


SCHEME	A27 Improvements - to provide two lanes in each direction between Segensworth Roundabout and the Mill Lane junction at Titchfield, Fareham.	 SOLENT LOCAL ENTERPRISE PARTNERSHIP
DELIVERY TIMESCALE	2016/17 – 2017/18	

**Overview:**

The A27 is a critical east / west transport artery running parallel with the M27 and linking Southampton to Portsmouth and beyond. It is vital that this route operates effectively as a strategic and local route, both now and into the future. Improvements to the A27 form an essential part of the over-arching package to help improve access to Fareham and Gosport. This package (to be delivered in two phases to the east and west of St Margaret’s Roundabout) will deliver:

- Junction alterations to increase traffic capacity and vehicle turning opportunities; and
- Additional capacity to the links on either side of St Margaret’s Roundabout to improve traffic flow

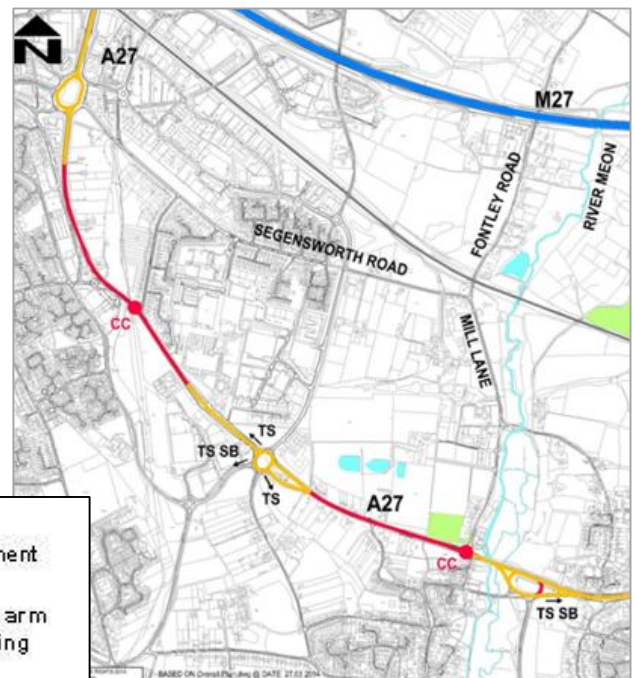
**Scheme Objectives:**

- To improve the flow of traffic along the A27;
- Reduce delays at key junctions and congestion hot-spots, where dual carriageways feed into single carriageways; and to
- Improve pedestrian and cycle facilities along the specified section of the A27.

**Project Costs:**

St Margaret’s Roundabout to Segensworth

Estimated scheme value £m:	10.1
LEP Local Growth Fund (LGF) contribution £m:	6.6
Local match funding £m:	3.5




**Key**

- Junction Improvement
- Upgrading to dual
- TS Traffic signalised arm
- NCC Uncontrolled crossing
- CC Controlled crossing

**Outline Programme**

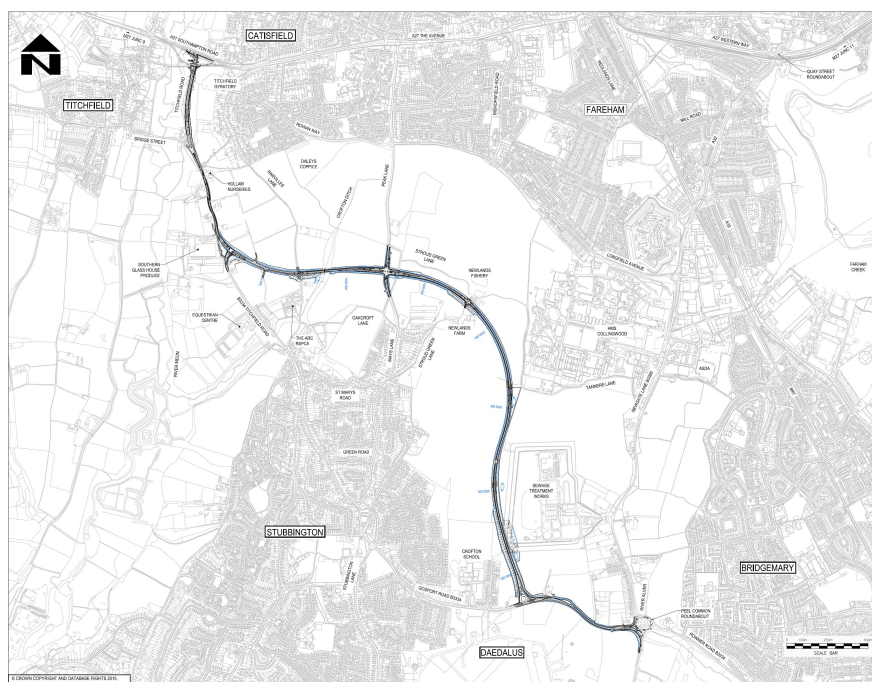
	2014/15			2015/16				2016/17				2017/18			
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
<i>Ph1 – St Margaret’s Rbt to Mill Lane Titchfield</i>															
Preliminary Design	■	■	■	■											
Full Business Case		■													
Detailed design				■	■	■	■								
Project Appraisal							■								
Advance works							■								
Construction works								■	■	■	■				
<i>Ph2 – St Margaret’s Rbt to Segensworth</i>															
Preliminary Design	■	■	■	■											
Full Business Case		■													
Detailed design				■	■	■	■								
Project Appraisal							■								
Advance works							■								
Construction works								■	■	■	■				



SCHEME	Stubbington Bypass	 <b>SOLENT LOCAL ENTERPRISE PARTNERSHIP</b>
DELIVERY TIMESCALE	2017/18- 18/19	

**Overview:**

The preferred bypass route is approximately 3.5 km in length from the B3334 Gosport Rd to the B3334 Titchfield Road. The bypass will be a 7.3m wide single two-way carriageway with a 2.5m wide shared footway/cycleway, and verges. The route will have a speed limit of 50mph. The plan shows the preferred route which was approved in July 2015. The bypass and associated works to Titchfield Road and Gosport Road and the approach to Peel Common roundabout will cost in the order of £30-£35m.



In addition to the bypass itself, the scheme will see the following improvements:

- B3334 Gosport Road - widening to 7.3m from the new junction with the bypass eastwards up to and including an enhanced Peel Common Roundabout;
- B3334 Gosport Road / bypass junction – provision of a new roundabout;
- B3334 Titchfield Road - widening to 7.3m from the new junction with the bypass northwards to Bridge Street;
- B3334 Titchfield Road - dualling north of Bridge Street to Titchfield gyratory;
- B3334 Titchfield Road / bypass junction – provision of new traffic signals;
- Peak Lane / bypass provision of new traffic signals;
- Mays Lane and Stubbington Green roundabouts in Stubbington Village – capacity reduction measures and improved facilities for pedestrians and cyclists;

**Scheme Objectives:**

- Improve journey time reliability for residents and businesses.
- Enable planned growth in the Gosport and Stubbington area – including job creation at the Solent Enterprise Zone at Daedalus.
- Improve quality of life and reduce severance for residents in Stubbington.

**Project Costs:**

Estimated scheme value £m:	£30-35m
LEP Local Growth Fund (LGF) contribution £m:	Tbc
Local match funding £m:	Tbc

**Outline Programme**

	2014/15				2015/16				2016/17				2017/18				18/19	
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Preliminary Design	■	■	■	■														
Planning application						■												
Detailed design					■	■	■	■	■	■	■	■						