



**SOLENT  
LOCAL  
ENTERPRISE  
PARTNERSHIP**

# **Solent Local Growth Deal Consultation: A326 Southern Junctions**

Summary of Responses

11 May 2020



**TOGETHER.STRONGER**

## A326 Southern Junction Improvements

### Background

In October 2014, the Solent LEP signed the Solent Local Growth Deal with central Government. As part of this deal, the Solent LEP secured £124.8m from the Government's Local Growth Fund to support the delivery of the [Solent Strategic Economic Plan](#) through investment in projects focused on:

- Enabling flagship sites for housing and employment
- Enhancing transport connectivity across the area
- Growing the skills base and supporting business growth

A copy of the Solent Local Growth Deal is available at the following link:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/398873/29\\_Solent\\_growth\\_deal.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/398873/29_Solent_growth_deal.pdf)

[Two further Solent Growth Deals were agreed in January 2015 and February 2017, providing further investments of £27.1m and £31.02m respectively.](#)

The LEP launched the Solent Prosperity Fund (SPF) for large capital projects in August 2018. Applicants could apply for funding of between £500,000 and £14m. Projects needed to demonstrate that they could deliver outputs to support the Solent economy, but the focus driving project assessment was deliverability, given the need to spend Local growth funding by 31<sup>st</sup> March 2021.

The fund remained open for seven rounds, with round seven closing on 29<sup>th</sup> November 2019. Over the seven rounds the fund was tailored to broaden the outputs that the LEP was looking for from projects, informed by the work the LEP was doing to develop its Solent 2050 strategy, was broadened to provide an opportunity for programme applications, and the maximum funding request was reduced to £5m. The SPF, therefore, aims to secure the following outputs:

- Enabling / unlocking housing delivery;
- SME Growth;
- Improved productivity in priority sectors;
- Connecting communities and businesses (digital and transport)
- Employment growth
- Developing skills and talent needed by employers;
- Pioneering innovation and research;
- Strengthened natural capital infrastructure;
- Waterfront employment sites
- Respond to key environmental challenges

## **Introduction to Project**

Hampshire County Council (HCC) is applying to Solent LEP for £5.681m of capital funding towards the A326 junction improvements scheme. This report focusses on the appraisal of A326 junction improvements Full Business Case received through the Solent Prosperity Fund.

The scheme proposes improvements to eight junctions on the A326 corridor. The A326 is the only key highway corridor serving the Waterside Peninsula which accommodates 70,000 people and employment centres at Fawley Refinery and the Solent Gateway port, with further large-scale developments planned.

The A326 junction improvements scheme proposes improvements to eight junctions at the southern end of A326 and on the B3053 to help facilitate the development at Fawley Waterside (FW). The proposed investment measures include:

- Junction 3 Blackfield Road / Church Lane/ B3053: Signalised junction
- Junction 4 Long Lane / A326 (Holbury Roundabout): Widening of approaches and exit lanes
- Junction 4b A326 / Holbury Drove: New southbound right-turn ghost island
- Junction 4c A326 / Southbourne Avenue: New southbound right-turn ghost island
- Junction 5 Hardley Roundabout: Widening of approaches and exit lanes
- Junction 6 Dibden Purlieu Roundabout: Widening of approaches and exit lanes
- Junction 7 Applemore Roundabout (Sizer Way): Widening of approaches and exit lanes
- Junction 8 Dibden Roundabout: Widening of approaches and exit lanes.

The total project costs are estimated to be £8.1m. The proposed funding for the A326 junction improvements is as follows:

- £5.681m from Solent LEP, and,
- £2.435m match contribution from Fawley Waterside Ltd. which has been confirmed.

## **Project Objectives**

The A326 junction improvements are intended to contribute to the resilience of the existing highway network and relieve congestion on the key inter-urban road corridor. The project has two strategic aims:

- To support and accelerate the delivery of the proposed Fawley Waterside (FW) development whilst mitigating potential transport impacts associated with the development, and,
- To reduce existing and expected congestion on the key A326 corridor.

## Analysis of the Consultation

The Consultation asked the following questions:

### Question 1

Do the projects respond to the following key priority areas outlined in the Solent Strategic Economic Plan?

- Enabling flagship sites for housing and employment;
- Enhancing transport connectivity across the area; and
- Growing the skills base and supporting business growth

### Question 2

Do you think the project provide sufficient geographic / sector coverage?

### Question 3

Are there any additional comments you would like to make?

A total of 5 responses were received during the consultation period, 3 of which were submitted using the consultation response form. Respondents are summarised as follows:

- Two Individuals
- One Interest Group
- One Parish Council
- One Residents Association

### Question 1

- **Do the projects respond to the following key priority areas outlined in the Solent Strategic Economics Plan?**
  - **Enabling flagship sites for housing and employment;**
  - **Enhancing transport connectivity across the area; and**
  - **Growing the skills base and supporting business growth**

Four of the five respondents provided commentary to this question. The combined responses are summarised as follows:

- Two respondents agreed the scheme responded to the priorities of the Solent Strategic Economic Plan
- One respondent felt the scheme did not go far enough in addressing the needs of the Waterside area.
- One wished to register a formal objection to the scheme.

The following table provides a summary of the above points raised on the consultation against the respondent groups that these were raised by:

Points Raised	Respondent Group
Benefits for residents of the Waterside area need to be greater	Individual
Does not meet the needs of cyclists and pedestrians	Interest group

## Question 2

- **Do you think the project provides sufficient geographic / sector coverage?**

Three out of the five respondents provided commentary to this question. The combined responses are summarised as follows:

- One respondent agreed the scheme provided sufficient geographic coverage.
- One respondent replied that the scheme did not go far enough, and would not realise sufficient benefit for the residents of Waterside.
- Two respondents referred to enhancements to the A326 several miles to the north of the geographic scope of this project

The following table provides a summary of the above points raised on the consultation against the respondent groups that these were raised by:

<b>Points Raised</b>	<b>Respondent Group</b>
Benefits for residents of the Waterside area need to be greater	Individual
Enhancements to junction at Michigan Way	Individual
Sound barrier on road between Monkton Lane and Fletchwood Road roundabout	Individual

## Question 3

- **Are there any additional comments you would like to make?**

All five respondents provided commentary to this question. The combined responses are summarised as follows:

- One respondent responded that the community has been insufficiently consulted.
- One respondent suggested the scheme should incorporate lay-bys for buses along Long Lane going west-bound.
- One stated that the junctions at Long Lane, with Holbury Drive and Southbourne Avenue need to be wider to accommodate larger vehicles entering Long Lane.
- Junction 4 of the plan – Holbury Roundabout, suggested upgrade to the pedestrian crossing either zebra crossing or traffic light, or moving it further away from Junction as it is very hard to see traffic coming from the B3053.
- Insufficient improvements for cyclists; scheme only makes provision in the southern end of the B3953/A326, covering just 3 kilometres of the 10 kilometre section of highway covered by the scheme.
- Two respondents raised concerns about the lack of designated cycling routes at improved roundabouts.

The following table provides a summary of the above points raised on the consultation against the respondent groups that these were raised by:

<b>Points Raised</b>	<b>Respondent Group</b>
The community had not be consulted adequately	Individual
The scheme requires amendments / adjustments to the scheme to improve the flow of traffic and for pedestrians and cyclists	Individuals, Parish Council, Interest groups