

## **Stubbington Bypass FAQs**

### **Where will the new road be located?**

A new single carriageway road will be constructed between the B3354 Titchfield Road and B3354 Gosport Road, passing to the north and east of Stubbington. The connection to Titchfield Road will be located approximately 600m south of Bridge Street. The connection to Gosport Road will be located approximately 200m to the east of Marks Road.

Titchfield Road will be widened between the new bypass junction and the A27 at Titchfield gyratory, to improve the flow of traffic. Between the Bridge Street junction and the A27 there will be two lanes in each direction, while between Bridge Street and the bypass a new central lane will be provided to facilitate turning movements to accesses on either side of the road.

### **How will the scheme be funded?**

The bypass will be funded from a combination of Government funding, provided through the third round of the Local Growth Deal (£25.7m), and funding provided by Hampshire County Council (£8.5m). This accounts for the full scheme cost of circa £34m.

### **What is the timescale for the scheme?**

It is estimated that it will take approximately two years to complete all the preliminary work that needs to be undertaken before we can start constructing the scheme. This means that the earliest construction will start is towards the end of the 2018/19 financial year (February/March 2019). Once construction begins it is estimated that it will take approximately two years to complete the scheme.

### **What work needs to be done before the scheme can be built?**

Detailed design work and environmental mitigation need to be progressed and land needs to be acquired. Tender documents and contracts need to be prepared and following this a contractor will be selected to deliver the works.

### **What are the objectives of the scheme?**

The scheme has three main objectives as follows:

- To reduce journey time delay and peak hour congestion onto and off the Gosport peninsula; and
- To remove the transport barriers to growth and encourage investment and regeneration onto the Gosport peninsula;
- To improve connectivity and provide additional network resilience across the peninsula.

### **How will the scheme help to relieve congestion?**

The scheme will help alleviate the significant congestion in Stubbington village centre, where limited network capacity and the proximity of junctions in the village centre result in long queues and delays at peak times.

The bypass will help to deliver a reliable route for traffic wishing to travel from the Gosport peninsula westwards towards the M27 at Junction 9, in conjunction with improvements that have been recently completed at St Margaret's roundabout on the A27 and works that are underway to upgrade the A27 between Titchfield Gyratory and Segensworth to two lanes in each direction.

The bypass will provide a reliable alternative route to using the A32 Gosport Road and the B3385 Newgate Lane to access the M27, and in this regard will help to free up some capacity on these heavily congested routes for traffic that is travelling to/from the west on the motorway.

### **Has planning permission been granted?**

Yes. Planning Permission was granted in October 2015, subject to conditions. Full details can be found via <https://planning.hants.gov.uk/ApplicationDetails.aspx?RecNo=16618>

### **What work has already taken place to ensure the scheme meets its objectives?**

Over the last few years a significant amount of appraisal work has been undertaken and various scheme options have been assessed on their relative merits from a number of perspectives including transport, the economic case, strategic case and commercial case. Several options for the route of a bypass have been proposed and assessed and presented to the public for consultation. The proposed route provides the optimum balance between costs and benefits in the context of the various constraints in the area.

Detailed traffic modelling work has been undertaken covering the highway network for the whole of South Hampshire and this shows that a significant amount of traffic will use the new bypass and transfer away from other less suitable local routes which currently experience congestion.

A package of schemes (see below) has been developed which will work together to help to ease the traffic issues on the peninsula, and in combination will deliver some real improvements to journey times and delay. Most of these have now been completed, are underway, or are due to start shortly, with the Stubbington Bypass being the final piece of the jigsaw.

### **Has the environmental impact of the scheme been investigated fully? What about wildlife?**

A full Environmental Impact Assessment (EIA) report was submitted as part of the Planning Application. This is a very detailed document that provides a full assessment of the scheme impacts across a number of topics including ecology, air quality, noise, landscape, nature conservation, water & drainage, and cultural heritage.

Where necessary, mitigation measures will be provided as part of the scheme, in order to offset the impact of the proposals. Several of these mitigation measures are covered by Planning Conditions as part of the Planning Permission for the scheme.

For example landscape bunds and acoustic fencing will be provided at several locations to minimise the visual and noise impact of the new road on existing properties. In terms of nature conservation, works will be undertaken to protect the habitat of a number of existing species including reptiles, badgers and water vole.

### **What other traffic improvement schemes have taken place locally? How will these cumulatively improve connectivity in the Gosport & Fareham peninsula?**

Several improvement schemes have been completed in recent years as follows:

- Fareham-Gosport Bus Rapid Transit [BRT] (Phase 1A);
- Newgate Lane Northern Section (construction completed in 2015);
- Peel Common roundabout (construction completed in 2016); and
- St Margaret's roundabout (construction completed in 2016).

Another two schemes are currently under construction:

- A27 corridor improvements; Bishopsfield Road to Station Roundabout junction improvements (due for completion Summer 2017); and
- A27 Corridor improvements; Segensworth to Titchfield Gyratory dual carriageway (due for completion in Spring 2018).

In addition the Newgate Lane Southern Section scheme is due to commence in Summer 2017, which will provide a new single carriageway road for the southern section of Newgate Lane.

Whilst one scheme in isolation will not solve all the problems, in combination some significant improvements to journey time and journey reliability should be realised when the overarching package is complete, based on the assessment work we have undertaken. For example the introduction of the Stubbington Bypass, whilst not directly improving access between central Fareham and Gosport, will provide a better route for traffic travelling between the Gosport area and the M27 to route westbound (via Junction 9). Some of this traffic currently uses the A32 or Newgate Lane to access the M27 via Junction 11 and Quay Street roundabout, so the removal of this traffic from these two routes will free up capacity for other traffic.