

From: Operation Resilience <operation.resilience@hants.gov.uk>

Sent: 19 March 2019 15:33 **Subject:** Update on LRF Contingency Planning (A31 Winchester to Alresford)

Dear Parishes,

Following our previous note to you at the end of February, I wanted to update you on our continued work with the Hampshire and Isle of Wight Local Resilience Forum (LRF) on the potential effects of a no-deal Brexit on 29th March, particularly on freight traffic movements around the Port of Portsmouth and the impact this might have on surrounding communities and transport infrastructure.

The LRF has considered a number of options for potential sites to manage the anticipated additional numbers of lorries that may be delayed at the ports due to slower turnaround times, or who may choose to use Portsmouth rather than use services at other ports. In Hampshire, a 5km section of the A31 dual carriageway between Winchester and Alresford was identified as the best option for holding lorries remotely from the port. This is a lightly trafficked road and has the potential to hold between 200 and 300 HGVs on either carriageway and has excellent links with the strategic network which carries significant freight traffic - the M3, A34 and A3. This is a critical element of the [Hampshire Local Resilience Forum's](#) (LRF) contingency plan, complementing a second triage facility at Tipner in Portsmouth.

In early March, and with just over three weeks until 29th March, the LRF confirmed that the contingency arrangements in Portsmouth itself and also at the A31 needed to be implemented. These two elements need to operate together as one plan in order to be effective.

Hampshire County Council began preparatory engineering work on Monday 4th March to prepare the A31 for a full contra-flow on the eastbound carriageway so that the westbound side can be used to check-in and hold EU bound freight traffic until they can be received at the port for their scheduled ferry crossing. The work has involved the construction of two short sections of full-depth road construction crossovers across the central reserve. The new crossovers have been constructed in layers, in accordance with established engineering practice, to ensure they will remain fit for purpose under continuous traffic loading.

A short diversion was put in place at the Ladycroft roundabout via the Bishops Sutton roundabout to complete a new central reserve crossover, followed by two nights of resurfacing work. The eastern crossover at the Ladycroft roundabout is now substantially complete and the western crossover near the Percy Hobbs roundabout is due for completion by Thursday 21st March (weather permitting). The three-week timescale for completing these works is not usual given the scale of the engineering task. If anything, the work has been accelerated to be ready by 29th March and it is testament to the skill of the engineering team and the contractor that the work has been completed a little sooner than originally anticipated. The crossovers are two new short sections of carriageway that have been constructed across the central grass verge to allow traffic to move safely from the westbound lane to the eastbound lane in the event that a full contraflow becomes necessary. Both new crossovers will be closed to traffic until such a time as they are required.

National developments, and updated information from the LRF, may indicate that the contingency plan is needed, and if this proves to be the case further work will begin during the week commencing 24th March to prepare the road for a

contraflow arrangement. This will obviously hinge on the outcome of matters in parliament. The plan will ensure that the A31 is kept open in both directions with all traffic using one carriageway thereby releasing the other for use as a holding area.

The traffic management needed for the contraflow will be installed at night, over no more than three nights, using a full road closure between the two roundabouts. There will be signs on site indicating to road users that this closure will be carried out between 8pm and 6am and a signed diversion will be in operation while the contraflow is set up. In addition to the contraflow the existing crossovers used to access private drives and Rodfield Lane will be closed for highway safety reasons. The only existing crossover to remain open will be the one at Orr's Meadow which is required as an emergency access point.

We obviously regret any disruption and indeed hope that these plans will not be required. All of our advice is that we need to plan accordingly, and this has been assessed as the least disruptive but effective option. Whilst it is anticipated that lorries will only remain at the A31 facility for short periods while they await release to the port there will nevertheless be a continuous Police presence on site to support County Council staff and traffic marshals. Managed welfare facilities will also be available.

We have kept local residents informed of these works by hand delivered letter, have issued statements to the local media, provided information on our [website](#) and updated Hampshire MPs

Regards,

Tim.

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From: Operation Resilience **Sent:** 01 March 2019 16:00 **Subject:**
Operation Resilience - A31 Winchester to Alresford - Upcoming Road
Works

Dear Parishes,

Please see the attached letter which has been sent to residents, along the A31 between the Percy Hobbs and Ladycroft roundabouts, regarding upcoming works.

Whilst the works programmed for next week will be in preparation for any future traffic management, further correspondence will be issued towards the end of March, should a decision be made to install a contraflow on this section of road.

Kind Regards,

Leon Churchill
Assistant Highway Manager – Planned Maintenance

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