

Winchester Road works: Traffic management FAQs

Why is only the northbound side of Winchester Road closed?

Closing the northbound direction provides the most manageable and resilient arrangement for the wider road network. Traffic modelling using the latest available datasets showed that closing the southbound direction would require a new right-turn movement from Bassett Avenue into Burgess Road. Creating that movement would reduce the capacity available to through traffic and add extra signal stages, causing substantial queues on every approach and potentially extending congestion towards the M3. With the northbound closure, diverted traffic can use the two-lane section of Bassett Avenue towards the M3, Eastleigh and Chandler's Ford. An additional outbound option is also available via Burgess Road East, Stoneham and M27 Junction 5. Southbound access along Winchester Road can therefore be retained during the main daytime works.

What mitigation measures are in place?

- Temporary traffic signals can be deployed at the Hill Lane/Winchester Road roundabout when needed, particularly at busy times.
- Traffic signal engineers will actively manage the Bassett Avenue/Burgess Road junction, including additional green time for the eastbound Burgess Road movement where conditions require it.
- Signal plans have been prepared for expected traffic conditions and can be adjusted in response to live conditions.
- Temporary CCTV along the diversion route will provide a clearer real-time view of queues and emerging issues.
- Citywatch will provide 24/7 network support, including at weekends, during football matches and at peak times.
- Bassett Crescent West will be closed at Burgess Road to discourage unsuitable cut-through traffic.
- Vehicles leaving Vermont Close will be restricted to a left turn, and the Butterfield Road junction with Winchester Road will be closed to provide a safe working area.

How will the Bassett Avenue and Burgess Road junction be managed?

This junction is a key part of the diversion route and will be actively managed throughout the works. The Intelligent Transport Systems team has allocated resource to monitor the junction and adjust signal timings, primarily to give additional time to eastbound traffic leaving Burgess Road. Traffic conditions will be observed through the control network and temporary CCTV, enabling the team to respond to changing queues rather than relying on one fixed signal plan. Particular attention will be given to weekday peaks, weekends, Southampton FC home fixtures and other periods when demand is expected to be higher.

The signals will be reconfigured to ensure there is no pedestrian conflict with the turning onto Bassett Avenue from Burgess Road creating better flow on the network.

What other traffic management options were considered?

A number of alternatives were assessed during planning. A southbound closure was tested through traffic modelling, but it would have required major changes at the Bassett Avenue/Burgess Road signals and led to unacceptable queues across the junction. Keeping both directions open under temporary traffic signals on Winchester Road was also considered, but the restricted working space would extend the scheme to around 16 weeks. Completing all work at night under a full closure was discounted because it would also take 16 weeks or more, increase costs and safety risks, and cause prolonged noise disturbance in a residential area. The selected one-way arrangement offers the best balance between safe working space, journey reliability and completing the scheme in the shortest practical period.

How will you monitor and respond to rat running?

Bassett Crescent West will be closed at its junction with Burgess Road specifically to discourage drivers from using residential streets as a short cut. Temporary CCTV and Citywatch monitoring will help the team identify unusual queueing or traffic patterns on and around the diversion route. The network will be reviewed throughout the works, and traffic signal timings or other operational measures can be adjusted where this will safely reduce pressure on surrounding roads. Reports from residents and local stakeholders will also help identify emerging issues that may not be immediately visible from the main route.

Why were the works not carried out at a quieter time of year?

There is no period when a major route such as Winchester Road is completely quiet. The programme had to take account of scheme readiness, statutory traffic orders, contractor and specialist availability, road-space bookings, other planned works and the need to avoid conflicting closures on nearby routes, including Glen Eyre Road. The selected dates provide an available window in which the work can be completed as one coordinated programme. Extending or splitting the work into a nominally quieter period would prolong disruption and leave temporary arrangements in place for longer. The programme will continue to be coordinated against known utility works, major events and other network activity, with additional monitoring and signal management used at the busiest times.

This is a main route to the hospital. Have the emergency services been informed?

Yes. The emergency services have been informed through the established communication channels and are aware of the closure and temporary one-way arrangement. In the event of an emergency within the one-way section, the site gatemen and works teams will manage access as necessary.