1. Welcome

Stubbington Bypass
Meet the Contractor Event

Hampshire County Council
HM Government
Solent Local Enterprise Partnership
bambuttall
In 2013, 2014, and 2015 Hampshire County Council held a series of public exhibitions in the Fareham and Gosport area about the transport schemes that support the strategy to Improve Access to Fareham and Gosport. Feedback identified 75% support for the planned route for the Stubbington Bypass.

As part of the early stage option appraisal and consultation, extensive environmental surveys were undertaken to complete a full Environmental Impact Assessment to help determine the preferred route for the bypass. This was confirmed in 2014 and submitted for planning permission in 2015, which was granted subject to conditions.

A Compulsory Purchase Order (CPO) was developed to acquire the necessary land. A Public Inquiry was held in November 2018 and the CPO was confirmed by the Secretary of State for Transport in May 2019. The completion of the CPO statutory notice periods and funding arrangements now enables the construction work to begin.

The Stubbington Bypass scheme forms part of Hampshire County Council’s wider £100m strategy to improve access to Fareham and Gosport. The bypass will help to:

- reduce journey time delay and peak travel congestion on the Gosport peninsula;
- reduce traffic flows in Stubbington village and improve local accessibility and air quality;
- improve transport infrastructure to encourage investment and regeneration on the Gosport peninsula - especially at the Solent Enterprise Zone.

The schemes already delivered include the A27 Segensworth to Titchfield, A27 Station Roundabout/The Avenue Fareham, B3385 Newgate Lane corridor and Peel Common roundabout. Work to extend the Eclipse Busway Phase 1 in Gosport is commencing this year.

The full scheme cost of £34.5m is funded using £34m of Local Growth Fund provided by the Solent Local Enterprise Partnership and the Department for Transport, and £0.5m from Hampshire County Council.
3. Key features

1. A revised signal-controlled junction at the A27/B3334 Titchfield Gyratory including signals for the Titchfield Road arm, with pedestrian crossings;

2. Widening of Titchfield Road between the A27 and Bridge Street to provide two lanes in each direction and an off-road cycle route on the east side. The 40mph speed limit is retained;

3. At Bridge Street an upgraded signal-controlled junction, with crossing facilities. Existing banned turns retained;

4. Local widening of the Titchfield Road between Bridge Street and a new signal-controlled junction with the new bypass (located near the large greenhouses/Fides Cuttings), to provide a central hatch marked area for turning traffic, and cycle route along the east side. The 40mph speed limit is retained;

5. A new 3.5km single carriageway road with an off-road shared use pedestrian and cycle route between Titchfield Road and Gosport Road, and pedestrian crossing islands where the road crosses public rights of way. A 50mph speed limit will apply to the new bypass;

6. A new signal-controlled junction at Peak Lane with pedestrian and cycle crossings. The speed limit on Peak Lane between Stubbington and Longfield Avenue will be reduced to 50mph;

7. A new roundabout junction on Gosport Road to the east of Marks Road;

8. Improvements to Gosport Road from the new roundabout to the Peel Common roundabout, including signalisation of this entry to the roundabout, a replacement cycle route and lighting. The 40 mph speed limit is retained;

9. Earth noise bunds with tree and hedge planting.
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4. Scheme Overview Plan

1. A27 Titchfield Gyrortry – revised traffic signal junction

2. Titchfield Road widened to provide two lanes in each direction

3. Titchfield Road/Bridge Street Junction - updated traffic signal junction with pedestrian crossings (banned turns retained)

4. Titchfield Road/ Bypass - new traffic signal junction

5. New single carriageway Bypass

6. Peak Lane – new traffic signal junction

7. Gosport Road/Bypass - new roundabout junction

8. Peel Common roundabout – revised signal controlled junction
• Construction programme from early 2020 to Spring 2022;

• It is intended that no lane closures will be operational during peak travel times, between 6am to 9:30am and 3:30pm to 7pm, Monday to Friday, and all-day Saturday;

• A temporary 30 mph speed limit with narrow traffic lanes through work areas;

• During off-peak periods two-way temporary traffic signals will be in operation;

• Night time working will also be undertaken when necessary using similar traffic management arrangements;

• Later in the construction programme road surfacing will require overnight local road closures, with signed diversion routes. Please visit the scheme web page for regular updates;

• All existing public Rights of Way will be available during the works, however some temporary minor changes to routes will be necessary to facilitate the construction work;

• Construction traffic will be routed from the A27 to the work areas, via Titchfield Road, Peak Lane and Newgate Lane, rather than through Stubbington;

• Every effort will be made to minimise the impact of the works, however, please allow more time for your journey.
6. Bypass/Titchfield Road

- A27 Titchfield Gyratory – revised traffic signal junction
- Titchfield Road/ Bridge Street – revised traffic signal junction with pedestrian crossings (banned turns retained)
- Titchfield Road widened to provide two lanes in each direction
- Titchfield Road/ Bridge Street – revised traffic signal junction with pedestrian crossings (banned turns retained)
- Titchfield Road/ Bypass - new traffic signal junction with pedestrian and cycle crossings
- Earth noise bund with planting
- Earth noise bund with planting
- 7.3m wide single carriageway Bypass
- Ranvilles Lane junction & crossing island
- Ranvilles Lane barrier retained
- Earth noise bund with planting
- Pedestrian cycle route along east side of Titchfield Road and Bypass
- Titchfield Road/ Bridge Street – revised traffic signal junction with pedestrian crossings (banned turns retained)
- Titchfield Road- widening to provide cycle route & central turning area
- Pedestrian cycle route along east side of Titchfield Road and Bypass
- Ranvilles Lane barrier retained
- New Bypass
- Titchfield Road
- FAREHAM
- RSPCA
- Vole Habitat
- Vole Habitat
- Caer Wennol Nursery
Traffic Management

- Two narrow lanes maintained at peak travel times;
- Temporary 30 mph speed limit & no overtaking;
- Off-peak lane closures with temporary traffic signals;
- Temporary footway routes maintained;
- Surfacing work utilising temporary overnight road closures with diversions via suitable routes.

Narrow Lane Example;

Work includes – Road widening with embankment stabilisation with soil nailing, drainage, utility diversions, fencing, ecological mitigation, new surfacing and road markings.
Planning work: January 2020 – Summer 2021

Work includes:
- Road widening;
- Road realignment;
- Utility diversions;
- Drainage;
- Footways/cycleways;
- New surfacing;
- New traffic signal junction to Bypass;
- Revised access to businesses and Coopers Lane.
9. Bypass/Peak Lane

- Peak Lane – new traffic signal junction including pedestrian and cycle crossings
- Ranvilles Lane junction with crossing island
- Earth noise bunds with planting
- Crossing island at public footpath
- Earth noise bunds with planting
- Stubbington
- Oakcroft Lane
- Newlands Farm
- Newlands Farmhouse
- Fishing Lake
- HMS Collingwood
- Titchfield Road/Cuckoo Lane junction
- RSPCA
- Vole Habitat
- Vole Habitat
- Stubbington Bypass
10. Peak Lane

Planned Work; Winter 2020 – Autumn 2020

Traffic Management
- Two narrow lanes maintained at peak travel times;
- Temporary 30 mph speed limit & no overtaking;
- Off-peak lane closures with temporary traffic signals;
- Temporary foot/cycleway routes maintained;
- A temporary signalised crossing for construction plant;
- Surfacing work utilising temporary overnight road closures with diversions via suitable routes.

Work includes
- Road widening and realignment to form new signal junction;
- Utility diversions, drainage, fencing;
- Footpath/cycleway;
- Surfacing.
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11. Bypass/Gosport Road

- New left turn lanes from Broom Way to Gosport Road
- Traffic signals added to Gosport Road with pedestrian & cycle crossings
- Gosport Road widened to 7.3m with revised off road cycle route
- Left turn lane from Bypass to Gosport Road
- Gosport Road/Bypass - new roundabout junction
- Repositioned earth bund
- Drainage ponds
- Crossing island at public footpath
- Pedestrian and cycle route
- Earth noise bund with planting
- New Bypass
- Newgate Lane East & Peel Common Roundabout
- Peel Common Wastewater Plant
- Newgate Lane

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**Planned Work; Winter 2020 – Summer 2021**

**Traffic Management;**
- Two narrow lanes maintained at peak travel times;
- Temporary 30 mph speed limit & no overtaking;
- Off-peak lane closures with temporary traffic signals;
- Temporary foot/cycleway routes maintained;
- Surfacing work with temporary overnight road closures with diversions via suitable routes.

**Work includes;**
- Road widening and realignment;
- New roundabout to bypass;
- Signal controlled entry to Peel Common roundabout;
- Dedicated left turn lane from Broom Way;
- Utility diversions, drainage, fencing;
- Replacement footpath/cycleway;
- Equestrian track to north side;
- New surfacing & road markings.
A full Environmental Impact Assessment (EIA) report was submitted as part of the Planning Application and evaluated the impacts of the scheme on air quality, noise, landscape, traffic, nature conservation, water & drainage, and cultural heritage. These documents are available to view online and can be accessed from the scheme webpage.

The studies helped to inform the scheme design and identify mitigation measures that offset the impact of the proposals, for example:

- Pre-construction archaeological investigations and protection of historic features;
- Earth bunds and landscaping at key locations to minimise the visual and noise impact of the new road on existing properties and the landscape, including measuring ambient noise levels before and after the scheme to confirm the noise modelling work;
- Drainage design and water management using sustainable drainage systems including swales and retention ponds;
- Landscape planting along the route to enhance the local landscape and replace those removed. The planting includes 530 specimen trees, 365 conifers, 8,000 grouped trees, and 19,000 whips as new and replacement hedging, and 600 native water plants.

A Construction Environmental Management Plan is a planning requirement and sets out how the environmental aspects will be managed during the construction process, such as the protection of existing trees and water courses adjacent to the work areas, and how noise, dust and traffic will be managed. The plan also ensures the project utilises local and sustainable materials and manages any waste properly.
Ecological assessment work has been ongoing since 2014 and started with surveys undertaken to find out what wildlife is living along the route of the bypass including protected species such as bats, reptiles, water voles and badgers.

Since planning permission was granted in autumn 2015, work has been progressed to develop the nature conservation aspects of the planning conditions, such as habitat, reptile, badger and water vole mitigation strategies. These developed into preparatory works that were implemented ahead of the construction work in 2019 to manage protect or enhance water vole, badger and reptile habitats.

A new pond has been created as part of the project to provide a new permanent area of water vole habitat alongside Crofton stream. New reptile habitats will be created, and tunnels will also be provided at several locations to allow the passage of badgers and other fauna underneath the bypass.

Further care to protect the local ecology will be ongoing throughout the construction phase of the project, for example removing vegetation before the bird nesting season which is between March and August.
Thank you… for taking the time to visit this event. We hope you found it informative.

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More information including this exhibition material is available at the County Council’s scheme webpage, which will be regularly updated as the construction work progresses, and can be found at; [www.hants.gov.uk/transport/transportschemes](http://www.hants.gov.uk/transport/transportschemes) or by accessed using this QR code: