

**REPORT OF THE HIGHWAYS ENGLAND PRESENTATION
7.15 PM, 19 FEBRUARY 2019 IN THE BIANCHI ROOM OF THE VILLAGE HALL**

Present: Cllrs Jones (C); Lavin; Rodford, Stafford, Stansbury, Donnelly, Williams, Moody.
County Cllr J Warwick; District Cllrs J Warwick and B Laming. 8 parishioners. Clerk.
Apologies: Cllr D Stirrup; District Cllr E Bell

Introduction

Mr Andrew Robinson-Morris, Project Manager for Highways England Smart Motorway upgrade of the M3 between Junctions 9 and 14 addressed the meeting.

The delivery of the scheme would take place 2019-20; preparation work had already started, but the main works would realistically begin in March 2020. It was likely to take 18 months to complete, but could continue to the end of 2021/22. Junctions 9-13 would have an All Lane Running scheme and J14 would be a Controlled Motorway scheme.

Road Closures and Diversion Routes

It was recognised that the M3 carried a large flow of vehicles, in particular HGV's from the ports of Southampton and Portsmouth. Talks would take place with the Port Authorities to try and divert traffic further to the east where possible. The number of chicanes, islands and roundabouts through Otterbourne did not make it a good route for diversions, but this route was unavoidable.

Visual Intrusion and Noise

There would be some vegetation clearance for the new gantries and additional lighting which could affect areas close to the motorway, such as Poles Lane. Ancient woodland areas would not be touched. Some construction noise would be inevitable, although modelling had shown that the 50 mph limit imposed on the motorway during construction gave an overall reduction in noise level during this time.

Questions

What could be done to minimise noise overnight and how long would it continue?

Three lanes would remain open for the majority of the two year period. Some night-time closure would happen and talks would take place with HCC to try and minimise noise of diverted traffic through Otterbourne, such as securing loose manhole covers.

Could a 20 mph speed limit be imposed through the village during this time?

This was outside of Highways England control, but an approach to Hampshire County Council could be made to look at the possibility.

How many times was the northern part of the M3 closed during the works?

The exact number of closures was not certain, but for this section there was minimal work needed on bridges and the planned closures were mainly for the gantry lifts.

How many gantries were planned?

Two large ones per junction section plus smaller ones. It was possible to lift two-three gantries into position during the course of one night.

Will resurfacing happen on the M3 afterwards?

This had recently been done and not all would be resurfaced, only the hard shoulder and one lane.

How many diversions could be reasonably expected through Otterbourne?

Approximately 10-12 over two years of planned closures.

Had the Otterbourne Hill chicanes been considered with extra HGV's travelling through at speed? These were a concern, but it was unrealistic to take them out for the two years of the scheme and it could impact on the speed of normal traffic. The possibility of temporary speed cameras on this section might be considered. Cllr Warwick advised that Average Speed Cameras had been shown to work. The section through Compton would also be looked at to reduce the speed limit from 40 mph to 30 mph.

Would taller barriers be provided to reduce the noise caused by the closer proximity of the additional lane?

There were designated funds for increasing barriers from 2 m to 3 m high and areas in the village close to the motorway, such as Poles Lane and Cranbourne Drive would be looked at and any known defects should be reported by residents to Highways England.

Who is responsible for cracks appearing in houses due to vibrations from the increased HGV traffic?

Anything current would not be recognised by Highways England, but if damage was to be caused by diverted traffic from the motorway, it would be a matter for the area team to look at.

Will there be north and southbound closures at the same time?

There could be some in order to erect some of the gantries.

Where will the diversion of J12-J13 go?

It is hoped this will be towards the Eastleigh side.

Will the village be informed of closures?

The planned closures will be advised two weeks in advance and signs erected.

Who will be responsible for damage which might occur to the roads in Otterbourne?

HCC would cover responsibility to repair any damage.

Is it feasible to resurface the roads through the village?

This would likely cause more issues with closure and noise than be worthwhile.

Could the Parish Council have a hotline to the Highways England team?

This could be looked at but there is always someone available 24/7 to cover the works and residents should directly contact someone at Highways England with any concerns.

Where will the site office be?

This was yet to be agreed, but the preference would be for it to cause minimum disruption to local villages and with good access to the motorway.

Several companies using HGV's were based in Otterbourne, such as Clancy Docwra, Veolia and R&W which needed to be considered. Also, would it be possible to have a moratorium on large scale development, such as planned by Eastleigh Borough Council, during the scheme?

A moratorium would be unlikely, but it might be possible to have discussions about any development traffic that needed taking into account.

Mr Robinson-Morris was thanked by the Chairman and all attending.

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