

## Transport critical action

### **Action: TRANSPORT**

*The FBC should clearly set out:*

- 1. How the traffic management implications will be handled, given the concerns expressed by Portsmouth CC about the current limited queuing capacity on the Portsmouth site (and as relevant to the wider Freeport).*
- 2. Please explain more about the Marchwood 'Solent Gateway' project, estimated at £300M.*
- 3. Provide further information on Waterside Railway as it is in the development pipeline.*
- 4. The extent to which the Freeport is reliant on the large transport infrastructure works referenced and what the impact would be if any of these schemes were not ultimately implemented.*
- 5. How you will ensure the Freeport has sufficient transport network capacity to grow as projected and how this is affected by awarded capital funding*

The developments across the Freeport, particularly those on the tax sites, can be dependent on supporting infrastructure without which the full economic value of the developments cannot be realised. This is particularly the case for transport infrastructure as many developments require new access roads and upgrades to existing infrastructure to ensure the sites can deal with the transport needs associated with the additional economic activity generated by the Freeport. This includes facilitating the travel for the additional jobs unlocked by the Freeport as well as the additional freight and logistics activity.

The transport infrastructure works identified as being relevant to the Freeport are outlined in the details of the seed capital projects (Annex S), the confirmed investments (Annex P) and the pipeline of wider interventions outlined in Annex Q. It is considered – based on our existing understanding of the economic activity unlocked by the Freeport and the local transport network - that these works will provide sufficient capacity for the Freeport to grow as projected. It is however also the case that unlocking the development at the tax and custom sites is not dependent on all these projects going ahead and that the scale of benefits dependency varies across the tax and custom sites and the individual transport projects. The table below outlines each of the transport projects with an outline of the dependency of the Freeport benefits on delivery of these projects. Dependency has been assessed on the following three point scale:

Low – low dependency on site, low impact on Freeport economic benefits

Medium – medium/high dependency on site, low/medium impact on Freeport economic benefits

High – high dependency on site, high impact on Freeport economic benefits

Typically the Freeport benefits are assessed as having more dependency on the delivery of the seed capital projects. This is to be expected as the seed capital projects have been prioritised relative to the pipeline of wider interventions.

Project	Type of project	Summary of project	Tax/custom site location	Dependency on transport investment
Stubington Bypass	Confirmed Investment	Enhanced connectivity to the Fareham and Gosport Peninsula	Freeport Wide	<b>Low</b> – Improves accessibility to areas surrounding the Freeport tax sites. Currently under construction.
Dunsbury Park Link Road	Confirmed Investment	Link road to Dunsbury Park	Dunsbury Park	<b>High</b> – critical in providing access to the site and unlocking the economic development which could not be provided otherwise. Project has been completed.
A326 (South) Fawley Waterside Junction Improvements	Confirmed investment	This package of improvement enhances the capacity of the southern junctions of the A326. The need for the improvements were identified as part of a transport assessment supporting the Fawley Waterside development.	Southampton Water	<b>Low</b> –Upgrades needed to capacity are required to make the Fawley Waterside development acceptable in development planning terms. Scheme is funded and currently under construction
Redbridge (Phase 1)	Seed Capital	Redbridge Phase 1 consists of enabling works to fast-track the redevelopment of the Redbridge site. Phase 1 will include land assembly, site remediation, and low / zero carbon transport infrastructure.	Southampton Water	<b>Medium</b> – full scope of project needed to unlock Redbridge site for development. Transport is one element of the project and given that site access already exists, the Freeport benefits are less dependent on this than other aspects of the project.
Dunsbury Business Park Phase 1	Seed Capital	This project is for infrastructure and transport needed to deliver the current masterplan of Dunsbury. This includes laying of a road, realigning a bridleway, electric car charging, ground improvement/stabilisation and work around services.	Dunsbury Park	<b>High</b> – the transport infrastructure is required to unlock the full development potential of the site. Without it the opportunity for new economic activity is more limited than it would otherwise be.
Navigator Quarter	Seed Capital	Construction of bridge between land parcels on site and supporting road to enable access to Navigator Quarter site	Navigator Quarter	<b>Medium</b> - the transport infrastructure may be required to unlock the full development potential of the site. Additional transport assessment work is underway to determine trigger points under a phased and flexible approach to infrastructure provision.
Solent Gateway – Phase 1	Seed Capital	Includes: a new port entrance/exit to accommodate commercial traffic volumes; improved walkways and cycle lanes to local roads; improved drainage, lighting, internal roads and other infrastructure to enable the full development; the enhancement of 35 ha of ecological space to deliver a bio-diversity net gain +10%; and development of 20ha of unused space.	Southampton Water	<b>High</b> - the transport infrastructure (particularly the new entrance/exit) is required to unlock the development potential of the site. Without it the opportunity for new economic activity is undeliverable.
Fawley Waterside	Seed Capital	Work includes a new access road, provision of energy supply and service trenches, remediation of contaminated land, flood defence barrier and demolition of on-site structures to provide an unobstructed site.	Southampton Water	<b>Medium</b> – transport works represent one aspect of the full scheme which is needed to unlock the full development potential of the site.

Rudmore Square junction	Seed Capital	Re-specifying a transport junction to remove the need for HGVs to navigate a complex and congested roundabout.	Portsmouth International Port	<b>Medium</b> – HGVs can still access site albeit by creating additional congestion and environmental impact by having to navigate a roundabout.
Rushington Roundabout & the A35/A326 corridor linking Waterside to Southampton.	Wider intervention	Improving traffic flow along the A35 corridor and A326 Marchwood bypass.	Southampton Water	<b>Low</b> - Improves the economic connectivity across the Southampton Water tax site. The Freeport economic development is not dependent on this project but it enhances the meeting of Freeport objectives.
A326 East-West Connectivity	Wider intervention	Reducing the severance caused by the A326 for active mode users accessing the National Park from the settlements to the east of the A326.	Southampton Water	<b>High</b> – The need to tackle severance, which will be made more severe by development, is critical to retaining public support for freeport expansion and successful planning permissions. It is also a requirement of the National Planning Policy Framework that sustainable transport options are supported by development. Realising the full proposed scale of Freeport economic development on the southern bank of Southampton Water (i.e. SLR, Solent Gateway, Exxon Mobil and Fawley Waterside) is therefore dependent on this c.£1m project.
A326 Major Highway Improvements	Wider intervention	Improves the main strategic link between the M27 and the Southampton Waterside area. The A326 acts as a major artery linking Fawley Waterside and ExxonMobil directly to Marchwood and the Strategic Land Reserve and providing a link via the A35 to Redbridge. Upgrades to improve journey times and increase capacity, on the major artery linking the locations along the Southampton Water tax site.	Southampton Water	<b>High</b> - Improves north south connectivity by road to and from the Waterside by improving capacity on a strategic A road that already experiences congestion at peak times. The full economic potential of the Southampton Water tax site may not be realised without this scheme, given the potential for the Freeport to further increase traffic congestion. The project has received DfT funding to develop an OBC and proceed to a planning application.
Waterside Passenger Rail	Wider intervention	Re-opening of the Waterside rail line to passenger services between Totton, Marchwood, and a new station, likely to be located at Hythe town.	Southampton Water	<b>Low</b> - Provides rail access to the new job opportunities at Fawley Waterside, Exxon Mobil, SLR and Solent Gateway. Reduces car dependency and could help mitigate congestion issues. The Freeport economic development does not depend on this investment, but it enhances meeting Freeport objectives.
Eastleigh, Wide Lane Road over Rail Bridge (A335)	Wider intervention	Improving access to Southampton Regional Airport and the growth area to the north/east of the airport (Navigator Quarter) by facilitating improved access between the site and the wider area including the M27 and Southampton.	Navigator Quarter	<b>High</b> - Would allow HGV access to Navigator Quarter site, thus unlocking its full economic potential. Without this investment, economic development and therefore benefits at this tax site would be

				reduced as not providing the bridge would limit the commercial opportunity at the site and the potential scope of end-users given the lack of current HGV access.
Havant, Dunsbury Park strategic employment site	Wider intervention	Improving walking, cycling and public transport connectivity to the Dunsbury Park strategic employment site from the adjacent residential areas.	Dunsbury Park	<b>Low</b> - Would improve access to Dunsbury Park from areas of deprivation thus promoting a key Freeport objective. The delivery of economic development at the site is not dependent on this scheme but it enhances delivery of Freeport objectives.
Eastleigh, town centre	Wider intervention	Improve access within the town centre for active modes, supporting first and last mile to businesses in the town centre	Navigator Quarter	<b>Medium</b> - Would improve access to Navigator Quarter from areas of deprivation thus promoting a key Freeport objective. The delivery of economic development at the site is not dependent on this scheme but it enhances delivery of Freeport objectives. There is a relationship between the needs for this scheme and other infrastructure scheme in this table. In the absence of those schemes this scheme becomes more critical in terms of mitigating the traffic impacts the Navigator Quarter expansion.
Havant, Langstone Technology Park strategic employment site	Wider intervention	Improving walking, cycling and public transport connectivity to the Dunsbury Park strategic employment site from the adjacent residential areas.	Dunsbury Park	<b>Low</b> - Would improve access to Dunsbury Park from areas of deprivation thus promoting a key Freeport objective. The delivery of economic development at the site is not dependent on this scheme but it enhances delivery of Freeport objectives.
Whale Island Way/M275 Slipway Junction	Wider intervention	Re-design of the existing junction	Portsmouth International Port (custom site)	<b>Medium</b> - This project will allow the Port to expand to accommodate additional volumes associated with Freeport status and an additional ferry service to improve interconnectivity between the Solent Freeport Sites and the Isle of Wight.
Rudmore Square Junction Roundabout Upgrade	Wider intervention	Hamburger Junction to be designed into existing road infrastructure.	Portsmouth International Port (custom site)	<b>Medium</b> - Rudmore Sq. Roundabout is the most critical junction for Portsmouth International Port's operations. This will allow the Port to expand to accommodate additional volumes associated with the Freeport status and improve interconnectivity between the Solent Freeport Sites
A3024 Northam Rail Bridge Replacement	Wider intervention	A replacement to the existing Northam Road over Rail bridge. Widening the road from single lane to dual lane and new pedestrian and cycle connections.	Southampton Water	<b>Low</b> - The existing bridge has been identified as a key traffic capacity, maintenance, connectivity and productivity constraint on access into Southampton. A replacement would improve connectivity and

				reduce congestion in the port area thus enhancing the attractiveness of the tax site to end-users and encouraging economic development. It is however, some distance from the tax sites within the Freeport so the dependency of scheme benefits on this scheme is likely to be limited.
A33 Active & Green Travel Corridor Improvements	Wider intervention	Enhancement to a green active travel corridor with cycle & walk infrastructure to LTN1/20 standard, green infrastructure (planting/ trees etc.), wayfinding, greenways, mobility services, between Southampton City Centre, Port of Southampton, and the Waterside	Southampton Water	<b>Low</b> - Improves active travel connectivity to Southampton Water, Freeport economic development is not dependent upon delivery of scheme, but it enhances the meeting of Freeport objectives, in particular in relation to Net Zero.
A33 West Quay Road Realignment	Wider intervention	To overcome the severance, unite the city centre and encourage more sustainable travel movements, it is proposed to construct a new route on previously developed land to the west of the current alignment	Southampton Water	<b>Low</b> - Improves public transport connectivity to Southampton Water, Freeport economic development is not dependent upon delivery of scheme, but it enhances the meeting of Freeport objectives, in particular in relation to Net Zero.
Southampton West Park & Ride Expansion	Wider intervention	Expanding the new Southampton West Park & Ride, which is at M271 J1, with a satellite terminal for cruise passenger	Southampton Water	<b>Low</b> - Improves accessibility to Southampton Water, in particular for cruise passengers. Freeport economic development is not dependent upon delivery of scheme, but it enhances the meeting of Freeport objectives.
UK Freeport Network - Network & Traffic Management Smart Port Integrated Systems	Wider intervention	Use of technology to improve the management and efficiency of transport corridors between the proposed Freeport sites through investment in smart technology (ITS, Bluetooth, Planning etc.) that enables the transport network to be proactively monitored in real-time and enables the long-term roll out of Connected & Autonomous Zero Emission Vehicles	Southampton Water	<b>Low</b> - Improves accessibility to Southampton Water. Freeport economic development is not dependent upon delivery of scheme, but it enhances the meeting of Freeport objectives.

It is envisaged that the transport projects within the Seed Capital and Wider Interventions Pipeline are fully capable of meeting Freeport requirements, and the table above outlines the particularly critical investments in terms of benefits dependency. Specifically, these projects provide accessibility to the relevant tax and custom sites as well as enhancing connectivity where it is needed – especially on the Southampton Water tax site.

The Seed Capital and Wider Interventions projects will be subject to their own business case process, which will consider funding sources on a case-by-case basis. It is envisaged that funding will be from a combination of sources including Government grants (such as seed capital funding), local contributions (including that from retained business rates) and private funding.

To ensure that transport capacity is sufficient across the Freeport, assessments of emerging transport constraints will form a key part of the Monitoring and Evaluation plans for the Freeport. When potential issues are identified mitigation plans will be developed and funding requirements considered to ensure that transport does not act as a constraint on growth.

As part of the OBC assessment process (and resulting critical actions) specific information was requested for certain projects and locations:

#### **Portsmouth Port**

The Portsmouth International Port Masterplan<sup>1</sup> outlines a 20-year plan to demonstrate how the port can adapt to successfully support the future of UK trade and travel. This includes planning for the Freeport as well as wider anticipated growth in the port's activities. Delivering proposals for enhanced transport in the vicinity of the port aimed at reducing congestion are a fundamental priority of this plan.

There is a risk that road access to the port acts as a constraint in any growth the port experiences resulting from its potential status as a Solent Freeport customs site. The projects within the seed capital and wider interventions pipeline are intended to mitigate this risk, with priority given to the Rudmore Square Junction project as demonstrated by its status as a seed capital project.

The uncertainty around the benefits of the custom site offer and therefore the extent to which it can unlock further development and associated additional transport demand make it challenging to understand what additional congestion might be generated by the Freeport. As the Freeport programme develops, if our understanding of any additional transport congestion risks became clearer then consideration would be given to mitigations including the projects within the Wider Interventions pipeline.

The existing regular meetings that the port has with the Portsmouth City Council transport team will ensure that there is ongoing dialogue with regard to proactive and reactive transport matters that involve port traffic, including as a result of the Freeport.

#### **Solent Gateway project**

The 'Solent Gateway project' encompasses all the investment required to realise the vision for the Solent Gateway location within the Southampton Water tax site. Transport infrastructure (e.g. access roads, car parks) is just one small part of the full programme of works which

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<sup>1</sup> [Masterplan-web.pdf \(portsmouth-port.co.uk\)](https://portsmouth-port.co.uk/masterplan-web.pdf)

includes environmental mitigations, land reclamation and utilities works as well as the construction of the relevant office and manufacturing space.

### **Waterside Railway**

The Waterside Railway involves the re-opening of the Waterside rail line to passenger services between Totton, Marchwood, and a new station, likely to be located at Hythe town. It will provide a new public transport option for the Waterside communities, together with an improved bus service offer to connect the more southerly settlements to the rail service and beyond. In offering enhanced connectivity between the Waterside and wider Solent area it provides improved access to employment, education and other services as well as mode shift from private car use, freeing up highway capacity for other traffic.

The funding bid for the Waterside Railway project was originally considered as part of the DfT's Restoring your Railway fund. The SOBC has been submitted and it is now moving to the next stage of development. There is confirmed DfT funding to develop the scheme to the point of Full Business Case submission.

In the short-term the scheme needs to pass an Interim Benefits Assessment that is being undertaken on the basis of an initial option selected from the SOBC produced by Hampshire County Council, to ensure that the benefits of the scheme are robust.

The development of the scheme is not dependent on the delivery of the Freeport. The economic activity and jobs assumed to be unlocked by the Solent Freeport do not feature within the benefits assessment of the Waterside Railway.