christian (all denominations)	
Muslim	
Jewish	
Hindu	
Buddhist	
No religion/Atheist/Agnostic	
Other (please specify)	

Q13. Do you consider yourself to have a disability?

Prefer not to say	
No	
Yes (please specify if you wish to do so)	



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

Contact us

If you have any queries relating to the M271/A33/A35 Redbridge roundabout improvement scheme, please do not hesitate to contact us at:
info@highways.gov.uk

For the latest information and updates, please visit our website:
www.highways.gov.uk/M271A35redbridge

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

If you have any queries relating to Highways England, you should contact the information line on:
0300 123 5000

or alternatively email:
info@highwaysengland.co.uk

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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 **PR102/16**

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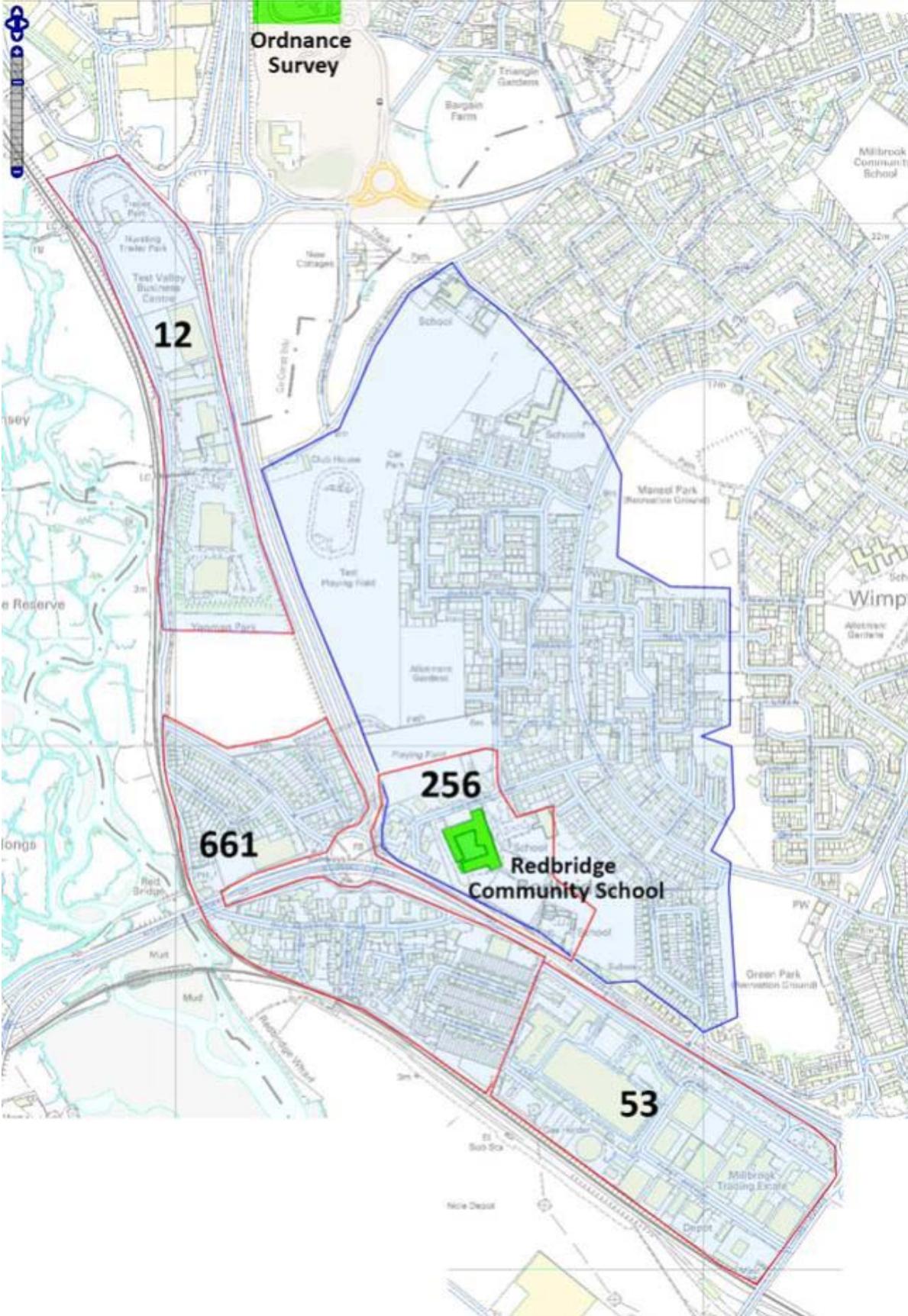
Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ

Highways England Company Limited registered in England and Wales number 00346363



Working in partnership with Highways England

Appendix C – Letter and Leaflet Delivery Map



Appendix D – Recipients of the Letter to Organisations

Allianz Global Assistance	Hampshire Fire and Rescue
Ambulance General Hospital	Hampshire Police
Association of British Drivers	Health and Safety Executive
Association of British Insurers	Her Majesty's Courts and Tribunals Service
Association of Chief Police Officers	Highways Agency National Vehicle Recovery Manager
Association of Vehicle Recovery Operators	Institute of Advanced Motorists
Automobile Association	Institute of Road Safety Officers
Brake	Institute of Road Transport Engineers
Britannia Rescue	Institute of Vehicle Recovery Operators
British Insurance Brokers' Association	Institution of Civil Engineers
British Motorcyclists Federation	Local Government Association
British School of Motoring	Motorcycle Action Group
British Transport Police	Motorcycle Industry Trainers Association
Campaign for Better Transport	National Traffic Operations Centre
Campaign for National Parks	National Trust South East Regional Office
Campaign to Protect Rural England	National Tyre Distributors Association
CBI South East	Natural England
Chartered Institute of Logistics & Transport	Parliamentary Advisory Council for Transport Safety
Chartered Institution of Highways and Transportation	Police British Transport
Chief Fire Officers Association	Police Federation of England and Wales
Civil Engineering Contractors Association	Police Superintendents' Association
Confederation of British Industry	RAC
Confederation of Passenger Transport UK	Road Haulage Association
Defensive Driver Training Ltd	Road Rescue & Recovery Association
Disabled Motoring UK	ROMANSE Traffic and Travel Centre, Hampshire County Council
Disabled Persons Transport Advisory Committee	Serco Integrated Transport
Disabled Standards Agency	South Central Ambulance Service
Driver and Vehicle Standards Agency	South East Regional Control Centre
English Heritage	Southampton City Council
Environment Agency	The Ambulance Service Association
Federation of Small Businesses	The British School of Motoring
Freight Transport Association	The Magistrates Association
Friends of the Earth	The Royal Society for the Prevention of Accidents
Green Flag	Trafficmaster plc
Hampshire & Isle of Wight Wildlife Trust	Vehicle and Operator Services Agency
Hampshire County Council	

Appendix E – Public Consultation Poster



M271/A33/A35 Redbridge Roundabout improvements scheme

Redbridge Roundabout is situated to the west of Southampton City at the intersection of M271, A33 and A35.

It is a key gateway on the route into Southampton City Centre and the Port of Southampton from the west.

Current situation

- The east-west traffic between A33 and A35 travels on a flyover above the roundabout, whilst the main routes for the M271 are via Redbridge roundabout.
- Congestion, particularly during the afternoon peak, severely restricts traffic movements between Southampton and the M271 and queues back into the city centre. Queuing from A35 westbound also impacts on the roundabout
- This divides the local communities, creating an obstacle for people who want to walk or cycle between different areas.

Aims of the scheme

We aim to deliver improvements to:

- Support economic growth at a local and regional level by improving strategic access into city of Southampton.
- Provide a safe and serviceable network by improving safety and environment for non-motorised users.
- Deliver a more free-flowing network by relieving traffic congestion and improving capacity and journey times.
- Improve the environment through public realm improvements and landscaping and controlling road traffic noise through free-flowing traffic and low noise surfacing.



How we have assessed the effects of the proposal

Environmental Assessment

We have prepared an Environmental Study Report in accordance with industry standard guidance in 'The Design Manual for Roads and Bridges' (the DMRB).

Volume 11 of the DMRB describes the approach to environmental assessment to be taken at each stage of a scheme and the topics or features that should be considered.

The table below shows the topics and the impact the scheme is expected to have.



Topics	Option impact	Reasoning
Air quality	Slight beneficial	The additional lane on the south side of the roundabout is expected to reduce congestion along the A33 and may reduce pollution south of the junction. The scheme is expected to smooth traffic flow through the junction, further reducing vehicle emissions.
Cultural heritage	Slight adverse	Potential disturbance to below-ground heritage assets may be caused during the widening of existing carriageway. The construction of new footways may also create an impact particularly where they are located on grass verges, rather than on areas of hard standing. Landscaping and the removal of existing infrastructure will create an impact where they may disturb deposits below ground. An appropriate investigation that results in preservation by record will be undertaken.
Landscape	Neutral	The design of the proposed upgrade is in keeping with existing character. There would be a minor change to views from some adjacent residential properties following the removal of trees, which could be replaced.
Natural	Neutral	None of the habitats recorded within the roundabout are considered to be of significant ecological value. The scheme will require the removal or reconstruction of a pedestrian walkway and the widening of the carriageway which may result in the loss of some mixed trees. No effects on protected species or their habitats are anticipated.
Geology and soils	Neutral	The scheme will involve limited topsoil stripping and minimal land take and earthworks. There is a potential to mobilise existing soil contamination during construction, with possible impacts on surface waters. However, although intrusive ground investigation works are yet to be undertaken, desk studies indicates the study area is unlikely to contain significant contamination sources.
Materials	Neutral	This option is expected to produce less waste than other options, due to the smaller scale of ground works. The option will potentially require the use of new materials. Spoil will be re-used in other site works where possible, such as landscaping and filling of the southern subway. However use of additional materials may be required.
Noise and vibration	Slight adverse	Properties immediately south of the roundabout at Old Redbridge Road may experience additional noise effects resulting from the scheme. However, properties to the north of the roundabout, including Coniston Road may experience less noise effects, due to an existing noise barrier.
People and	Slight beneficial	Views from the road are unlikely to change, as the improvements will largely comprise carriageway widening and footbridge reconstruction. Improvements to existing paths are likely to have little impact on journey time with the potential to improve connections to community facilities.
Road Drainage	Slight adverse	The scheme is unlikely to have an effect on the River Test/ Southampton Water or the groundwater resource as a result of pollution. There is the potential for a slight adverse effect in regards to increased surface water run-off.

Appendix F – Exhibition Boards



Welcome
to **M271/A33/A35 Redbridge Roundabout Improvement Scheme**
public consultation

Thank you for coming.

Today you can look at our scheme proposals and complete a feedback form to give us your views.

Staff from Highways England are here to answer your questions.



Introduction

Highways England is the government company responsible for operating and maintaining England's motorways and major A roads. Formerly known as the Highways Agency, we are also responsible for delivering improvements to the existing Strategic Road Network (SRN).

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 M271/A33/A35 Redbridge roundabout improvements scheme we have been tasked to deliver:

“...a dedicated left-turn lane for traffic leaving the M271 for Southampton docks and city centre, plus an improved roundabout layout for traffic from the docks turning onto the M271”



Southampton City Council

Southampton City Council operates and maintains all local roads within Southampton including the Redbridge Roundabout. This scheme is on a vital link with the M271 and Southampton, and is therefore being delivered by us and Southampton City Council together.



Existing and future traffic flows

To understand what the future traffic flows on the M271 Redbridge Roundabout with and without the scheme could be, we used a local traffic model, along with the well-established Sub-Regional Traffic Model (SRTM).

The model is based on the existing traffic flows which we collected through surveys so the model can resemble the observed queues and congestion at the roundabout as closely possible.

Both the Sub-Regional and local traffic models were developed in accordance with industry standards (known as WebTAG). Each option was assessed on the basis of:

- Traffic forecasts for 2019 (the planned opening year) and 2036 ('design' year), based on planned land uses in Southampton and surrounding area, and Department for Transport assumptions of overall traffic growth.
- How it affects the redistribution of traffic across the road networks after the scheme's completion.
- Variable demand modelling which takes into account the increases in the number of road users after scheme completion unrelated to either growth or existing demand.

Economic Assessment

The economic benefits of the improvements at Redbridge Roundabout can come from:

- Reductions in journey times.
- Reductions in accidents.
- Reductions in people's vehicle operating costs (fuel, maintenance etc.).

Economic disadvantages are caused by:

- Delays during construction.
- Increased journey times.
- Changes in indirect taxation.

An economic assessment was undertaken to quantify the benefits and costs of the options considered for Redbridge Roundabout. Results from the Sub-Regional Traffic Model were fed into the local model, showing that over the standard 60 year assessment period the proposed scheme option would:

- Reduce journey times on routes through the roundabout, equating to travel time savings equivalent to £152.7m.
- Reduce accidents. The predicted Personal Injury Accident (PIA) savings for this option is 3.9 for a five-year period.
- Reduce vehicle operating costs by £11.2m.

Partnership working

Highways England and Southampton City Council are working together to deliver this scheme.

Southampton City Council officers have attended our workshops, meetings, site visits, reviewed material, are financially contributing and have provided resource support during this public information stage.

We are carrying out a non-statutory consultation and holding this exhibition to obtain your views and feedback on the proposed improvement scheme. After taking your views into account we will publish a consultation report in Spring 2017 which will state how we will be proceeding with the scheme.

The proposals are within the existing highway boundary and, at this stage, we do not consider planning permission is required. Therefore this consultation is non-statutory.



What happens next

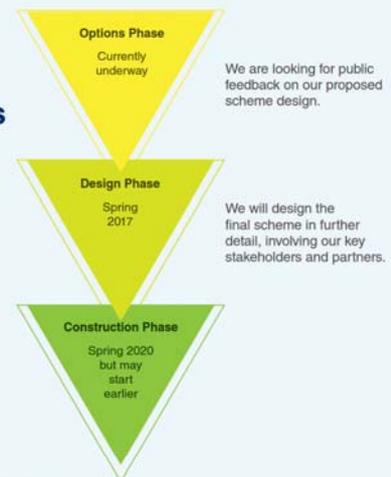
M271/A33/A35 Redbridge Roundabout improvement scheme

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

All views and comments received will be summarised taken into account when a final scheme is designed.

The timeline below shows what will happen at each stage of the scheme.

What happens next?



Have your say



Your views and feedback will help to shape our proposals. You can:

Talk to our project team at this exhibition

Go to the website

www.highways.gov.uk/M271A35redbridge

Complete a feedback form, either online or here at the exhibition

Email us: info@highways.gov.uk

Give us a call: 0300 123 5000

Please let us have your views and feedback by 16 December 2016.

We aim to publish our consultation report in Spring 2017. Please keep an eye on our website and local press.

Appendix G – Respondent Profile

Response Formats

The format in which responses were received can be seen below, with over half of respondents (105 out of 184) using the online questionnaire. It is noteworthy, that this results in the majority of the respondents not having discussed any of their queries with the project team prior to providing their comments and feedback.

From the length and content of the free format comments provided, it can also be observed that the online questionnaire gave the public an opportunity to go into greater detail with their comments.

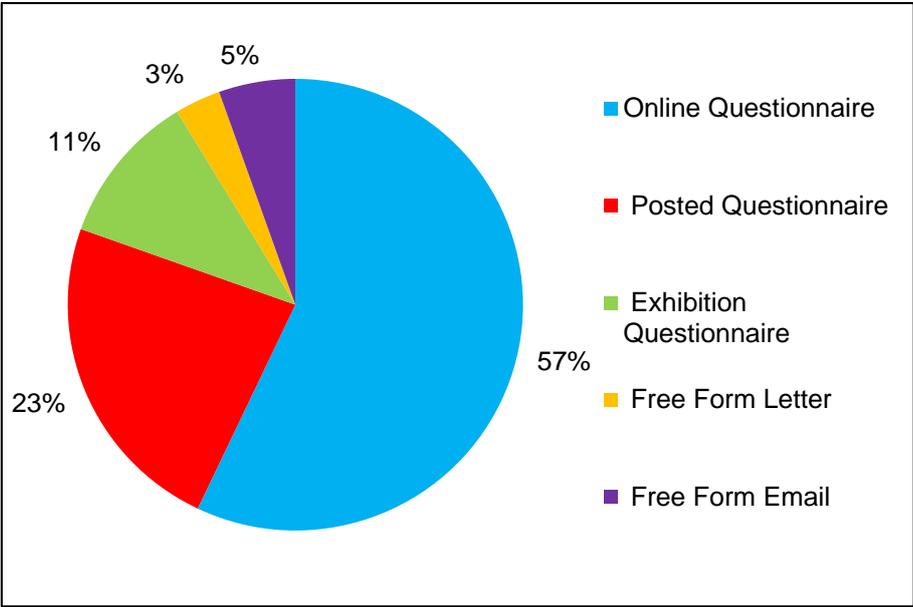


Figure G.1: Format breakdown of received public responses

Equality and Diversity Responses

A number of optional equality and diversity questions were also included to enable Highways England to monitor its effectiveness at consulting with the community. This data has been anonymously collated and summarised below.

Age

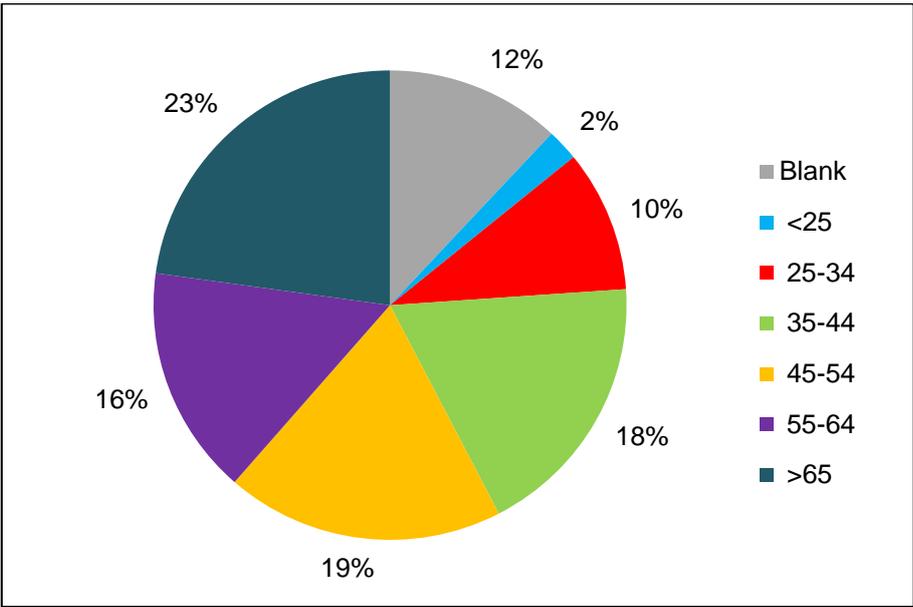


Figure G.2: Age breakdown of respondents

Gender

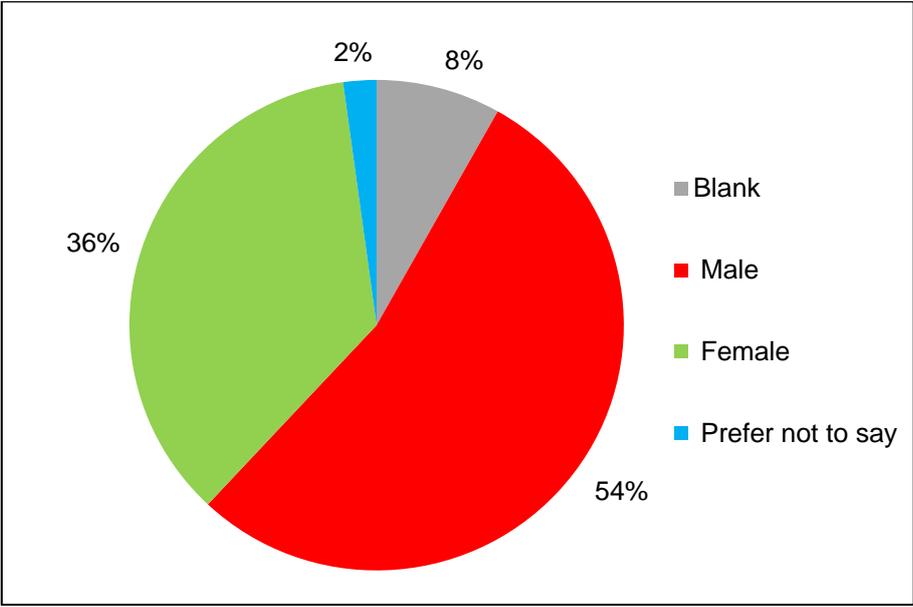


Figure G.3: Gender breakdown of respondents

Ethnicity

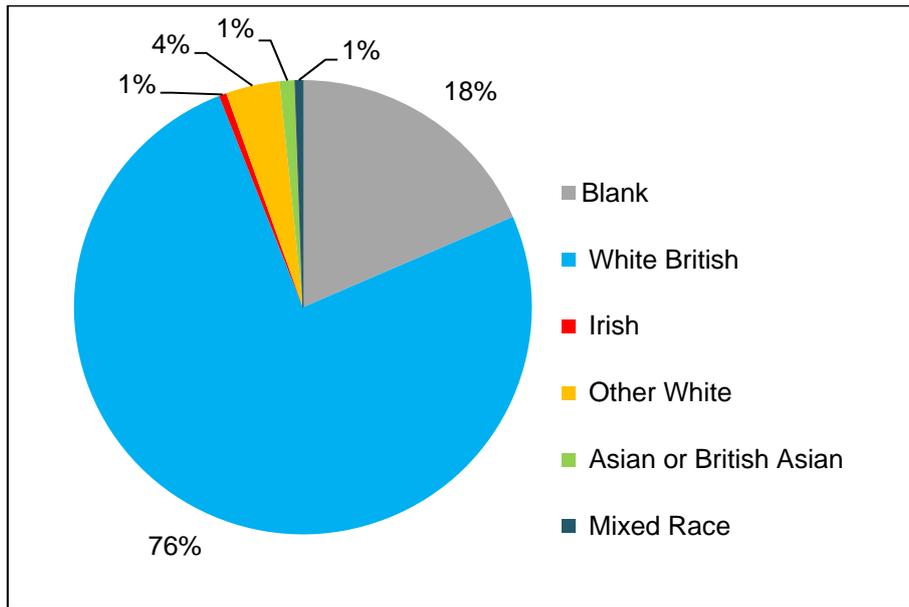


Figure G.4: Ethnicity breakdown of respondents

Religion

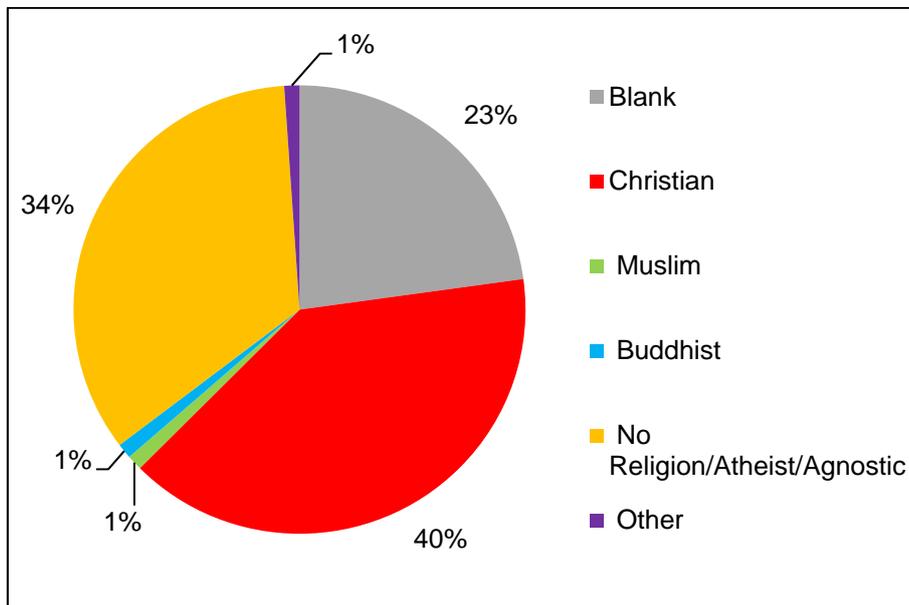


Figure G.5: Religion breakdown of respondents

Disability

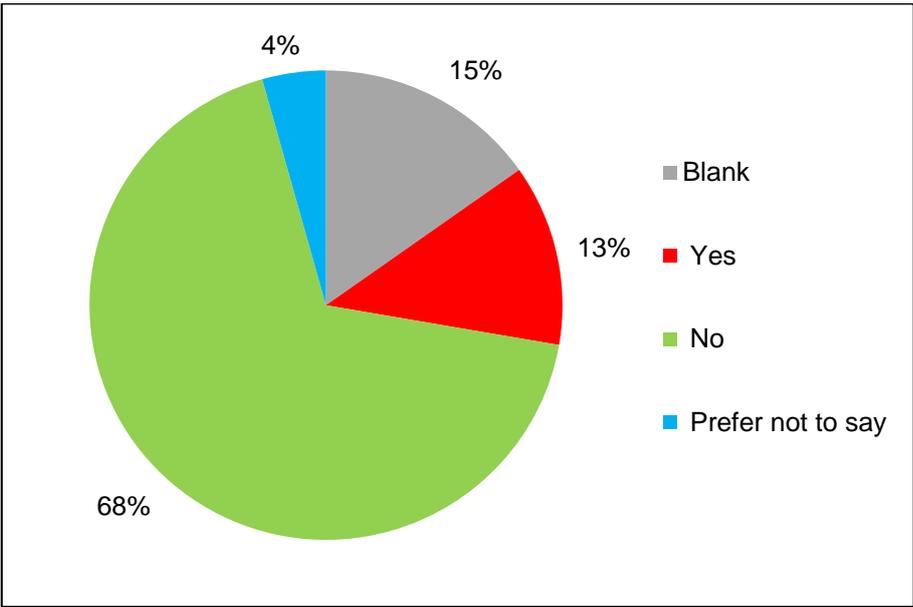


Figure G.6: Disability breakdown of respondents

Appendix H – Newspaper Cutting

CONSULTATION ON HIGHWAYS ENGLAND'S PROPOSAL FOR IMPROVEMENTS TO THE M271/A35 REDBRIDGE ROUNDABOUT

takes place between the 9th November and 16th December 2016.

There are a number of ways to get in touch;

Proposals can be viewed online at

www.highways.gov.uk/M271A35redbridge

Visit the exhibition at Redbridge Community School, Cuckmere Lane, Southampton, SO16 9RJ;

- Friday 25th November 4pm – 9pm
- Saturday 26th November 10am – 4pm

Email Highways England at:

M271-A31RedbridgeRoundaboutUpgrade@highwaysengland.co.uk

Appendix I – Open Response Coding Frame

Main Theme	Sub-code	Comment
Environment	101	Air quality concerns
	102	Concerns relating to increased noise
	103	Positive impact on air quality
Highway Design	201	Existing subways are not fit for purpose and unsafe, requiring improvements to maintenance procedures, lighting conditions, CCTV installation and flood prevention measures.
	202	Modify / remove traffic lights and seek alternatives including partial traffic lights
	203	Congestion will improve with the M271-A33 free-flow lane
	204	Adding extra lanes to the roundabout would solve congestion problems
	205	Roundabout exits get blocked by stationary traffic
	206	Insufficient capacity at the roundabout
	207	Proposals for additional flyovers / tunnels
	208	Traffic modelling data concerns
	209	Additional exit lane towards M271 is not required
	210	Problems changing lanes in advance of the roundabout or accessing lanes within the roundabout
	211	Existing footbridges are not fit for purpose
	212	Limit HGV usage of the roundabout / provide alternative route for HGVs
	213	Improvements to lane markings, signage or other user information.
	214	Safety concerns relating to M271-A33 free flow lane and merge
	215	Issues relating to the operation of buses at the roundabout
	216	Lane widths need to be increased
	217	Entire road floods

Main Theme	Sub-code	Comment
Highway Design	218	Reduce speed on M271 approach to Redbridge Roundabout
NMU Provisions	301	NMU safety concerns
	302	Pedestrian access issues
	303	Removing toucan crossings will create safety issues
	304	Disabled persons access issues
	305	Cyclist access issues
	306	Removing toucan crossings will benefit traffic flows / safety
Local Interaction	401	Need to look at the wider network issues including Millbrook Roundabout, Gover Road and the flyover
	402	Impact on local network, while improvements are taking place
	403	Cruise liner traffic need to stagger embarking / disembarking
Project	501	Length of time the improvements will take, TM plans during construction
	502	Cost of the proposals
	503	Selection of contractor
	504	Support for Hamburger / Option 1
	505	Proposals will address issues
	506	Proposals will not meet future demands/objectives
Other	601	Request for, or difficulties in obtaining, exhibition information, updates, consultation.
	602	Request for additional information such as information relating to modelling that has been undertaken
	603	Comment requiring supporting document
	604	Diesel Shuttle Rail

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