

**A326 (North) Large Local Major
Scheme
Your feedback
We listened and we did**

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Introduction

The purpose of our engagement process is to inform stakeholders and residents of transport schemes and allow them to participate in dialogue and provide comments to inform the final designs. In the case of the A326 (North) Large Local Major Scheme, several changes have been made to the designs in response to what residents and stakeholders told us.

You said – We did

These changes are listed below:

Proposal	You said	We did
Choice of major improvements at either Staplewood Lane junction or Twiggs Lane junction.	Concern about congestion and safety near to Marchwood Infant School and impact on tree screening to properties on Park Lane near to Staplewood Lane junction	Created a new junction south of the Pilgrim Inn, instead of major improvements at either Staplewood Lane or Twiggs Lane. This will enable the closure of Twiggs Lane on the Marchwood side of the A326 and improve the environment around Marchwood Infants School. It also allows the trees currently screening houses on Park Lane from the A326 to be retained. This change also allows the crossing at Twiggs Lane to be retained and moved nearer to the junction so there is less deviation from the desire line.
No right turn from A326 south into Staplewood Lane.	Lots of people turn right here to access the household recycling centre, and prohibiting the right turn will divert more traffic through Marchwood village.	Re-design of the “low impact” option, with the aim of keeping the right turn from A326 south into Staplewood Lane.
Dual carriageway approaching Fletchwood and Cocklydown roundabouts.	Concern two lanes of traffic would make entering the roundabouts from Fletchwood Road and Cocklydown Road difficult.	Revised the design of these two roundabouts to create a bigger central island to force traffic on the A326 approaches to slow down, making it easier for traffic to join from the side roads.

Proposal	You said	We did
<p>Option to have a section of cycle path directly alongside A326 between Marchwood and Dibden.</p>	<p>Regular cyclists told us they preferred an improved on-road route along the parallel section of Hythe Road instead of a route directly alongside the A326.</p>	<p>The proposed cycle path directly alongside the A326 will not be included, instead cycling facilities will be improved along Hythe Road. A modal filter or other suitable measures for Hythe Road will be brought forward to improve the cycling and walking environment (the new junction South of the Pilgrim Inn will reduce the number of vehicles needing to use Hythe Road).</p>
<p>Complimentary measures such as walking/cycling improvements and traffic management measures to encourage traffic to use the A326.</p>	<p>High levels of support for complimentary measures and suggestions that options to include them at additional locations should be considered.</p>	<p>Ongoing investigation of further opportunities for these types of measures, including on the A336 and on other roads parallel to the A326 within the National Park and Waterside.</p>

General Feedback on the whole scheme

You said	We did
Speed limits need to be considered to improve safety and assist traffic flow, and a 50mph speed limit was suggested.	Proposed reduction in speed limit to 50mph for the whole northern section, benefiting safety and active travel whilst having a negligible impact on journey times
Would like walking and cycling improvements to be extended beyond the south section and away from the A326.	Investigation into further opportunities for parallel measures for walking/cycling improvements and traffic management to encourage traffic to use the A326 instead of less suitable parallel roads, e.g. measures along A336 through Netley Marsh and Trotts Lane.
Concerned about the impact on the environment and encroachment into environmentally sensitive land.	Reduction in the scheme footprint in the northern section by reducing the width of traffic lanes, verges, and drainage to reduce the area of land taken and impact on adjacent land. Seeking to design out the impacts on ancient woodland on the southern section resulting from the road widening.