

MRN and LLM priority scheme submission

Priority scheme summaries
update

October 2019

Priority scheme summaries

Major Road Network

Northam Rail Bridge Replacement and Enhancement
Southampton City Council

A284 Lyminster Bypass
West Sussex County Council

Redbridge Causeway
Hampshire County Council

A249 at M2 Junction 5
Kent County Council

A22 Corridor Package
East Sussex County Council

A320 North Corridor
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**A259 (King's Road) Seafront Highways Structures
(Arches) Renewal Programme**
Brighton & Hove City Council

A28 Birchington, Acol and Westgate-on-Sea Relief Road
Kent County Council

A259 Bognor Regis to Littlehampton Enhancement
West Sussex County Council

A259 South Coast Road Corridor
East Sussex County Council

Large Local Majors

M2/A2 Brenley Corner
Kent County Council

West Quay Realignment
Southampton City Council

New Thames Crossing
Wokingham Borough Council

A326 Capacity Enhancement
Hampshire County Council

Portsmouth City Centre Road
Portsmouth City Council

A229 Blue Bell Hill
Kent County Council

A31 Hinkley's Corner Underpass
Surrey County Council

Location of schemes



Note: Details of pipeline MRN and LLM schemes are not included in this summary document




Prioritisation and assessment

For each priority MRN and potential priority LLM scheme a scheme summary sheet has been provided. These provide general information about the schemes and show the links to the wider Regional Evidence Base.




A summary of the assessment scores is also provided to demonstrate how the schemes contribute towards the assessment criteria. The criteria have been abbreviated as follows:

	Criteria	Abbreviation
MRN objectives	Reducing congestion	CON
	Support economic growth and re-balancing	GRO
	Support housing delivery	HOU
	Supporting all road users	ALL
	Supporting the SRN	SRN
TfSE objectives	Economy	ECO
	Social	SOC
	Environment	ENV
	ECR corridors	ECR
Deliverability	Preparedness	PRE
	Acceptability	ACC
	Timescales	TIM
	Financial viability	FIN
Value for Money	Value for Money	VFM

Each criteria had a maximum score of 20 and the high, medium and low ratings represent the following outcomes from the assessment process:

	Scheme scored between 14 – 20 against this criteria
	Scheme scored between 8 – 13 against this criteria
	Scheme scored between 0 – 7 against this criteria

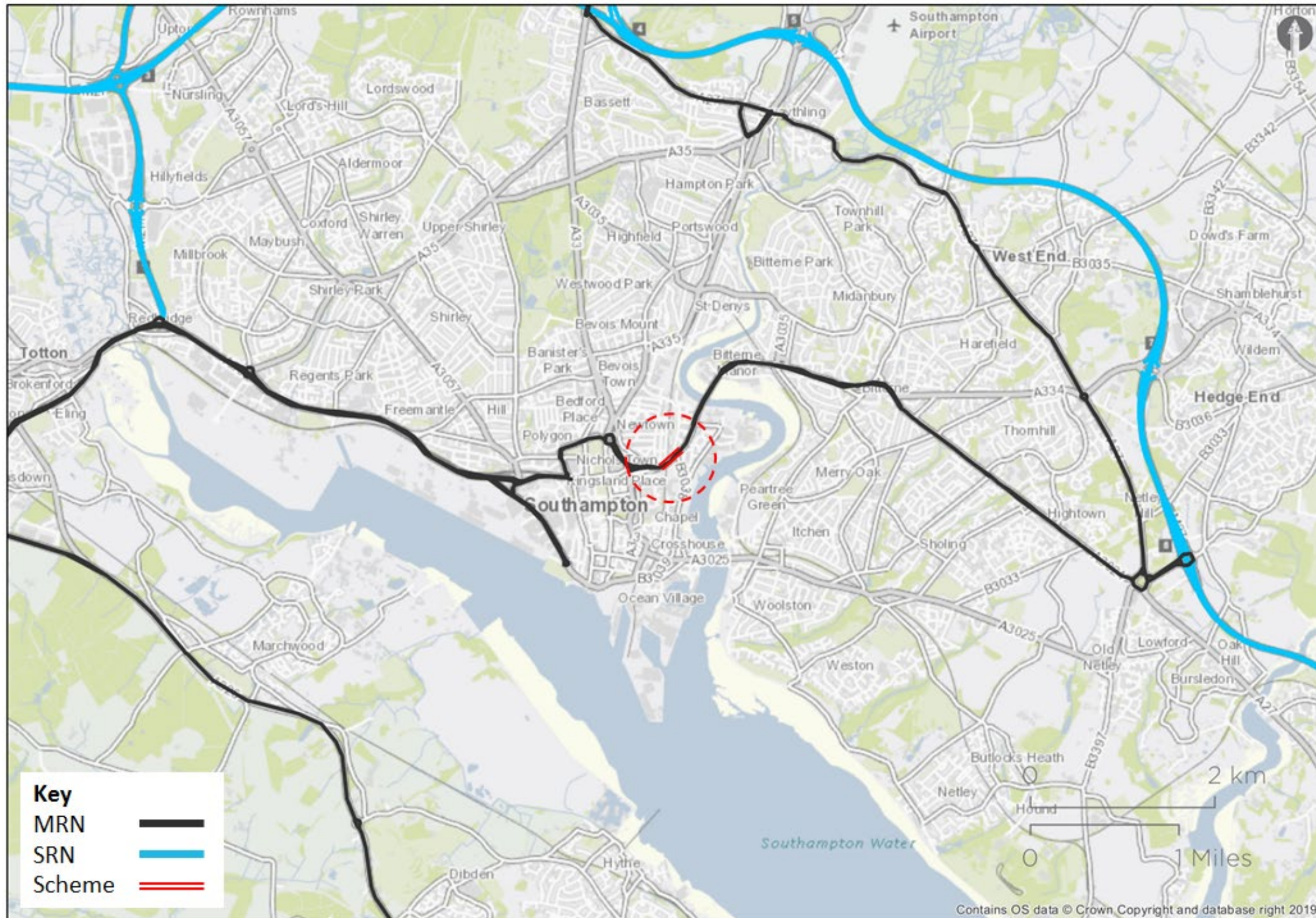
The confidence level of the assessment of each criteria is also shown as indicated below:

	High level of confidence in the assessment
	Medium level of confidence in the assessment
	Low level of confidence in the assessment

Major Road Network

Priority schemes

Northam Rail Bridge Refurbishment and Enhancement



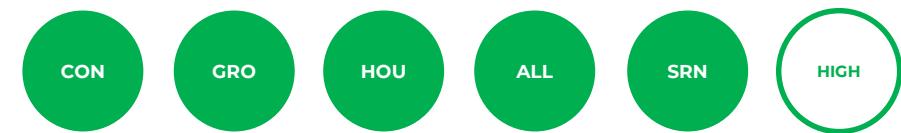
Northam Rail Bridge Refurbishment and Enhancement

The A3024 Eastern Access Corridor is a strategically important multi-modal transport corridor for the Southampton City Region carrying 25,000 vehicles/day. It provides access from the Strategic Road Network (SRN) at M27 Junctions 7 and 8 to the Port of Southampton, City Centre and regeneration areas in Itchen Riverside and growth areas in Hampshire.

A major bottleneck on this corridor is the single lane ageing structural asset of Northam Rail Bridge, in between two sections of dual carriageway. Identified as an asset that needs replacing and currently has a local weight restriction (7.5t except for buses), a new widened bridge will remove this traffic capacity and journey time constraint, particularly for buses, improve network resilience, improve access to the Port of Southampton, and remove a maintenance liability for the highway and rail authorities.

Assessment

MRN objectives



Transport for the South East objectives



Deliverability



Value for Money



Priority ranking



Stage



Regional Evidence Base

The A3024 is a multi-modal corridor from the M27 J7 and J8 and is identified as part of MRN.

Northam Rail Bridge is a gateway to Southampton City Centre and the International Gateway Port of Southampton (which employs 5,000 directly, UK's third busiest for cargo, busiest for exports to non-EU markets worth £70bn, and premier cruise Port, also expecting to double cargo and cruise throughput to 2035).

Southampton has bold growth ambitions by 2036 – 19,500 new homes and creating 24,000 new jobs to 2036, 5,500 homes focused in City Centre including Itchen Riverside (east of Bridge), Eastleigh Borough also growing (14,500 homes) with major focus around Hedge End to the east connected by A3024.

Traffic congestion costs Southampton's £6.2bn economy £100m a year and constrains productivity – 18.5% lower than South East average. Journey times from M27 J8 on A3024 are 25% longer than via J5 (A335) to City Centre.

Northam Rail Bridge is an ageing structural asset in distress with shared liability between SCC and Network Rail with a weight restriction (7.5t except buses that could be reduced further) that requires action to bring to a serviceable condition. The capacity constraint (single carriageway between sections of dual) is limiting access and causing delays and congestion to City Centre for all road users (one bus service on this corridor has added 9mins to timetable since 2011 due to congestion), poor air quality and poor journey time reliability.

Connects some of the most deprived communities in Southampton (two MSOAs in top decile most deprived areas in England immediately adjacent to Bridge) to job and skills opportunities.

Southampton identified as having poor air quality and directed to improve through Clean Air Zone initiatives, with part of A3024 an AQMA at Bitterne Road West 1km East.

Replacement and enhancement of the Bridge will complement a wider package of committed and planned transport solutions for the A3024. Supporting projects include A3024 Bursledon Road (NPIF) and is an identified Southampton Transforming Cities Corridor, and Highways England's RIS1 M27 Southampton Junction.

Together these will ease congestion, deliver more reliable journey times for buses, support SRN by providing alternative routes, improve air quality, connections for pedestrians and cyclists as part of SCN3 Cycle Freeway, unlocking economic growth and job creation.

A284 Lyminster Bypass



A284 Lyminster Bypass

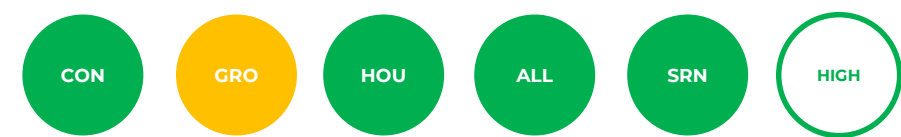
The A284 Lyminster Bypass scheme consists of a realignment of the A284 north of Littlehampton to provide a 1.8km bypass east of Lyminster and Wick villages.

Routed between a new junction on the A259 and connecting with the existing A284 approximately 600m south of the A27 at Crossbush, the bypass bridges the West Coastway railway line at Toddington.

This OBC deals with the 1.1km northern section which includes a shared footway/cycleway facility along its length, a viaduct across the Black Ditch and its associated floodplain, environmental and ecological mitigation features such as low noise surfacing and badger crossings.

Assessment

MRN objectives



Transport for the South East objectives



Deliverability



Value for Money



Priority ranking



Stage



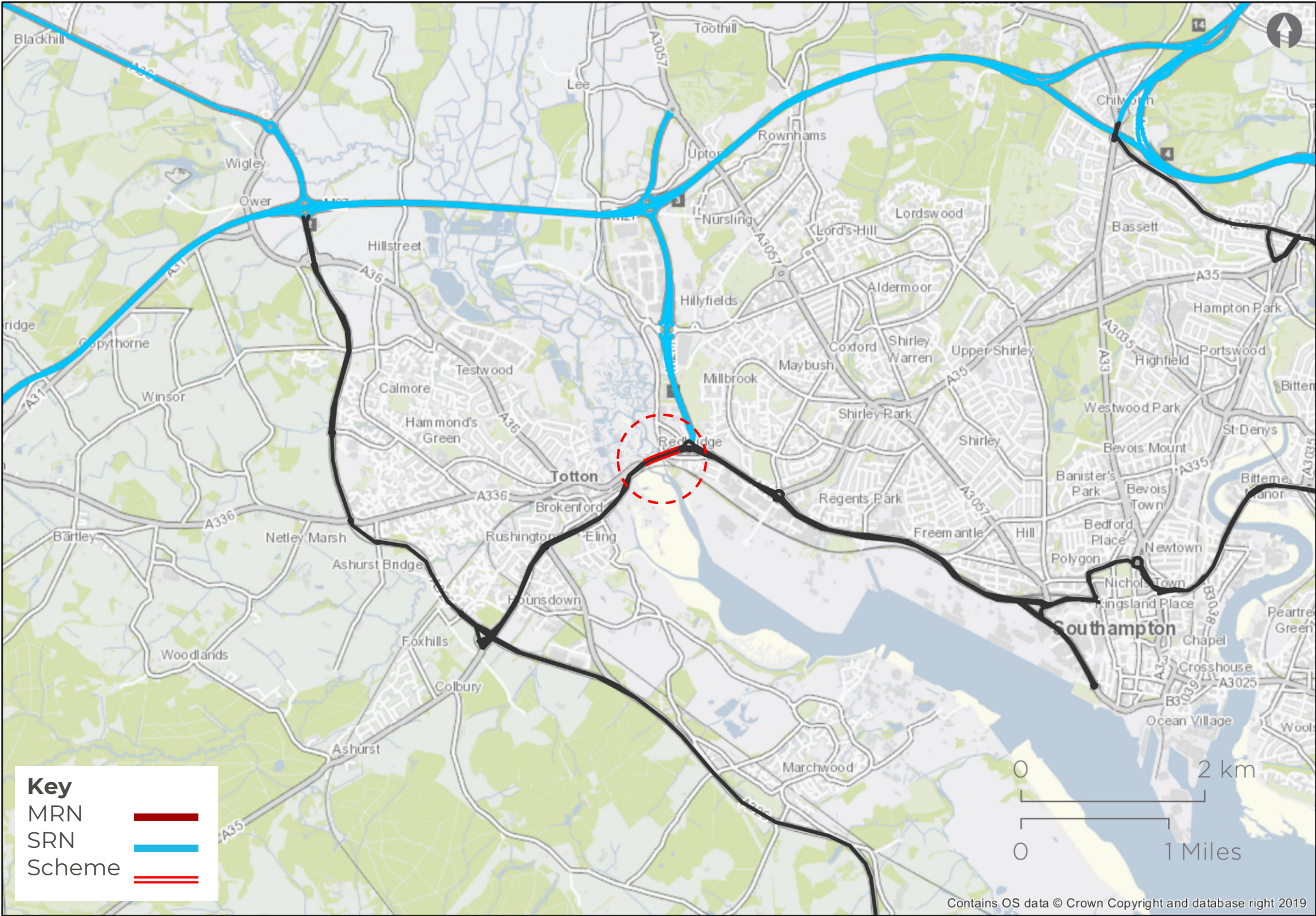
Regional Evidence Base

The primary north-south route between Littlehampton and the A27 is via the A284, which passes through the villages of Lyminster and Wick, crossing the West Coastway rail line at a level crossing.

On its own, the southern section of the Lyminster Bypass does not address the issue of queuing at the Wick level crossings as the routing to avoid it is torturous. Delay caused by the level crossing leads to unreliable and long journey times for people using the route and poor air quality for local residents. The problems are compounded by the existing alignment, which has several tight bends and local accesses, making the route a significant constraint on future development in the area.

Due in part to poor transport access, the Littlehampton area is one of the underperforming areas of the West Sussex economy. The A284 Lyminster Bypass will support the growth of this area and is necessary for investment in Littlehampton area. The objectives of the bypass align with the MRN’s intention around creating the right conditions for growth, jobs and investment which in turn accords with national strategic priorities.

Redbridge Causeway



Redbridge Causeway

The A35 dual carriageway over Redbridge Causeway (carrying approximately 60,000 vehicles a day) is a vital link between the New Forest waterside area and Southampton, a tactical diversion route for the SRN and connects key economic hubs with the SRN such as the Port of Southampton.

The scheme involves maintenance of the concrete causeway bridges to avoid inevitable closure that would have significant implications for the surrounding road network. The scheme also involves improvements to capacity and to pedestrian and cycling facilities.

This critical intervention will provide long-term network resilience, connectivity, safeguard jobs and support future economic development for south Hampshire.

Assessment

MRN objectives



Transport for the South East objectives



Deliverability



Value for Money



Priority ranking



Stage



Regional Evidence Base

Without intervention restrictions will be implemented on the A35 resulting in significant traffic flow implications on the surrounding network. This would result in severe economic, environmental and social impacts to the local communities and wider area.

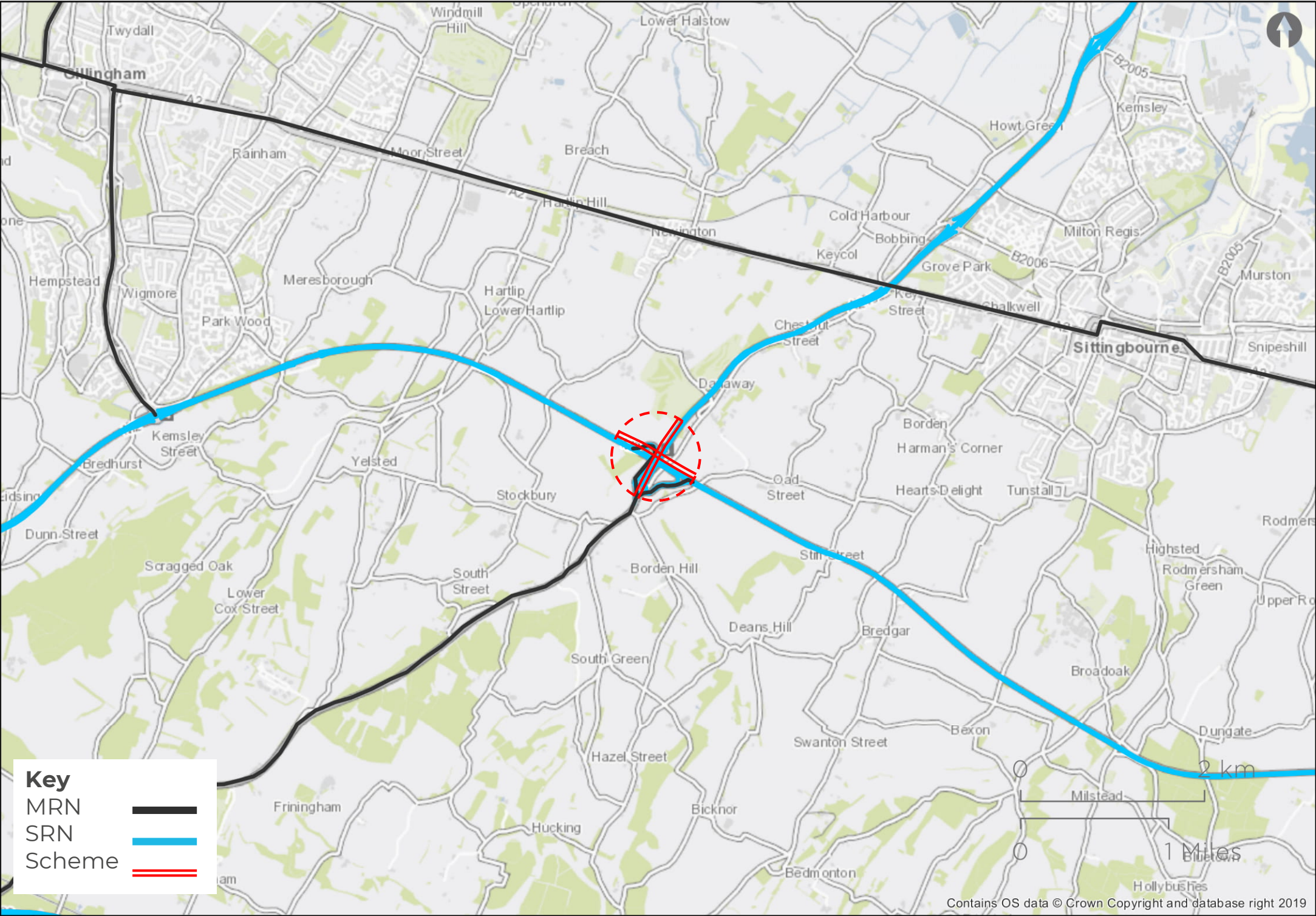
The scheme supports the DfT's strategic priorities as it will:

- Boost economic growth and opportunity through unlocking the development of key commercial development sites identified in the New Forest District Local Plan, particularly at Eling Wharf and Fawley Power Station.
- Improve journeys by reducing journey times and maintaining an efficient route between residential, employment and recreation hubs in Southampton and the New Forest.

The scheme will support MRN objectives through:

- Reducing congestion through avoiding structural failure that would result in significant network-wide disruption
- Supporting all road users as the causeway is part of a 'Cycle Core Corridor' identified in Southampton City Council's Cycle Plan. The scheme will support the council's vision to 'transform Southampton into a true Cycling City...where cycling is a daily norm not an exception. Improvements for pedestrians, cyclists and bus users, planned as part of Southampton's TCF scheme, could not be delivered if the bridges were closed.
- Supporting housing delivery by unlocking approximately 26,000 residential units that are planned in Southampton and along the A326 corridor.
- Supporting economic growth through sustaining the Port of Southampton as a key export hub.
- Supporting the SRN as up to 60,000 vehicles could be redirected onto the M27 if the scheme is not carried out necessitating works to increase capacity in the future.

A249 at M2 Junction 5



A249 at M2 Junction 5

The scheme comprises:

- The existing A249 Stockbury roundabout being replaced and enlarged, non-signalised with a new dedicated through link and a flyover over the Stockbury roundabout. This enables free-flowing movement under the M2J5 junction.
- Additional left turn lanes at the roundabout for the following turning movements:
 - A249 northbound to M2 eastbound
 - A249 southbound to M2 westbound
 - M2 eastbound to A249 northbound
- The Maidstone Road connection to Stockbury Roundabout stopped up and a new link provided connecting to Oad Street. (Oad Street will no longer have direct access onto the A249)

Assessment

MRN objectives



Transport for the South East objectives



Deliverability



Value for Money



Priority ranking



Stage



Regional Evidence Base

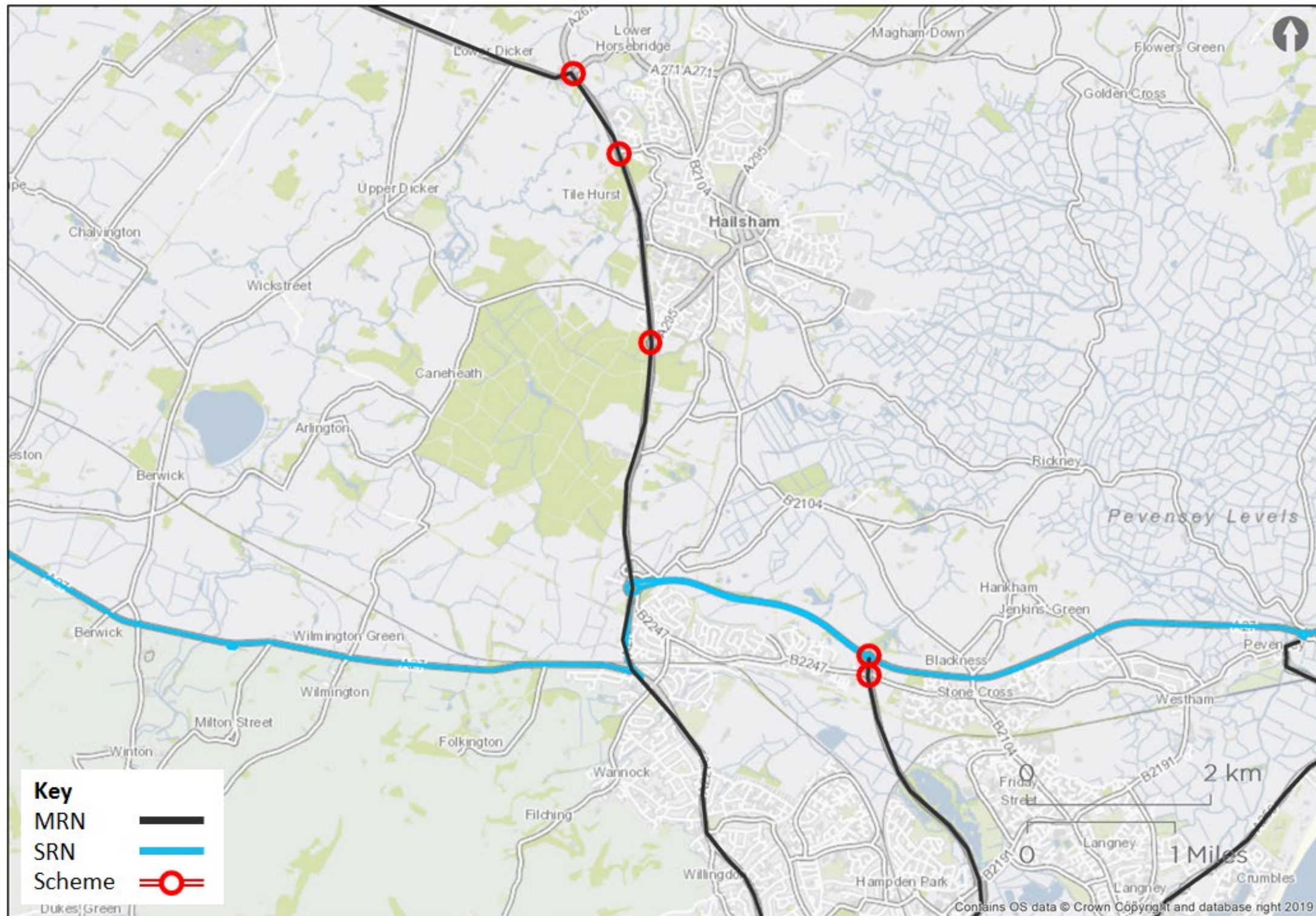
M2 Junction 5 has traffic demand exceeding junction capacity resulting in inefficient network performance.

The approaches from both the north (A249 southbound) and from the east (M2 westbound) experience high levels of vehicle hour delays and were identified as the third-least reliable section in the Kent Corridor to M25 Route Strategy Report.

The M2J5 including the Stockbury Roundabout, was identified as the top ranked Collision Site on the Kent Corridor between 2009 and 2011. The scheme supports both MRN and national priorities through:

- Reducing congestion – the scheme will improve the journey time and reliability, by alleviating local and regional congestion. The free-flowing network will make journeys more comfortable and reliable and make possible new trips which were not undertaken previously due to the delays.
- Supporting economic growth – through the increased capacity, there will be better connectivity and resilience on the network. This will contribute positively to making places more attractive to business and people, encouraging local and regional economic growth.
- Support housing delivery - the scheme will enable the delivery of the housing allocations incorporated in the Swale local plan as well as unlocking land along the MRN for future developments.
- Providing a safer network – a free-flowing network will reduce the number of serious and slight collisions.
- Minimising the environmental impact - the design will minimise the adverse environmental impact on the Kent Downs AONB.
- Supporting the Strategic Road Network – this scheme is being delivered by Highways England together with Kent County Council on the both the SRN and on the MRN.

A22 Corridor Package



A22 Corridor Package

The scheme specifically relates to the section of the MRN on the A22 in the south Wealden and Eastbourne area of East Sussex. It comprises a package of improvements to a number of junctions on the A22:

- Boship roundabout – enlarge and signalise an existing roundabout at the confluence of the A22, A267 and A271;
- Hempstead Lane – replace an existing left in left out junction with an all moves roundabout;
- A295 (Eagles) South Road roundabout – increase capacity and introduce a jet lane from the A295 arm onto the A22 southbound
- A27/A22 roundabout –enlargement to increase capacity of the existing roundabout on the SRN
- A22 Golden Jubilee Way/Dittons Road roundabout – replacement of the existing roundabout with a traffic signal controlled junction including improvements for non-motorised users.

Assessment

MRN objectives



Transport for the South East objectives



Deliverability



Value for Money



Priority ranking



Stage



Regional Evidence Base

The environmental constraints in East Sussex with the High Weald Area of Outstanding Natural Beauty to the north and the South Downs National Park, means that the most significant housing and employment growth in the County can only be accommodated within the south Wealden area.

The demand for travel generated by the cumulative impact of the planned development in south Wealden will increase pressure on the existing transport network in the area.

The capacity limitations of the A22 north of Hailsham and wider road network, the constraints of the junctions on traffic flow, and the traffic volumes of over 20,000 vehicles AADT often result in queuing and delay on this part of the network in the peak hours, including peak spreading.

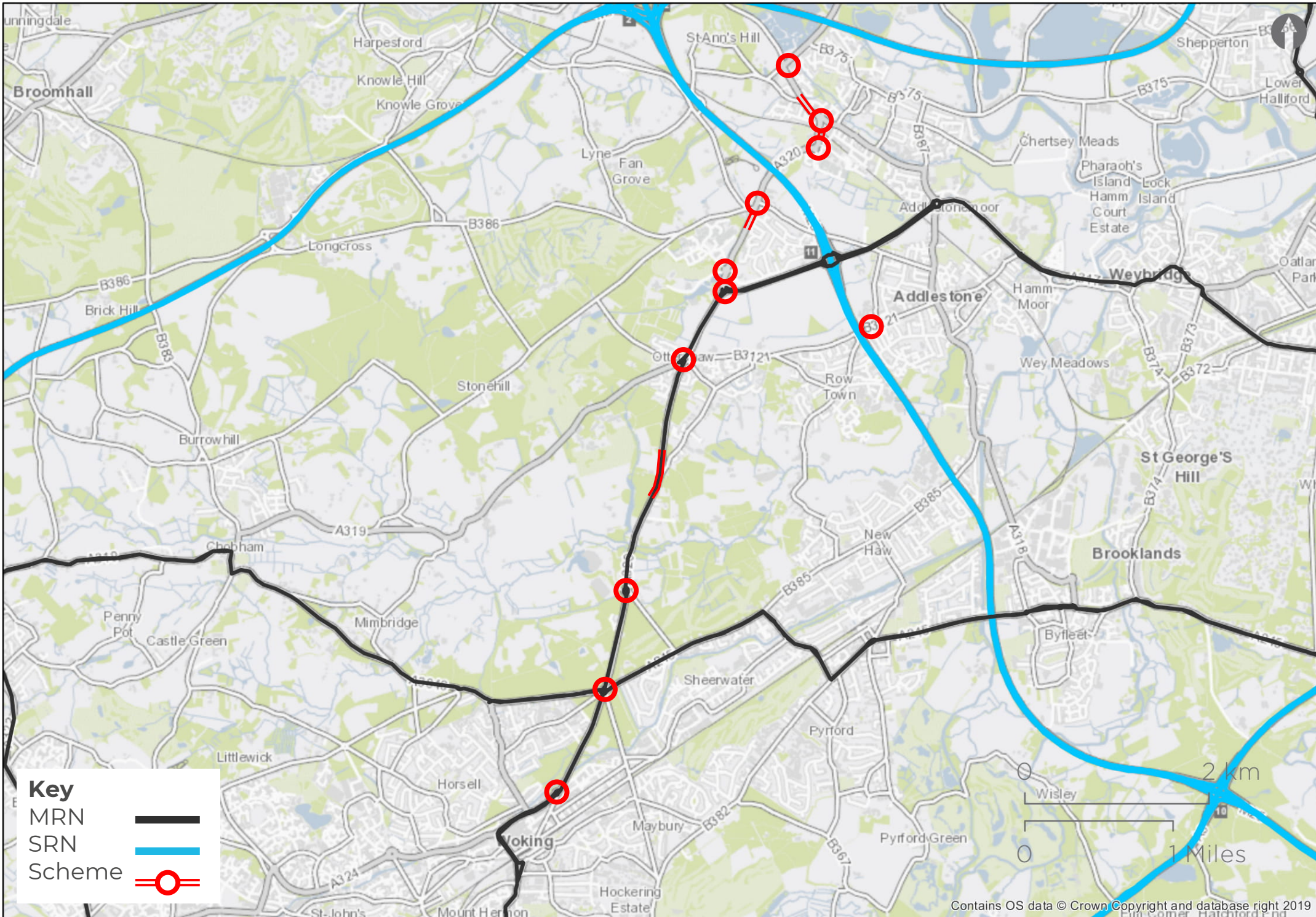
Without improvements in place, this will result in degradation in the operation of the highway network, undermining the local economy and reducing the economic connectivity of the area. The scheme will address these challenges.

The package of junction improvements which form the scheme were identified through the Wealden Local Plan Transport Study (2018) as necessary infrastructure required to support the current and planned housing and employment growth in Wealden Local Plan over the next decade.

The scheme has a strong alignment with a range of national (Industrial Strategy, Transport Investment Strategy and Housing Strategy); regional (SELEP Economic Strategic Statement) and local policy (Local Transport Plan, Wealden Local Plan) objectives.

The scheme also has a strong strategic fit in relation to the MRN objectives in particular towards easing congestion, enabling housing development and unlocking economic and job opportunities.

A320 North Corridor



A320 North Corridor

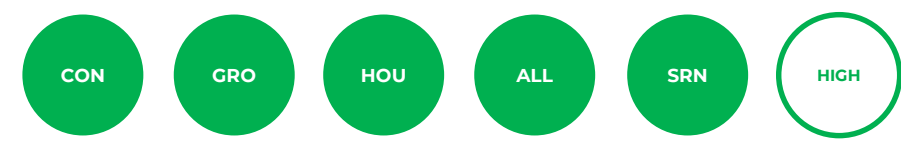
The A320 North of Woking is an arterial corridor in Surrey connecting a number of villages, international business locations, a regional hospital and Junction 11 of the M25 in the area between Ottershaw to the south and Chertsey to the north.

It currently suffers from significant congestion and this constraint is preventing new growth from sites that will feed on to the road and access the hospital, retail centres and the Strategic Road Network including international airports and business centres.

The scheme will enable the delivery of 3,687 new homes within Runnymede Borough across 7 sites. The project scope comprises works to 8 junctions and links as well as Junction 11 of M25, which HE expects to be beyond its capacity by 2033.

Assessment

MRN objectives



Transport for the South East objectives



Deliverability



Value for Money



Priority ranking



Stage



Regional Evidence Base

The A320 corridor currently suffers from significant congestion which is a key constraint preventing new growth at several housing sites as well as access to St Peter’s hospital, retail centres and the Strategic Road Network.

The proposed scheme is designed to enable housing by providing additional capacity, reducing congestion and creating a more robust corridor that enables connection of a number of high density villages, international airports and business locations and key regional hospital with the Junction 11 of the M25 from Ottershaw to Chertsey.

The scheme will also enable the delivery of 3,687 new homes within Runnymede Borough across seven sites. The proposed scope of infrastructure improvements enabling widening, implementation of large signal-controlled crossroads, foot/cycleways for NMUs as well as new lanes and exists for 8 junctions and links listed below:

- Junction 1: A320 Chilsey Green Road / St Ann’s Road / Thorpe Road / Staines Road
- Junction 6a & 6b: A320 Guildford Road / Green Lane / Holloway Hill
- Junction 8: A320 Guildford Road / Hillswood Drive / Bittams Lane
- Junction 10: A320 Guildford Road / Murray Road / Chobham Road
- Link 1: Guildford Road (Outside Salesian School)
- Link 2: Guildford Road (Holloway Hill to Bittams Lane)
- Link 3: Guildford Road (St Peter’s Way to Chobham Road)
- Link 4: St Peter’s Way & M25 Junction 11
- M25 Junction 11

A259 (King's Road) Seafront Highways Structures (Arches) Renewal Programme



A259 (King’s Road) Seafront Highways Structures (Arches) Renewal Programme

Essential reconstruction of key highway structures (c.1880), including ‘arches’ and retaining walls supporting the upper seafront promenade; part of the A259 (carrying over 30,000 vehicles per day); and the National Cycle Network Route 2 [NCN2] (linking Dover to Cornwall via the city’s seafront) is required following a number of recent, routine inspections/assessments.

Specific structures have been identified that are either structurally deficient or require strengthening/replacement before 2023. These form an overall backlog of maintenance investment needs that requires significant funding. Some renewal has already occurred adjacent to the BA i360 viewing tower/former Free Shelter Hall structure at West Street.

Regional Evidence Base

This programme of renewal of essential structural works will maintain the structural integrity of the footway and carriageway of the main east-west A259 coast road and enable this key route to continue to provide strategic and local access along the seafront for residents, businesses and visitors (as motorists, cyclists or pedestrians) to the Greater Brighton City Region. Some structures have been temporarily propped and if allowed to deteriorate any further, would jeopardise public safety and therefore this section of the seafront would be prone to collapse and need to be closed. The A259 junction above it also provides direct access to a number of well-used city centre car parks, and potential diversionary routes (especially from the east) would be significant in terms of congestion, air quality, journey times and impacts on unsuitable routes and other communities.

Works would provide the added opportunity to undertake a full refurbishment of the internal space to maintain existing commercial use by businesses or create new/improved commercial units for a variety of purposes. This will be particularly important as some areas of the lower promenade are becoming rundown and in need of regeneration.

These works will therefore ensure that combined objectives will be met in that

- 1) The local transport system is well maintained and improved; and that
- 2) Access to job opportunities and visitor attractions is improved.

In addition, these works provide the opportunity to further improve and increase the attractiveness of the public realm of the seafront, by complementing development proposals.

Transport and scheme-related economic benefits:

- These works will ensure the condition of these structures will be maintained for the next 120 years enabling the A259 to continue its strategic function for vehicle and people movements approaching the city centre. The failure of the structures could significantly affect east-west movements and therefore severely impact on journey times and increase the cost of some journeys.

Assessment

MRN objectives



Transport for the South East objectives



Deliverability



Value for Money



Priority ranking



Stage

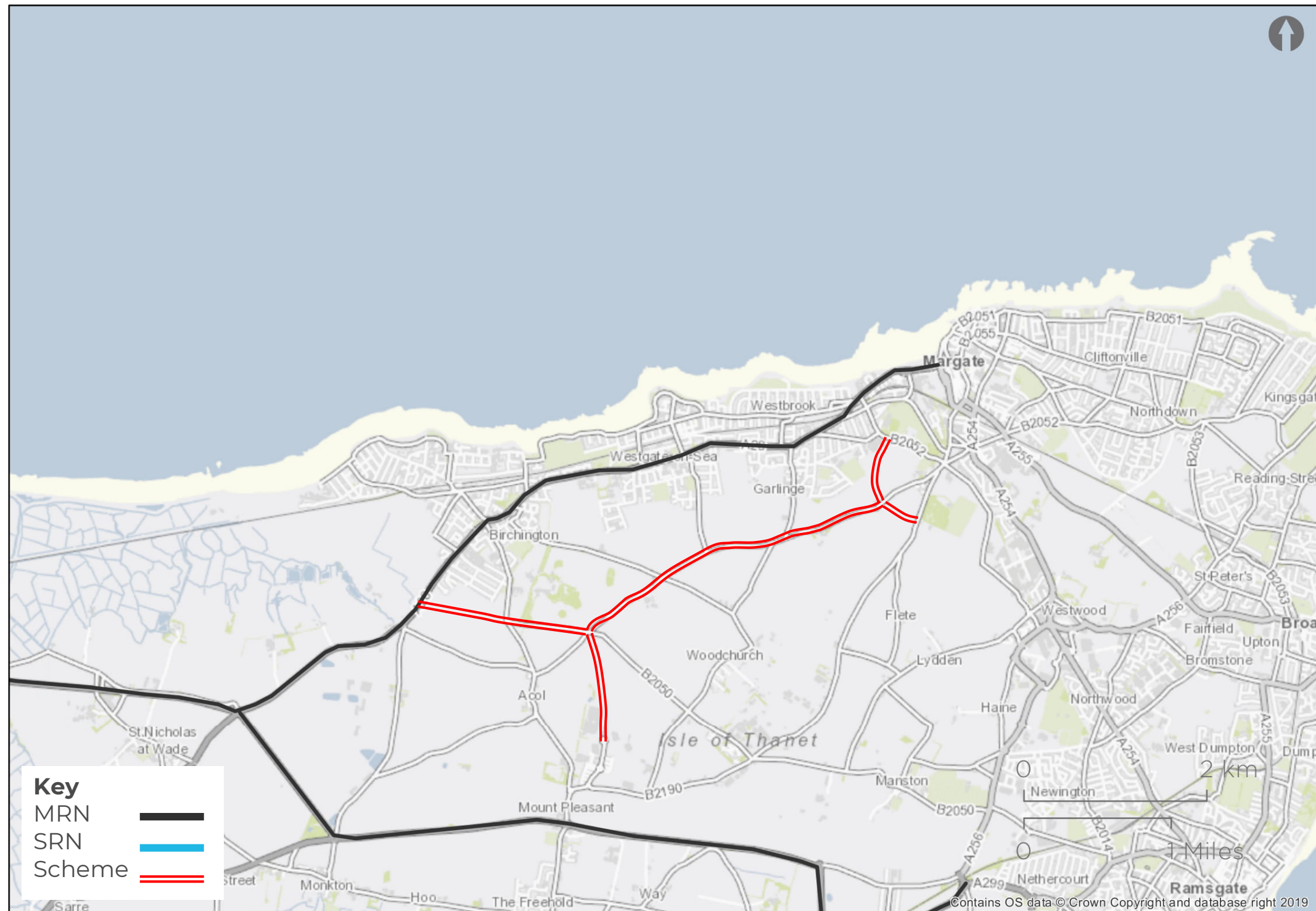


- The works will provide opportunities to improve the public realm and further add to the attractiveness of the seafront, by reducing severance and increasing connectivity between the promenade, the Waterfront Central site and the city centre, in addition to decluttering and improving street furniture.

Social benefits:

- The strengthening of the city’s active seafront structures (approximately a 2.5 km section) will also help the regeneration of the more rundown parts of the seafront.
- The proposed works will not affect severance, except during any essential demolition and construction period. These works will increase commercial opportunities in this part of the seafront, therefore enabling greater choice for visitors and customers.
- The works will incorporate improvements to pedestrian, cycling and vehicle movement and infrastructure, therefore creating a more attractive seafront environment that everyone can access safely and enjoy.

A28 Birchington, Acol and Westgate-on-Sea Relief Road



A28 Birchington, Acol and Westgate-on-Sea Relief Road

The relief road will provide an alternative route to the already congested A28 corridor, utilising the existing Shottendane Road which runs south of, and parallel to the A28. This will be widened and improved.

The new road will link to the A28 south of Birchington and to Manston Road and Hartsdown Road, East of Westgate-on-Sea, through future development sites. It will also provide a southern link through an extension to the existing Columbus Avenue, which will also provide relief to the village of Acol.

Assessment

MRN objectives



Transport for the South East objectives



Deliverability



Value for Money



Priority ranking



Stage



Regional Evidence Base

Reduce congestion

The existing A28 through Birchington and Westgate-on-Sea is narrow in places, urban and of varying horizontal alignment. Subsequently, speed restrictions are necessary. The A28 is reaching capacity with regular delays and queues and no scope to improve the capacity through Birchington due to the historic layout and geometrical constraints. This scheme will enable development and traffic growth to be managed in a way that allows the A28 to be enhanced for sustainable transport opportunities.

Support economic growth and rebalancing

The scheme would facilitate more efficient movement between the economic activity areas of Birchington, Westgate-on-Sea, Margate, Canterbury and the wider Kent area. The relief road will link existing and planned housing settlements to key employment and leisure destinations including Manston, Quex Park and the seafronts.

Support housing delivery

Key strategic housing allocations, (as outlined within the emerging Thanet Local Plan) will be facilitated by this scheme, including Birchington (1,600), Westgate-on-Sea (2,000), Hartsdown (550) and Nash Road (1,450). (See Appendix E).

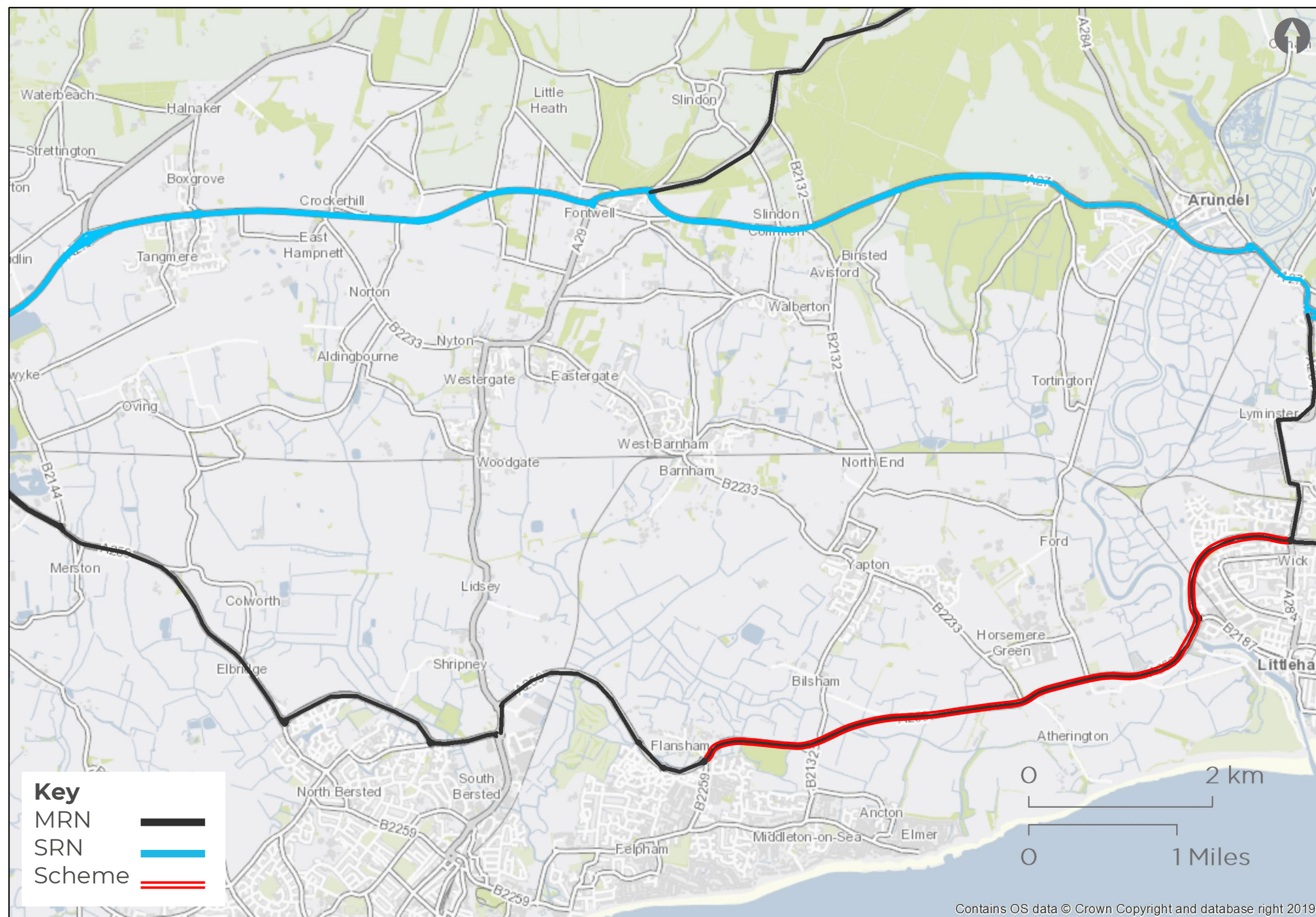
Support all road users

Footway, cycleway and public transport measures will be incorporated into the design of the scheme to facilitate journeys between housing and employment. Reduced traffic on the A28 will improve sustainable transport amenity and opportunities.

Support SRN

The A28 connects with the M2/A2 via the A299 and would support a proportion of journeys to and from the SRN. The relief road will allow the MRN to maintain levels of service during weekday and seasonal peaks and improve the resilience of the highway network.

A259 Bognor Regis to Littlehampton Enhancement



A259 Bognor Regis to Littlehampton Enhancement

The A259 corridor between Bognor Regis and Littlehampton links two urban areas on the Sussex Coast that are a focus for planned growth and regeneration.

This strategically important east – west route provides an alternative and critical diversionary route for the A27, which is heavily congested at the Chichester and Arundel bottlenecks.

The corridor facilitates access to employment and provides an important route for tourists.

Options for the Scheme include major upgrades to junctions to address capacity issues and a major renewal to a road bridge over the River Arun to maintain network resilience.

Assessment

MRN objectives



Transport for the South East objectives



Deliverability



Value for Money



Priority ranking



Stage



Regional Evidence Base

Congestion and poor safety record

The scheme will relieve congestion and safety hotspots on the A259. The single carriageway section of A259 is already congested in peak hours and will be unable to cater for traffic demand forecast to be 35,000 AADT once Local Plan developments (11,550 dwellings and 12,516sqm commercial floorspace) are complete. There have been 68 injury collisions in the last five years. The scheme is expected to form part of a MRN Road Safety Improvement Plan that is being developed based on the iRAP/Road Safety Foundation system.

Poor SRN resilience

The Scheme will improve the attractiveness of this route as an alternative to using A27 at Arundel or alternative rural routes through the National Park.

Coastal town regeneration

Bognor Regis and Littlehampton are seaside towns with 180o spheres of influence and pockets of deprivation . Programmes of regeneration initiatives are in place aimed at reviving the local economy through key strategic investments.

Population growth

Population growth of 7.1% is expected in Arun District by 2026. As a largely rural area, 60.8% of the population travel to work by car or van , so there is a need for investment in the highway network to enable delivery of planned developments .

A259 South Coast Road Corridor



A259 South Coast Road Corridor

The A259 road is vital in linking the various communities situated along its alignment including the towns Seaford, Newhaven and Peacehaven with the city of Brighton to the west, which provides a significant employment, retail and leisure attractor for the area, and Eastbourne to the east, along with Newhaven providing an international gateway to the rest of the county.

The A259 South Coast Road Corridor Package will focus on delivering measures to enhance access to public transport and to enable people to cycle or walk for all or part of their journeys, alongside localised road and junction capacity improvements and the potential use of smart technology. This will provide a balanced package of measures by improving the efficiency and effectiveness of this key corridor of movement, alongside integrating greater sustainable mobility options. This will be fundamental for both existing and future users as the A259 corridor forms part of the primary route network serving the county and where ambitious growth plans, for both housing and commercial development are coming forward.

Regional Evidence Base

Congestion

The A259 is an integral part of the growth plans for the area linking the coastal towns of East Sussex, which is important for the movement for businesses and residents. The road currently carries 20-23,000 vehicles a day and there are various capacity constraints along the corridor. In Newhaven the functionality of the Newhaven Ring Road acts as a capacity constraint on the network and there are permeability issues into the town centre. The Swing Bridge when open can affect traffic flow and an Air Quality Management Area has been declared in the town centre, since 2014, which is affecting health and wellbeing. There are a number of junctions suffering congestion along the A259 in Peacehaven, providing access into the residential hinterland, where it is difficult to get on and off the A259. To the west of Seaford, the narrow approach to Exceat Bridge and poor pedestrian/cycle access constrains traffic flow, creating significant queuing and conflict between pedestrians/cyclists and vehicles.

Economic Growth and re-balancing

Newhaven offers substantial potential for growth, but is currently dominated by low value added manufacturing and wholesale and retail trade employment. It is identified as a growth corridor by both the Coast to Capital and South East LEPs focused on CleanTech and Maritime industries, and in 2017 Newhaven became an Enterprise Zone. Addressing the highway capacity and accessibility challenges will be key to attracting new business and employment to the area.

Housing

The Lewes District Local Plan (2010 – 2030) identifies significant housing development, along with supporting the existing and improving employment offer in the coastal towns. In Newhaven over 1,500 new homes are planned/committed, in Peacehaven a further 1,200 new homes are being proposed whilst over 500 new homes are planned/committed in Seaford.

Assessment

MRN objectives



Transport for the South East objectives



Deliverability



Value for Money



Priority ranking



Stage



Without addressing the highway capacity and accessibility challenges along the A259 corridor, the viability of this development will be under pressure.

Supports all road users

In Peacehaven significant investment has been made in the introduction of a bus lane along part of the A259 to and from Brighton; this has been complemented with the introduction of a high frequency bus service which has seen a significant increase in the number of bus journeys on the route. However, the bus corridor does not extend between Peacehaven and Seaford, which limits the attractiveness of the service for residents in Newhaven and Seaford. Opportunities will be sought to further improve the attractiveness of the bus corridor to improve connectivity between the settlements along the corridor. The existing walking and cycling links between Seaford, Newhaven, Peacehaven and Brighton and within these settlements require enhancement to enable walking and cycling to be an attractive option for all or part of local journeys.

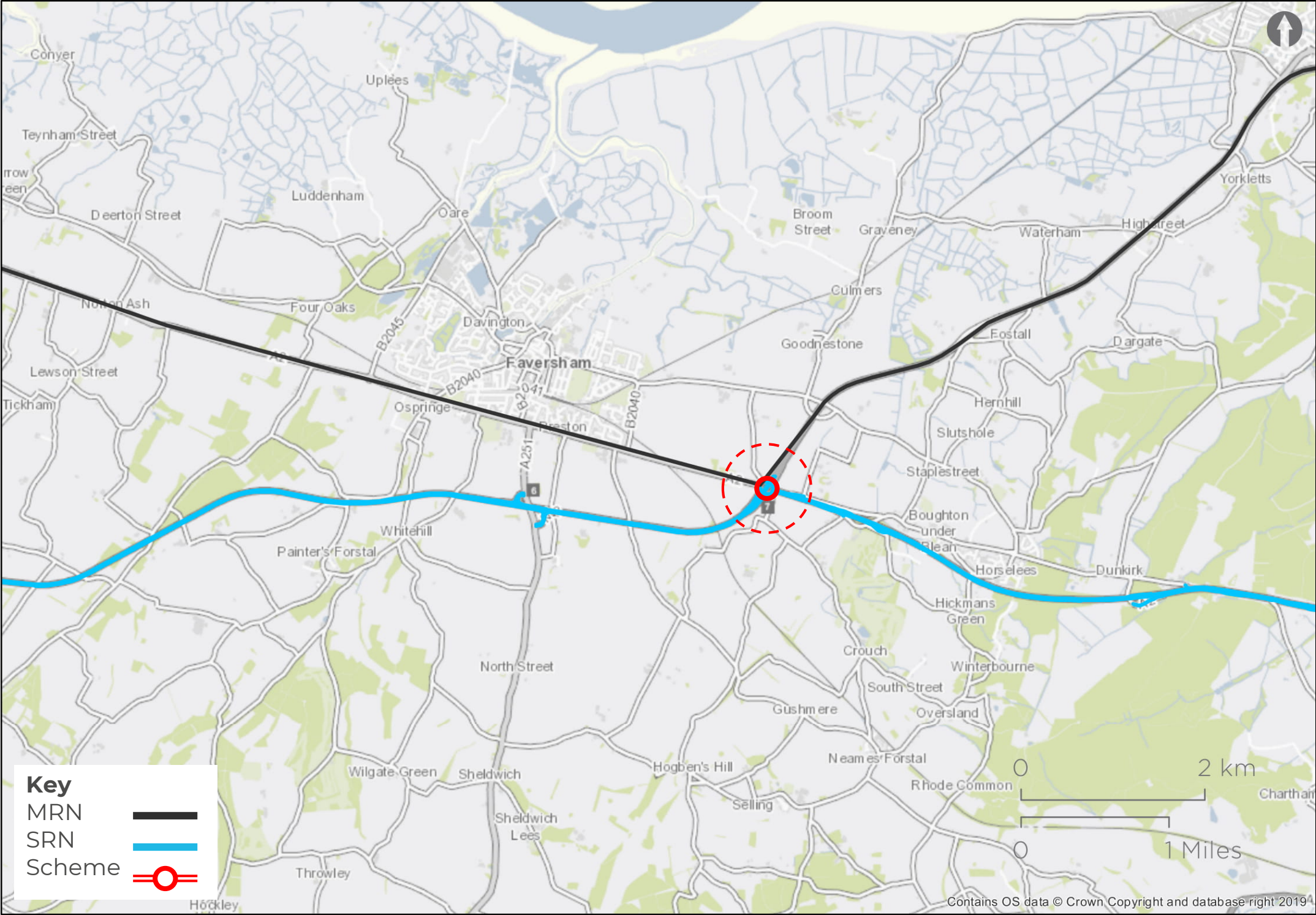
Supports the SRN

The A259 South Coast Road corridor runs parallel to the A27 which is part of the strategic road network. The function of both complements one another in enabling movement of people and goods between the key growth areas in East Sussex to Brighton and into West Sussex with the A259 primarily for local journeys and the A27 for more strategic movements. Therefore any improvement which maximises the efficiency and effectiveness of the A259 will support the function of the SRN in achieving its primary purpose of accommodating strategic longer distance journeys.

Large Local Majors

Priority schemes

M2/A2 Brenley Corner Upgrade



M2/A2 Brenley Corner Upgrade

Package of works at two junctions on the A2:

Brenley Corner – A

- Free flow movements between A2 and M2
- Dumbbell junction with bridge connecting existing J7 and new roundabout to the south

Brenley Corner – B

- Full signal control if required
- Free flow slips between A2 and M2
- Approach road widening.A2 / A251 junction

Introduction of a gyratory junction has been considered comprising:

- Combine A251 and B2041 arms into a single elongated gyratory system.
- Approach arm widening and exit arm widening.

Assessment

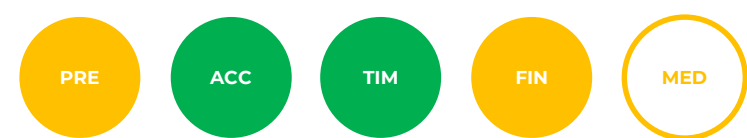
MRN objectives



Transport for the South East objectives



Deliverability



Value for Money



Stage



Regional Evidence Base

Brenley Corner and the A251 junctions represent a constraint on economic growth due to peak period congestion. The current alignment means the dominant traffic flow to the Channel ports is required to use the J7 gyratory.

Reduce congestion

The signal controlled gyratory has minimal capacity for stacking vehicles and consequently queues form on the approaches. Flows have increased over the years and the gyratory is now at capacity. The scheme would allow free flow movement for the dominant flow and remove congestion.

Support economic growth

The proposed scheme would improve access to the A2 / M2 corridors (which serve the surrounding districts and Channel Ports). This will support economic growth as well as improve access to international Gateways at Dover and Ramsgate.

Support housing delivery

An upgrade scheme would improve access and interchange between the M2 and A2 for future Local Plan housing development within Swale and Canterbury. The Local Plans are currently constrained by lack of capacity at Brenley Corner.

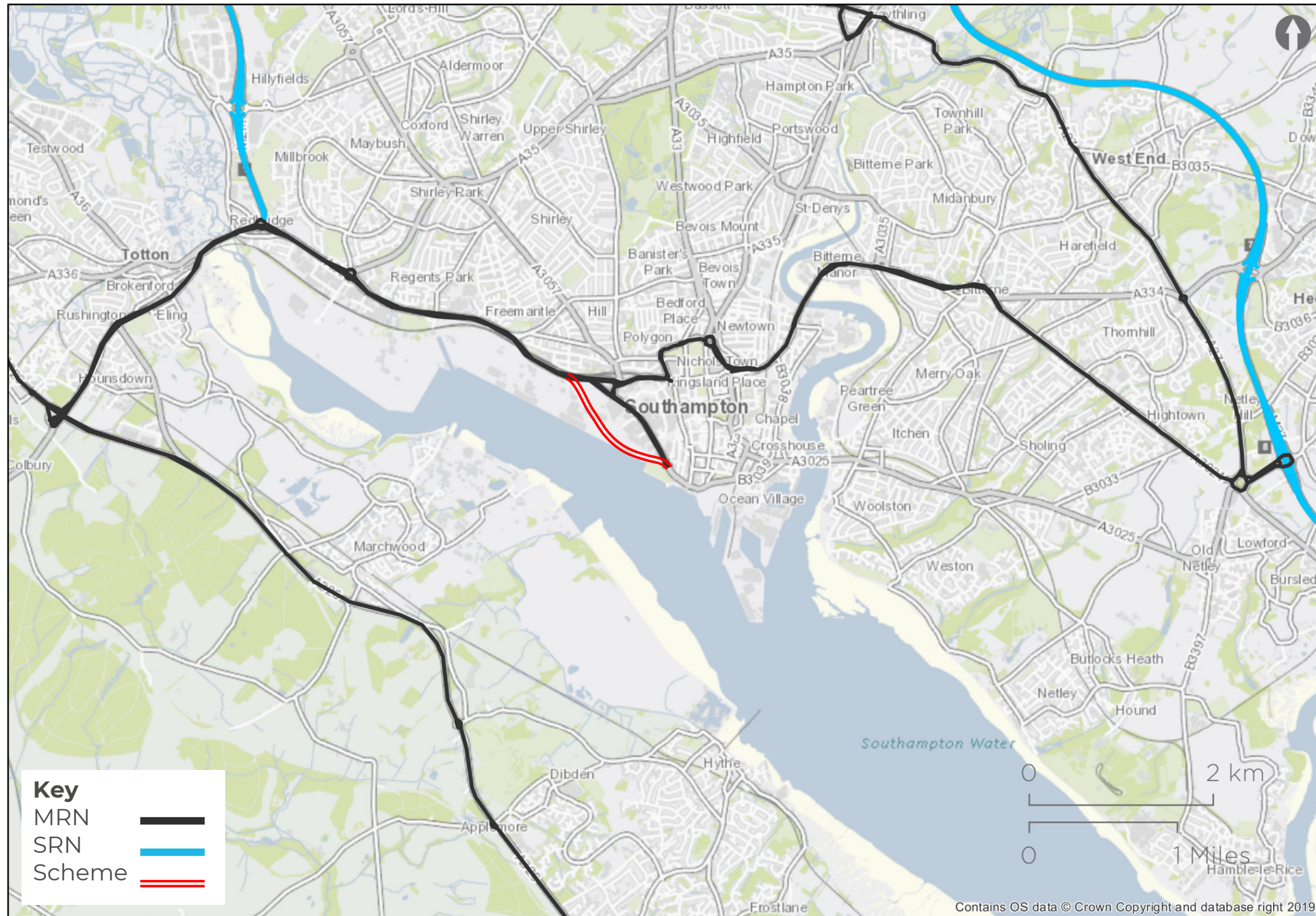
Support all road users

Footway and cycleway measures could be incorporated to the upgrade. A reduction in congestion would benefit bus journey reliability. The scheme will improve the road safety record at Brenley Corner (currently identified by HE as a top 50 casualty location).

Support the SRN

The scheme would improve journey times on the SRN by reducing congestion at a significant pinch point. The scheme would improve access to the SRN and would increase its resilience as well as serving additional traffic generated by the Lower Thames Crossing.

West Quay Road Realignment



West Quay Road Realignment

A33 West Quay Road is the primary highway access route from the M27-M271 and A33 Mountbatten Way (MRN corridor) and used to access the Port of Southampton, West Quay shopping centre, various employment sites and the city centre major development areas.

At peak times, including weekends, the corridor with its seven traffic signal controlled junctions experiences severe traffic congestion when car trips by shoppers and cruise passenger departures and arrivals coincide.

The realignment of West Quay Road would eliminate this congestion problem by segregating through traffic using the “Inner Ring Road” from access only traffic accessing the city centre. It would support the development of a new public transport corridor, enhanced walking, cycling and public realm and connecting two key sections of the city centre masterplan, reducing the current severance caused by a highly trafficked highway environment.

This critical piece of infrastructure will support the sustainable growth of the city, enabling Port Masterplan and City Centre Action Plan growth ambitions (5,500 homes; 210,000m² of retail and office space) to be realised.

Assessment

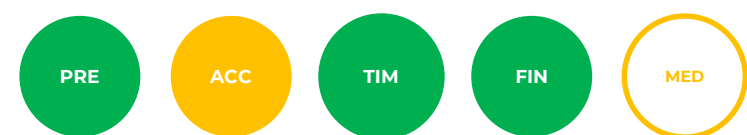
MRN objectives



Transport for the South East objectives



Deliverability



Value for Money



Stage



Regional Evidence Base

Ease congestion

Peak weekend demand for access to retail area car parks coincides with peak cruise passenger arrival/ departures. The demand and close proximity of the seven traffic signal controlled junctions along West Quay Road means there is insufficient highway capacity, resulting in severe delays and traffic congestion. City Centre Microsim Model forecasts for 2026 for West Quay Road indicates that, traffic flows will increase by between 13.6% and 51.5% (depending on period and direction) this is likely to put additional stress on the route.

Unlock economic and job creation opportunities & enable the delivery of new housing developments

Realignment would create the additional highway capacity required by four key redevelopments in the vicinity of the existing road:

- West Quay Phase 3 – 260 new homes;
- Royal Pier Waterfront - 730 new homes, 47,000m2 employment (Offices/ /Hotels/Leisure), 6,000 jobs;
- Mayflower Quarter – 1,050 new homes, 124,000m2 employment (offices, retail/ leisure, hotel), 12,400 jobs;
- Leisureworld (first phase of Western Gateway regeneration)– mixed use leisure-led development including approx. 500 new dwellings, 10,000m2 of office.

The A33 West Quay Road provides access to the Port of Southampton – important for automotive exports, bulk grain imports and cruise passengers (over 1.8 million per year). Port Masterplan is forecasting doubling of freight and cruise passenger volumes to 2036. Realignment would facilitate this port growth.

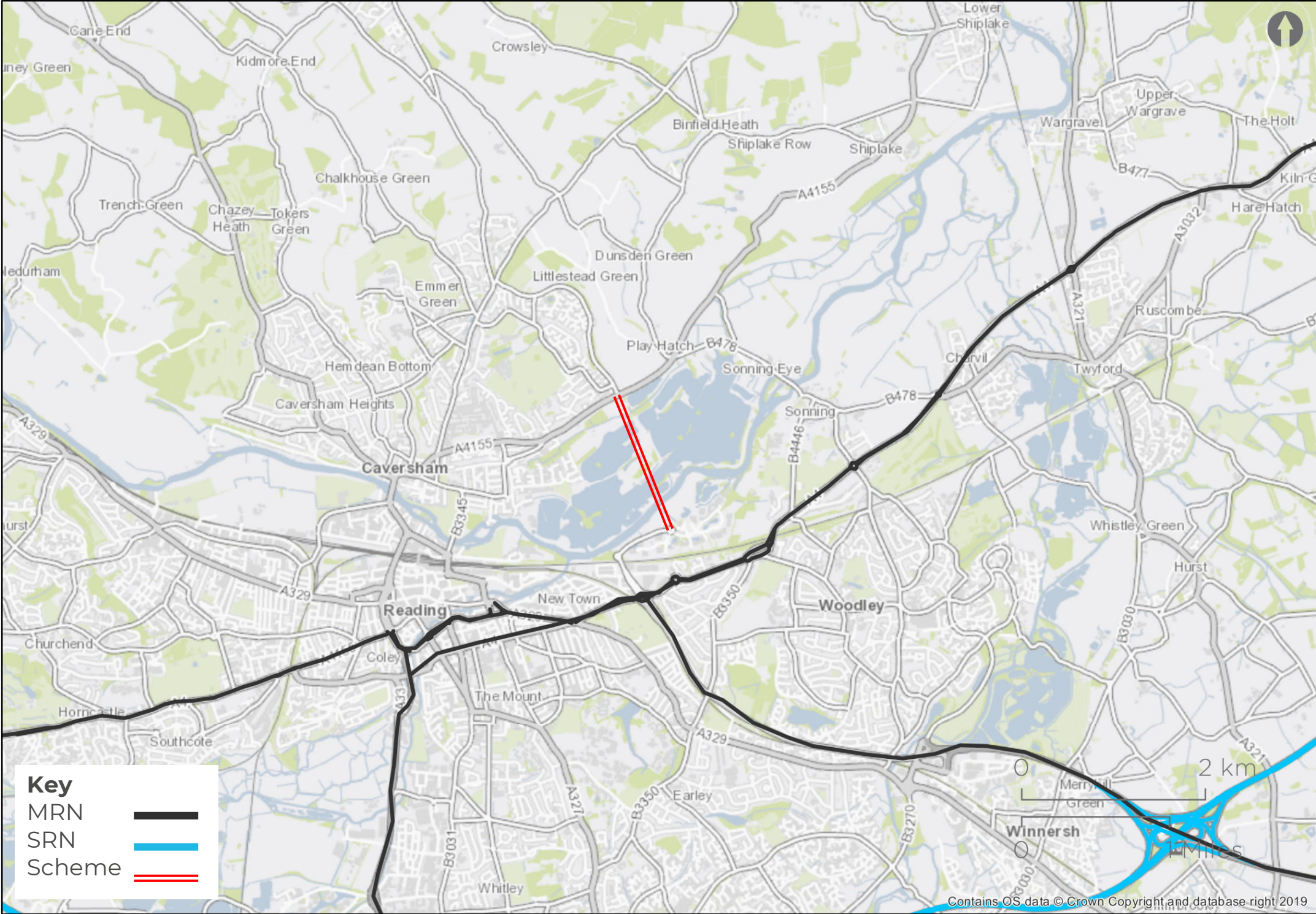
Support Non-Motorised Road Users

The existing West Quay Road causes severance for pedestrians and cyclists and the quality of footways and cycle ways is of variable quality. There is also no bus services due to the current congestion creating unviable bus operating environment. The realignment would enable the “downgrade” of the current West Quay Road and reallocate road space to enhance current provision for NMUs, reducing severance and encouraging mode shift.

Support the SRN

Resolving the congestion and capacity issues will help improve reliability of journey times for freight travelling via SRN to economic hinterland of Port and ensure segregation of port and city centre traffic.

New Thames Crossing East of Reading



New Thames Crossing East of Reading

A new crossing is proposed across the River Thames on the east side of Reading town centre, linking A4155 Henley Road/Caversham Park Road junction (via Caversham Lakes access road) north of the river, with Thames Valley Park roundabout south of the river.

The New Crossing will comprise the construction of a bridge; associated approach structures/embankments and connecting road carriageway/footways.

Assessment

MRN objectives



Transport for the South East objectives



Deliverability



Value for Money



Stage



Regional Evidence Base

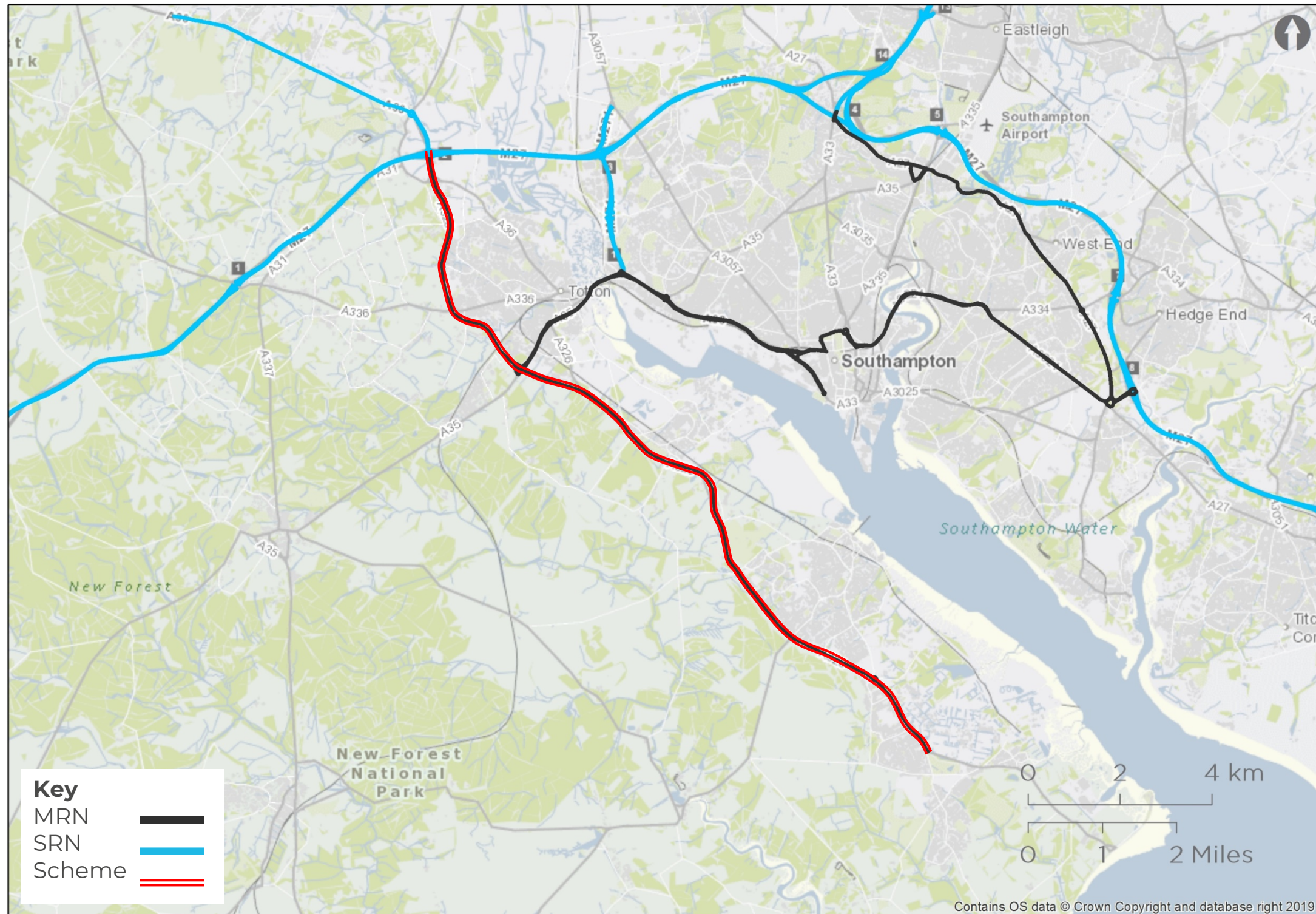
There is an ongoing issue with north-south connectivity in the region and the lack of adequate crossings of the River Thames leads to heavily used east-west routes but excessively long routes (both in terms of time and distance) particularly for HGVs and commuters. Locally, the lack of river crossings over the River Thames results in congestion on the existing bridges and adjoining key strategic highway routes. Associated problems include unreliable and extended journey times, reduced quality of route, driver stress and negative impacts to local air quality (An Air Quality Management Area (AQMA) has been declared along all the main arterial roads in and out of the centre of Reading).

River crossing capacity is further reduced by the presence of weight and width restrictions on Pangbourne/Whitchurch and Sonning Bridges, which results in greater demand for the Caversham and Reading Bridges from HGV traffic travelling along Reading's Inner Distribution Road. The dominance of vehicular traffic at these locations is considered to make these routes less attractive to pedestrians and cyclists, thus further exacerbating the problems.

The New Crossing is fundamental to improving cross-Thames accessibility and improving journey times across the region. This will facilitate a more free-moving transport network, unlocking the potential for further economic prosperity by improving the viability of planned development and the sustainable productivity of employers throughout the area.

This also supports the draft Berkshire Local Industrial Strategy which refers to the importance of both intra- and inter-urban connectivity as being important to future growth.

A326 Capacity Enhancement



A326 Capacity Enhancement

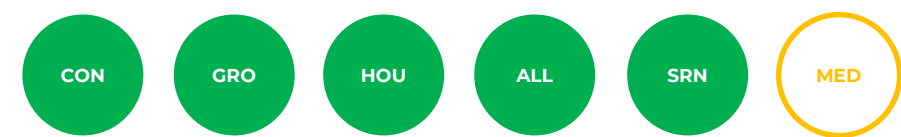
The A326 forms a part of the MRN connecting into the M27 at Junction 2 and serving the Waterside area of the New Forest. It is of national significance providing a direct link to Fawley oil refinery (the largest in the UK) and the nationally important military port at Marchwood. It serves a local population of c.60,000 and provides a gateway for tourists into the New Forest National Park. The A35 forms a key link from the west to the Port of Southampton.

A strategic study has concluded that increased highway capacity will be required to cater for forecast traffic delays arising from a mix of background growth and development to avoid a detrimental impact upon the economy.

Improvements to the A326 Corridor are essential to ensure reliable access is maintained to cater for both existing and forecast levels of traffic associated with significant proposed development including critical national infrastructure. The precise nature of the A326 improvement scheme is the subject of an ongoing design study. Previous strategic study work indicated a need for road widening along single carriageway sections of the route; junction improvements; improvements to the A35 between the A326 and Rushington roundabout; and new access arrangements to facilitate emerging development proposals.

Assessment

MRN objectives



Transport for the South East objectives



Deliverability



Value for Money



Stage



Regional Evidence Base

Approximately 29,000 vehicles travel along the A326 each day. The A326, which is a mix of dual carriageway and single carriageway, currently experiences congestion and journey time delay particularly during peak periods along single carriageway sections of the route and around key junctions. Predicted background traffic growth will further exacerbate this problem. It is the only road link serving the Waterside peninsular meaning that without improvement there are limited option to address the capacity challenge. When compounded with additional traffic demand, associated with the emerging and currently planned development proposals for the Waterside, the forecast traffic delays will have a detrimental impact upon the operational effectiveness of the A326 along with the local and regional and economy. Improvements are essential not desirable.

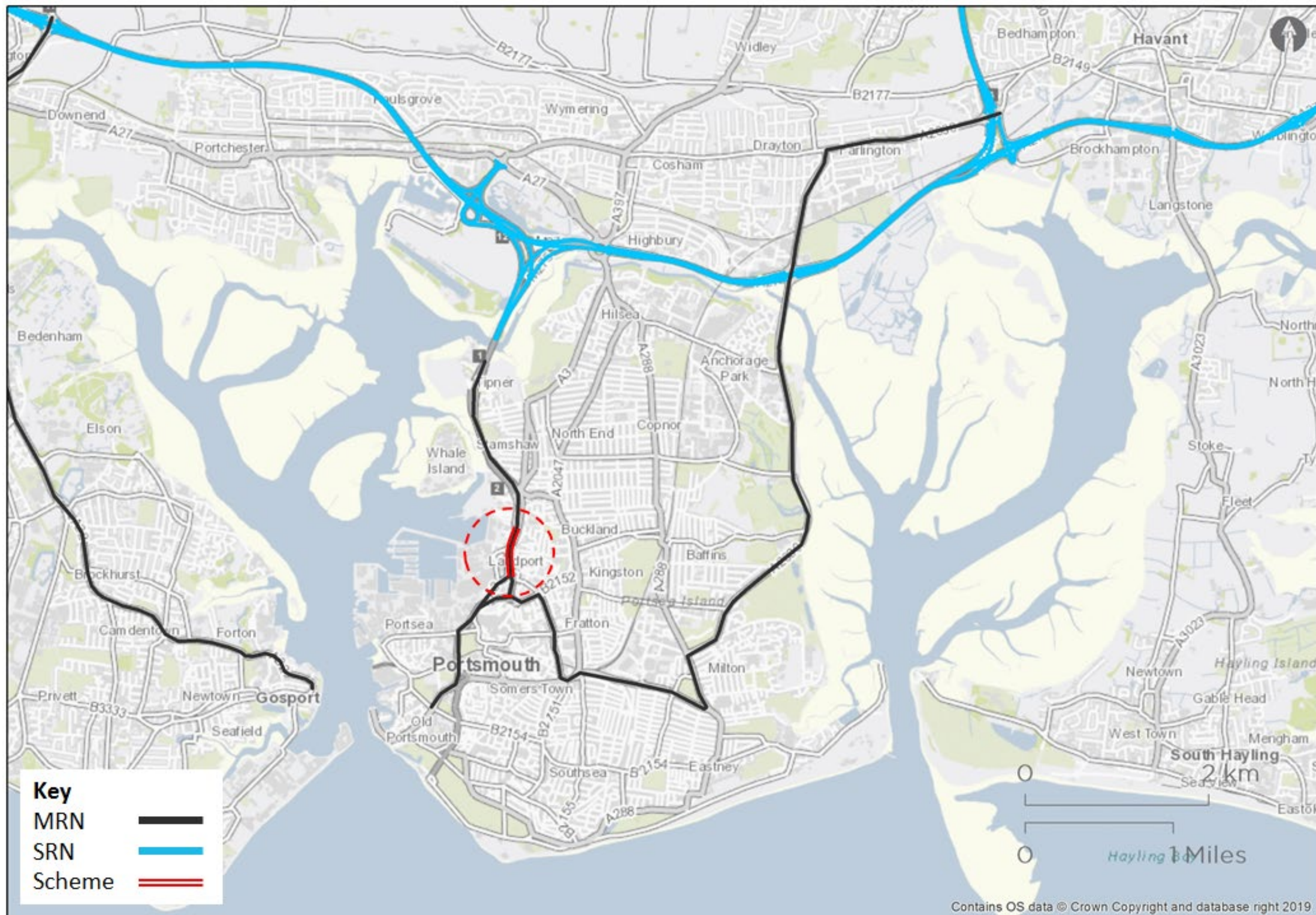
Improvements to the A326 will help unlock and bring forward strategic employment and housing development sites including sites promoted in New Forest District Councils local plan and other sites including emerging proposals for the expansion of Southampton's Port.

Southampton Port is a key international gateway for imports and is the UK's leading port for exports. The port is due to be at capacity in 2020 and as such Associated British Ports are looking at the potential to expand operations onto their Strategic Land Reserve on the west side of Southampton Water from 2024. The port expansion will allow continuing economic growth and will help to future proof development of the port activities, which is critical in light of potential Brexit implications and also to provide for existing trade which is a critical driver of economic activity in the local area, but also at a regional and national level. Improvements to the A326 highway network are essential to facilitate this nationally significant infrastructure proposal and to provide a route from the port to the north via the connection to the M27.

Additional proposals include the £1bn development at Fawley Waterside which will provide in the region of 1,500 homes and 2,000 jobs, a further 1,000 new homes at Marchwood and 900 new homes at North Totton. These developments can be unlocked by improvements to the A326 Corridor and will help to bring aligned economic growth to the area with the associated benefits of additional jobs and the growth of associated businesses such as logistics outside of the port in the local area.

The scheme to improve the A326 will help to facilitate development and growth by providing a more resilient and reliable part of the Major Road Network for all road users by increasing the capacity of junctions and widening sections along the route that are not already dual carriageway. Provision for non-motorised users will form a key part of the scheme.

City Centre Road



City Centre Road

The scheme is a two-phased approach designed to resolve issues experienced on the MRN coming into the city from the M275. We are applying to the LLM fund for funding for phase 2.

The scheme seeks to optimise operation of the highway network enabling consistent journey times for all modes of travel. The design will ensure that opportunities for all modes of transport are improved, in particular active travel options. The scheme will also offer benefits to the city in terms of freeing up land for housing and employment.

Assessment

MRN objectives



Transport for the South East objectives



Deliverability



Value for Money



Stage



Regional Evidence Base

To ease congestion and provide upgrades on important national, regional or local routes the scheme will:

- Support modal shift- Better manage traffic movements, improve the impact on air quality
- Create additional capacity in the network, reduce congestion and improve journey time reliability
- Reduce bottlenecks in order to make journeys more reliable
- Rationalise junctions, enable greater stretches of free flow traffic movement
- Improve access to the international port and the Naval base.

To unlock economic and job creation opportunities, and support rebalancing the scheme will:

- Deliver 154,000 m2 of employment floor space*
- Improve access to over 1000 businesses and 47,000 students and employees
- Make Portsmouth an attractive location for businesses*.

To enable the delivery of new housing developments the scheme will:

- Delivery of 2,600 new homes by 2026*.

To support all road users the scheme will:

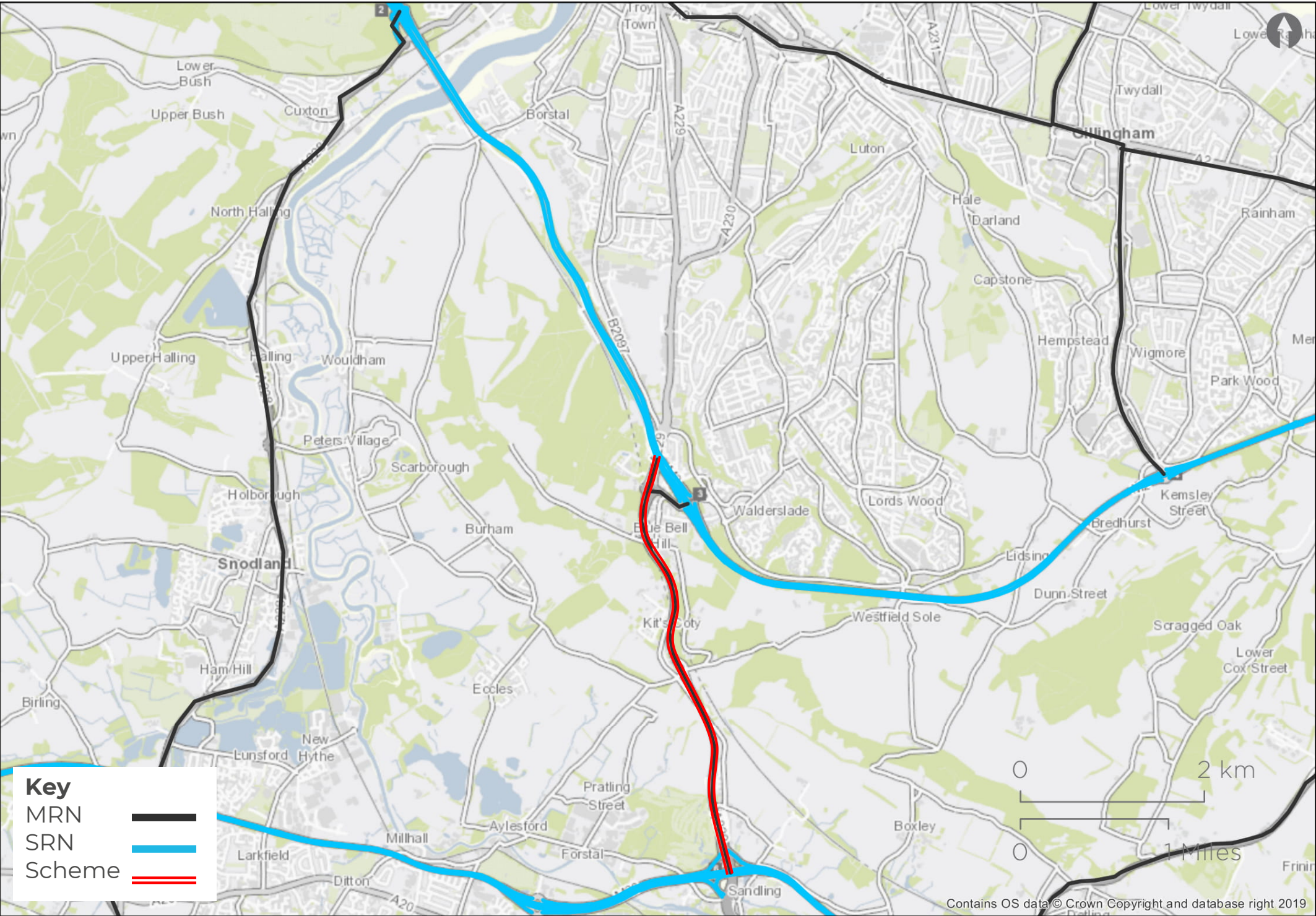
- Create an attractive and safer network of cycle routes and walkable routes
- Prioritise public transport through road space realignment.

To support the Strategic Road Network the scheme will:

- Create capacity on the M275, prevent negative impact on the M27 and wider Strategic Road Network
- Improve access to and from the SRN to Portsmouth, the gateway to the Isle of Wight, international commercial port and the Navy base.

*The figures above relate to whole scheme, both phases 1 and 2. For the Large Local Majors Scheme Fund we are seeking funding for phase 2.

A229 Blue Bell Hill Junction Upgrades



A229 Blue Bell Hill Junction Upgrades

The A229 Bluebell Hill is a strategically important link between the M2 and M20, connecting both the county town of Maidstone and the conurbation of Medway.

The scheme proposes to upgrade the junctions at either end of Bluebell Hill, A229/M2 jct 3 and A229/M20 jct 6, with the aim of creating additional capacity and providing freeflow interchange wherever possible.

The Bluebell Hill interchanges require significant remodelling to enable further capacity to be gained. The upgrade requires changes to the existing A229 slip roads as well as changes to the M2 and M20 slip roads.

Assessment

MRN objectives



Transport for the South East objectives



Deliverability



Value for Money



Stage



Regional Evidence Base

The A229 is strategically important, providing connectivity between two SRN corridors. Traffic on the A229 will increase with local growth and more significantly once the Lower Thames Crossing is open. Traffic conditions at the interchanges are poor with significant queues and delays.

Reduce congestion

The scheme would provide additional capacity for the M2 and M20 interchanges which would improve journey times and the connection between the two motorway corridors. This would improve the level of service for local, strategic and port related traffic.

Support economic growth and rebalancing

Improvements would facilitate more efficient movement between the economic areas of Tonbridge and Malling, Maidstone, Medway, the wider Kent area, the Lower Thames Crossing and Channel ports. Between 2011 and 2031 the Districts of Tonbridge and Malling, Maidstone and Medway will collectively deliver an increase of 42,000 jobs. This will be facilitated by improvements to the A229 corridor.

Support housing delivery

The scheme would improve access to future housing development including housing around Walderslade, Peters' Village, Burham (1,000 houses) and Bushey Wood, Eccles (900 homes).

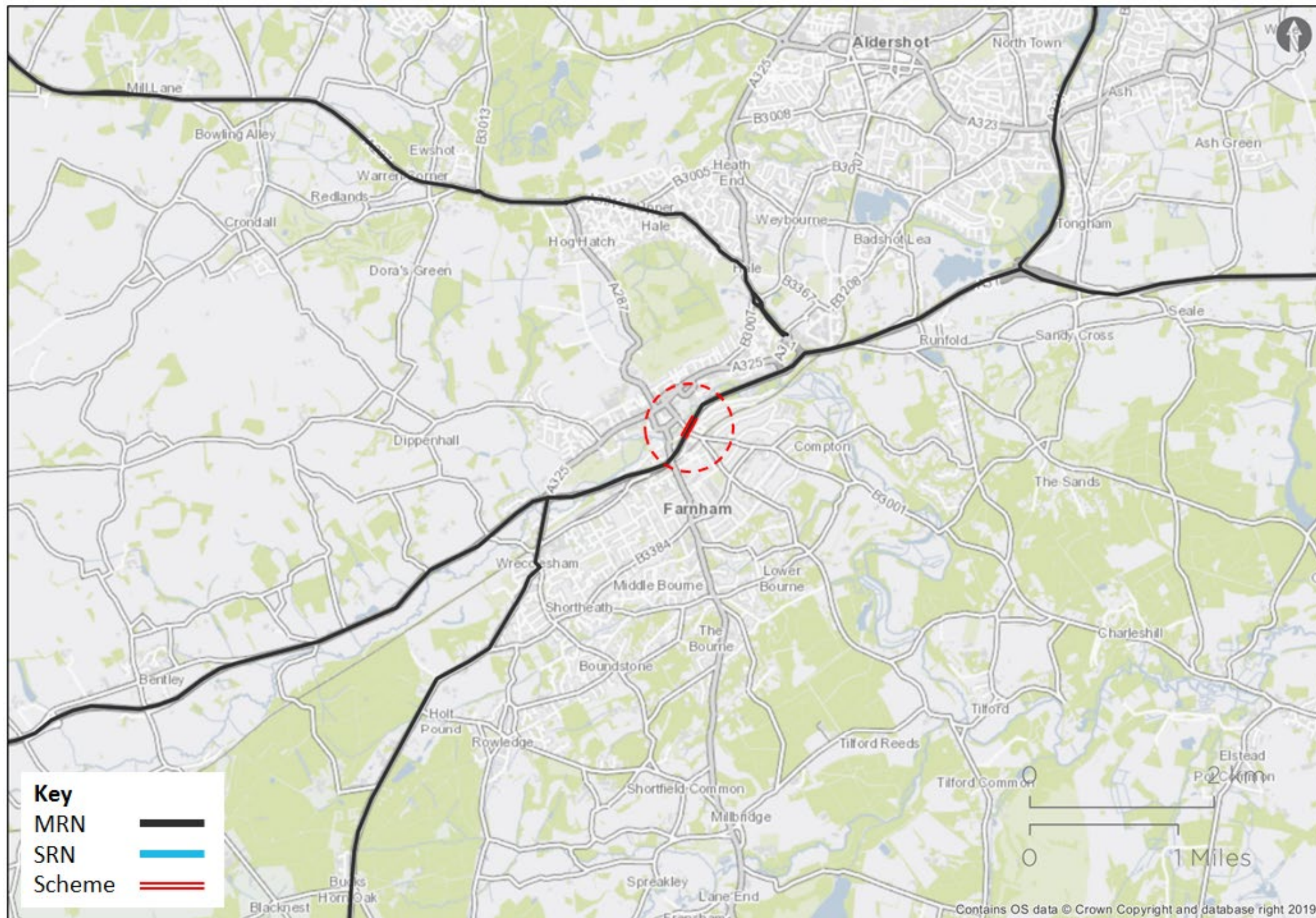
Support all road users

Footway and cycleway measures will be incorporated including links to NCR 17 based upon a demand led assessment. The scheme would improve bus journey reliability, improve safety and reduce environmental effects associated with congestion.

Support SRN

The scheme would improve access to, and egress from, the SRN and improve the SRN resilience by improving interchange between the M2 and M20 corridors. It will further support the objectives of the Lower Thames Crossing."

A31 Hickleys Corner Underpass, Farnham



A31 Hickleys Corner Underpass, Farnham

An on-line A31 underpass would be introduced at Hickley’s Corner. The traffic signals would be replaced with a roundabout at existing surface level. Single lane slip roads would connect the A31 to the roundabout. Firgrove Hill Bridge would be rebuilt to accommodate four A31 traffic lanes, as well as the slip roads to the western side of Hickley’s Corner. The traffic signal junction at Weydon Lane would be retained since it is an important point of access to the A31 for the southwest area of Farnham.

Assessment

MRN objectives



Transport for the South East objectives



Deliverability



Value for Money



Stage



Regional Evidence Base

Ease congestion and provide upgrades on important national, regional or local routes

- Providing the A31 Hickley’s Corner underpass will address negative impacts of the current junction arrangement, to reduce congestion and delays, community severance, traffic noise, vehicle emissions and road safety issues.
- The A31 through traffic using the underpass will reduce delays for local traffic accessing Farnham Town Centre from the South.

Support all road users

- General traffic on the A31 will benefit from reduced delays and easier access to/from the A31 corridor.
- Road safety will be improved with the separation of through and local traffic, with additional at grade pedestrian crossings.
- Local traffic within Farnham, as well as non-motorised users (i.e. pedestrians and cyclists) will benefit with “through traffic” remaining on the A31 underpass and not diverting through the town centre to avoid congestion and delays and create a more pleasant town centre environment.

Support the Strategic Road Network

- The A31 is a National & County Primary Route which runs from the A3 London to Portsmouth Trunk road at Guildford to Winchester in Hampshire.
- The Farnham Bypass caters for 60,000 vpd and links a number of other major routes which converge in Farnham, including the A325, A327 and A331 Blackwater Valley Route.
- The A31 provides an alternative route when incidents of delays occur on the A3 or M3 corridors.

