

Gosport Borough Local Plan 2011-2029 Publication Version

Transport and Accessibility Background Paper

June 2014



GOSPORT
Borough Council

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Transport and Accessibility Background Paper

1.0 INTRODUCTION

- 1.1 A series of topic based Background Papers has been produced to bring together key information to facilitate understanding of the Local Plan.
- 1.2 This document is a background paper in relation to transport issues. It sets out the relevant national and local planning policy context and identifies the transport objectives and strategies of the local highway and transport authorities that have guided and informed the Local Plan. It also includes a summary of evidence and consultation responses to various issues related to Transport.

Transport Governance and Decision Making

- 1.3 Planning involves a broad range of organisations and partnerships and the following play important roles in setting transport policy and strategy and delivering transport measures in South Hampshire :-

- 1.4 Gosport Borough Council - GBC

GBC are the Local Planning Authority responsible for preparing the Local Plan which sets out planning policies and strategic priorities for all types of development in the Borough including transport infrastructure. The Borough Council has no powers to carry out transport improvements.

Hampshire County Council - HCC

- 1.5 HCC is the local transport and highway authority for all areas of Hampshire except for Portsmouth and Southampton, which are unitary authorities. HCC are responsible for the operation, management and development of the highway network, excluding trunk roads and motorways, which are the responsibility of the Highways Agency. They have statutory powers and access to funding to maintain and improve transport infrastructure, except infrastructure under control of Network Rail, and private operators. They are also generally responsible for subsidy of certain non-commercial bus routes.
- 1.6 HCC are responsible for preparing transport policies and strategies for all of Hampshire to meet existing transport challenges and to support and promote new development which have guided the preparation of the Local Plan.
- 1.7 HCC are also a statutory consultee who provide transport and traffic advice to the Borough Council, as Local Planning Authority, on individual planning applications, including the determination of specific measures to meet the transport and access needs of development and to mitigate the impacts upon the wider transport network. They participate in planning agreements between the Local Planning Authority, the Highway Authority and developers (e.g. S106 & S278) whereby funds are provided by the developer for transport improvements, or improvements are carried out by developers or the Highway Authority to enable new development.

Partnership for Urban South Hampshire – PUSH

- 1.8 PUSH is a partnership dedicated to delivering sustainable, economic-led growth and regeneration in South Hampshire. First formed in 2003 it now comprises twelve local authorities who work collaboratively with other partner agencies and Government Departments to ensure joined-up planning and development strategies, the pooling of resources and the delivery of transformational programmes.
- 1.9 More recently, the formation of Local Enterprise Partnerships has increased the engagement of PUSH with the private sector to identify business priorities. PUSH engages with business leaders, universities and the voluntary sector through the Solent LEP in support of activities that facilitate sustainable economic growth and create additional homes and jobs in the sub region.

Transport for South Hampshire & Isle of Wight – TfSHIoW

- 1.10 TfSHIoW is a partnership between Hampshire County Council, the Isle of Wight and the unitary authorities of Portsmouth and Southampton, government agencies including the Department for Transport and Highways Agency, local bus, rail and ferry operators and local business interests. It is managed by a Joint Committee of members from the four Local Authorities. It was set up in 2007 to plan, co-ordinate and deliver strategic transport improvements in the PUSH area shown on the map below. This includes Portsmouth, Southampton, the Boroughs of Eastleigh, Fareham, Gosport, Havant, southern parts of the City of Winchester and the Districts of Test Valley, East Hampshire and the eastern part of the New Forest. It was formerly TfSH and the Isle of Wight joined the partnership in March 2013.



- 1.11 TfSHIoW is the transport delivery agency for PUSH and the Solent LEP and has a key role in developing major transport schemes, securing funding and implementing schemes in the sub-region which will cope with current and future transport demands.

<http://www3.hants.gov.uk/tfsh/tfsh-who-we-are/tfsh-vision-2.htm>

- 1.12 TfSHIoW has developed a comprehensive Sub-Regional Transport Model (SRTM) to identify transport demands, test land use and transport policies and strategies and assess individual strategic transport interventions. The development and use of the SRTM is guided by a steering group including the Department for Transport, Highways Agency and Network Rail.
<http://www3.hants.gov.uk/2011-tfsh-model-development-report-version-2.pdf>

Solent Local Enterprise Partnership – Solent LEP

- 1.13 The Solent LEP is a sub-regional organisation formed in 2011 when the Government sought to reform the former system of regional planning and to replace Regional Development Agencies with Local Enterprise Partnerships. The Solent LEP is a partnership between businesses and local authorities and plays a central role in determining local economic priorities and undertaking activities to drive economic growth and the creation of local jobs. It is led by the business community and supported by four university partners, the further education sector, the local authorities within the PUSH / TfSH & IOW area and the voluntary and community sector. . The Solent LEP provides strategic leadership on planning, housing, local transport and infrastructure, employment, and inward investment.
- 1.14 In July 2013 the Department of Business Innovation and Skills requested that LEPs produce Strategic Economic Plans in order to inform the funding allocation each LEP can receive from the Local Growth Fund (LGF) from 2015 for development of housing skills and transport necessary to meet their economic growth aspirations. Further details on the Strategic Economic Plan and transport proposals supported therein are included in Appendix 4.

Solent Local Transport Body – Solent LTB

- 1.15 Local Transport Bodies were set up by Government in 2013 to decentralise decision making and devolve funding on major transport schemes of £5 million and above, for which local authorities previously bid for funds directly from the Department for Transport (DfT). While funding still comes from the DfT, decisions on local priorities are now guided by the Solent LTB comprising Hampshire County Council, Isle of Wight Council, Portsmouth City Council, Southampton City Council and the Solent LEP.
- 1.16 The original remit of the transport bodies was to decide on major transport priorities between 2015 and 2019 and to award funding to prioritised schemes. However it was announced in the 2013 Government Spending Review that devolved local major transport scheme funding would form part of the Local Growth Fund from 2015-16. That funding is no longer ring-fenced for transport and will not flow through Local Transport Bodies. Instead the decisions on use of Local Growth Funding will be made by Local Enterprise Partnerships (LEPs) who will be advised by the LTB's.
- 1.17 The Solent LTB is distinct from the TfSHIoW Partnership, which has a wider remit on strategic transport matters, and the existing statutory duties and responsibilities of local transport authorities are unaffected by the creation of these bodies.

The Highways Agency – HA

- 1.18 The Highways Agency is an Executive Agency of the Department for Transport (DfT), and is responsible for operating, maintaining and improving the strategic road network in England on behalf of the Secretary of State for Transport. Within the planning system the HA seek to ensure that developments close to or affecting the Strategic Road Network (SRN) can take place while making sure that it continues to operate safely and efficiently for all road users. Thus the HA are concerned that the quality and capacity of infrastructure, and the need for new strategic infrastructure, is taken into account in Local Plans and individual major development proposals. The HA participate in TfSHIoW and were involved in the development of the SRTM. It is also engaging with the Highway Authority and Fareham Borough Council in respect of the Strategic Development Area North of Fareham (Welborne). The following link provides information on the HA's role in supporting development and facilitating growth.
<http://assets.highways.govfacilitatig.uk/our-road-network/planning/Complete%20doc.pdf>
- 1.19 The HA are responsible for preparing Route Based Strategies for the management and improvement of the strategic road network. See Section 5, Fareham & Gosport Strategic Infrastructure Plan for further details.

2.0 POLICY CONTEXT

- 2.1 The Local Plan policies and proposals to improve transport and accessibility are guided by the following national and local policies, strategies and guidance :-

National Policy

National Planning Policy Framework (March 2012)

- 2.2 The Government's National Planning Policy Framework (NPPF), provides the national strategy and direction for land-use planning policy and practice. Its key objectives are to enable economic, environmental and social progress for this and future generations through sustainable development. It identifies how planning can achieve sustainable development and requires local plans to support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.

Creating Growth, Cutting Carbon, Making Sustainable Local Transport Happen

- 2.3 This Department for Transport White Paper published in January 2011 sets out the Government's vision for a sustainable local transport system that supports the economy and reduces carbon emissions.

Sub-Regional & Local Policies and Strategies

South Hampshire Strategy (SHS).

- 2.4 This is a spatial strategy prepared in 2009 by the Partnership for Urban South Hampshire to inform the policies and development proposals of the South Hampshire Authorities. It is based on local evidence and consultation and was scrutinised as part of the Examination in Public for the South East Plan later revoked by Government in March 2013. However the South Hampshire Strategy has been retained by PUSH to provide a framework for collaborative working and consistent planning across the South Hampshire sub-region. In October 2012 it was updated, and endorsed by the Solent LEP, to take account of recent economic conditions and changes in national planning policy with the main aim of improving economic performance up to 2026. http://www.push.gov.uk/south_hampshire_strategy_-_oct_2012-2.pdf

- 2.5 Chapter 8 of the SHS introduces the transport strategy for South Hampshire as follows :-

It is vital that transport improvements support planned new development, especially the "cities first" approach and planned strategic employment development. Conversely, it is important that spatial planning decisions are informed by and reflect forecast transport problems. So Transport for South Hampshire (TfSH) has used its Sub-Regional Transport Model to forecast the future transport situation, taking account of general traffic growth, the Government's general economic forecasts, and the employment and housing development envisaged. The model predicts that unless there are new transport interventions there will be increased congestion and consequent travel delays, notably at various junctions on the M27 motorway and on key

radial routes into Portsmouth, Southampton and Gosport. These transport delays would impact on individuals and businesses alike, and could potentially deter some businesses from expanding or locating within South Hampshire, in turn affecting the prospects of economic and employment growth. The extra congestion would also have negative environmental and health impacts.

2.6 Transport for South Hampshire (TfSH) coordinates strategic transport planning on behalf of PUSH and the local transport authorities and is tackling transport issues through a 'Reduce-Manage-Invest' approach. The aim is to reduce the need and demand to travel by car through appropriate location of development and the promotion of modal shift; maximise the efficiency of existing transport infrastructure, and deliver additional capacity through targeted improvements and new infrastructure with emphasis on the following objectives:

- making public transport walking and cycling a genuine travel choice to help them play a significant role in accommodating forecast growth in demand for travel;
- managing and investing in the highway network to better manage existing and forecast traffic demand, particularly on the strategic road network and its junctions, which will help support economic competitiveness, regeneration and growth;
- improving multi-modal access along key corridors – particularly those that connect the two cities with their hinterlands;
- Improving public transport connectivity between the two cities to broaden employment horizons and facilitate business agglomeration;
- improvements to highway land which improve the quality and permeability of the urban realm so as to encourage walking and cycling and create development opportunities

2.7 The SHS notes that as part of this overall approach measures are being developed to enhance access to Gosport, and in particular the Solent Enterprise Zone, through major improvements on Newgate Lane. The following major public transport interventions are also being implemented across the sub-region:-

- a £7.4m Better Bus Area project to raise the quality of bus travel and change perceptions of the bus to increase bus patronage and mode share;
- A £31m project (Better Connected South Hampshire) to improve sustainable access to town centres, focusing on nine corridors and public transport interchanges including targeted travel planning, physical improvements and a public transport smart ticketing solution.

2.8 The SHS also notes that TfSH was preparing a long term strategic Transport Delivery Plan (TDP) appraising future transport interventions including the following schemes of particular relevance to Fareham & Gosport:-

- extensions to the recently opened Fareham-Gosport Bus Rapid Transit (BRT) and provision of a wider BRT network including links to the Fareham SDA (Welborne)
- targeted highway improvements;
- improvements to the rail network and public transport facilities,
- improvements for pedestrians and cyclists,

For further details of the TDP see Section 5 and Appendix 3.

Hampshire Local Transport Plan 3 (LTP3)
& the Joint Transport Strategy for South Hampshire

- 2.9 The Local Transport Plan outlines Hampshire County Council's transport policies, strategy and implementation plans. Part A is the long term strategy which sets out how the transport network will be developed between 2011 and 2031, and Part B is a 3 year Implementation Plan for the period April 2014 to March 2017. The documents are available at the following links:

<http://www3.hants.gov.uk/hampshire-ltp-2011-part-a.pdf>

<http://www3.hants.gov.uk/hampshire-ltp-part-b-implementation-plan.pdf>

The Plan indicates how funding available to the authority from various central Government sources, European funding, council tax and developer contributions is to be used to deliver Hampshire's transport priorities which evolve from LTP3 and various other strategies discussed further below.

- 2.10 The Joint Transport Strategy for the South Hampshire authorities was published by TfSH on behalf of PUSH in March 2011 and is contained within Chapter 7 of LTP3 which can be found at the following link:

<http://www3.hants.gov.uk/local-transport-plan-strategy-south-hampshire>

- 2.11 The vision of the TfSH Authorities is to create *"A resilient, cost effective, fully integrated sub regional transport network, enabling economic growth whilst protecting and enhancing health, quality of life and environment"*. The achievement of this vision depends upon securing funding for timely delivery of the identified transport improvements to support planned housing, employment and regeneration opportunities; and mitigation of adverse impacts of transport on people and habitats.

- 2.12 The Joint Transport Strategy highlights the key issues and challenges and identifies 14 policies under five broad themes to achieve the objectives:

- Supporting economic growth - through a safe, sound and efficient transport network;
- Managing traffic - to maximise the efficiency of existing network, improve journey time reliability and reduce emissions;
- Enhancing the role of public transport - by working with transport operators to improve services and accessibility on inter- and intra-urban corridors;
- Quality of life and place – including investment in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys
- Transport and growth areas – defining and implementing a long-term transport strategy to enable sustainable development in major growth areas.

The Joint Transport Strategy explains why the policies are necessary, how they will achieve the objectives and provides examples of specific delivery options (measures). (For full details see Hampshire Local Transport Plan, 2011-2013, Chapter 2, page 13 - Transport Priorities; and Chapter 7, page 70 - Transport Outcomes and Transport Policies)
(<http://www3.hants.gov.uk/hampshire-ltp-2011-part-a.pdf>)

The Gosport Corporate Plan

- 2.13 The Gosport Borough Council Corporate Plan 2009/2012 sets out strategic priorities including *“Tackling the congested road network”*. It recognises the challenges faced by the Borough and states:
- 2.14 *“Road access to and from the Gosport peninsula is subject to traffic congestion, which has a considerable effect on our economy, our residents and our environment. We recognise the need to work with strategic partners, business interests and our community to seek transport solutions that will enable the attraction of inward investment and a more sustainable economy” (p.7).*
- 2.15 The Plan notes that Gosport has the lowest job density and business start-up rate in Hampshire, which contributes to out-commuting, traffic congestion and negative perceptions of the Borough, and highlights the complex linkages that exist between congestion, investment and job creation within the Borough.

3.0 EVIDENCE

Summary of Studies and Strategies

3.1 The following key evidence studies have been produced to identify the existing transport situation on the peninsula and to formulate the transport policies of the Highway Authorities (HCC / TfSH / HA) and the Solent LEP which have informed the Local Plan. More details of some of these studies are provided in Section 5 of this Paper and the Appendices:-

- **Gosport Commuting and Employment Study (MVA 2008)**
 - A study to investigate commuting and employment patterns in Gosport, and to give guidance on actions to reduce congestion and promote local employment.
- **Gosport Sustainability Profile (GBC regular updates)**
 - A compilation of key employment and economic statistics.
- **Assessing the Impacts of the Harbour Authorities LDF Proposals on the Strategic Road Network (PBA 2009)**
 - Transport modelling undertaken in partnership with Fareham, Portsmouth and Havant Councils to investigate the individual and cumulative impacts of planned development in South East Hampshire on the strategic and local highway networks.
- **Assessing the Impacts of the Harbour Authorities LDF Proposals on the Strategic Road Network, transport Assessment Supplement (PBA 2010);**
 - Supplementary transport modelling procured by the Borough Council to assess the potential impact of increased housing numbers in Gosport on the strategic and local highway networks.
- **Strategic Access to Gosport 2010-2026 (HCC 2010)**
 - A study by the Highway Authority reviewing traffic conditions and identifying and prioritising possible actions and transport measures to secure and improve strategic access onto the Gosport Peninsula.
- **Transport Delivery Plan (TfSHIoW February 2013)**
 - A long term strategic transport delivery plan for the whole of South Hampshire, prepared by TfSHIoW on behalf of the Solent LEP using the Sub Regional Transport Model (SRTM) to assist in prioritising major transport schemes to deliver economic growth and planned housing for the period up to 2026.
- **Fareham and Gosport Strategic Infrastructure Plan (HCC, Autumn 2013)**
 - A key strategic plan from the Highway Authority reviewing and updating previous transport strategies and priorities for the Fareham and Gosport peninsula to reflect the increased importance of economic regeneration and particularly the key roles of the Daedalus Enterprise Zone and Welborne in preventing further economic decline and enabling growth. The plan identifies the critical transport interventions necessary to overcome existing traffic problems and accommodate planned development. It has informed the Solent Strategic Economic Plan (SSEP) and assisted

the Solent Local Transport Board in identifying the priority schemes for delivery with the Single Local Growth Funding managed by the Solent LEP.

- **Gosport Borough Transport Statement (HCC Dec 2013)**
 - A summary of the transport strategies and a proposed package of strategic and local transport schemes, including minor works, in or near Gosport.

- **Transport for South Hampshire and Isle of Wight Evidence Base - Gosport Local Plan Development (HCC / MVA 2014)(The Gosport Sub-Regional Transport Model)**
 - A further transport modelling exercise using the Sub Regional Transport Model to re-assess the impacts of revised development plans in South East Hampshire on the strategic and local highway networks. This model provides more robust outputs than the model used by PBA for the Harbour Authority Study and inputs have been updated to account for the significant changes in the sub-regional development plans occurring since 2009 and particularly the changes in the quantum of development and access strategy for the Fareham SDA (Welborne).

4.0 EXISTING TRAFFIC & TRANSPORT CONDITIONS

Traffic Flow on Major Roads / Access to Gosport

- 4.1 LTP 3 notes that the most severe traffic congestion in Hampshire is generally experienced on the M27 and M3. On the rest of the network the most congested sections are routes to and from the Gosport peninsula. (ref. LTP3, Congestion Hotspots, Figure 3.8, page 28).
- 4.2 Aside from the Gosport Ferry access to Gosport is achieved along three principle roads passing through the Borough of Fareham from the A27 and M27.
- 4.3 The A32 Fareham Road and the B3385 Newgate Lane carry traffic predominantly to /from the north and east and converge in Fareham south of the A27 Quay Street Roundabout. Both roads provide strategic access beyond the peninsula and access to significant adjacent local employment sites.
- 4.4 Traffic exiting Gosport to the west mainly uses B3333 Stubbington Lane via Lee-on-the –Solent or B3334 Rowner Road. These road converge on Stubbington Village from where the B3334 Titchfield Road links to A27.
- 4.5 The A27 is a critical east-west artery for both local and strategic traffic heading westwards towards M27 junctions 9 and northwards to junction 11. The motorway is used for commuting in South Hampshire and for longer distance trips.
- 4.6 The Borough Transport Statement notes that both access corridors operate at capacity for long periods beyond traditional peak hours over much of their length from their respective junctions with the A27 and M27. Particular bottlenecks in the road network, most of which are within Fareham Borough include:
- M27 junctions 9 and 11;
 - Quay Street junction A32 /A27;
 - Salterns Lane /A32 Gosport Road junction;
 - Wych Lane / A32 Fareham Road Junction
 - Longfield Avenue / B3385 Newgate Lane junction;
 - Peel Common Roundabout B3334 / B3385; and
 - Stubbington Village.
- 4.7 The MVA Gosport Commuting and Employment Study reported that traffic delays on the main three routes are experienced fairly evenly, and journey times to and from the town centre to the motorway are similar. Journey times vary considerably on most sections of the road network, suggesting the network is operating close to effective capacity for extended periods. Traffic flows on A32 are consistently high throughout the day indicating there is no off-peak in the traditional sense of the term.

Commuting & Employment Opportunities

- 4.8 With relatively low house prices, compared with other parts of South Hampshire and its attractive coastal environment Gosport is a popular place to live. However growth in housing numbers has coincided with a decline in

traditional employment opportunities in the marine, manufacturing and defence industries. A lack of new employment development has resulted in an under provision of local jobs resulting in high levels of out-commuting.

- 4.9 MVA found that 64% of employed Gosport residents work outside the Borough and many out commuting journeys start before 06:30, with 70% of these journeys occurring before 08:00. Traditionally Portsmouth was the major source of jobs outside of the Borough, but a switch to Fareham has contributed to congestion on the A32 and Newgate Lane. Congestion on the strategic routes creates unreliable journey times for drivers and public transport users and additional local employment sites, such as the Daedalus Enterprise Zone and Waterfront, are needed to increase containment and reduce out-commuting.
- 4.10 Gosport suffers congestion despite having one of the lowest rates of car ownership and car usage in Hampshire. Sustainable travel is also strong with one of the highest cycle rates to work and higher than average walking to work. The Borough also has a relatively high take up of local jobs by resident workers. MVA note these factors provide a strong basis to promote sustainable transport modes and behaviour, however there remains a need to promote targeted highway improvements to encourage local employment provision.
- 4.11 The South Hampshire Economic Drivers & Growth report (DTZ 2007) noted that road based access to Gosport is relatively poor in relation to other parts of the sub region and acts as a significant constraint on future growth. The provision of improved transport infrastructure is therefore important for the peninsula and the provision of new employment opportunities in the Borough will reduce out-commuting and congestion.
- 4.12 Whilst peak time congestion is one of the most significant issues facing the Borough, it is also clear that at off-peak, Gosport has relatively good access to the motorway network. Consequently access should not necessarily be seen as an over-riding barrier to investment. Indeed relatively low land values compared with other parts of the sub-region could be seen as an advantage to attract new businesses.

Bus Services

- 4.13 Bus services operate over a limited range with most running between Fareham or Gosport bus stations and very few direct services to locations beyond the peninsula. Road congestion is recognised in the LTP as being a constraint on providing reliable services. Service provision largely dependent on the commercial viability of routes and, due to the current economic climate, the number of services subsidised by the County Council is in decline.
- 4.14 There is adequate service coverage during the day to most areas, although journey time reliability during peak periods was severely compromised by A32 congestion. Fewer services now use this route following the introduction of BRT (see below). The level of service provision on Newgate Lane and the B3334 corridor is relatively poor, as are services in the southern areas of the Borough, especially to some parts of the Lee-on-the-Solent ward and Anglesey. Access by bus to the Queen Alexandra Hospital (QAH) was limited, however this has been improved by the introduction of a number of services in Portsmouth which directly serve the site, with through ticketing options available between the bus and ferry operators

Bus Rapid Transit

- 4.15 Since the MVA study was undertaken in 2008 there has been large scale investment in buses within Gosport through the construction of the first phase of Bus Rapid Transit (BRT) and the introduction of a new fleet of high quality buses branded "Eclipse". Completed in April 2012, Phase 1 of the BRT utilises a section of the former railway corridor between Tichborne Way in Gosport to Redlands Lane in Fareham where a dedicated busway has been provided. This has greatly improved journey time reliability and resulted in increased service frequency and shorter journey times compared to services formerly running on A32. The scheme has improved public transport for existing users and provides travel choice for proposed development, particularly at Waterfront and the Town Centre. The busway is also open to cyclists and has significantly improved links between Gosport and Fareham by providing a popular alternative to the busy A32.
- 4.16 Phase 1 of the BRT is the first part of a wider scheme for South Hampshire. It is proposed that in future a network of quality bus routes will extend towards Gosport Town Centre, Fareham Railway Station and Town Centre, the Fareham SDA, QA Hospital and Portsmouth. The priority is the extension of the busway from Tichborne Way to Rowner Road and design work and a planning application for this phase have been completed to enable the County Council to take advantage of any funding opportunities arising. (Bids have been made for Pinch Point Funding but have so far been unsuccessful). Further details of the BRT and future phases are included in the report of 29th May 2012 to TfSH - South East Hampshire Bus Rapid Transit Progress Update at

http://www3.hants.gov.uk/councilmeetings/advsearchmeetings/meetingsitemdocuments.htm?sta=&pref=Y&item_ID=3960&tab=2&co=&confidential

Appended to this report is the South East Hampshire BRT Future Phases Study identifying service routes for the BRT wider network and the economic, funding & delivery strategy

- 4.17 Improvements to on street bus services have been made through the Better Bus Fund and the Local Sustainable Transport Fund which have provided better bus stop infrastructure (including quality shelters and travel information, and bus priority measures to address significant bottlenecks in street running services. Notably, a bus priority lane was provided in 2013 on the Fareham Road approach to, and southbound between, the Brockhurst Roundabouts and a bus priority measure in Lees Lane. Further measures are proposed in Anns Hill Road and are in progress on A27 Western Way / Quay Street within Fareham to further improve the speed and reliability of services.

Walking and Cycling

- 4.18 With a predominantly flat topography and relatively small geographical area Gosport is conducive to walking and cycling. The MVA study highlights that cycling accounts for 13% of journeys to work, well above the national average.
- 4.19 The Joint Strategy for South Hampshire emphasises that walking and cycling must be encouraged and the Borough Council and Hampshire County Council have worked together to construct an extensive network of cycle ways in Gosport.

- 4.20 The National Cycleway Network coastal route was completed in 2014 through the provision of off-road cycle tracks along the Lee on Solent sea front and through Stokes Bay. The journey from Gosport Ferry to Lee-on-the-Solent and the Daedalus Enterprise Zone can now be undertaken on pleasant traffic-free routes.
- 4.21 The BRT busway also accommodates cycles and has been recently linked to the existing cycle track on the north-south disused railway line to provide a continuous off-road route from Gosport town centre through to Fareham, providing access to the town centre and railway station.
- 4.22 Newgate Lane is presently too narrow and heavily trafficked to encourage cycling. Proposed highway improvements to the Newgate Lane corridor to improve access to Gosport and the Daedalus Enterprise Zone will include an off-road cycle track. This will link the existing cycle tracks in Rowner and Lee-on-the-Solent to Fareham via the busway.

Ferry Services

- 4.23 The Gosport Ferry is located adjacent to the bus station and offers easy interchange facilities between a range of modes including bus, taxi, cycle and private car. It provides a frequent service between the Gosport Peninsula and Portsmouth and provides direct access to the bus and rail stations and the Isle Wight ferry services at Portsmouth Hard. The MVA study notes that the Gosport Ferry was used in 17% of out-commuting trips, and that 40% of ferry commuters are also cyclists. A new Ferry Pontoon was completed in Gosport in June 2011 to provide improved waiting and boarding facilities for passengers. A new ferry is also under construction.
- 4.24 Substantial improvements to the bus / taxi / rail interchange on the Portsmouth side of the harbour are proposed by Portsmouth City Council with the support of the Solent LEP in 2015.

Rail Services

- 4.25 Rail services are available in Fareham as well as Portsmouth Harbour from where a range of local and national journeys can be made. The BRT busway has resulted in a greater proportion of buses serving the Fareham station and anecdotal evidence indicates increased rail use.

Linkages between Commuting, Congestion & Employment

- 4.26 The key findings of the MVA Commuting and Employment Study were as follows:
- Congestion is widespread;
 - The network is operating at or near capacity for extended periods resulting in variable journey times;
 - There is adverse impact upon traffic flow at identified pinch points;
 - Levels of car use are high with little sharing;
 - Sustainable travel is strong through walking, cycling and use of the ferry but there is very low bus use by working households;
 - Local people with professional skills are not proportionally represented in local jobs and a higher proportion are held by in-commuters;
 - The economy is vulnerable because of an over reliance on declining manufacturing and MOD sectors and limited diversification.

The study identified common threads and MVA suggests solutions under several themes including:

Theme 1: Employment Patterns

- 4.27 The large volume of out-commuters is in part a function of the actual and perceived lack of diversification in the local economy, and the availability of jobs providing the desired salary or skill levels. As individual skills levels have increased in line with demand for high end jobs, employed Gosport residents have not been able to find suitable work within the Borough and have therefore chosen to commute. Family connections and house prices and proximity to the coast emerge as reasons for not relocating from Gosport.

MVA recommend two main responses:

- in the short to medium term, investment is required to alleviate road network pinch points to ease congestion and improve access to markets for companies located in Gosport; particularly at Quay St Roundabout, on northern reaches of A32 and Newgate Lane and in Stubbington centre and
- in the medium to long term, the economy needs to expand and diversify within traditional sectors to provide higher end and hi-tech manufacturing. This will also help to support emergence of knowledge and service based industries.

Theme 2: Route Choice

- 4.28 Out-commuting will remain a feature of Gosport for some time to come, but there is a reasonable amount of internal commuting taking place, predominantly on A32. A significant number of Gosport employers are located along A32, including several MOD facilities, large industrial estates and St Vincent's College.

- 4.29 Cycle mode share amongst employed Gosport residents is high, particularly for access to Gosport ferry. Facilities for cyclists already exist along A32, but are notably absent on Newgate Lane. Additionally it is noted that high frequency bus services are provided on A32, but are poorly used due to congestion and unreliability.

- 4.30 The report recommends a combined strategy focused on the A32 to:-

- improve connections for cyclists between employment areas and local residential areas;
- target bus priority measures to improve reliability; and
- work with existing employers to develop Travel Plans, particularly around employment clusters to achieve economies of scale.

Theme 3: Mode Choice

- 4.31 Evidence within the study shows that car use remains the main mode choice for all commuters. For many out-commuters the lack of viable or attractive alternatives and the availability of workplace parking contribute to high car use.

- 4.32 Targeted bus improvements and priority measures will help to create greater choice for commuters and together with traffic management and capacity improvements at pinch points will alleviate some congestion.

- 4.33 There appears to be greater scope for car sharing. Hampshire County Council operates a car share scheme (www.hantscarshare.com) with almost 190,000 registered users, but there are only a small proportion located in Gosport.

Completed Schemes

- 4.34 Since the MVA report was published a number of its recommendations have been implemented:
- Substantial improvements have been made to Quay Street Roundabout
 - The BRT busway, various bus priority measures and bus infrastructure improvements have been completed, as described above, resulting in relocation of several services from A32 to the busway and significant improvements in journey time reliability and patronage.
 - Cycleway improvements have been completed benefitting the A32 corridor and access to Lee on the Solent and Daedalus has been enhanced.
 - The County Council has undertaken an extensive travel planning exercise under the banner of 'My Journey' including targeted personal travel planning programmes in Gosport and is proposing workplace travel plans. (ref. <http://www.myjourneyhampshire.com/gosport>).
- 4.35 A range of additional measures as promoted in the study are proposed as set out in the Infrastructure Delivery Plan including improvements to the northern section of Newgate Lane which are due to commence in June 2014. Further improvements to Newgate Lane, Peel Common Roundabout and western access to Gosport are proposed. For further details and the current status of this scheme refer to <http://www3.hants.gov.uk/transport-schemes-index/fareham-newgate-lane-north.htm>
- 4.36 Fuller evidence of existing traffic conditions and the findings of the MVA Commuting and Employment Study are available in Appendix 1.

5.0 KEY TRANSPORT STUDIES & STRATEGIES

Modelling and Analysing the Traffic Impacts of Future Developments 'The PBA Study'

Background

5.1 To meet the tests of “soundness”, local authorities must demonstrate that development proposals are capable of being delivered, and do not have an unacceptable impact on the Strategic Road Network. In recognition of the impact of development plans across South East Hampshire the Borough Council, in partnership with the 'Harbour Authorities' (Fareham Borough Council, Havant Borough Council and Portsmouth City Council) commissioned Peter Brett Associates (PBA) in 2007 to model and assess the cumulative traffic impacts of our development plans.

5.2 The report of the study, published in 2009 entitled 'Assessing the Impact of the Harbour Authorities: LDF Proposals on the Strategic Road Network' is available at: <http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/local-development-framework/gosport-borough-local-plan-2029/gosport-borough-local-plan-2011-2029-consultation-draft-december-2012/evidence-studies/transport-assessment/pba-report/>

Geographical Scope of the Study

5.3 The study considered the motorways and trunk roads managed by the Highways Agency, and the key local roads feeding the Strategic Road Network (SRN) within the main journey to work area of the Harbour Authorities. The study area included the M27 and A3(M) between junctions 9 (Whiteley) and Junction 1 (Horndean), and the A27(T) to Emsworth. It also included the A27 from Fareham to Portsmouth and the principal routes into Gosport and Portsmouth south of A27, including A32 Fareham Road, B3385 Newgate Lane and the B3334 through Stubbington.

Development Proposals

5.4 The study evaluated the traffic impacts of the development proposals up to 2026 as set out in the South East Plan and included the latest development plans of authorities adjacent to the study area.

Scope of the Study

5.5 A SATURN traffic distribution model was used to predict the traffic impacts on the development upon key junctions in the study area of which M27 junctions 9, 10 and 11 were most relevant to Gosport. The impact of potential transport improvements were also assessed including:

- Premium Bus Network (higher frequency routes with elements of bus priority),
- the wider Bus Rapid Transit network
- selective highway improvements including the completed M27 climbing lanes between junctions 11 and 12 and the Tipner/M275 interchange.;
- the proposed North of Fareham SDA link road from A32 to junction 11.

Conclusions

5.6 The study concluded that the relatively modest levels of growth proposed within Gosport up to 2026 do not have significant implications in terms of the capacity of junctions on the SRN. However the study forecasts very

significant impacts on a number of junctions arising from the cumulative impact of all developments in south east Hampshire, with a very significant contributions from the North of Fareham SDA.

5.7 The study predicts that the Brockhurst Roundabouts within Gosport will still below capacity in 2026, but a number of local junctions in Fareham, which are used by Gosport traffic to access / egress the Peninsula, will be at or above capacity. These are:

- Segensworth Roundabout;
- Quay Street Roundabout;
- Delme Roundabout;
- Peel Common Roundabout;
- Longfield Avenue / Speedfields Roundabout;
- Stubbington Roundabouts; and
- Titchfield Gyratory.

5.8 Subsequent studies including the Strategic Access to Gosport Study and the Fareham & Gosport Strategic Infrastructure Plan have considered the potential to improve these junctions. As noted in Section 4 improvements have been completed at Quay Street, and are programmed for Longfield Avenue and Speedfields Roundabouts (Newgate Lane North) and Peel Common Roundabout.

Transport Assessment Supplement; Assessment of the Impact of Increased Housing in Gosport, 2010.

5.9 A supplementary study was commissioned by Gosport Borough Council alone in 2010 to provide an assessment of the added impact of an additional 1,500 homes to the Gosport Housing allocation in the South East Plan in 2026. This was not a housing target but a test of the potential flexibility in housing numbers above the 2500 stated within the Borough Council's emerging Local Plan.

5.10 PBA concluded that the additional 1,500 homes do not have a significant impact in the overall context of proposed development in South East Hampshire and there are no significant impacts on the M27 motorway junctions 9, 10 and 11.

5.11 It is evident from the modelling work that traffic generated by new development within Gosport is restrained from accessing the motorway by the existing capacity of the local network. Accordingly, neither the motorway nor the local distributor roads north of the B3334 will experience any significant increases in peak hour flows. However, some peak spreading will likely arise due to this lack of capacity.

Strategic Access to Gosport Study (2010-2026) (StAG) – February 2010

5.12 In 2009 TfSH commissioned a study from Mott Gifford on behalf of PUSH to review and prioritise possible measures to improve strategic access onto the Gosport Peninsula and to inform the Gosport and Fareham Borough Council Local Development Frameworks; the next Local Transport Plan (LTP3 2011-2016) and future bids for regional and government funding. The proposed schemes and implementation plan were approved by the TfSH Joint Committee. (Ref. http://www3.hants.gov.uk/stag_report.pdf)

- 5.13 The StAG study examined current traffic and transport conditions, demographics and economic activity and considered future development proposals and traffic conditions. It reviewed potential schemes and prioritised those schemes satisfying the prevailing policy objectives.
- 5.14 To secure the best opportunities of securing funding at that time the study aimed to be consistent with the policy goals and priorities of Delivering a Sustainable Transport System published by the previous Government in 2007. Accordingly the focus of the study was to identify deliverable transport measures which would contribute to the management of journey delays and improve accessibility by all modes with regard to the need to accommodate planned growth up to 2026 whilst combatting climate change.
- 5.15 Mott Gifford subjectively assessed a range of options with a focus on improving the A32, Newgate Lane and B3334 Titchfield-Stubbington corridors. The following transport measures / improvements were identified and are described in more detail in Appendix 2 to this paper, along with an indication of current status:
- Newgate Lane corridor improvements;
 - Improved access to Daedalus;
 - ITS Strategy (Intelligent Transport Systems) to improve efficiency;
 - BRT Future Phases;
 - New Transport Interchange at Gosport Waterfront;
 - Western Access to Gosport;
 - A32 Access to Gosport;
 - New Ferry Service – Portsmouth to Southampton;
 - Delme Roundabout improvements (A27 Fareham);
 - Stubbington Village Centre Improvements;
 - A27 bus Priority and Traffic Management;
 - Access to North Fareham Strategic Development Area;
 - Fareham Rail Station Interchange; and
 - Walking and Cycling Improvements (Gosport).

StAG also promoted Phase 1 of BRT, improved cycle and pedestrian access at Brockhurst roundabouts and Quay Street Roundabout improvements, which are all complete.

- 5.16 An Implementation Plan was provided (ref page 6-62 of the study) which broadly programmed the schemes in the short, medium and long-term and identified a variety of potential funding streams. In respect of major schemes this Plan is now superseded by the Fareham & Gosport Strategic Transport Infrastructure Plan.
- 5.17 StAG acknowledged that in the current financial climate, there are difficulties in reliably programming schemes and recognised the importance of developing, costing and prioritising schemes sufficiently to take advantage of funding opportunities when they arise.
- 5.18 Since the study was undertaken TfSH and the Solent LEP have been successful in winning significant central government funding. Government Growing Places funding has been awarded through the LEP in support of the Newgate Lane North and Peel Common improvements. Better Bus Funds and Local Sustainable Transport funds have also been won by TfSH to

promote a range of bus priority measures and bus infrastructure improvements (see Infrastructure Delivery Plan Completed Schemes).

TfSH Transport Delivery Plan (TDP)

- 5.19 In February 2013 TfSH published a Transport Delivery Plan 2012 – 2026, prepared on behalf of the Solent LEP, which is available at: <http://documents.hants.gov.uk/transport-for-south-hampshire/TransportDeliveryPlan.pdf>
- 5.20 This is a long term strategic transport delivery plan for the whole of South Hampshire which responds to the significant national policy shift to focus on economic growth, brought about by the unprecedented problems in the global economy and the resultant pressures on public spending. It aimed to provide robust evidence that the proposed transport interventions address a demonstrable need and will provide value for money.
- 5.21 The plan includes a summary of the current and future forecast transport constraints. It evaluates travel demand, mode share and commuting patterns across South Hampshire and predicts future changes in travel by mode, traffic flows and congestion. The impacts of transport restraints on economic growth are evaluated and the TDP provides evidence that there is a need for transport intervention to support sustainable economic growth.
- 5.21 The core objectives of the TDP are derived from the local transport plans and other strategic priorities, such as those of the Solent LEP. The Sub-Regional Transport Model (SRTM) has been used to identify where transport interventions are, or will be required to meet these objectives and a set of strategic priority schemes for the period up to 2026 have been identified which can be delivered relatively quickly in order to secure funding where opportunities arise.
- 5.23 The plan does not include a range of smaller transport schemes that are being taken forward independently by the four TfSHIoW authorities. In respect of Gosport smaller schemes are set out in the Gosport Borough Transport Statement.

Committed and Proposed Schemes

- 5.24 The plan identifies those schemes that have been delivered or are committed for delivery. It also provides details of 35 proposed schemes which form the future delivery plan up to 2026. These are summarised in Table 13, Delivery Plan and Scheme Status, on page 98 of the Plan.
- 5.25 Newgate Lane improvements and Bus Rapid Transit are included as committed schemes and A27 Corridor Improvements and M27 Controlled Motorways as schemes targeted for investment. Gosport Western Access is identified as a longer term scheme which could have potential for delivery beyond 2026.
- 5.26 There is a summary in Section 10 of the key strategic developments that are being delivered or are planned to be delivered for which transport interventions will be required. These include the Gosport Waterfront, the New Community North of Fareham (Fareham SDA / Welborne) and the Solent Enterprise Zone (Daedalus).

- 5.27 The TDP notes that TfSH will progress work with its partners to identify funding opportunities for the schemes. Key opportunities exist with the devolved major local transport schemes fund (managed by Local Transport Bodies) the Solent LEP Growing Places Fund, and through provisions within any City Deal that emerges for the area. There is also an important role to be played by developer funding.

Fuller details of the Transport Delivery Plan are provided in Appendix 3 of this Paper.

Fareham & Gosport Strategic Infrastructure Plan – Autumn 2013

- 5.28 The Fareham and Gosport Strategic Transport Infrastructure Plan (STIP) was recently prepared by Hampshire County Council to update the Transport Delivery Plan and the Strategic Access to Gosport Study. It reflects a change in strategy in respect of transport improvements serving Fareham and Gosport, and in particular the priorities of the Solent Local Enterprise Partnership within a changing funding situation. The Strategy can be found at:

http://www3.hants.gov.uk/councilmeetings/advsearchmeetings/meetingsitemdocuments.htm?sta=&pref=Y&item_ID=5177&tab=2&co=&confidential

- 5.29 The STIP is an interim transport plan pending a decision on the need for and preferred alignment of a potential Stubbington bypass, which is now seen as increasingly important to relieve traffic congestion in Stubbington and improve western access to south Fareham and Gosport. Improvements in western access to Gosport, in addition to the Newgate Lane improvements, are advocated by the Highway Authority to help enhance the economic viability and vitality of the whole area and attract much needed new investment and growth. Since the preparation of the Transport Delivery Plan the resolution of poor accessibility has also been recognised by the Solent LEP as increasingly important to encourage development at key strategic sites, including the Solent Enterprise Zone (Daedalus) and Welborne. Consequently the bypass has been included in the draft Solent Strategic Economic Plan (March 2014) as part of the Gosport – Fareham Growth Package. This is expected to be funded from the competitive element of the Local Growth Fund (see Appendix 4 for further details). HCC is to undertake a public consultation on a preferred route for the bypass in June / July, 2014.

- 5.30 The STIP confirms that the following strategic transport interventions, as first identified in the TDP, are required to support housing and economic growth over the next 10 to 20 years :-

- **M27 Junctions 3 to 12 Managed Motorways** - measures to keep longer distance traffic moving and reduce congestion hotspots around junctions;
- **A27 Segensworth to Fareham** - capacity and junction improvements to remove bottlenecks on this key east to west corridor for local and strategic traffic and to improve capacity at key interfaces with north south access routes to the peninsula;
- **B3385 Newgate Lane North** (Palmerston Drive to Tanners Lane) - capacity and junction improvements on this critical north south access route;

- **B3385 Newgate Lane South** (Tanners Lane to Peel Common roundabout) - capacity and junction improvements. Details subject to the determination of a preferred corridor of interest for the Stubbington Bypass;
- **B3385 / B3354 Peel Common Roundabout** - interim capacity improvements in advance of a longer term scheme to be confirmed subject to the determination of a preferred corridor of interest for the Stubbington Bypass.
- **Western Access to Gosport** comprising improvements to the: A27 west of Titchfield Gyratory; B3334 Titchfield Road south of Titchfield gyratory to a point where it might connect with a potential new bypass for Stubbington (alignment to be confirmed) along with improvements to the southern section of Newgate Lane and Peel Common roundabout.
- **Bus Rapid Transit northern and southern extensions** to the recently completed dedicated busway along with on road measures to help provide an improved viable public transport offer for north to south.

5.31 Improvements of M27 through the Managed Motorway project and phased improvements of A27 are proposed to improve east to west connectivity which in turn will improve access to the three principal routes serving Gosport. The provision of the Stubbington Bypass together with improvements to Titchfield Road and the A27 corridor to Segensworth will improve western access. Improvements to north -south connectivity are proposed through improvements to Newgate Lane and Peel Common Roundabout and expansion of the Bus Rapid Transit.

5.32 The indicative delivery programme is as follows :-

STIP Indicative Delivery Programme for Delivery of Strategic Measures		
Scheme Name	Estimated Cost / Funding Source (if known) to be ratified through design process	Estimated Delivery Timescale subject to funding and development progress
Newgate Lane (Northern Section)	£5m GPF and HCC	2014/15
Peel Common Roundabout Interim Scheme	£0.7 - £1.1m GPF, HCC and other inc. Sec106	2014/15
A27 Phase 1 Station Roundabout and Gudge Heath Lane	£4.96m SLTB £1.65m HCC and other inc.. S106	2015/16
A27 Phase 2 Titchfield Gyratory to Segensworth Roundabout	£5-10m	2016/17
Stubbington Bypass and Titchfield Rd (Gosport Western Access)	£20-30m	2017/19
Newgate Lane (Southern Section) linked to the identification of a preferred route for a Stubbington Bypass	Not Known	2017/19
Peel Common Roundabout Longer Term Scheme – linked to the identification of a preferred route for a	Not Known	2017/19

Stubbington Bypass		
Bus Rapid Transit – busway extension south to Rowner Road	£8.94m	2016/18
A27 Phase 3 Titchfield Gyrotory to Gudge Heath Lane	£5-10m	2018/20
Bus Rapid Transit – Rowner Rd to Gosport ferry on road sections	£3-4m	2014-16
Bus Rapid Transit – A27 Delme to QAH	£4-5m	2016/17
M27 Managed Motorways	Not Known	2020/26
Bus Rapid Transit – dedicated busway extension north Redlands Lane to the A27	£19m	2026+

5.33 The STIP notes Hampshire County Council will take the following steps to ensure the delivery :-

- Engage and communicate with key partners and the wider community;
- Look for new funding opportunities and prepare bidding documents to support applications;
- Support the wider development planning process with advice and input for the Fareham and Gosport Local Plans.

5.34 HCC note that these measures will improve routes onto and off the peninsula and all have independent benefits, but will provide added economic value when implemented as a comprehensive strategy. It is recognised that the programme will need to be progressed over a number of years due to funding restrictions and associated delivery timescales are uncertain.

Scheme Details & Justification

5.35 Section 5 (page 10) of the STIP provides a description and justification of each of the key schemes and reports on the progress of scheme development (at October 2013).

Stubbington Bypass and Western Access – Review of Policy Direction

5.36 The STIP notes that, policy direction and priorities have evolved since the production of LTP3 in 2011 when interventions to address congestion and unlock development sites were restrained by the limited funding available for major infrastructure. The proposal for a Stubbington Bypass was not considered viable in that economic climate and was deferred as a potential scheme for post 2026.

5.37 The StAG re-evaluated the Stubbington Bypass and predicted that it would only deliver improved journey times in conjunction with measures to enhance capacity on the A27 at Titchfield Gyrotory and between Titchfield and Segensworth. In view of the prevailing policy of Reduce, Manage and Invest which then leant towards capacity constraint, StAG concluded that the case for a bypass was weak.

- 5.38 Since the StAG report was produced there has been an increased focus on economic development and a willingness to provide capacity to address bottle necks and congestion. The justification for the scheme is greater in the current policy context and consequently a review of the bypass and improvements to western access has been considered in a number of reports as follows:

Access to the Solent Enterprise Zone – Report to Executive Member for Environment and Transport 6th March 2012.

http://www3.hants.gov.uk/councilmeetings/meetingssummary.htm?sta=0¤tpage=1&tab=1&date_ID=741

- 5.39 This report considered a response to development proposals at the Solent Enterprise Zone and the wider traffic congestion issues on the Gosport peninsula and adopted a strategy :-

- to promote employment opportunities at Daedalus as a means of reducing out commuting from the Gosport peninsula;
- to promote local access to Daedalus from within the Gosport peninsula via sustainable travel modes; and
- to promote the Newgate Lane corridor as the link to Daedalus from the strategic road network and Fareham Railway Station and as a viable alternative for existing and potential future traffic (particularly lorries) utilising roads via Stubbington.

- 5.40 It notes that the Solent Enterprise Zone is expected to be developed in phases and accordingly improvements to the Newgate Lane and the Peel Common junction, remain the most practical way of delivering improved access in the short term. However there is now a refreshed drive to bring forward the delivery of the Western Access to Gosport and the Stubbington Bypass and the desired improvements of the southern section of Newgate Lane cannot be determined until the preferred corridor of interest for the bypass has been resolved.

Developing Major Transport Schemes in Hampshire – Report to Executive Member Environment and Transport 5th March 2013

http://www3.hants.gov.uk/councilmeetings/meetingssummary.htm?sta=0¤tpage=1&tab=1&date_ID=883

- 5.41 This report sought approval for a list of large transport schemes to be developed to a state of readiness to maximise funding opportunities through bid processes, which excluded the Stubbington Bypass and Western Access. The STIP now includes these measures in the major schemes development pool for the Solent LEP area and HCC is proceeding with the development of routes for Newgate Lane South and Stubbington Bypass for public consultation.

Public consultation on highway proposals for Newgate Lane and Peel Common, Fareham and Western Access to Gosport – Report to Executive Member Environment and Transport 11th June 2013

http://www3.hants.gov.uk/councilmeetings/advsearchmeetings/meetingsitemdocuments.htm?sta=&pref=Y&item_ID=4933&tab=2&co=&confidential

- 5.42 This report sought that approval be given to continue to develop a standalone highway scheme for the northern section of Newgate Lane and to undertake a public consultation exercise providing information on:-

- detailed proposals for implementation of a scheme on Newgate Lane between Palmerston Drive and Tanners Lane;
 - outline proposals for interim measures at Peel Common junction, and on Newgate Lane between Tanners Lane and Peel Common junction, and
 - initial ideas for route options for a western access to Gosport
- 5.43 Further details, and links to reports on the public consultation undertaken by HCC for Improving Access to Fareham and Gosport and Potential Stubbington Bypass in 2013, decisions on preferred options by Executive Member for Economy, Transport and Environment and details of the public consultation in 2014 can be found at paragraphs 7.12 – 7.14 of this paper.

Highways Agency Route Based Strategies

- 5.44 The STIP highlights the need for improvement of the motorway and notes that Route Based Strategies are being developed by the Highways Agency to support and inform investment planning in motorways and trunk roads.
- 5.45 The Highways Agency are developing a uniform set of route based strategies for all routes on the national network which, in the first stage, will identify performance issues and take account of local growth plans and priorities. The second stage, due for completion in Spring 2015, will prioritise a programme of indicative solutions. These will include operational improvements and, if appropriate, road improvement schemes which will be considered for funding in the Government Spending Reviews in 2015 and beyond. It is not yet fully clear how the Route Strategies will link with or inform the Solent LEP Strategic Economic Growth Plan but the Highways Agency will engage further with local stakeholders as the indicative solutions are developed.
- 5.46 More details of the proposed M27 Junctions 3 to 12 Managed Motorways and included in Section 5 of the STIP, page 10.

Transport for South Hampshire and Isle of Wight Evidence Base - Gosport Local Plan Development, 2014 - 'The Gosport SRTM'

- 5.47 Since 2010, when the PBA study was completed, there has been significant changes in the quantum of development proposed in South East Hampshire requiring a review of traffic impacts. The superior Sub Regional Transport Model (SRTM), commissioned by Transport for South Hampshire had also become available. Therefore in October 2013 the Borough Council commissioned SYSTRA to run the SRTM to reassess the impact of revised levels of development in Gosport and South Hampshire on the strategic road network (SRN) and to include the most up to date information on development proposal and future transport interventions in the sub region.
- <http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/local-development-framework/gosport-borough-local-plan-2029/gosport-borough-local-plan-2011-2029-consultation-draft-december-2012/evidence-studies/transport-assessment/?Transport%20Assessment>

(The PBA study is retained as part of the evidence base because as it still provides a useful indication of the relative impact of new development in each of the Harbour Authorities upon the SRN).

Revised Development Proposals

SDA North of Fareham / Welborne Plan

- 5.48 The most significant change has occurred in respect of the Strategic Development Area (SDA) North of Fareham, promoted by Fareham Borough Council. This development is now called 'Welborne' and is the largest proposed development in the sub-region. Lying adjacent the M27 motorway it has the greatest impact of all development in the area on junctions 10 and 11, as confirmed by the PBA Study.
- 5.49 In line with the provisions of the South Hampshire Strategy the PBA Study modelled the impact of 10,000 homes and 121,000 sq.m. of employment floor space at Welborne with access provided from A32 and via a proposed new link road to junction 11, running north of and parallel to M27. It was also assumed that land adjacent junction 11 would be used for the greater part of the employment. The effect of these proposals was to direct a substantial proportion of Welborne traffic directly onto the busy M27 junction 11.
- 5.50 Policy CS13 of Fareham Adopted Core Strategy (August 2011) set a significantly lower quantum of development for Welborne and the Publication Draft of the Welborne Plan (a site specific plan released in February 2014) indicates 6,000 homes, to be built by 2036, and 59,879 sq.m. of employment floor space.
- 5.51 The former proposals for the A32 / junction 11 link road and adjacent employment have been withdrawn and the Welborne Plan now proposes access from the adjacent A32 and through the provision of an all-moves junction 10, to be created through the addition of west facing slip roads. These changes take advantage of the potential to improve capacity at junction 10 and minimise development traffic on junction 11. It is evident from the documents supporting the Welborne Plan that consideration is also to be given to improvements of M27 junction 11 and key junctions on A27 / A32 at Delme and Quay Street.
- 5.52 The Plan proposes a high quality public transport system including the extension of the Gosport – Fareham Bus Rapid Transit (BRT) to Welborne and other transport interventions where required to mitigate traffic impacts on the local and strategic road network.
- 5.53 At the commencement of the Gosport SRTM the exact quantum of development at Welborne was still to be finalised by Fareham Borough Council and a quantum of 6500 dwellings and 112,000sqm employment land use was assumed.

Quantum of Development Modelled in Gosport

- 5.54 The draft Gosport Borough Local Plan now proposes that 3060 dwellings should be built between 2011 and 2029. The Plan reflects the figures included in the South Hampshire Strategy (2012) extrapolated for a further 3 years. The table below sets out the quantum of development that is proposed for all uses in the Gosport Borough Local Plan.

Land Use	Completions 2010-2013	Committed schemes with planning permission beyond 2013	Planned allocations 2013-2029
Dwellings (units)	457	838	1794
Retail (m ²)	556	8176	500
Office (m ²)	0	114453	2250
Industrial (m ²)	1521	41673	27115
Warehousing (m ²)	0	13048	0
Education (m ²)	1053	338	0
Hotel (m ²)	0	10736	0
Healthcare (m ²)	692	1839	0
Leisure (m ²)	3884	2611	500

Highway and Public Transport Improvement Schemes Modelled

- 5.55 The SRTM model is based on traffic surveys undertaken in 2010 (the base year) and has been used to forecasts traffic conditions in 2031, which is the closest year to the end of the plan period (2029) that could be modelled.
- 5.56 The following transport schemes significantly affecting access to Fareham and Gosport are included in the model:-

Schemes Completed or Commenced since 2010

- Quay Street Roundabout (Fareham) – Full signalisation of roundabout and ‘through lane’ from A32 to A27 (completed 2012).
- Newgate Lane (Fareham) - Widening (to 7.3m) from Speedfields Retail Park southwards to Peel Common roundabout (proposed 2016)
- The BRT Gosport Fareham Busway Phase 1 (completed 2012)
- A27 Western Way Bus Gate & Bus Lane (completion due 2014)
- Brockhurst Roundabouts Bus Priority (completed 2013)

Schemes Proposed in Support of Development at Welborne

- M27 J10 upgrade to all movements
- Extend existing BRT between Fareham and Welborne
- New BRT from Welborne to Portsmouth via A27
- New BRT from Welborne to Portsmouth via M27 J10 (Fast Track)

Schemes Proposed in Support of Development at Daedalus and Access to Gosport in General

- Newgate Lane Northern Section road widening and signalisation of junctions
- Peel Common roundabout (partial signalisation - interim scheme).
- BRT busway extension approximately 1km south to Rowner Road.
- BRT improvements between Rowner Road and the Gosport ferry terminal.

- 5.57 The schemes to provide a bypass to Stubbington Bypass and improve western access to Fareham and Gosport have not been modelled, as at the time there was no commitment to progress them.

Model Scenarios

- 5.58 Three scenarios were modelled to assess the impact of the proposed development at the end of the Plan period. See SRTM Report figure 2.1 – Model Components and paragraphs 2.3 to 2.5 for further details.

Key Findings of the Gosport SRTM

- 5.59 The findings of the model in respect of trip making and mode share are set out in the SRTM report, paragraph 3.3 – Demand Model Results.
- 5.60 By 2031 the forecast of vehicle kilometres travelled on the modelled network in the AM peak rises above the base year by just 425 km and in the PM peak by 563km, which is a negligible overall change (ref Table 4.1 and 4.2). Within the Borough a 5 – 6% increase in vehicle hours and vehicle kilometres travelled is forecast. The impact on average speed is minimal with a reduction of only 0.5% expected.
- 5.61 The Local Plan proposals produce a modest increase in the proportion of Gosport journeys that are made internally within the borough (up from 45.8% to 47.2%). The absolute mode share of journeys to, from and within Gosport on the highway drops by 0.5%. This equates to a relative 1% fall in the highway share, a 1% relative increase in public transport share, and a 1.6% increase in walking and cycling.
- 5.62 By reference to the flow diagrams it is apparent that by 2031, as a result of other forecast development in the sub-region, the highway network will experience capacity problems on the routes towards, and including M27. Capacity limitations suppress the demand for travel and particularly the ability of traffic to access the motorway before the demand for additional trips from the Gosport Local Plan permissible developments are included.
- 5.63 The actual flow changes resulting from the Local Plan development are predicted to be relatively modest with the largest increases in traffic predicted as 75 and 78 vehicles in the AM and PM peaks respectively. Due to existing highway congestion significant flow changes are limited to areas south of A27, and only 20 vehicles in the AM and 15 vehicles in the PM peak reach the A27 and M27. These small flow changes will have minimal impact on vehicle delay and capacity at M27 junctions 9 and 11.
- 5.64 As would be expected the level of suppressed demand is forecast to increase as a result of the Local Plan development and some peak spreading can be expected. Systra note it is likely that the level of containment within Gosport will increase with congestion on the wider network i.e. local jobs, for example at Daedalus, are filled by local residents.
- 5.65 The junctions listed in tables 4.5 and 4.6 of the Systra Report (Fareham and Gosport Capacity Hotspots) are already at or near capacity. Consistent with the modest flow changes resulting from the Local Plan development, the actual performance of these junctions is not significantly worsened. Only the Newgate Lane / Peel Common Roundabout; the A32 Wych Lane junction and the M27 westbound off-slip experience a measurable increase in volume over capacity, and these increases are at most 2%.
- 5.66 Paragraph 5 provides a summary of the Public Transport Model Results. Patronage is forecast to increase with a 10% increase in passengers on the

Gosport-Portsmouth ferry; an 8% increase in bus passenger hours and kilometres and a 5% to 6% increase in bus boardings. Systra note public transport patronage may be influenced by the general highway congestion that suppresses highway trips.

**Gosport Borough Transport Statement
(adopted September 2012, updated November 2013)**

- 5.67 The Gosport Borough Transport Statement (GBTS) was prepared by the County Council to provide a summary of the transport policies and strategies for the Borough and a framework to assist in the prioritisation of transport investment.

<http://documents.hants.gov.uk/transport-statements/gosport/GBCTransportStatementDecember2013.pdf>

The Transport Statement links to current economic priorities including those being developed by PUSH and the Solent LEP and builds upon LTP3, the South Hampshire Joint Strategy and StAG.

- 5.68 The Transport Statement is intended to be a living document to be periodically updated by the County Council to reflect any changes in policies and strategies and emerging development opportunities. It provides a full schedule of strategic and local transport measures for Gosport to support the Local Plan to 2029 (The Live Scheme List) which identifies estimated costs and status.

- 5.69 The Statement notes the delivery of the schemes will depend upon funding becoming available from a range of potential sources described in Chapter 5 and listed below :-

- HCC Local Funding
- Developer Contributions secured through the Transport Contributions Policy
- Specific transport infrastructure / funding secured through S106 & S278 agreements
- Community Infrastructure Levy
- Funds from the Department of Transport
- Integrated Transport and Maintenance Capital Grant
- Major Schemes Funding
- Local Sustainable Transport Fund
- Pinch Point Fund
- LEP funding including the Growing Places Fund
- Other funding sources as they arise.

- 5.70 The Statement provides little information on programming of schemes as the sources and amounts of funding available for transport in the current climate are volatile and difficult to predict. Delivery will be subject to prioritisation and preparation of satisfactory design and business cases. It is not expected that all the schemes listed will be taken forward or delivered before 2029.

6.0 Gosport Local Plan Policies Transport Proposals in Support of Major Development Sites

Infrastructure

Policy LP2

- 6.1 In order to understand the transport needs and impacts of the development proposed in the Local Plan, the Sub-Regional Transport Model (Gosport SRTM) has been used to assess existing and future traffic conditions upon local roads and the strategic road network (SRN). Other assessments have also been carried out and infrastructure proposals arise from the studies, strategies and plans summarised in Section 3.
- 6.2 The Gosport SRTM demonstrates that the total traffic impacts of Gosport's developments upon motorway junctions 9 to 11 will be minimal and the impacts arising from development in Gosport do not by themselves warrant improvements to the SRN. In any event, having regard to the scale, nature and viability of the developments proposed in Gosport, it would not be logical, or affordable, for individual developers to assess, fund and deliver motorway improvements.
- 6.3 The Gosport SRTM identifies existing areas of congestion on the SRN where further delays will occur as a result of development across the whole of the sub-region and mitigation therefore needs to be assessed and implemented by organisations at the sub-regional level. Accordingly the Partnership for Urban South Hampshire (PUSH) are working with Transport for South Hampshire and the Isle of Wight (TfSHIoW) to develop and implement priority improvements to address existing transport difficulties and support planned development across the sub region.
- 6.4 Gosport Borough Council will be implementing the Community Infrastructure (CIL) whereby a contribution from development will be required where viable. A proportion of CIL could be used to support transport interventions.
- 6.5 The Solent Local Transport Board has more recently played a key role with the support of TfSHIoW in identifying transport schemes that meet local priorities and national objectives. The Solent Local Transport Board has in turn advised the Solent Local Enterprise Partnership on the priorities for expenditure of the Government's devolved funding from the Local Growth Fund over the period 2015 to 2019.
- 6.6 Further details on the role of the Solent LEP are provided in Appendix 4.

Infrastructure Delivery Plan

- 6.7 The Gosport Borough Council Infrastructure Delivery Plan lists the transport measures delivered and proposed in support of development from April 2011. It identifies the lead provider, known or estimated costs, potential funding sources and estimated delivery dates.
- 6.8 The delivery of future strategic infrastructure is controlled by the Highway Authorities, LEP's, the government and it's Highway and Rail Agencies. By the nature of current transport planning, the funding and delivery of schemes is uncertain and there is an increased dependence on the success of bidding processes and local support from the Solent LEP.

- 6.9 The transport strategies of TfSHIOW and the Solent LEP provide strong support for Gosport's development plans. The collective desire to promote transformational development at the Daedalus LEZ and the Welborne SDA within Gosport and Fareham is presently resulting in the delivery of improvements to Newgate Lane and significantly increases the prospects of future funding of transport plans.

Major Development Sites

- 6.10 It is recognised that the regeneration policies of the Local Plan need to consider travel needs. Following is an outline of the Major Development Sites and information on the transport infrastructure recently provided or proposed to accommodate them.

Policy LP4: Gosport Waterfront and Town Centre Regeneration Area

- 6.11 This Regeneration Area is made up of the Gosport Waterfront and the Town Centre. It includes the commercial centre focused on the retail dominated High Street and also adjacent areas of open space, residential neighbourhoods; important civic and community buildings; the main transport interchange and a significant frontage along Portsmouth Harbour.
- 6.12 The key objectives of the Regeneration Area are to improve the vitality and viability of Gosport Town Centre by linking it with an attractive mixed use waterfront redevelopment which also maintains and creates important maritime employment.
- 6.13 The Regeneration Area has the potential to accommodate a significant amount of new development (as set out in point 1 of Policy LP4) in order to create a vibrant Town Centre and focus for the Borough. It also makes a major contribution towards meeting the overall quantum outlined in Policy LP3, although smaller sites within the Town Centre will also provide residential and commercial floorspace.
- 6.14 Improved access to the town centre and Waterfront is being achieved principally through improvements in public transport. The location of the Waterfront development in proximity to a range of shops and services and at a public transport hub assists in promoting sustainable living and public transport use. The evidence studies indicate there are already high levels of cycling, walking and ferry use by residents of this area and the lowest levels of car ownership in the Borough.
- 6.15 To improve access approximately £26 million has already been invested in the BRT Phase 1 dedicated busway / cycle track, on-street bus priority measures and bus stop improvements on the Eclipse bus routes. Extensions to the BRT busway are planned to the north and the south, and links proposed to Welborne in accordance with the strategy to deliver the wider BRT network in South East Hampshire. The Gosport ferry pontoon has been renewed and improvements to the interchanges on both sides of the harbour are proposed to support re-development at The Hard and Waterfront and to encourage sustainable cross harbour travel, use of buses, trains and cycling.
- 6.16 The Gosport ferry provides important links to shopping, education, jobs and services within Portsmouth together with access to the Isle of Wight and national rail services. Opportunities are also being sought to increase water transport links.

- 6.17 The existing transport interchange is an important gateway to the town which serves the Bus Rapid Transit and other buses. Proposals coming forward for the site should facilitate the removal of the existing unattractive buildings and incorporate a well-designed and more space efficient interchange. Proposals will maintain convenient access to the new ferry pontoon and provide space for taxis and cycle parking, and include a pick-up/drop-off point for car passengers.
- 6.18 Opportunities to improve highway access, in particular on the most heavily trafficked section of A32 north of Wych Lane, are restrained by existing development and the limitations of strategic junctions within Fareham. However the Borough Transport Statement identifies technical (ITS) measures to improve the efficiency of traffic signals along the A32. There is also potential to improve the southbound capacity of the Wych Lane junction.

Policy LP5: Daedalus

- 6.19 The designation of the former HMS Daedalus airfield in Stubbington and Lee-on-the-Solent as the Solent Enterprise Zone signalled a step change in efforts to deliver the aspirations of the Solent LEP and the Government for rapid development and job creation which will reduce the need for Gosport workers to out commute.
- 6.20 Following a resolution on 29th March 2012 Gosport Borough Council has resolved to grant planning permission for 75,000 sq.m (net increase of 51,00 sq.m.) of business space with a focus on the Aerospace, Aviation and Marine Industries, together with retail, community uses and 200 homes. Fareham Borough Council has granted planning permission for a further 50,000 sq.m. Full delivery is envisaged over the period to 2026, however a first phase of on and off site infrastructure measures has been identified by the Solent LEP for early stage delivery in the period to 2017, utilising investment from the LEP Growing Places Fund.
- 6.21 It is acknowledged that the Enterprise Zone needs to be adequately linked to A27 and M27 and existing congestion on principal routes serving the Zone needs to be mitigated.
- 6.22 The Transport Impact of the Daedalus development was assessed as part of the full planning application process and a full package of integrated transport measures has been identified by way of mitigation which will be secured by a Section 106 Agreement. The transport measures include:
- The construction of 4 new site access junctions, the opening of existing access routes into Lee-on-the-Solent and the provision of an East West link road for local traffic access
 - A £1.9 million contribution towards the delivery of highway infrastructure with a focus on investment in the Newgate Lane corridor
 - Traffic management and mitigation measures in Stubbington
 - Enhancements to the bus fleet and passenger waiting facilities in the locality and on site
 - Pedestrian and cycle linkage from the site to the wider network serving the Gosport peninsula
 - Travel planning to encourage sustainable access to the site

- 6.23 The County Council is proposing a major scheme to enhance capacity and improve journey time reliability along the Newgate Lane corridor. Works will commence this year on the Northern Section to widen Newgate Lane and improve the junctions with HMS Collingwood, the Speedfields Retail Park and Longfield Avenue. A cycle track is to be provided, to be extended in future to Rowner Road.
- 6.24 Further improvements to Newgate Lane South are proposed and interim improvements to the Peel Common Roundabout including the provision of traffic light controls on the roundabout and revised pedestrian, cycle and bus stop facilities, pending the possible deliver of a Stubbington Bypass.
- 6.25 Proposals for a Stubbington Bypass and improvements in western access are currently being prepared by Hampshire County Council for public consultation in June / July 2014. This includes improvements to the A27 between Titchfield and Segensworth and a bypass for the village of Stubbington from B3334 Gosport Road east of Stubbington to B3334 Titchfield Road north of Stubbington. Further details are available at:
<http://www3.hants.gov.uk/transport-schemes-index/stubbingtonbypass.htm>

Policy LP6: Haslar Peninsula

- 6.26 The Haslar Peninsula is a significant area for regeneration comprising three large sites at Royal Hospital Haslar, Blockhouse and the Haslar Marine Technology Park including Qinetiq.
- 6.27 The Royal Hospital Haslar closed as a military hospital in 2007 and the NHS ceased operating from the site in July 2009. The Ministry of Defence held an Enquiry by Design workshop¹ to identify uses on the site which has helped inform the Local Plan. Subsequently the site was sold to private developers and an outline planning consent was submitted in March 2014 for a mixed use development with an emphasis on community care including :-
- 214 retirement units, 113 affordable homes and 195 market dwellings;
 - a health centre, 60 bed car home and community facilities;
 - commercial premises and a convenience store;
 - a hotel including health club
 - a public house/restaurant; heritage centre and cafes;

The proposals involve retention and where necessary restoration and conversion of 10 listed buildings.

- 6.28 The MoD has notified the Borough Council that it intends to release the Blockhouse sites although timescales and details are not known at this stage. Whilst the site has been identified as a mixed use allocation on the Policies Map due to the limited details available at this stage no quantum of development has been set out and consequently the site does not currently contribute to the housing and employment figures set out in Policy LP3.
- 6.29 The Haslar Marine Technology Park is a cluster of hi-technology research and development and specialist engineering marine businesses. The Borough Council wishes that this site is retained for employment purposes with the focus remaining on its current strengths. There may be scope to provide linkages and synergies with Blockhouse and the Royal Hospital Haslar site.

¹ Royal Naval Hospital Haslar EbD [Enquiry by Design] Workshop Report (The Prince's Regeneration Trust (January 2009)

The site has been allocated on the Policies Map as an 'Existing Employment site' and will be protected as such. If they arise, opportunities should be taken to improve public access along the waterfront.

- 6.30 The Haslar Peninsula is connected to Gosport Town Centre by Haslar Road which passes over Haslar Creek on a 200m long single lane bridge. It is signal controlled to allow traffic travelling in each direction to use the bridge alternately. The Haslar Peninsula Regeneration Area is also served from the south-west by Clayhall Road, a residential distributor road and by Fort Road, which provides direct access to Stokes Bay, which in part is a narrow winding lane. Neither road is of suitable character to carry significant volumes of additional traffic.
- 6.31 In view of the limitations of the local access roads and the finite capacity of the bridge Hampshire County Council as the Highway Authority consider that proposed development on the Haslar Peninsula should not result in significantly more traffic than that arising when the proposed sites were fully occupied by the Ministry of Defence. The redevelopments proposed at Haslar are not of such nature or scale to require strategic transport improvements.
- 6.32 To improve accessibility, proposals will need to include a range of measures to accommodate and encourage non-car trips and consequently Travel Plans will be required. By working with the Highway Authority and transport providers opportunities should be sought and implemented to improve public transport and cycling to the Haslar Peninsula.
- 6.33 There may be opportunities for dedicated mini-bus services to serve proposed care, health or residential institutional and educational uses. Consideration shall also be given to water based transport from Blockhouse.

Policy LP7: Rowner

- 6.34 In order to address issues of urban decay and community safety problems the Rowner Renewal Consortium² was formed to deal with part of the Regeneration Area around 'The Precinct' which has been identified as a housing and retail allocation on the Policies Map. This area is now referred to as Alver Village where a mix of quality housing and a new retail centre have been completed.
- 6.35 The Rowner Regeneration Area itself includes a wider area to allow the opportunity for additional residential led mixed-use projects to be brought forward and in total 700 residential units are proposed and 500 demolitions. The net increase of 200 dwellings will generate modest additional traffic that can be accommodated on the existing local networks and the development will have no significant impact on the SRN.
- 6.36 A Travel Plan will be required to set out measures to help reduce car trips and encourage alternative modes of travel. Cycle links are being considered to improve access to the Alver Valley and the Daedalus Enterprise Zone.

² This Consortium was launched in 2007 and is a partnership between Gosport Borough Council, Hampshire County Council, the Homes and Communities Agency, First Wessex Housing Association and Taylor Wimpey. As a result of significant consultation, the Consortium prepared the Rowner Renewal Project.

7.0 Consultation

Main Consultations to date including:

- Consultation at each plan-making stage:
 - Gosport Borough Local Plan 2011-2029: Consultation Draft (Dec 2012- Feb 2013);
 - Core Strategy : Preferred Options (GBC December 2009);
 - Core Strategy: Issues and Option (GBC December 2006);
 - The Community Strategy and Local Development Framework: Make Your Mark December 2006 events (held in December 2006 Gosport Partnership);
- Bus Rapid Transit (BRT) Phase 1 Consultation (held in October 2008 and January 2009 by TfSH); and
- Consultation on improving access to Fareham and Gosport and a potential Stubbington bypass (June-September, 2013)
- On-going meetings with key stakeholders

7.1 The consultation on the Sustainable Community Strategy was carried out in conjunction with the LDF Issues and Options paper via a 'Make your Mark' series of vision events in December 2006.

7.2 A significant response was made in relation to the Gosport Vision event. Indeed 98.9% of those completing the Transport Hot Topic Board (749 respondents) stated that transport congestion in Gosport should be addressed, with only 1.1% saying that it didn't need to be addressed (8 respondents). Table 5 highlights how congestion should be addressed.

Table 5: Responses to Gosport Vision Event

We should improve public transport	88% (667 respondents)
We should increase road capacity	68% (514)
We should improve facilities for walking and cycling	48% (366)
We should encourage ways that minimise travel (eg car sharing and home-working)	32% (244)
We should make it more difficult and expensive to use the car (eg congestion charges)	20% (152)

Issues and Options Consultation

7.3 In addition to the Vision Event, consultation was undertaken on the Core Strategy. The responses indicated that there was considerable support and agreement on a number of issues, which together with the key themes are outlined below:

- the need to locate employment opportunities close to where people live and agreement that a variety of measure are required to make Gosport a more attractive place for businesses to invest;
- The provision of improved retail, leisure and community facilities in Gosport would reduce the need to travel to other locations. Need to retain existing facilities such as health; and
- These facilities should be accessed by good public transport facilities.

7.4 Specifically the Home Builders Federation stated that there needs to be a comprehensive strategy to create an integrated transport network focusing on

alternative modes of transport other than the car which includes strategic investment in major infrastructure.

- 7.5 A number felt that it was unrealistic / difficult to change their habits due to lack of reasonable alternatives. However, at the time of the consultation event the proposals for the Bus Rapid Transit had not been aired.
- 7.6 The Business Forum stressed that there needs to be significant investment in transport infrastructure before new housing is built. It adds that there is a need to improve perception of traffic problem in Gosport. The A32 is a big disincentive to businesses relocating. However the perception of congestion outside of peak times is worse than the reality.
- 7.7 Given the profile of the transport challenges and constraints of the Borough it is felt necessary to outline the specific measures suggested through the consultation process to improve transport. The responses received from the Issues and Options consultation have helped to inform the development of the preferred option. The key areas of comment are summarised below:
- Funding and Developer Contributions;
 - Land Use Policies and Accessibility;
 - Changing Travel habits;
 - Public Transport Improvements;
 - Travel Plans;
 - Demand Management;
 - Transport Investment;
 - Road Improvements:
 - General;
 - A32;
 - Western Access Road; and
 - Other.
 - Light Rapid Transit;
 - Bus / Guided Bus;
 - Rail;
 - Water transport; and
 - Cycling and walking provision.
- 7.8 A detailed review and commentary on specific consultation responses to the Issues and Options version of the Core Strategy in relation to the above topics can be found in the Statement of Consultation.

Preferred Options Consultation

- 7.9 Public consultation was also undertaken following publication of the Preferred Options version of the Core Strategy between October and December 2009. A summary of the main points raised is detailed below:
- Policy and supporting text should follow the principles of 'Reduce, Manage and Invest';
 - A review of Delivering a Sustainable Transport System (DaSTS) required.
 - Further work on Infrastructure Planning is required to provide a robust and credible evidence base;
 - Identification of mitigation measures is required to minimise the individual / cumulative impacts of developments;

- Further consideration required as to which schemes are included in the Policy and / or supporting text (such as where schemes are within an adjacent administrative area); and
- Some concerns over details of the proposed Bus Rapid Transit (BRT) scheme in relation to cycling facilities.

Bus Rapid Transit Consultation

7.10 Consultation was undertaken by Transport for South Hampshire as part of the development of the Bus Rapid Transit (BRT) scheme. Public and stakeholder consultation events took place in October 2008 and January 2009. The first round of consultation was to effectively introduce the concept of BRT to the public and to seek their views on such proposals. A questionnaire regarding the proposed scheme was made available, which attendees were encouraged to complete at the event. The principle issues raised of note were:

- Environmental Factors;
- Concerns over antisocial behaviour;
- Privacy issues;
- The current bus services;
- The proposed bus services;
- Access by cyclists;
- Car parking;
- Financial implications of the scheme; and
- Other individual-specific queries (including property boundary provision etc.).

7.11 A second round of consultation in January 2009 focused on ascertaining whether previous issues raised had been adequately addressed, and to present details of the modified scheme design. It is recorded that 364 people attended the second consultation.

Consultation on Improving Access to Fareham and Gosport and Potential Stubbington Bypass

7.12 In September 2013 the County Council concluded a consultation to seek early views from residents and businesses on possible routes for the Stubbington bypass and related improvements to help address existing traffic problems on the Gosport peninsula, improve strategic east-west and north-south routes and to enhance access to the Solent Enterprise Zone. Detailed plans for the proposed improvements to the northern section of Newgate Lane between Palmerston Drive and Tanners Lane and views were sought on interim measures to improve the Peel Common roundabout in advance of the possible delivery of the Stubbington Bypass.

7.13 The consultation documents and report on the consultation results are available at:

<http://documents.hants.gov.uk/access-fareham-gosport/consultation-document-v2-12july-2013.pdf>

<http://documents.hants.gov.uk/transport-consultations/stubbington-bypass/WesternAccessToGosportConsultationReport2013.pdf>

7.14 On 17th March 2014 the Executive Member for Economy, Transport and Environment approved preferred options for four strategic transport infrastructure schemes. For further details refer to:
http://www3.hants.gov.uk/councilmeetings/advsearchmeetings/meetingsitemssummary.htm?sta=&pref=Y&item_ID=5707&tab=1&co=&confidential

The schemes, listed below, will be the subject of further consultation by Hampshire County Council between 9th June and 4th August 2014:

- Stubbington Bypass: preferred route linking Titchfield gyratory and Titchfield Road to Gosport Road and Peel Common roundabout
- Peel Common roundabout: Interim (phase 1) improvements
- Newgate Lane southern section: 'eastern alignment'- a new road linking to Peel Common roundabout
- A27 Corridor Improvements: phases 1 and 2 to improve junction capacity
- A27 Corridor phase 3 improvements: upgrading to dual carriageway or junction improvements only (no dualling)

Further details can be found at the following link:

<http://www3.hants.gov.uk/transport-schemes-index/stubbingtonbypass.htm>

Appendix 1 – Evidence of Existing Traffic & Transport Conditions

1.0 Traffic flow on major roads

1.1 The Strategic Access to Gosport (StAG) study provides traffic data and has examined historic flows between 2004 and 2008 with the following results.

- On A32 (north of Newgate Lane, south of Redlands Lane) northbound traffic flows are consistently high over a broad morning peak between 0600 and 0900. Southbound flows of a similar high order were recorded over a much wider period between 1200 and 1830. Little peak hour traffic growth was recorded on A32 between 2004 and 2008 and peak spreading was evident indicating the road is at capacity. This is evidenced by the slow moving traffic regularly observed over much of A32 between Rowner Road (B???) and the A27 Quay Street roundabout in both AM and PM peaks.
- On B3334 Titchfield Road there was little peak hour traffic growth between 2004 and 2008 and indications of peak spreading indicating the road is also at capacity. The roads into Stubbington from Rowner (B3334 Gosport Road) and Lee on the Solent (B3333 Stubbington Lane) both converge on Titchfield Road in Stubbington Village and experience extensive queuing and delays in the AM peak. Tidal flow through Stubbington is evident and delays also occur on Titchfield Road in the PM peak. These capacity limitations promote rat running through Cuckoo Lane and delays on Mays lane in the PM.
- On B3385 Newgate Lane there was growth in peak hour traffic levels and some peak spreading. Traffic flow is slow over a broad AM peak due to capacity limitations at the Speedfields roundabout and the merge of Newgate Lane with A32. Extensive queuing from Speedfields north back to the A32 Mill Lane roundabout also occurs in the PM peak and increasingly through the afternoon due to capacity limitations of the Speedfields and Longfield Avenue roundabouts. The limitations of the Peel Common Roundabout also result in extensive queuing on Broom Way from Lee on the Solent in the AM peak.

2.0 Congestion, Out-Commuting and the Economy

2.1 The significant road congestion on roads to and from the Gosport peninsula is considered to be one of the major issues affecting the Borough. It results from a high level of out-commuting which has increased as MoD and manufacturing sectors have declined within the Borough. The traffic problems are exacerbated by a restricted road network within a peninsular location and a limited public transport network with no near access to rail and an unreliable bus service of limited range on congested routes.

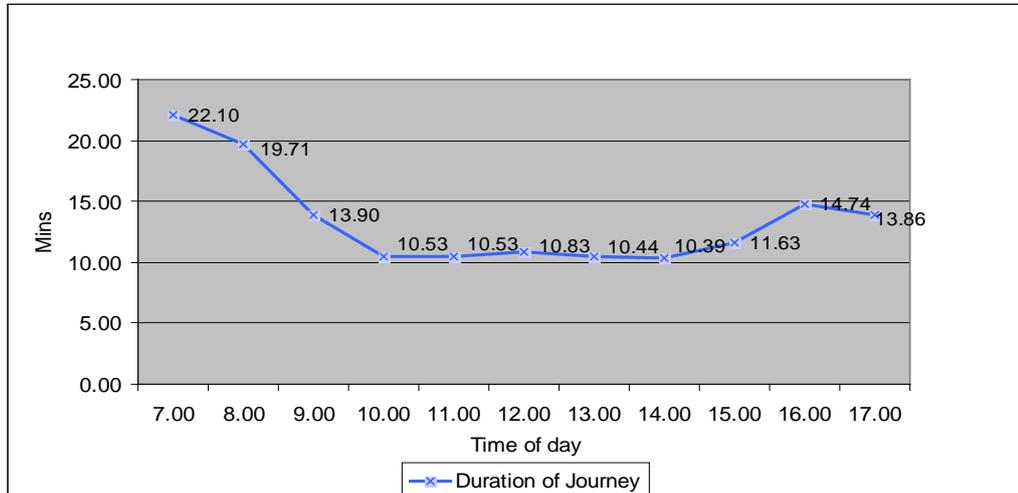
2.2 Gosport has these congestion problems despite having:

- one of the lowest rates of car usage to work in the South East;
- one of the lowest car ownerships in Hampshire;
- one of the highest cycle rates to work;
- higher than average walking to work; and
- one of the highest take-up of local jobs in Hampshire.

- 2.3 These factors provide a strong evidence base to further promote sustainable transport modes and behaviour; targeted highway improvements; enable more local employment opportunities and ensure other facilities are available locally.
- 2.4 Out-commuting from Gosport Borough increased by 41% from 1991 to 18,159 workers in 2001, whilst in-commuting increased by 27% to 7,641 workers in 2001 (ONS Census 2001). The 2001 Census also shows that 49% of employed Gosport residents work outside the Borough. The Commuting and Employment Study (MVA 2008) shows that in the sample surveyed, 64% of employed Gosport residents work outside the Borough, which is a significant increase over that recorded in the 2001 Census. In 1991, the Borough was providing work for 62% of its residents, the fall of 11 percentage points is the largest fall in south Hampshire (HCC 2004).
- 2.5 Conversely, Gosport has the second highest workplace self-containment ratio in Hampshire, with 71% of Gosport based jobs filled by local residents, although this is a fall from 78% in 1991 (HCC 2004). This implies that where local jobs are provided a high proportion are filled by local residents.
- 2.6 The 2001 Census indicated that over 6,500 workers commuted to Fareham Borough representing 36% of those working outside the Borough. Around 5,100 commuted to Portsmouth (28%) with large numbers working in other areas of southern Hampshire, including Winchester (7%), Southampton (5%), Havant (4.5%) and Eastleigh (4.1%) (ONS Census 2001).
- 2.7 Traditionally Portsmouth was the major source of jobs outside of the Borough. The switch to Fareham is one of the key contributors to congestion on the A32 and Newgate Lane with a higher proportion using the private car than more sustainable methods of travel via the ferry to Portsmouth
- 2.8 Evidence suggests that one of the reasons for the large volume of out-commuters is the actual and perceived lack of diversification in the local economy, and a lack of available jobs providing the desired salary or skill levels. As individual skills levels have increased so has demand for high end jobs, however Gosport residents have not been able to find suitable work within the Borough and have therefore chosen to commute (MVA 2008).
- 2.9 The South Hampshire Economic Drivers & Growth report (DTZ 2007) notes that road based access to Gosport is relatively poor in relation to other parts of the sub region and acts as a significant constraint on future growth. The provision of improved transport infrastructure is therefore important for the peninsula including the use of the former railway line. It suggests that the access to Portsmouth Harbour and the Solent has significant potential to improve its transport linkages. Provision of new employment opportunities in the Borough will reduce out-commuting and congestion.
- 2.10 Whilst peak time congestion is one of the most significant issues facing the Borough, it is also clear that at off-peak, Gosport has relatively good access to the motorway network. Consequently access should not necessarily be seen as an over-riding barrier to investment. Indeed relatively low land values compared with other parts of the sub-region could be seen as an advantage to attract new businesses.
- 2.11 Hampshire County Council conducted research of travel times throughout the day between 9 May and 8 June 2007. Figure 1 shows the travel times along a

key stretch of road in Gosport from the Brockhurst roundabout via the A32 to Junction 11 of the M27, a distance of 6.75km (4.1 miles). It is clear that Gosport has a very early and extended peak period with average journey times of over 22 minutes at 7.00am. At off-peak the average travel time is just over 10 minutes.

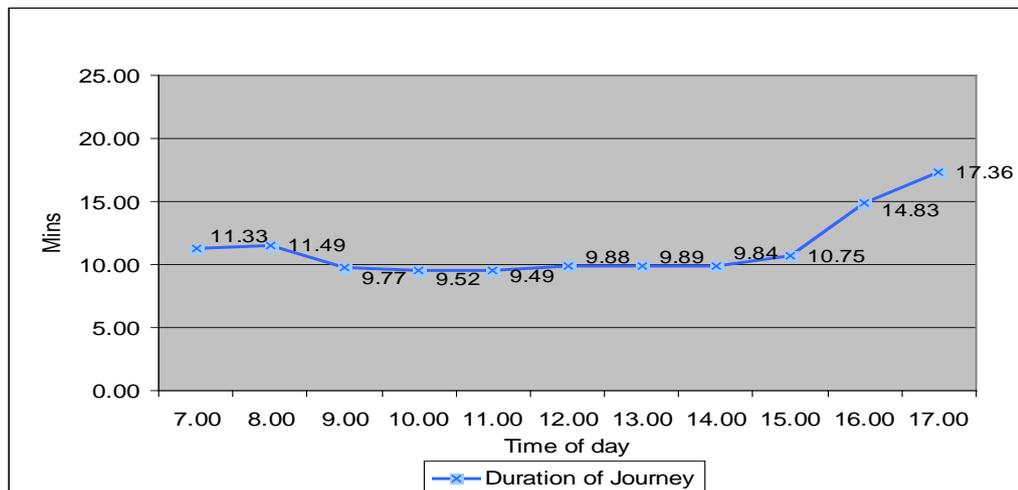
Figure 1: Average travel time by road from Brockhurst Roundabout to Junction 11 of the M27 via A32



Extracted information from Hampshire County Council's CJAMS Study between 9/5/2007 and 8/6/2007
 Contained within the Gosport Sustainability Profile

2.12 Figure 2 highlights that travelling into Gosport along the same stretch of road is shorter with an average peak journey time of 17 minutes in the evening peak at 17:00 to 18:00 and an off-peak time of just under 10 minutes.

Figure 2: Average travel time by road from Junction 11 of the M27 to Brockhurst Roundabout via A32



Extracted information from Hampshire County Council's CJAMS Study between 9/5/2007 and 8/6/2007
 Contained within the Gosport Sustainability Profile

2.13 It is clear that peak time congestion remains a major problem and that the peak period is lengthening particularly in the morning as people are travelling to work earlier. The MVA Commuting and Employment Study (MVA April 2008) concluded that there is strong evidence of peak spreading particularly in the AM peak with many out-commuting journeys starting around 6.30am and 70% before 8 am.

2.14 The MVA report (based on a substantially smaller sample size than the Census) also revealed the following:

- Two-thirds (64%) of employed Gosport residents work outside the Borough;
- Traffic is distributed proportionately between the three main routes A32, Newgate Lane and routes through Stubbington, i.e. A32 carries traffic predominantly to the east and Stubbington carries traffic predominantly to the west, but it also carries over 40% of the traffic from Gosport to Fareham;
- Delays on all three routes are experienced fairly evenly, and journey times to and from the town centre to the motorway are similar. The average in the study was around 25 to 30 minutes in the am peak and 30 to 35 minutes in the pm peak, but the A32 and Newgate Lane routes experience delays earlier in the peak period than the route through Stubbington; (note these results are based on small sample sizes);
- Journey times are generally longer in the PM Peak;
- Quay Street Roundabout, the northern reaches of A32 and Newgate Lane, Stubbington centre and Segensworth roundabout are identified as significant peak period pinch points during both AM and PM peaks; (but the study did not investigate the interaction between these and other junctions which collectively affect journey time);
- Traffic flows on A32 are consistently high throughout the day. On Gosport Road northbound they range between approximately 950 (0900-1000) and 1100 (1600-1700) vehicles per hour between 0600 and 1800. Hence there is no off-peak in the traditional sense of the term;
- The A32 has a multi-functional role as a strategic route and access to local employment. Out-commuters have adjusted to congestion on this route by using Newgate Lane and all other available roads, but internal or in-commuters have no route choice when accessing the major employment centres along Fareham Road; and
- Journey times vary considerably on most sections of the road network, suggesting the network is operating close to effective capacity for extended periods. This pattern holds true during peak and off-peak periods.

3.0 Walking and Cycling:

3.1 With a predominantly flat topography and relatively small geographical area Gosport is conducive to walking and cycling, as can be witnessed by the higher than average use of these modes for travel within the Borough.

3.2 The MVA study highlights that cycling accounts for 13% of journeys to work, well above the national average.

3.3 The Borough Council and Hampshire County Council have worked together to construct an extensive network of cycle ways in Gosport. The Borough Council has no budgets of its own for cycling improvements and is reliant upon Hampshire County Council for funding from the Local Transport Plan, or from external funding such as Sustrans, or developer contributions.

3.4 The Joint Strategy for South Hampshire emphasises that walking and cycling must be encouraged and cycling is highlighted in Policy Objective 12 of the LTP3 which is to :-

“Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative

to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being” (LTP, Part A, page 19)

- 3.5 The £400K *Stokes Bay Cycle Route (The Ray Reece Cycleway)* was completed in 2012 through a partnership of Gosport Borough Council and Hampshire County Council and was wholly funded through the Sustrans Links to School Project. Further funding was assembled to complete the National Cycleway Network along the Lee on Solent sea front in 2014 and these new routes enable cycling from Lee-on-the-Solent to the Gosport Ferry on a pleasant traffic-free route.
- 3.6 The proposed highway improvements to the Newgate Lane corridor to improve access to Gosport and the Daedalus Enterprise Zone will include the provision of an off road cycle track from Peel Common to Speedfields Park. The dedicated BRT busway completed in 2012 also accommodates cycles and provides a strategic link between Lee on the Solent and Fareham.
- 4.0 Bus Services
- 4.1 Local bus services operate over a limited range. There are very few direct services to locations beyond the peninsula and most services run between Fareham or Gosport bus stations. Road congestion is recognised in Hampshire’s second Local Transport Plan as a constraint on providing reliable services.
- 4.2 Since the publication of LTP2 there has been large scale investment in Bus Infrastructure within Gosport, through the construction of Phase 1A of the Bus Rapid Transit (BRT), branded as “Eclipse”. It utilises a section of the former railway corridor between Tichborne Way in Gosport to Redlands Lane in Fareham to provide a dedicated busway to improve access and journey times for buses on the peninsula. Community Infrastructure Funding (CIF) for the scheme was approved by Government in March 2009, and it was completed / opened in April 2012. The scheme provides improved access into and out of the Gosport Peninsula for existing communities and provides travel choice for proposed development, particularly in the town centre. In addition, the busway is open to cyclists and significantly improves links between Gosport and Fareham by providing an alternative to the busy A32.
- 4.3 Further progression of the BRT will depend upon detailed design and future availability of funding. It is proposed that Phase 1 of the BRT will form part of a wider scheme for South Hampshire with further parts of the network extending to Gosport Town Centre, Fareham Railway Station / Town, Fareham SDA, QA Hospital and Portsmouth.
- 4.4 The County Council has reviewed future stages of the BRT network and reports to TfSH³ indicate that the priority for Gosport is the extension of the existing busway from Tichborne Way to Rowner Road. Design work for this phase has been undertaken to enable the County Council to take advantage of funding opportunities arising and bids, so far unsuccessful, have been made for Pinch Point Funding. .

³ Information is contained within the Report to the Transport for South Hampshire Joint Committee, 29th May 2012, Agenda Item 8 “*South East Hampshire Bus Rapid Transit Progress Update*” and the “*South East Hampshire BRT Future Phases Study*” which was appended to the report. Documents available at: http://www3.hants.gov.uk/councilmeetings/meetingssummary.htm?sta=0¤tpage=1&tab=1&date_ID=1026

4.5 The County Council is of the view that the business case for further extensions of the busway towards the town centre is weaker as services need to disperse away from the corridor to serve the diverse residential areas of southern Gosport. However, improvements to services are being through the Better Bus Fund and the Local Sustainable Transport Fund through the provision of better bus stop infrastructure and bus priority measures to address significant bottlenecks in street running services. Notably, a bus priority lane was provided in 2013 on the Fareham Road approach to, and southbound between, the Brockhurst Roundabouts and a bus priority measure in Lees Lane. Bus priority measures are proposed in Anns Hill Road and in progress on A27 Western Way / Quay Street within Fareham to further improve the Eclipse services.

4.6 Details on the current availability of Bus services within the Borough and the precise routes taken are available from the Bus Operator in the area, First Group, and are available at:
http://www.firstgroup.com/ukbus/hampshire/assets/pdfs/journey_planning/maps/Fareham_Gosport_4feb2014.pdf

The relative accessibility of locations within the Borough to services available in principle, district and local centres, and the frequency of bus services will be mapped in future Local Plan Annual Monitoring Reports.

4.7 Accessibility to key destinations outside the Borough is hampered by the need to interchange at Fareham bus station or the Gosport Ferry. Additionally a study of recent changes to the bus routes and timetables for Gosport reveals that services are particularly poor in the southern areas of the Borough, especially in parts of the Lee-on-the-Solent and the Anglesey wards. Service provision is also reduced on Newgate Lane and Fareham Road. However eastern parts of Bridgemary are generally well served by the high frequency Eclipse BRT service.

4.8 Access by bus to the Queen Alexandra Hospital (QAH) has previously been limited, however this has been improved by the introduction of a number of services in Portsmouth which directly serve the site, with through ticketing options available between the bus and ferry operators.

http://www.firstgroup.com/ukbus/hampshire/journey_planning/hospital_services/

http://www.firstgroup.com/ukbus/hampshire/tickets/gosport_ferry/index.php

<http://www.stagecoachbus.com/uploads/portsmouthnetworkmap.pdf>

http://www.stagecoachbus.com/uploads/20_21havant-portsmouthmap.pdf

<http://www.gosportferry.co.uk/ferry-service/combined-bus-ferry>

4.9 The Local Transport Plan 2006 – 2011 stated that in Gosport 24.7% (*ONS Census 2001*) of residents do not have access to a car, the bus is therefore essential for the mobility of many of these people. The LTP also notes buses are a relatively cheap and sustainable alternative to car ownership. As the population ages and the affordability of cars for younger people diminishes so the demand for public transport will increase. With current high levels of

unemployment amongst young people it is especially important that public transport is available to provide access to further education, training and employment opportunities.

- 4.10 The building of substantial new housing developments at Cherque Farm, Priddy's Hard and Royal Clarence Yard without the benefit of significant improvements in existing, or new bus services, has unfortunately maintained a high dependence on the car in these areas. Buses services have not been improved because the nature of the residential areas and the locations do not generate sufficient patronage to support commercially viable services, or warrant subsidy in difficult financial times.
- 4.11 The MVA study highlights that in the 2008 buses were used in 6% of journeys to work of those who responded, and buses were said to operate unreliable services often having little relationship to the time table as they have no means of bypassing congestion. Note was made that bus journey times were significantly longer than comparable car journeys over the same route, and it was considered that in combination, these two points contributed to low mode share.
- 4.12 In November 2012 First Bus undertook a wholesale reorganisation of bus routes within the Gosport, Fareham, Portsmouth and Waterlooville areas (the entire East Hampshire Network) to better match services to the demand for travel. The main features were:
- More frequent services on key routes,
 - More interchange points, so customers can transfer easily onto other services,
 - Revised timing of buses to create better interchange with the Gosport Ferry,
 - New links between key destinations, for instance improved access to the QA Hospital from Fareham and Gosport,
 - An overall increase in services operating on a commercial basis during the evening.
- 4.13 Further service reviews in Gosport and Fareham were implemented in October 2013 and January 2014 to rationalise services with the apparent aim of improving service levels but on a reduced number of commercially viable routes. Growing financial pressures on the County Council are reducing their ability to subsidise other services leaving some areas of the Borough with declining service provision.

5.0 Ferry Services

- 5.1 The Gosport Ferry is located adjacent to the bus station offering relatively easy interchange facilities between bus and taxi and the rail services at Portsmouth Harbour station. The ferry provides services between the Gosport Peninsula and Portsmouth between the hours of 05:30 and 00:00 seven days a week, 364 days a year. The frequency of the services is between 7.5 minutes and 15 minutes depending on the time of day/day of the week. The pontoon on the Portsmouth side of the harbour forms an interchange with both the Portsmouth Harbour Railway Station and Hard Interchange for rail, bus and taxi services for onward journeys and ferries to the Isle of Wight.

5.2 The MVA study notes that the Gosport Ferry was used in 17% of out-commuting trips, and that 40% of ferry users are also cyclists. In addition to providing a convenient route for commuting journeys to Portsmouth the Gosport Ferry company also offers a range of pleasure cruises for recreational and tourism purposes.

5.3 A new Ferry Pontoon was completed in June 2011 on the Gosport side of Portsmouth Harbour to provide improved waiting and boarding facilities for passengers. A new ferry is also under construction to replace an older boat. Improvements to The Hard bus / rail / ferry interchange on the Portsmouth side of the harbour are proposed in 2015.

6.0 Rail Services

6.1 Gosport Railway Station closed to passenger services in 1953, and goods services in 1969. However there are stations within reach of residents and visitors to Gosport at both Fareham and Portsmouth Harbour from where a range of local and national journeys can be made. The BRT/busway has resulted in a greater proportion of buses serving the Fareham station making this a more viable alternative to the car.

7.0 Main mode of travel and distance travelled to work

7.1 Table 2 shows a detailed breakdown of the main mode of travel to work by Gosport residents in 1991 and 2001, as well as a comparison with the county and national averages in 2001. The 2001 Census asked respondents to state a single mode of travel which represented the longest part of their journey to work. Consequently, the significant use of the Gosport Ferry does not feature in the table as users are likely to have made a longer stage of their journey by another mode of travel.

Table 2: Main Mode of Travel to Work in 1991 and 2001: % of workforce

	At home	Train	Buses	Motor cycle	Car or van driver	Car or van passenger	Bicycle	On foot	Other modes	Total
Gosport (1991)	2.0	1.4	8.0	4.2	49.2	7.3	14.4	10.4	3.0	100
Gosport (2001)	6.8	1.3	6.6	2.3	52.4	6.2	10.7	11.8	1.9	100
Hampshire (2001)	9.7	3.2	3.2	1.3	63.5	5.9	3.5	8.7	1.0	100
England (2001)	9.2	4.2	7.5	1.1	54.9	6.1	2.8	10.0	4.2	100

Source: ONS Census 2001 partly cited by A Profile of Hampshire (HCC 2005)

* Percentages may not add up to 100 due to rounding

Despite an increase of Gosport residents travelling to work by car, the proportion of 52.4% is below the national average and within the South East ranks in the lowest 10 local authority areas for car usage to work (60 out of 67) (ONS 2001).

- 7.2 The proportion of local residents walking to work has increased since 1991 and is higher than the national average. Cycling at 10.7% has declined since 1991 but remains significantly higher than the national average of 2.8%. This proportion is the 6th highest in England. The proportion of workers using the bus has also fallen since 1991 and, whilst it is just below the national average and above the Hampshire average, it is much lower than other predominately urban areas in South Hampshire.
- 7.3 Gosport residents on average travel 11.77km from home to work (one-way), which is the third lowest distance in Hampshire. Southampton residents travel the least distance (10.93km one way) with Winchester residents travelling the furthest (18.81km one way). The distance travelled to work by Gosport residents is below the national average of 13.39km, the South East average of 14.89km and the Hampshire average of 15.09km (2001 Census-Straight line Method used- figures exclude working from home, no fixed place of work, offshore installations and working outside the UK).

8.0 Car ownership and usage

- 8.1 Car ownership is lower in Gosport than Hampshire as a whole. Table 3 shows that the proportion of households in Gosport with access to one or more cars or vans has increased from 70.7% in 1991 to 77.1% in 2011 and the average ownership per household has increased by 21% to 1.14 vehicles per household. The number of households in 2011 without a car in Gosport at 22.9% is lower than the national average of 25.8% but higher than the Hampshire average of 15.7% (2001). A breakdown of car ownership by ward in 2001 and 2011 is detailed in Table 4. This further illustrates the trend of the number of households without a car decreasing and the number of households with multiple cars increasing.

Table 3: Access to the use of Cars and Vans per household

	No car	One car	Two or More cars	Total*	Cars/vans per household
% of households					
Gosport (1991)	29.3	50.7	20.0	100	0.94
Gosport (2001)	24.7	49.3	26.1	100	1.07
Gosport (2011)	22.9	47.6	29.5	100	1.14
Hampshire (1991)	24.0	44.7	31.3	100	1.13
Hampshire (2001)	15.7	42.0	42.4	100	1.40

Source: ONS Census 2001 cited in A Profile of Hampshire (HCC 2005)

* Percentages may not add up to 100 due to rounding

Table 4 - Car Ownership Statistics by Ward in Gosport: 2001 & 2011

Gosport Ward	0 Cars %	1 Car %	2 Cars %	3 Cars %	4+ Cars %	Tot %	Ward Ave. Cars per Household	
Anglesey	2001	16.2	45.5	30.0	6.8	1.6	100.1	1.33
	2011	14.5	44.8	31.2	7.8	1.6		1.38
Alverstoke		15.0	48.1	29.5	6.0	1.3	99.9	1.31
		13.4	48.2	31.0	5.7	1.6		1.34
Lee West		18.4	48.1	26.3	5.5	1.8	100.1	1.25
		17.6	45.4	28.6	6.3	2.1		1.31
Hardway		16.9	50.7	27.3	3.9	1.2	100.0	1.22
		15.1	50.8	27.4	5.2	1.5		1.28
Peel Common		17.9	51.6	25.0	4.6	0.9	100.0	1.19
		17.9	50.4	25.3	5.1	1.4		1.22
Elson		17.5	52.3	25.1	4.1	1.0	100.0	1.19
		15.6	50.5	27.2	5.3	1.3		1.27
Lee East		21.5	45.9	26.9	4.8	1.0	100.1	1.18
		11.6	42.7	36.5	6.9	2.3		1.47
Bridgemary North		22.6	46.9	24.1	5.6	0.8	100.0	1.15
		22.5	44.3	25.4	5.6	2.1		1.21
Privett		22.1	49.3	24.1	3.7	0.8	100.0	1.12
		20.8	45.9	26.9	4.8	1.6		1.21
Rowner and Holbrook		24.0	53.5	18.6	3.0	1.0	100.1	1.04
		25.8	49.8	20.1	3.2	1.1		1.05
Bridgemary South		29.0	47.4	19.5	3.1	1.0	100.0	1.01
		24.3	46.9	22.7	5.0	1.1		1.12
Christchurch		27.4	51.6	17.6	2.9	0.5	100.0	0.98
		29.9	49.2	17.8	2.1	0.9		0.95
Brockhurst		27.5	51.8	17.7	2.6	0.5	100.1	0.97
		26.3	49.9	19.1	3.9	0.9		1.04
Forton		30.4	48.5	17.7	2.9	0.5	100.0	0.95
		26.7	46.3	21.9	3.7	1.4		1.07
Grange		29.7	50.8	17.2	2.0	0.3	100.0	0.93
		24.3	53.6	18.9	2.6	0.7		1.02
Leesland		32.3	49.2	15.7	2.3	0.6	100.1	0.90
		32.1	47.3	16.7	3.1	0.7		0.93
Town		42.5	45.0	10.7	1.5	0.3	100.0	0.73
		41.7	43.9	12.0	2.0	0.4		0.76
GOSPORT	2001	24.7	49.3	21.5	3.7	0.9	100.1	1.07
	2011	22.9	47.6	23.7	4.5	1.3		1.14
SOUTH EAST ENGLAND		19.4	42.6	29.6	6.3	2.1	100.0	1.30
								1.35
ENGLAND		26.9	43.7	23.6	4.5	1.4	100.1	-
		25.8	42.2	24.7	5.5	1.9		1.16
Havant		-	-	-	-	-		-
		20.7	42.4	28.0	6.7	2.3		1.28
Fareham		-	-	-	-	-		-
		13.4	40.5	35.0	8.1	2.9		1.48
Eastleigh		-	-	-	-	-		-
		13.3	41.2	34.9	7.8	2.8		1.47

8.2 The MVA study indicates that 93% of working households within the sample have access to at least one car, and notes that this is comparable to other urban areas within the South East. The study found that the car is used for 72% of out-commuting trips and 55% of internal trips. There is limited evidence of car sharing, with 80% of Gosport workers responding to the Household survey stating they never share a car.

9.0 Accessibility to employment

- 9.1 Employment land and premises are made more attractive by having good access to an efficient transport network with the potential to reduce transport costs, improve access to supplies and materials, and to skilled labour. South Hampshire is relatively well placed in terms of strategic accessibility, although transport connections within the sub region need improving. Linkages to London and the ports allow businesses access to global markets.

Outcomes of the MVA Commuting and Employment Study, April 2008

10.0 Linkages between Commuting, Congestion & Employment

- 10.1 Evidence from the MVA study has been noted in the previous sections. The key findings from the analysis of the report can be summarised as:

- Congestion is widespread;
- The network is operating at or near capacity for extended periods resulting in variable journey times;
- Adverse impact upon traffic flow at identified pinch points;
- High levels of car use with little sharing;
- Strong sustainable travel through cycling and use of the ferry;
- But very low bus use by working households;
- Local people with professional skills are not proportionally represented in local jobs;
- A higher proportion of which are held by in-commuters; and
- The economy is vulnerable because of an over reliance on declining manufacturing and MOD sectors and limited diversification.

- 10.2 The study also identified common threads and suggests solutions under the following themes:

Theme 1: Employment Patterns

- 10.3 The large volume of out-commuters is in part a function of the actual and perceived lack of diversification in the local economy, and the availability of jobs providing the desired salary or skill levels. As individual skills levels have increased in line with demand for high end jobs, employed Gosport residents have not been able to find suitable work within the Borough and have therefore chosen to commute. Family connections and house prices and proximity to the coast emerge as reasons for not relocating from Gosport.

- 10.4 MVA recommend two main responses:

- in the short to medium term, investment is required to alleviate road network pinch points to ease congestion and improve access to markets for companies located in Gosport; and
- in the medium to long term, the economy needs to continue to diversify within traditional sectors to provide higher end and hi-tech manufacturing. This will also help to support emergence of knowledge and service based industries.

MVA also suggest that 'quick win' traffic management measures should be sought (however if these were readily available they would have already been provided).

Theme 2: Route Choice

- 10.5 The report notes that out-commuting will remain a feature of Gosport for some time to come, but there is a reasonable amount of internal and in-commuting taking place, predominantly on A32. A significant number of Gosport employers are located along A32, including several MOD facilities, large industrial estates and St Vincent's College.
- 10.6 Cycle mode share amongst employed Gosport residents is high, particularly for access to Gosport ferry. Facilities for cyclists already exist along A32, but onward links to main residential areas are less in evidence. Notably routes are absent on Newgate Lane which could build on existing measures serving Lee on the Solent and Stubbington. Additionally it is noted that high frequency bus services are provided on A32, but are poorly used due to congestion and unreliability (the subsequent introduction of BRT has resulted in relocation of several services to the busway).
- 10.7 The report recommends a combined strategy focused on the A32 that sought to achieve the following objectives would provide some benefits:
- improve connections for cyclists between employment areas and local residential areas;
 - target bus priority measures to improve reliability; and
 - work with existing employers to develop Travel Plans, particularly around employment clusters to achieve economies of scale.

MVA suggest that once a successful model has been developed and implemented, it can then be used at other employment clusters within Gosport.

Theme 3: Mode Choice

- 10.8 Evidence within the study shows that the car remains the main mode choice for all commuters. For many out-commuters the lack of viable or attractive alternatives and the availability of workplace parking contribute to high car use.
- 10.9 The Borough Council has no influence on the level of private parking provided by employers outside the Borough, but can have some influence on local parking through planning policies co-ordinated with the County Council and neighbouring planning authorities. However there is a need to find the right balance so as not to deter new business opportunities, particularly where attractive alternatives are not available.
- 10.10 There appears to be greater scope for car sharing. Hampshire County Council operates a car share scheme (www.hantscarshare.com) with almost 190,000 registered users, but it is noted that there are only a small proportion located in Gosport.
- 10.11 Targeted bus improvements and priority measures together with traffic management and capacity improvements at pinch points will help to create greater choice for commuters and alleviate some congestion.

Theme 4: Value of Time

- 10.12 Evidence detailed in the report points to a congested road network operating close to its capacity over extended periods of time, caused by high levels of out-commuting. As a response, out commuters have adjusted their travel times, particularly in the morning peak period to avoid congestion and contain the trip duration to acceptable levels. It is noted that 90% of respondents considered commuting journey time as 'very' or 'quite important', but half are willing to travel up to an hour in each direction. Most journeys presently take between 30 and 45 minutes.
- 10.13 The impact that school traffic has on overall peak traffic levels is well known – up to 20% of peak period traffic may be related to the school run. Developing School Travel Plans should assist in reducing the impact of the school run. A range of School Travel Plans are proposed in the Gosport Transport Statement.

Theme 5 Employment Sectors

- 10.14 The report proposed a three - pronged economic strategy to bring confidence to the wider marketplace in what Gosport has to offer as an employment location:
- Completion of detailed analysis of current market sectors – the aim is to identify sub-sectors, particularly within manufacturing, where higher value-added industries might be exploited. The marine and aviation sectors have strong potential;
 - Strengthening of Existing Industries - an employment strategy based on organic growth should aim to maximise existing opportunities for local employers, strengthening existing businesses and minimising opportunities for existing employers to leave Gosport. The Employment Land Review and Tourism Strategy should also be reviewed.
 - Promotion of Growth Opportunities – there are a small number of key opportunities to maximise employment growth and diversification within Gosport. A major opportunity exists at Daedalus, and further MOD disbursements may provide new opportunities in the future. Building on the first two parts of the strategy, the aim should be to promote these opportunities in the wider marketplace, encouraging suitable employers to locate within Gosport, eventually building clusters based around existing strengths.

Final Recommendations of MVA Commuting and Employment Study

- 10.15 The general recommendations are:
- There is no single answer to the problems of congestion and out commuting but a co-ordinated response is necessary from the public and private sector for Gosport to remain competitive.
 - There are few indicators of co-ordinated economic growth within Gosport and MVA suggest the market view is that Gosport is perceived as a weak employment location in decline. The Borough therefore needs to reposition and promote itself using existing strengths in manufacturing as the basis.

- MVA emphasise the importance of identifying and protecting the most suitable sites to facilitate diversification and growth particularly in high end manufacturing and develop stronger clusters of businesses.
 - There is a need to do more work to identify and rectify skills shortages to permit more local working.
 - The peninsula geography and the network constraints are potential barriers to some potential employers and issues of access and transport must be addressed.
- 10.16 The report also details specific recommendations for Access and Transport. MVA conclude there is no doubt that congestion and delay is an attribute of commuting in Gosport. The main pinch points on the road network that need to be improved are in Fareham Borough.
- 10.17 The report supports the development of a major bus based scheme to replace the failed South Hampshire Rapid Transit project and recommends a combination of the following interventions to improve access:
- Development and implementation of schemes to ease congestion at pinch points on the road network including Quay St Roundabout, northern reaches of A32 and Newgate Lane and Stubbington centre
 - Improvements to connections for pedestrians and cyclists between employment areas and local residential areas;
 - Targeted bus priority measures to improve reliability. It is suggested that the initial focus is on A32 to improve access to existing employers on Fareham Road.
 - Development of Workplace and School Travel Plans. Extension of this work to a cluster of businesses will help to bring economies of scale in implementation, and would likely be more effective in changing travel habits. Travel Plans should be based on the full range of initiatives identified in Smarter Choices, including investigation of tele-working and home working where appropriate ;
 - Promotion of the Hampshire Car Share database amongst Gosport residents and employers.
 - Through the development planning process, seek reductions in private parking levels in new developments. Co-ordination with other planning authorities is required to ensure a consistent approach across South Hampshire;
 - Review incident management procedures with emergency services to build greater resilience in the transport network against unexpected events;
 - Development of a Freight Quality Partnership to co-ordinate delivery and logistic activity, and reduce the impact of congestion on essential deliveries
- 10.18 Many of the recommended interventions have been taken into account in the preparation of the Local Plan, but it will not be possible to implement all the initiatives proposed. The Local Transport Plan provides policy support for this range of initiatives, and is one possible funding source. It is likely that a range of other funding sources will be required.

10.19 Since the 2008 study improvements to Quay Street roundabout and the Stokes Bay Cycle track have been completed with developer and government funding respectively. A programme of personal travel planning has also been promoted by the County Council with Local Sustainable Transport funds. A range of additional measures as promoted in the study are proposed as set out in paragraph 5.0 of this Paper (Committed Schemes).

Appendix 2 - Strategic Access to Gosport Study: Proposed Measures (@ February 2010)

The commentary in italics below updates the status of these schemes since publication in 2010.

Measure	Description of Measure	Reference Document(s)
Newgate Lane Improvement A	Replacement of roundabouts at Longfield Ave and Speedfields Retail Park with signalised junctions. <i>Implementation of an alternative improvement to the junctions and link roads commenced June 2014.</i>	Gosport Draft Core Strategy Preferred Options / LTP2
Newgate Lane Improvement B	Widening of the southern end of Newgate Lane on the eastern side and provision of a shared use cycle track. Improvements supported in the Fareham & Gosport Strategic Transport Infrastructure Plan. <i>The provision of a new road and cycle track to the east of the existing road is now preferred which will be the subject of public consultation by HCC in summer 2014.</i>	Gosport Draft Core Strategy Preferred Options / LTP2
Peel Common Roundabout	Specific details yet to be decided, but likely to include traffic control measures and road widening to improve conditions for buses, goods vehicles, pedestrians and cyclists <i>Supported in the Fareham & Gosport Strategic Transport Infrastructure Plan. Interim improvements to include signalisation are proposed in 2015 to be followed by further improvements to accommodate the Stubbington Bypass.</i>	Gosport Draft Core Strategy Preferred Options LTP2
Quay Street / Fareham AQMA	Proposal from Tesco to redesign roundabout and introduce pedestrian and cycle crossing facilities <i>Completed 2012</i>	Gosport Draft Core Strategy Preferred Options / LTP2
Brockhurst Roundabout	Provision of a Toucan Crossing and cycle track. <i>Completed</i>	LTP2
Access to Daedalus	No specific proposals as yet, but could include an internal east/west link road along the southern site boundary linking Marine Parade and B3385 (Broom Way) and associated improvements off site to routes through Stubbington Village and along Newgate Lane. <i>New accesses have been constructed onto Gosport Road and Broom Way from Hangars West and East. Funding has been secured for the east/west link road and main access onto Broom Way, expected 2015.</i>	Daedalus Visionary Framework SEEDA (Jan 2009)
ITS Strategy	Various measures including review of and developing the operation and maintenance regime of traffic signalled junctions and formal pedestrian crossings and developing strategies to improve the monitoring and operation of traffic signal junctions and traffic control techniques.	LTP2

Measure	Description of Measure	Reference Document(s)
Phase 1 -South East Hampshire Bus Rapid Transit (BRT)	Phase 1, off road busway running on a section of disused rail line between Redlands Lane and Titchbourne Way, with planning permission to extend southwards to Military Road. Also providing an advisory cycle route. Part of South East Hampshire BRT Network <i>Completed 2012.</i>	PUSH Business Plan 2009/11 / TfSH Towards Delivery / Gosport Draft Core Strategy
BRT Vision / Future Phases	Future phases of BRT to provide connections to Fareham Town Centre, Fareham Rail Station, North Fareham SDA, Gosport Waterfront, Queen Alexandra Hospital and A3 corridor to form South East Hampshire BRT Network <i>Extensions to Welborne and QA Hospital supported in the Fareham & Gosport Strategic Transport Infrastructure Plan</i>	PUSH Business Plan 2009/11 / TfSH Towards Delivery / Gosport Draft Core Strategy
New transport interchange at Gosport Waterfront	High quality bus / ferry interchange as part of the Waterfront redevelopment	TfSH Towards Delivery / Gosport Draft Core Strategy Preferred Options
Western access to Gosport	Bypass of Stubbington village. Historical alignment from Newgate Lane (B3385) to north of Stubbington Titchfield Road (B3334). <i>Supported in the Fareham & Gosport Strategic Transport Infrastructure Plan Proposed route alignment to be subject of public consultation by HCC Summer 2014</i>	LTP2 / Gosport Draft Core Strategy Preferred Options
A32 Access to Gosport	Pedestrian and cycle provision. ITS optimisation solutions including VMS and Traffic Management. Including Wych Lane provision of a right turn lane from the A32 onto Wych Lane. <i>Wych Lane improvements feasibility Study commissioned by HCC.</i>	TfSH Towards Delivery / Gosport Draft Core Strategy Preferred Options
New Ferry Service – Portsmouth to Southampton	Serving intermediate communities including Gosport <i>Commercial viability of such serves remains to be proven</i>	TfSH Towards Delivery / LPT 2
Delme Roundabout	Measures to address traffic congestion, road safety and severance <i>Likely to be addressed in association with development of Welborne</i>	Gosport Draft Core Strategy Preferred Options

Stubbington Village Centre Improvements	Improve pedestrian and cycle links, including provision of crossing facilities to address accessibility, segregation and safety issues	Gosport Draft Core Strategy Preferred Options
Measure	Description of Measure	Reference Document(s)
A27 Bus Priority and Traffic Management	Range of measures to address heavy traffic flows, including public transport, walking, cycling and road based improvements <i>Supported in the Solent Strategic Economic Plan. Consultations on measures proposed by HCC Summer 2014</i>	LTP2 / Fareham Borough Council,
Access to North Fareham Strategic Development Area	Proposals including the realignment of the A32 to Junction 11, converting existing A32 to bus only route and only allowing HOVs and Buses to use east facing slips on to M27 Junction 10 (presently being evaluated). <i>All moves junction 10 now proposed in Welborne Plan and A32 link road withdrawn</i>	PUSH Business Plan 09/11 / TfSH Towards Delivery / LTP2
Fareham Rail Station Interchange	New public transport interchange at Fareham Rail Station	PUSH Business Plan/ Fareham Borough Council Preferred Options
Walking and Cycling improvements (Gosport)	Provision of cycle facilities at Holbrook – Titchborne Way, Newgate Lane, Gomer Lane and Stokes Bay No. 2 Battery, Browndown Road, Marine Parade East and West Lee-on-the-Solent <i>Complete, except Newgate Lane.</i>	TfSH Towards Delivery / Gosport Draft Core Strategy Preferred Options

Appendix 3

Transport for South Hampshire and Isle of Wight (TfSHIoW) Transport Delivery Plan, 2012 - 2026, February 2013

1.0 Background / Scope

- 1.1 A long term strategic transport delivery plan for the whole of South Hampshire was published in 2013 by TfSHIoW to assist in prioritising transport schemes to deliver economic growth and planned housing for the period up to 2026. Full details are available at :-

<http://documents.hants.gov.uk/transport-for-south-hampshire/TransportDeliveryPlan.pdf>

- 1.2 The Transport Delivery Plan (TDP) was originally a statement of the transport scheme priorities to be progressed by TfSHIoW and its member authorities and a starting point from which to take forward scheme development and funding bid preparation. It continues to perform that role but is now also endorsed by the Solent LEP as a key piece of evidence that has been used to inform the transport infrastructure proposals in the Solent Strategic Economic Plan.
- 1.3 The TDP report includes a summary of the current and future transport conditions and constraints that have been identified by the Sub Regional Transport Model (SRTM) and validated through consultation. The SRTM was used to identify where transport interventions are, and will be required, as a consequence of growth and changing travel patterns.
- 1.4 A large number of possible mitigation measures resulting from consultations with stakeholders and a review of existing strategies were evaluated to identify those schemes and measures that contribute most to the core planning objectives and outcomes set out in the TDP and are most likely to be deliverable and good value for money. The appraisals included a consideration of land use, environmental and economic factors. Pages 19 to 22 of the TDP set out the objectives and Sections 8-10 identify the resulting set of priority schemes for the period up to 2026 which can be developed relatively quickly in order to secure funding when opportunities arise from a variety of sources.

2.0 Transport Delivery Plan – Schemes Completed or in Progress

- 2.1 The following schemes proposed in the TDP are of particular relevance to the Gosport journey to work area and have since been, or are soon to be implemented (refer to pages 48-52 of the TDP for further details):-

2.2 Improvements to Junction 5

A Pinch Point Project programmed to improve M27 junction 5 at a cost of £4.9 million in 2015. This scheme will build upon the first completed phase to further improve the flow of traffic through signalisation, dedicated slip roads and widening of approach roads.

2.3 TfSH LSTF Project - A Better Connected South Hampshire

This project aims to release highway capacity by encouraging modal shift from the private car to public transport and active modes. The following proposals are being implemented across South Hampshire:-

- An interoperable smart ticket for bus and ferry travel
- Area-wide and corridor-specific Travel Choice interventions, aimed at encouraging uptake of public transport, walking and cycling
- Physical improvements to transport infrastructure along transport corridors and at interchanges including Real Time Passenger Information, bus priority, and provision for cycling and walking. These interventions are targeting on nine corridors into Gosport, Portsmouth, and Southampton.

The TDP recognises that as a peninsula, access to Gosport is constrained, and this needs to be relieved to help regenerate the area and support the Solent Enterprise Zone at Daedalus. (Further details are available in the Business Case at:-

<http://www.hants.gov.uk/environment/tfsh-lstf-businesscase.pdf>).

2.4 TfSH Better Bus Area Fund – Your Journey: Making Travel Time Your Time

This project, which is now in progress, aims to raise the quality of bus travel. The package of measures includes free on board internet on over 550 buses; next stop audio-visual systems on 500 buses; over 130 bus refurbishments; apprenticeships; improved customer services; marketing and bus and information provided through near field communication. It includes bus priority improvements on the A32 in Gosport at Brockhurst Roundabout and the Crossways Junction which are now complete.

2.5 Hampshire County Council – Access to Solent Enterprise Zone / Newgate Lane Improvements

This scheme, along with other measures including the extension of Bus Rapid Transit in Gosport aims to address the access requirements of the Gosport peninsula and the Solent Enterprise Zone to / from the north and east of the Borough.

Newgate Lane links the Gosport peninsula to A27 in Fareham and to the wider strategic transport networks at Fareham Railway Station and M27, Junction 11. The objective of the scheme is to reduce existing levels of traffic congestion and improve journey time reliability and safety along the corridor for the benefit of drivers, cyclists and pedestrians, whilst allowing safe access to and from the route for local residents and businesses.

A scheme to improve the northern section of Newgate Lane will commence in June 2014. A scheme to improve the southern section is currently at a preliminary stage of development. A preferred route alignment and junction options will be published by Hampshire County Council for consultation with local residents and other stakeholders in June and July 2014.

2.6 Hampshire County Council – South East Hampshire Bus Rapid Transit Network - Phase 1a & Future Phases

The first phase of this project between Gosport and Fareham was opened in April 2012 and has significantly improved the quality, perception and provision of public transport on the Gosport peninsula. It comprises a 3.5km high specification dedicated busway (shared with cycles), modern reliable high frequency buses (branded Eclipse), information provision and high quality bus stop infrastructure. Recent figures identify a 16% increase in bus patronage over the former services and a 6% general increase in bus patronage on the Gosport peninsula.

The scheme is the first phase in a much wider project across South East Hampshire aimed at improving accessibility and transport choice which is intended to help progress planned housing and economic growth, particularly in parts of the sub-region which suffer from traffic congestion. The proposed extension of Phase 1 of the dedicated busway south to Rowner Road and the bus priority measures implemented at Brockhurst Roundabouts and Crossways and proposed at Anns Hill Road will improve accessibility to Gosport town centre and support new the development planned at Gosport Waterfront and Haslar.

Hampshire County Council as lead authority for TfSH, with the support of the Solent Local Enterprise Partnership and Local Bus Operators, made an unsuccessful bid for Local Pinch Point funding to extend the busway south to Rowner Road. Details of the business case can be viewed at .

<http://www.hants.gov.uk/rh/transport/BRT%20Full%20Business%20case.pdf>

The design has been substantially completed in respect of this scheme and planning consent granted. It is expected that the Highway Authority will pursue further funding opportunities for this scheme when they arise.

Details of the proposed South East Hampshire Bus Rapid Transit Network are provided at page 65 of the TDP. A report to the TfSH Joint Committee of 29th May 2012 at the link below provides supporting information and identifies the priorities for future phases. Future links are planned to Welborne, which will give Gosport residents sustainable access to new employment opportunities. There are also proposals for links to Portsmouth, Queen Alexandra Hospital, Waterlooville and Whiteley which have potential to extend viable public transport journeys from the Gosport peninsula and offer some relief to M27.

http://www3.hants.gov.uk/councilmeetings/advsearchmeetings/meetingdocuments.htm?sta=&pref=Y&item_ID=3960&tab=2&co=&confidential

3.0 Transport Delivery Plan – Future Proposals

The TDP Plan proposes for the future a set of 35 priority schemes arising from the evaluation of options using the SRTM and other tools. The following schemes will improve the motorway and/or encourage alternative modes of travel. For further details refer to TDP report pages 53-88.

3.1 Reducing the Need to Travel

Maintenance of LSTF Travel Choice Components (Projects 6 & 7) - Continued investment in travel planning and other measures to raise awareness and promote alternatives to car-based travel, plus promotion of high speed broadband to reduce need to travel and encourage home working.

3.2 Bus Priority

South East Hampshire Bus Rapid Transit (SEHBRT) (Project 9) – Future phases of the wider bus network as referred to above.

3.3 Interchange Improvements

Interchange Improvements to Improve East-West Connectivity & Improvements to Fareham Interchange (Projects 15 & 17) – proposed interchange improvements to establish the rail stations at Hedge End, Swanwick, Fareham, Cosham and Havant as rail hubs well served by buses and active modes to promote public transport as an alternative to the car.

Gosport Bus and Ferry Interchange (Project 18) – Improvements to the heavily used ferry and bus interchange in Gosport commensurate with the high standards of the BRT Eclipse service, and the new Gosport ferry pontoon completed in 2011. The improvements are likely to be delivered in association with the Waterfront development and will complement the proposed major improvements to the interchange at the Hard Portsmouth, which is a priority scheme for the Solent LEP.

3.4 Highway Schemes

Controlled Motorways (All motorways in TfSH area) (Project 29) - The motorways in the area provide critical links for both local and strategic movements. This scheme provides an opportunity to improve journey time reliability by utilising variable speed limits to smooth traffic flow, reduce delay, improve journey time reliability, reduce carbon usage, and improve safety.

M27 J8 Improvements (Project 26) - the signalisation of M27 junction 8 off slips and Bert Betts Way (at Windhover Roundabout) part time in the am and pm peak.

M27 Junction 9, Whiteley (Project 33) - The proposed scheme would provide additional capacity at this junction by means of a free-flow lane from Whiteley Way south-bound to the eastbound on-slip of M27. A bus only lane is also proposed on the circulatory carriageway at

Junction 9. The North Whiteley Development Consortium has also identified proposals including localised widening on both M27 off-slips and provision of widening on the southern circulatory carriageway.

M27 Junction 10, Access to the New Community North of Fareham (Welborne) (Project 34) – Improvements to junction 10 and possible bus priority measures on A32 to support extension of the BRT.

A27 Capacity Improvements (Fareham - Segensworth – Windhover)(Project 27) – This scheme aims to improve the flow and management of traffic along this important east - west corridor as a local alternative to the M27 and improve access to Gosport by widening of the single carriageway sections of the A27 between Fareham Station and Segensworth, junction improvements and updating of traffic signals. Delays and congestion along this key corridor presently prejudice access to Gosport and the Solent Enterprise Zone and serve as a barrier to growth and further development in this area.

4.0 Delivery & Scheme Status

The 35 proposed schemes are summarised in Table 13 -Delivery Plan & Scheme Status on page 98 of the TDP report and are schemes for which TfSH will seek to identify investment opportunities for the period to 2026. The TDP notes that it is expected that, for each project, a mix of funding sources is likely to be pooled to realise delivery.

5.0 Potential Funding Sources for Transport

The Local Growth Fund and Growth Deals between the government and LEP's (comprising formula and competitive elements) are expected to be a prime source of funding for major schemes. Funding is also expected to arise from a range of other sources including :-

- Developer Funding – S106 & Community Infrastructure Levy
- Integrated Transport Block - HCC/Local Transport Plan funding
- Targeted and Ad Hoc Government funds - such as Pinch Point funding, Local Sustainable Transport Fund and Better Bus Area Fund
- National Budgets controlled by the Department for Transport, Highways Agency and Network Rail - for improvements in accordance with the Route Management Strategies

Appendix 4: Solent Local Enterprise Partnership Strategic Economic Plan

Introduction

- 1.0 The government created the Local Growth Fund (LGF) in 2013 to be used for investment in transport, housing and skills to support economic growth. The fund pools existing budgets into a single pot of around £2 billion per annum, which is not ring fenced. In order to bid funding from the LGF Local Enterprise Partnerships (LEP's) are required to produce a Strategic Economic Plan, which outlines the funding required for transport, housing and skills to deliver the economic growth aspirations in their area.
- 1.1 The Fareham and Gosport Strategic Infrastructure Plan was intended to underpin the transport element of the Solent Strategic Economic Plan (SSEP) by providing a prioritised transport strategy for the Fareham and Gosport area.
- 1.2 On 27th February the Joint Committee of TfSHIoW ratified the transport evidence for the sub-region to be submitted to the Solent (LEP). Their report at the following link identifies the transport proposals needed to support the SSEP and assists the Solent LEP to bid for funding.
http://www3.hants.gov.uk/councilmeetings/advsearchmeetings/meetingsitemdocuments.htm?sta=&pref=Y&item_ID=5689&tab=2&co=&confidential
- 1.3 Prior to the LGF being established, Local Authority Transport Major funding was to be prioritised by the Local Transport Bodies (LTB), which mirror LEP areas and include LEPs as voting members. The Government has subsequently confirmed that funding allocations will now be made on a formula basis which guarantees some funding from the LGF to each LEP with an expectation that the LEPs will use it to implement the LTB's prioritised schemes. The major transport scheme budget will be capital only and the government has indicated that the Solent area will receive a total of about £19.2m over the period 2015 to 2019. This funding will form part of the un-ringfenced Local Growth Fund. Additional funding can be secured by the LEPs from government through the Growth Deal on a competitive bidding basis. This will determine the total funding (comprising formula and competitive elements) the Solent LEP will receive from the LGF for transport, skills and housing.
- 1.4 The Solent LEP submitted its final Economic Plan to Government on 31st March 2014 which can be seen at :-
http://solentlep.org.uk/uploads/documents/Solent_Strategic_Economic_Plan.pdf).
The Solent LEP will now negotiate with Government up to July 2014, when a Growth Deal is due to be signed.
- 1.5 The SSEP incorporates a report from the Marine Task Force, which was established by Government to specifically address issues arising from the impact of the recently announced shipbuilding job losses in Portsmouth Dockyard. Working closely with Solent LEP, and with regard to the inputs from the Marine Task Force, TfSHIoW developed the table of schemes (and the plan identifying locations) appended to the TfSHIoW report. The transport proposals are broken down into the following four categories :-

1.6 **Transformational schemes** covers the larger scale transport interventions focussed on:-

- Improving accessibility to/from the Solent area on the strategic road and rail networks (M3 Junction 9 Improvements, Portsmouth and Southampton to London Rail Improvements);
- Improving the strategic road, rail and ferry links and networks within the Solent area (Cross Solent Ferry Interchanges, M27/M3/M275 Managed Motorways, East-West Public Transport Corridor); and
- Improving accessibility to strategic sites within the Solent area (Access to Strategic Sites in Gosport & Fareham Area, Access to Eastleigh Riverside/Ford, Tipner to Horsea Island Bridge Link, Marchwood Military Port Access).

It is anticipated that funding for transformational schemes on the strategic road and rail networks will largely come from national budgets controlled by the Highways Agency and Network Rail respectively, rather than the LGF.

1.7 **Local Transport Body Prioritised Schemes** covers the four schemes identified as a priority by the LTB (Dunsbury Hill Farm Link Road, Southampton Station Quarter North, The Hard Interchange and A27 Corridor Phase 1) to be funded by the formula allocation from the LGF.

1.8 **Pipeline Major Schemes** to 2021 outlines a range of major transport schemes and interventions to be delivered over the lifetime of the Solent LEP, which will support the economic growth aspirations of the SEP. A large proportion of these schemes directly support economic regeneration and redevelopment across the Solent area.

1.9 **The Solent Transport Fund** covers smaller scale transport interventions, which are important to maintain the effectiveness of the transport network across the Solent area, in order to safeguard the existing economy and support future economic growth. The Local Transport Authorities will be asked to match monies from Integrated Transport Funding and developer contributions (S106 / CIL) to the anticipated £5m annual contribution from the LEP. TfSHIoW will manage the fund, identifying the interventions to be implemented by the Fund and monitoring their impact.

2.0 Further details of those schemes most relevant to M27, Fareham and Gosport follow:-

Transformational Schemes

2.1 **Access to Strategic Sites in Gosport and Fareham** – Comprehensive transport infrastructure improvements to support proposed Welborne Development and Daedalus Enterprise Zone, including improvements to M27 Junction 10, high quality public transport access improvements through new BRT extensions, Stubbington Bypass and local network enhancements.

Estimated Cost £50 - £80 million

2.2 **M27/M3/M275 Managed Motorways** – a scheme to be developed by the Highways Agency to improve capacity and journey time reliability on the Solent motorway network.

Estimated total cost £50 - £70 million funded primarily through Highways Agency national budgets as part of the Route Based Strategy (see below for further details).

- 2.3 **East-West Public Transport / Rail Corridor Improvements** – a scheme to improve east to west rail connectivity in the Solent area to reduce journey times, increase capacity and frequency.

Total estimated cost £350 million funded primarily through Network Rail national budgets as part of Route Management Strategy.

- 2.4 **Portsmouth and Southampton to London Rail Improvements** – to reduce journey time from Portsmouth and Southampton to London Waterloo to under 1 hour to facilitate growth in Solent area. Has potential to encourage modal shift.

Estimated cost £500 million plus, funded primarily through Network Rail national budgets as part of the Route Management Strategy.

Local Transport Board Prioritised Schemes

- 2.5 **A27 Corridor Phase 1 – Junctions improvements** at Station Roundabout and Gudge Heath Lane to improve accessibility to development areas including the Daedalus Enterprise zone.

Estimated total cost £6.6 million including £4.8 million LGF funding.

- 2.6 **The Hard Interchange Portsmouth** – Interchange improvements for buses, cycle, rail and ferry at this important gateway between Gosport, Portsmouth and the Isle of Wight to increase accessibility and support regeneration.

Estimated total cost £6.83 million including £4.87 million LGF funding.

Pipeline Major Schemes to 2021

- 2.7 **A27 Corridor Enhancements** – Junction Improvements and network enhancements in the Fareham area to improve accessibility to the development areas, including the Daedalus Enterprise Zone.

Estimated Cost £15 – £20 million

- 2.8 **Portsmouth Bus Rapid Transit** – Improvements to bus infrastructure in Portsmouth to accommodate BRT services and improve public transport accessibility

Estimated Cost £10 – £20 million

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