

M27 Junctions 11-12 Climbing Lanes Non Technical Summary of the Environmental Statement

Introduction

The South Coast Corridor Multi-Modal Study (SoCoMMS), which reported in August 2002, made recommendations for a long term strategy to address transport problems on the South Coast.

One of the key recommendations included was to enhance the current road network's overall efficiency, with improvements to the operation of the M27 between Junctions 11 and 12.

The Highways Agency proposals are assessed in an Environmental Statement. The Environmental Statement has been published in accordance with section 105A of the Highways Act, 1980, which applies the requirements of European Council Directive 85/337/EEC.

This leaflet describes the proposed scheme and summarises the Environmental Statement in non-technical language. Information on the reverse provides details about the public exhibition and what happens next.

Why the Improvement is Needed

The area has seen considerable growth in recent years, which has led to increased traffic flows. This causes congestion during peak periods.

There are high traffic flows on this section of the M27 throughout most of the day. The gradients leading up to the crest of the hill, approximately midway between the two junctions, mean there is a high proportion of slow moving traffic, which causes disruption to the flow of traffic and congestion.

Proposed Scheme

The proposed scheme is for the construction of a climbing lane in each direction between Junction 11 at Fareham and Junction 12 at Portsmouth, utilising only land currently owned by the Highways Agency. This will provide an additional lane in each direction where traffic is climbing up to the top of the hill. The design maximises the use of the space within the existing highway boundary (that is inside the existing fence lines)

and seeks to minimise the adverse environmental impact of the works.

The scheme is proposed in order to improve traffic flows and relieve congestion. It is not anticipated that it would lead to the generation of any additional traffic.

Eastbound, the climbing lane is proposed to commence at the slip road from Junction 11, where the existing extended merge lane would be continued. From this point to the crest of the hill a new climbing lane would be added to the carriageway to provide four lanes with a hardshoulder. The westbound climbing lane commences approximately 650m to the west of the Junction 12 on-slip. The new lane would start by widening to the offside, again to provide four lanes with a hardshoulder. In both directions, the fourth lane would end over the crest of the hill with the offside lane tapering back to return the carriageway to three lanes plus a hardshoulder. The total length of the scheme is approximately 3.2km.

The existing motorway lighting on the eastern half of the scheme would be upgraded to meet new standards with less intrusive, directional lighting. The new lighting would be extended to just east of Downend Road bridge to cover the whole length of the climbing lanes.

The full width of carriageway, over the length of each climbing lane would be surfaced with quieter surfacing. The opposite carriageway would not be resurfaced. The opportunity would also be taken to carry out improvements to the drainage and the safety barriers over the length of the scheme.

Traffic Noise and Vibration

On completion of the scheme, a majority of residents within the local area are predicted to experience a slight reduction in noise levels.

Air Quality

It is predicted that the scheme will result in a slight adverse impact on air quality. The effects of the air quality on sensitive ecosystems are predicted to decrease in future, irrespective of the scheme.

However, the overall deterioration resulting from the scheme is not considered significant since none of the mandatory air quality objectives are predicted to be exceeded in the year of opening. Furthermore, concentrations are predicted to decrease over time and air quality will improve from advances in vehicle emissions.

Pedestrians, Cyclists, Equestrians and Community Effects

The scheme would have no affect on any Public Rights of Way, bridleways, cycleways or crossing facilities.

Cultural Heritage

Most of the improvements would take place on land previously disturbed when the motorway was built. There are no impacts on any designated sites. Earthmoving and ground disturbance undertaken during the construction programme would be subject to an archaeological watching brief where it is anticipated that archaeological deposits may have survived. The historic landscape itself would be unaffected by the scheme.

Vehicle Travellers

The scheme would be of benefit in helping to reduce driver stress by:

- Assisting traffic flows and relieving congestion;
- Upgrading and extending lighting; and
- Providing quieter surfacing.

Construction Impacts

Construction is expected to take approximately ten months. A Construction Environmental Management Plan would be implemented to minimise environmental impacts, including noise, vibration, dust and water pollution, and to protect wildlife and safeguard planting.

The majority of excavated material would not be required for re-use within the scheme and would be removed from site and opportunities for re-use would be sought.

There would be a need for a contra-flow and reduced speed limits during the works, but generally, three lanes would be maintained in each direction of the motorway.

Policies and Plans

There would be no significant impacts on policies and plans, although it would be slightly beneficial in terms of achieving Government and local authority objectives.

Alternatives Considered

A number of alternatives have been considered during the development of the scheme, including narrower lane widths and full standard lane widths. Full standard lanes widths would have required the demolition and rebuilding of many of the existing bridges and gantries. There are many problems associated with this including a need to acquire additional land, resulting in significant environmental impacts and disruption. The alternative which is proposed, includes the use of narrower traffic lanes and some lengths of reduced hardshoulder. This offers all the major benefits in terms of improved traffic flows and relief of congestion required, but minimises the disruption to the local community, the travelling public and to the environment.

The Public Exhibition

The exhibition is designed to inform you about the proposed scheme and allow you to ask related questions.

Staff from the Highways Agency and their design consultants, Parsons Brinckerhoff Limited, will be present at the exhibition to explain the proposals, answer your questions and listen to your views.

A full copy of the Environmental Statement on paper or on disk may be purchased from Louise Brown of the Highways Agency at:

Highways Agency, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6HA.

The Environmental Statement can be inspected free of charge during normal office hours at the following locations until 19 October 2006.

Highways Agency, Federated House, London Road, Dorking, Surrey, RH4 1SZ.
Fareham Borough Council, Civic Offices, Civic Way, Fareham, PO16 7EP.
Portsmouth City Council, Civic Offices, Guildhall Square, Portsmouth, PO1 2BG. Portchester Library, West St, Portchester, Hampshire, PO16 9TX.
Fareham Library, Osborn Rd, Fareham, PO16 7EN.

Additional copies of this leaflet are available at:

- Rownhams Motorway services eastbound and westbound
- Portsmouth Library – Guildhall Sq
- Portsmouth Library – Fratton Rd
- Portsmouth Commercial Port
- Portchester Parish Hall
- Portchester Community Centre
- Paulsgrove Community Association
- Portsmouth City Council Info Centre – Allaway Avenue
- Wallington Village Hall
- Portchester Post Office
- Tesco – Clement Attle Way

- Cosham Community Centre
- The Portsdown Public House

Further copies of this leaflet and reply forms are available from

Louise Brown at the above address or telephone **0117 372 8945** or email: **M27Junctions11-12@highways.gsi.gov.uk**

Exhibition Dates and Times

The exhibitions will be held at:

Portchester Parish Hall, Castle Street, Portchester, Fareham, Hampshire.

Exhibition Dates and Times

The exhibitions will be held at:

Portchester Parish Hall, Castle Street, Portchester, Fareham, Hampshire.

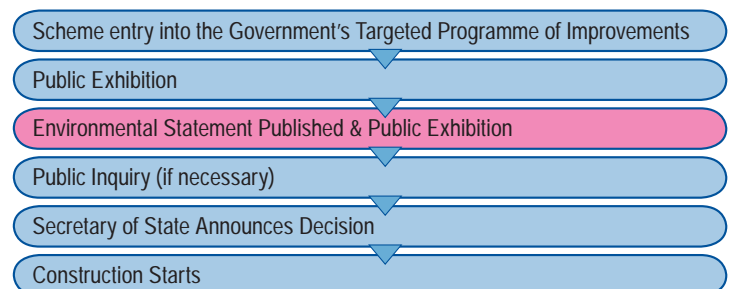
on:

Friday 11 August, 10.00am to 8.00pm
and Saturday 12 August, 10.00am to 4.00pm
and on: Friday 22 September, 5.00pm to 9.00pm
and Saturday 23 September, 10.00am to 4.00pm

Leaflets explaining your rights will be available at the exhibitions.

What Happens Next?

Following publication of the Environmental Statement (ES), and holding of the public exhibitions, comments may be made in response to the proposals. The outcome of these comments will be forwarded to the Secretary of State, who will consider these, before making a decision on whether to proceed with the proposed scheme.



Location of the Venue

Bus services serving Portchester, stopping near the Parish Hall;

1/1/A from Southsea,
1/1/B, 63, 5,25A, X57 from Fareham

25 from Lower Wymering

625 from Springfield School
57 from Warsash

652 from Oaklands School

For more information visit;

<http://www.firstgroup.com/ukbus/southeast/hampshire>

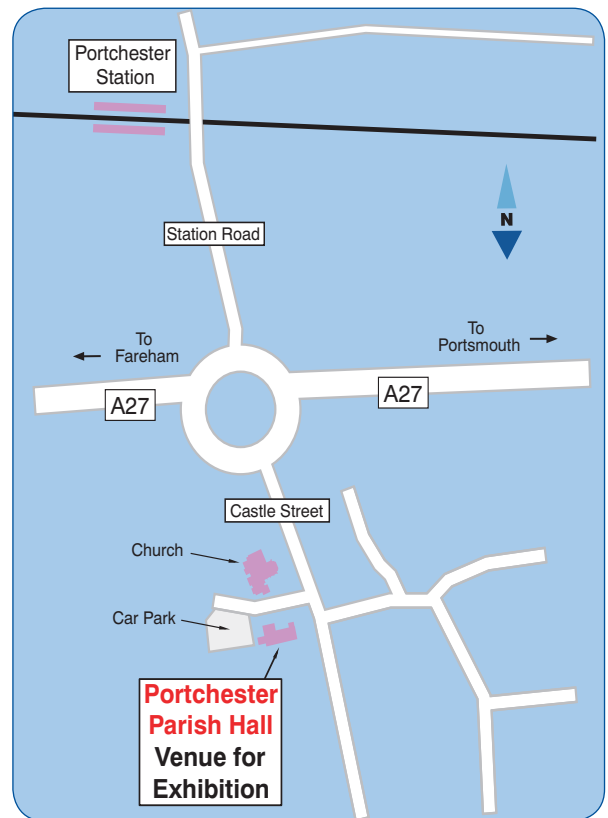
How You Can Ask Questions

If you have any questions regarding the scheme or the Environmental Statement, you may raise these at the public exhibition, or by completing the attached reply form.

The reply form can be handed in at the exhibition or sent using the pre-paid envelope to:

Louise Brown, Scheme Administrator, Highways Agency, Zone 2/26-H Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6HA.

Completed forms to be returned by 19 October 2006.



For real time traffic information:

08700 660 115

www.highways.gov.uk/trafficinfo

24 hours a day, 365 days a year

(Calls from BT landlines to 0870 numbers will cost no more than 8p per minute; mobile calls usually cost more)

For general Highways Agency information:

08457 50 40 30

email: ha_info@highways.gsi.gov.uk

24 hours a day, 365 days a year

(Calls from BT landlines to 0845 numbers will cost no more than 3p per minute; mobile calls usually cost more)

Safe driving at roadworks

Remember that tiredness can kill. Take regular breaks from driving.



During 2005, five workers were killed and 12 seriously injured in the course of their work on Highways Agency roads. This was the worst year since 1999.

For the safety of all road users and roadworkers, drivers approaching roadworks are advised to:

- Keep within the speed limit – it is there for your safety
- Get into the correct lane in good time – don't keep switching
- Concentrate on the road ahead, not the roadworks
- Be alert for works' traffic leaving or entering roadworks
- Keep a safe distance – there could be queues in front
- Observe all signs – they are there to help you