

Strategic Access to Gosport (2010 - 2026)

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Executive Summary

Mott Gifford has been requested by Transport for South Hampshire (TfSH) on behalf of the Partnership for Urban South Hampshire (PUSH), to undertake a transport planning study that will identify high level actions and measures to improve strategic access to the Gosport Peninsula up to 2026. This study is called and referred to as Strategic Access to Gosport (StAG) within this report.

This study will form part of the transport evidence in both Gosport Borough Council and Fareham Borough Council Local Development Framework (LDF) processes covering the period up to 2026, and also subsequent rounds of Hampshire County Council's (HCC) Local Transport Plan (LTP), with LTP 3 covering 2011-2016 and beyond.

TfSH defines the overall focus of this study as deliverable measures which could contribute to the management of issues related to journey delays and accessibility by all modes, within the context of combating climate change, supporting the economy and accommodating planned growth up to 2026. Through managing these issues, this study will be consistent with the goals of Delivering a Sustainable Transport Strategy (DaSTS), in particular by supporting economic growth, promoting equality of opportunity, tackling climate change and improving quality of life.

This study report provides a high level consideration of strategic access issues for trips to and from the Gosport Peninsula based on key indicators derived from a variety of references. Areas identified for future consideration are identified to an extent that they communicate the intent and location of the measure, but with sufficient flexibility to respond to further detailed assessment in due course.

The StAG report derives an implementation plan for measures related to strategic access to/from the Gosport Peninsula by firstly examining the current scenario (2009/10) to clarify the issues, then setting out a projected future scenario (2011/26). This enables discussion regarding the change in opportunities and constraints in terms of strategic access to/from the Gosport Peninsula. These findings and their implications for strategic access to Gosport are then considered, before a set of measures (both currently identified and areas for future consideration) is identified.

This process enables a StAG implementation plan to be defined and consideration given to phasing and funding opportunities. This StAG implementation plan is prepared in accordance with the mix of measures both currently proposed by policy and also areas identified through StAG for future consideration. The implementation plan therefore reflects a mixture of car and non-car based measures, seeking to better manage network and mode share utilisation, for both strategic and non-strategic trips.

The implementation plan sets out when the various measures may achieve key measure milestones, spread between the current (2010/15), medium (2016/20) and future (2021/26) programmes. This is based on current best knowledge and is therefore likely to evolve over time.

Once the implementation plan and list of measures/areas for future consideration is agreed a key action and next step is to take the measure definition/planning forward, beyond this initial high level stage, so that measures are ready to take advantage of funding opportunities as and when they arise.

Consideration is also given to funding opportunities. There is a mix of funding streams available so measures need to be flexible enough to be defined to meet various funding stream criteria and ready to be packaged with other measures as appropriate to enable potential early delivery or a phased approach.

In conclusion, it is considered that the implementation plan for StAG will need to be reviewed and updated as the measure development process progresses. It is considered that the monitoring and review of the implementation plan should be carried out in accordance with established policy/strategy review processes and that the LTP and the Local Planning Authority's Local Development Frameworks (LDF's) present the most appropriate means for StAG review/monitoring.

The StAG Study report recommends that:

- The contents of the StAG Implementation Plan are reviewed and agreed in terms of measures and timescales;
- The measures identified within the StAG Implementation Plan are taken forward to measure planning (as required) to enable proactive allocation from future funding opportunities when they arise;
- The StAG Implementation Plan is monitored and reviewed as part of the on-going LTP and LDF policy/measure review process; and
- The StAG study report and implementation plan are considered as an input into the Fareham and Gosport Borough Council's Local Development Framework processes, and are considered during future rounds of LTP formulation and future development of TfSH strategy/policy.

1 INTRODUCTION

1.1 Background

1.1.1 Mott Gifford has been requested by Transport for South Hampshire (TfSH) on behalf of the Partnership for Urban South Hampshire (PUSH), to undertake a transport planning study that will identify actions and measures to improve strategic access to the Gosport Peninsula up to 2026.

1.1.2 This study will form an input into both Gosport Borough Council and Fareham Borough Council Local Development Framework (LDF) processes covering the period up to 2026, and also subsequent rounds of Hampshire County Council's (HCC) Local Transport Plan (LTP), with LTP 3 covering 2011-2016 and beyond.

1.1.3 TfSH has defined the overall focus for this study to be on deliverable measures which could contribute to the management of issues related to journey delays and accessibility by all modes, within the context of combating climate change, supporting the economy and accommodating the planned growth up to 2026. Through managing these issues, the study will be consistent with the goals of Delivering a Sustainable Transport Strategy (DaSTS), in particular by supporting economic growth, promoting equality of opportunity, tackling climate change and improving quality of life.

1.1.4 This report provides a high level consideration of strategic access issues for trips to and from the Gosport Peninsula based on key indicators derived from a variety of references. Measures from key policy documents have been identified and areas for future consideration have been identified by the report in accordance with the study objectives (as set out in **Para 1.2.2**) where they would complement and build upon the measures put forward in the policy documentation. Areas for future consideration are identified to an extent that they communicate the intent and location of the measure, but with sufficient flexibility to respond to further detailed assessment in due course.

1.1.5 Areas for future consideration are set out in an implementation plan, which will be flexible and responsive to ongoing change with regards to changes in policy and future funding opportunities.

1.2 StAG Aims and Objectives

1.2.1 The overall aim of this study is to define a set of high level deliverable measures, which will contribute to;

- Managing existing and predicted future access issues, including safety and the environment, for the Gosport Peninsula; and

- Supporting the local economy and growth agenda proposed for the Gosport Peninsula.

1.2.2 This will be achieved through the following objectives, which build on LTP2 and DaSTS goals.

- To identify deliverable actions / measures to contribute to the reduction of car trips for short journeys (i.e. less than 5 miles) at key strategic access links on the highway network, in the peak periods for travel to and from the Gosport Peninsula;
- To identify deliverable actions / measures to improve journey time reliability in the peak periods by all modes for trips to and from the Gosport Peninsula;
- To identify deliverable actions / measures to improve access to non-car modes in the peak periods to, from and within the Gosport Peninsula; and
- To identify deliverable actions / measures which will improve access to key existing and proposed development sites by all modes in the peak periods to, from and within Gosport Peninsula.

1.2.3 The above aims and objectives for the StAG study have been derived through reference to national, regional, sub-regional and local transport planning related policies. The integration of the StAG aims and objectives with the various policy references is summarised by **Table B.1**, with further detail and information on the supporting policy review provided in **Appendix B**.

1.2.4 **Table B.1** indicates that the StAG aims and objectives do sit well within related policy references, and that the StAG aims and objectives will make active contribution to the identified wider policy references at all levels. Key highlights are linkages with DaSTS and the sub-regional transport strategy for South East Hampshire.

1.3 StAG Study Area

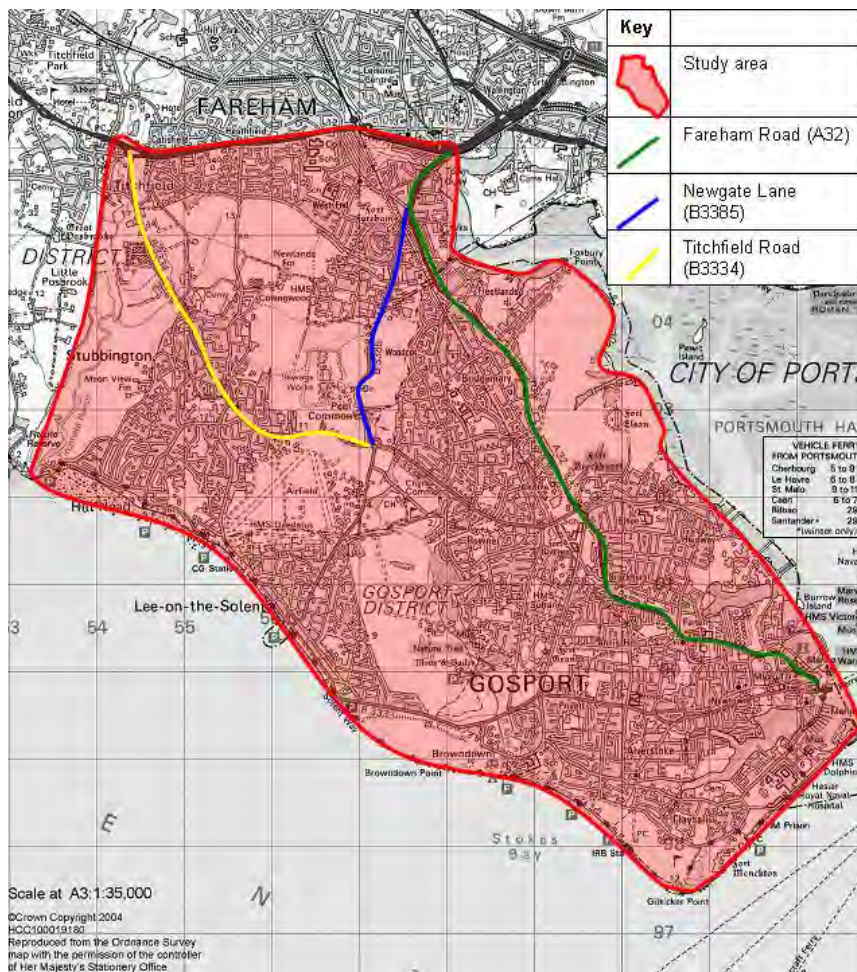
1.3.1 For the purpose of this study the extent of the Gosport Peninsula has been taken as;

- To the north, the A27 between Titchfield Gyratory and Quay Street Roundabout;
- To the east, Portsmouth Harbour;
- To the south, the Solent; and
- To the west, the River Meon to Titchfield Gyratory.

1.3.2 The study area is illustrated in **Figure 1.1** and includes the following areas; Gosport, Stubbington, Hill Head, Lee-on-the-Solent, Rowner, Alverstoke, Elson, Bridgemary and South Fareham.

1.3.3 Focusing the study area on the administrative boundary of Gosport was considered to be inappropriate, as trips with origins, and or destinations in between the A27 and the Borough boundary have a considerable impact on strategic access to and from Gosport. Therefore the study area was defined to encompass South Fareham up to the A27. The defined study area does not however constrain the scope of any measures or area for future consideration which may be identified by this study.

Figure 1.1: Map of Study Area and Strategic Routes



1.3.4 The StAG study area is abutted by parts of other study areas. Proceeding in parallel to StAG is a study commissioned by TfSH looking at the implications that various development scenarios will have on the M27 corridor. In addition to the motorway corridor, this study will pick up on some of the A27 access issues and also deal with junctions 9 and 11 of the M27.

1.3.5 The DaSTS study is all encompassing and covers the whole sub-region area, including Gosport Peninsula.

1.3.6 There is also proposed development which will be relevant to Gosport, in particular the North Fareham Strategic Development Area (SDA), which has been included within StAG for completeness. This is in response to recognising that Gosport cannot be considered in isolation, and that a proposed development of this scale within the local area, will assert considerable influence over the study area i.e. in generating and attracting trips to / from it. It is beyond the scope of StAG to consider the economic costs and benefits of the North Fareham SDA to Gosport. StAG will respond to the North Fareham SDA in terms of acknowledging its potential both as a source of local employment and employees for Gosport. StAG will consider measures that will seek to manage these local trips between Gosport and the SDA, and consider how such trips could be made where possible by non-car modes.

1.4 Method Statement

1.4.1 Whilst undertaking the analysis a number of key assumptions / definitions have been made. These are as follows;

- The study timescales for assessment have been defined as current scenario (2009/10) and future scenario (2011 to 2026);
- For the implementation plan the timescales are short term programme (2010 - 2015), medium term programme (2016 - 2020) and future programme (2021 – 2026);
- Strategic journeys are considered to be those more than 5miles. Journeys less than 5 miles are not considered to be of a strategic nature.
- Analysis will consider only weekday AM and PM peak periods, identified as, but not restricted to, 08:00-09:00 and 17:00-18:00;
- Transport infrastructure and services related to access to / from the peninsula ;
 - Bus services originating / terminating within Gosport Peninsula and relevant to the Gosport Peninsula via the interchanges at Fareham Bus Station, Gosport Ferry and Portsmouth (The Hard);
 - Rail services serving Fareham and Portsmouth Harbour;
 - Ferry services serving Gosport and Portsmouth;
 - Cycle routes within the peninsula and those linking to neighbouring local, regional and national networks;
 - Walking routes where they are key for interchange and local access or where particular issues relating to severance or safety are identified; and

- Key strategic highway access points / routes to and from Gosport. For the purpose of this study the key strategic highway routes to/from the peninsula are Gosport Road (A32), Newgate Lane (B3385) and B3334 corridor (Titchfield Road, Stubbington Road and Rowner Road).
- The key indicators which define the current scenario (2009/10) and future scenario (2011/26) are;
 - Traffic and transport;
 - Population;
 - Land Use; and
 - Economy.

1.4.2 A variety of data sources have been used to compile the information which has then been used to inform the current (2009/10) and future (2011/26) scenarios. This data includes; 2001 Census; 2008 Road Side Interview (RSI) surveys, Traffic Count data from HCC; Gosport Borough Council Employment Land Review; Gosport Borough Council Sustainability Appraisal Scoping Report and NOMIS Official Labour Market Statistics. In addition policy documents from Local, County, Regional and National levels have been reviewed and referenced where appropriate. Local and County policy documents have also been used to inform the list of measures / areas for future consideration identified through StAG. A full reference list is provided in **Appendix A**.

1.5 Report Structure

1.5.1 The remainder of this report adheres to the following structure;

- **Section 2** examines the current scenario (2009/10) by firstly setting the scene and clarifying the issues which the StAG Strategy will look to address. It then proceeds to look at establishing the base year data, including traffic flows on the key strategic routes, population, land use and economic data.
- **Section 3** of the StAG study sets out the future year (2026) scenario, using projections as published in a variety of reference documents and information sources;
- **Section 4** looks at the measures identified in the transport policy and assess how the measures will meet the StAG objectives;
- **Section 5** sets out the new measures identified by this study to fill in the gaps
- **Section 6** presents the implementation plan for the identified measures and consider phasing and funding opportunities; and
- **Section 7** summarises the main findings of the study and provide recommendations for future monitoring and review of the implementation plan.

2 CURRENT SCENARIO (2009/10)

2.1 Introduction

2.1.1 This section of the report compiles the evidence which will form the current scenario (2009/10). It reviews a variety of information sources including relevant studies and empirical data in the form of traffic data and origin / destination data, and relevant to the identified key indicators of traffic and transport, population, land use and economy, to establish an overall base position for the current scenario (2009/10).

2.2 Traffic and Transport

2.2.1 As mentioned in **Paragraph 1.4.1** this study focuses on three strategic access routes; Gosport Road (A32), Newgate Lane (B3385) and the B3334 corridor (Titchfield Road, Stubbington Road and Rowner Road). Traffic conditions along these three routes will be described in more detail in **Section 2.3**. There have been historical proposals for a bypass of Stubbington village which would provide another access route to the west of Gosport. A full discussion as to the likelihood of the Stubbington Bypass (Western Access to Gosport) being progressed, is presented in **Section 4**.

2.2.2 The A32 corridor is the existing strategic public transport corridor. The future BRT will be a busway that will utilise the former rail track between Fareham (Redlands Lane) and Gosport (Titchborne Way). This will be the first stage of a wider BRT vision for South East Hampshire which would essentially form the 'backbone' of public transport service provision in the area. Further details on BRT phase 1 and the BRT vision are presented in **Section 4**.

2.2.3 In identifying the overriding issues relating to the transport network, Gosport Borough Council's Draft Core Strategy (2009)¹ highlights two key transport related issues affecting access to and from the Gosport Peninsula; firstly the limited road network and secondly congestion and accessibility. A brief synopsis of the main points raised in relation to the two key issues has been undertaken, to provide an overview of the current scenario (2009/10).

2.2.4 All Vehicular traffic leaving the Gosport Peninsula has to travel north into Fareham Borough to gain access to the wider strategic road network (i.e. the A27 and M27). Access onto the A27/M27 from the three strategic routes identified for this study (A32, B3334 and B3385) is hampered by capacity constraints along the routes themselves and also at the key junctions onto the A27. These problems are particularly acute in the AM and PM peaks, with peak spreading taking place in response. The 2008 MVA study looking at commuting and employment in Gosport found that many out-commuting journeys start around 06:30, with 70% of these journeys occurring before 08:00.

¹ Gosport Borough Council Draft Core Strategy (2009) Preferred options report

2.2.5 Gosport Borough Council highlight the bottlenecks in the road network as;

- M27 junctions 9 (Segensworth) and 11 (Fareham);
- Quay Street roundabout (A32 / A27);
- Salterns Lane / A32 Gosport Road junction;
- Longfield Avenue / B3385 Newgate Lane junction;
- Peel Common Roundabout B3334 / B3385; and
- Stubbington Village.

2.2.6 Information from project meetings with Hampshire County Council officers also indicated that Titchfield Gyratory (the junction of the B3334 and the A27) to the west of Fareham, is an additional bottleneck.

2.2.7 In a recent public consultation undertaken by Gosport Borough Council, transport congestion was rated as a “...*top priority for improvement in the local area*”². The main cause of traffic congestion is the high level of out-commuting from the Borough. The 2001 Census reported that 49% of employed Gosport residents worked outside the Borough, and the MVA study (2008) looking at commuting and employment issues in Gosport³, found that 64%⁴ of a sample of employed residents work outside of the Borough boundary.

2.2.8 A decline in traditional employment opportunities in the marine, manufacturing and defence industries combined with a lack of new employment development has resulted in high levels of out-commuting.

2.2.9 Congestion on the strategic routes creates unreliable journey times for both the car and public transport users. For buses in particular, unreliability reduces their attractiveness and also hampers any attempt at inducing mode shift. Due to the current economic climate bus service provision is dependent on commercial viability. The bus network on the Gosport Peninsula provides very few direct services with most services terminating in Fareham or Gosport town centres. This makes it unattractive and impractical for journeys to destinations outside of the main areas especially for those residents who are remote from the main bus routes.

² Gosport Borough Council Draft Core Strategy Preferred Options Report (September 2009), paragraph 10.5

³ MVA (March 2008) Assessing the Evidence, Gosport Commuting and Employment Study

⁴ A sample of residents were surveyed, see MVA study Section 2

Current Mode Share

- 2.2.10 Mode share data for the journey to work has been analysed to provide an understanding as to whether Gosport Borough has significantly different travel behaviour compared to Fareham Borough (the neighbouring local authority), Hampshire and the South East. The results are presented in **Table 2.1**.

Table 2.1: Main Mode of Travel to Work (Source: 2001 Census, Table KS15)

	Gosport	Fareham	Hampshire	South East
Work At Home	7	9	10	10
Light Rail	0	0	0	0
Train	1	3	3	6
Bus	7	3	3	4
Motorcycle	2	2	1	1
Car (Driver)	53	66	63	59
Car (Passenger)	6	6	6	6
Taxi	0	0	0	0
Bicycle	11	4	4	3
Foot	12	7	9	10
Other	1	1	1	1
Total (%)	100	100	100	100

- 2.2.11 The data shows that there are some notable differences in the main mode of transport used for the journey to work, with more people from Gosport travelling by bus, bicycle and walk compared to the other areas. There are fewer people from Gosport Borough travelling to work by car (as a driver), train or working at home, than the other comparison areas.
- 2.2.12 As illustrated in **Table 2.1**, walking and cycling journeys account for just under a quarter of all trips to work, with high cycle use and journeys on foot, a key feature compared to other areas.

2.3 Current Traffic / Car Trip Issues

Car Trip Origin Destination Information

- 2.3.1 RSI data, collected in 2008 for TfSH, has been used to provide an indication of the origin and destination locations, the preferred route to reach destination points and journey purposes.
- 2.3.2 For the purpose of the StAG study, a screen line of RSI sites (2 – 7) along the northern boundary of the StAG study area i.e. south of the A27, were identified to inform the analysis (See **Table 2.2**. for details). Data collected at these six RSI sites, were for journeys originating in the StAG study area to destinations outside it (i.e. outbound trips).

Table 2.2: Site Location and Direction

Site Number	Site Location	Destination
1/02	A32 Gosport Road, south of A27	Northbound
1/03	Redlands Lane, south of A27	Northbound
1/04	Bishopsfield Road, south of A27	Northbound
1/05	Peak Lane, south of A27	Northbound
1/06	Ranvilles Lane, south of A27	Northbound
1/07	Titchfield Road, south of Bridge Street	Northbound

2.3.3 The corresponding inbound data set (i.e. journeys originating outside of the StAG study area) was considered to be inappropriate for use in the StAG study, due to a gap in the screen line on Eastern Way between the M27 Junction 11 and Fareham Town centre. The omission of data on this link was considered to be too significant to overlook, given the strategic importance of the M27 Junction 11 and the level of traffic travelling along this link.

2.3.4 **Appendix D** contains plots of the destinations of the trips sampled by the RSI survey data. For ease, origin and destinations have been combined into zones, based on clusters of points and the underlying urban settlements. The routes taken off the peninsula (captured by RSI sites 2 to 7) indicate the following trip / route patterns.

- **Site 2 (A32):** Vehicles travelling from the peninsula and captured by site 2, tend to have destinations to the east i.e. Portsmouth. An analysis of the average distance travelled for vehicles travelling through this RSI site return an average trip distance of 12.5 miles. 26% of the sample trips were less than 5 miles.
- **Site 3 (Redlands Lane):** Average distance travelled was just under 5 miles, with 75% of the sample trips under 5 miles. The shorter distance trips are shown to have destinations in the Fareham Town centre and north Fareham areas.
- **Site 4 (Bishopfield Road), Site 5 (Peak Lane), Site 6 (Ranvilles Lane):** The results for RSI sites 4 to 6 show that a large proportion of journeys which use these more residential routes onto the A27, originate in South Fareham. Furthermore, the distribution of destinations demonstrates a clustering of points in Fareham Town centre and north Fareham. The general observation is that journeys through these three sites are less likely to be of a strategic nature, as substantiated by the high proportion of journeys sampled less than 5 miles; site 4 78%, site 5 64% and site 6 57%.
- **Site 7 (Titchfield Road):** Vehicles travelling from within the StAG study area through this RSI site had destinations which were more focused to the west i.e. Whiteley, Segensworth and Southampton. The average distance travelled for vehicles travelling through RSI site 7 was just over 10 miles, with 28% of journeys less than 5 miles.

2.3.5 **Table 2.3** shows a breakdown of the destination zones of all vehicle trips from home in the AM peak originating from the StAG study area, ranked in ascending order in accordance with the RSI data. Whiteley and Swanwick are the most popular destinations with approximately 12% of all home-based AM peak trips from the peninsula terminating there. Based on the results in **Table 2.3**, 23% have destinations broadly in a northerly direction, 31% have destinations in a westerly direction and 43% have destinations in an easterly direction. In accordance with standard practice the RSI sample has been factored up in accordance with the automatic traffic count (ATC) to give a total indicative flow. The factored flow is also presented in **Table 2.3**.

Table 2.3: Home based Destinations Outside Study Area (Factored RSI Data)

Destination Zone	AM Peak	
	Home-based trips to zone	%
Chandlers Ford	29	1%
Denmead	40	1%
Petersfield	44	1%
Poole, Bournemouth + New Forest	47	1%
Southwick	51	1%
Waterlooville + Cowplain	52	1%
Winchester City	53	1%
Titchfield	56	1%
Hedge End + Botley	75	2%
Sussex	84	2%
Purbrook	89	2%
Other	103	3%
Wickham, Knowle, + Bishops Waltham	107	3%
Locks Heath and Segensworth	111	3%
Havant	118	3%
Eastleigh	123	3%
Bursledon + Hamble	127	3%
South Fareham	151	4%
Hayling Island + Emsworth	161	4%
North Hampshire + Surrey	174	4%
Southampton	201	5%
Fareham Town Centre	231	6%
North Fareham + North Boarhunt	313	8%
Portchester + Port Solent	342	8%
Portsmouth	357	9%
Cosham + Drayton	385	9%
Whiteley + Swanwick	477	12%
Total	4101	100%

2.3.6 **Table 2.4** shows that the majority of trips made in the AM peak are for work, in many cases over 50% of the trips surveyed at the RSI site. Similarly, in the PM peak the majority of trips are made to return home. There are more education and employer's business trips in the AM peak, with a higher proportion of other trips made in the PM peak, as would be expected.

Table 2.4: Journey Purposes All Sites (factored RSI Data)

	Home	Work	Employer's Business	Education	Shopping	Other ⁵
AM Peak (08:00 – 09:00)	6%	62%	11%	10%	2%	9%
PM Peak (17:00 – 18:00)	60%	5%	4%	7%	3%	21%

2.3.7 In summary, the RSI data collected in 2008 demonstrates that the A32 is predominately used for journeys to the east of the study area, and the B3334 corridor for journeys to the west, which supports anecdotal comments. The data also confirms that the A32 and B3334 are used more for strategic purposes with fewer shorter distance trips (i.e. less than 5 miles) using these routes (as indicated by the sample). Key destinations for the AM peak are shown to include Portsmouth, Whiteley and Swanwick, Cosham and Port Solent and Portchester. The information obtained from the RSI survey will be used in the later stages of this section to inform the discussion of opportunities and constraints within the current scenario (2009/10).

Current Traffic Data

2.3.8 Traffic data in the form of automatic traffic counts (ATCs) from Hampshire County Council has been obtained for the period 2004 – 2008 for Gosport Road (A32), Titchfield Road (B3334) and Newgate Lane (B3385), no data from 2005 was available for analysis. It was observed in some of the data (Titchfield Road) that the peak hours had shifted, this might be considered to be an error with the traffic counters. In addition a one day (07:00 – 19:00) manual traffic count for B3385 Newgate Lane (Peel Common at sewage works entrance) undertaken in 2008 has also been provided by Hampshire County Council. This data was required as there was no ATC data available for 2008.

2.3.9 Weekday traffic data from 2004 to 2008 has been reviewed to understand whether traffic levels and patterns on the A32 to the north of the Newgate Lane Gyratory, the B3334 Titchfield Road to the north of Stubbington Village and on Newgate Lane (B3385) (to the north of the sewage works) have changed significantly over the last five years. Traffic data for the third week in October has been selected for analysis to tie in with the 2008 RSI survey periods and to avoid School Half Term holidays. The results of the traffic counts are presented in **Figure 2.1** and **Figure 2.2** for the A32, **Figures 2.3** and **Figure 2.4** for the B3334 and **Figures 2.5** and **Figure 2.6** for the B3385 respectively. There is no data available for 2005.

⁵ Other includes personal business, visiting friends and relatives and recreation

Gosport Road (A32)

Figure 2.1: Historic Traffic Data, Gosport Road (A32) Northbound

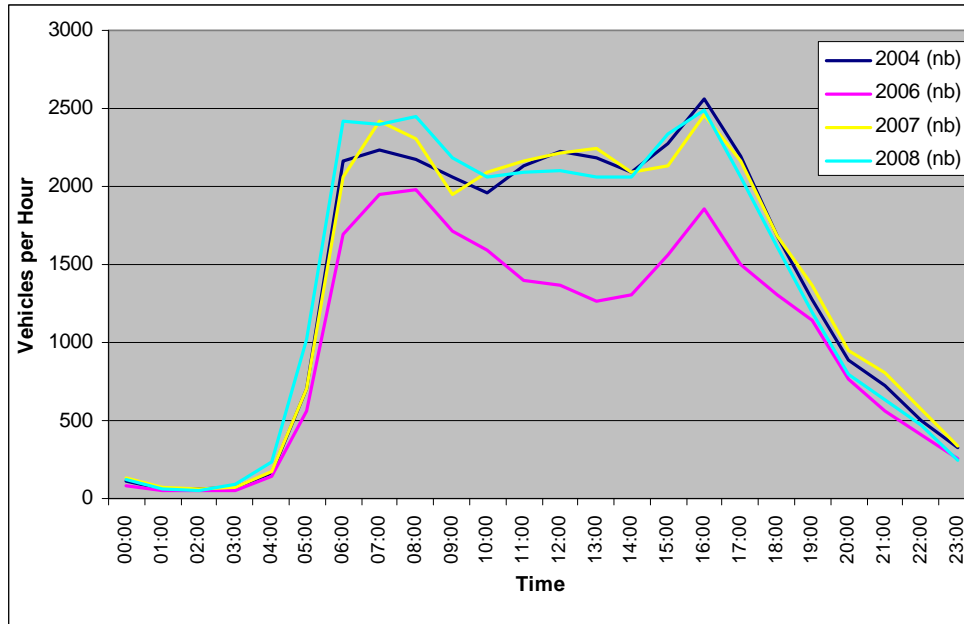
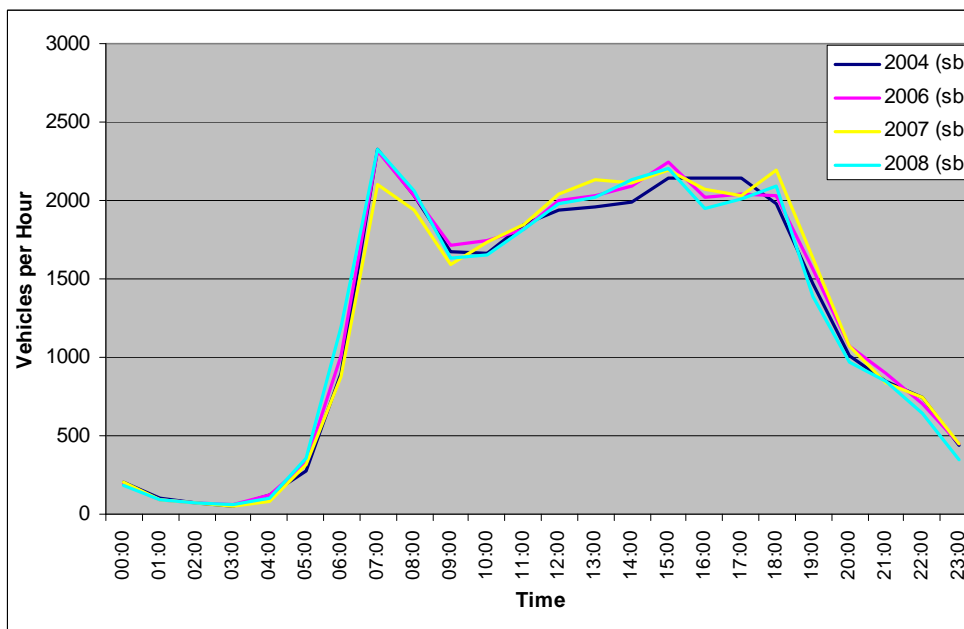


Figure 2.2: Historic Traffic Data, Gosport Road (A32) Southbound



- AM Peak:
 - Increase in northbound A32 traffic levels of between 7 and 13% from 2004 to 2008;

- Northbound A32 traffic levels are high for three hours between 06:00 and 09:00 indicating that peak spreading is occurring, in particular 2008 which concurs with the findings of the MVA (2208) study;
 - Southbound A32 flows in the AM are very closely matched, indicating no/little growth; and
 - Southbound A32 flows demonstrate a definite peak period between 07:00 and 08:00, which builds up and drops off quickly.
- **PM Peak:**
 - Northbound A32 traffic over the analysis period shows very little variation (with the exception of 2006); and
 - Traffic levels have been at a relatively high level (over 2,000 vehicles per hour) between 14:00 and 18:00 across the four years of data.

Titchfield Road (B3334)

Figure 2.3: Historic Traffic Data, Titchfield Road (B3334) Northbound

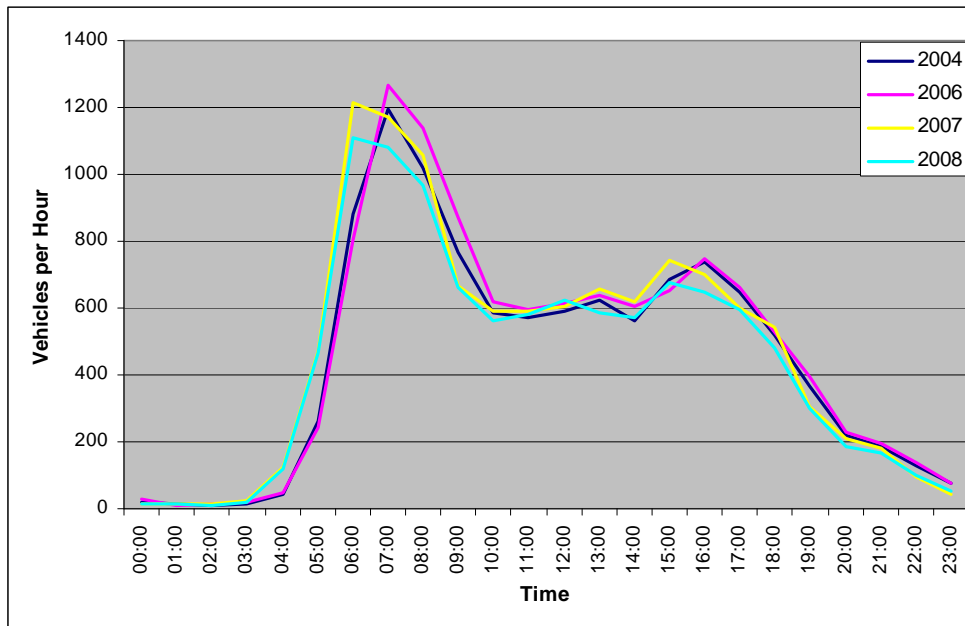
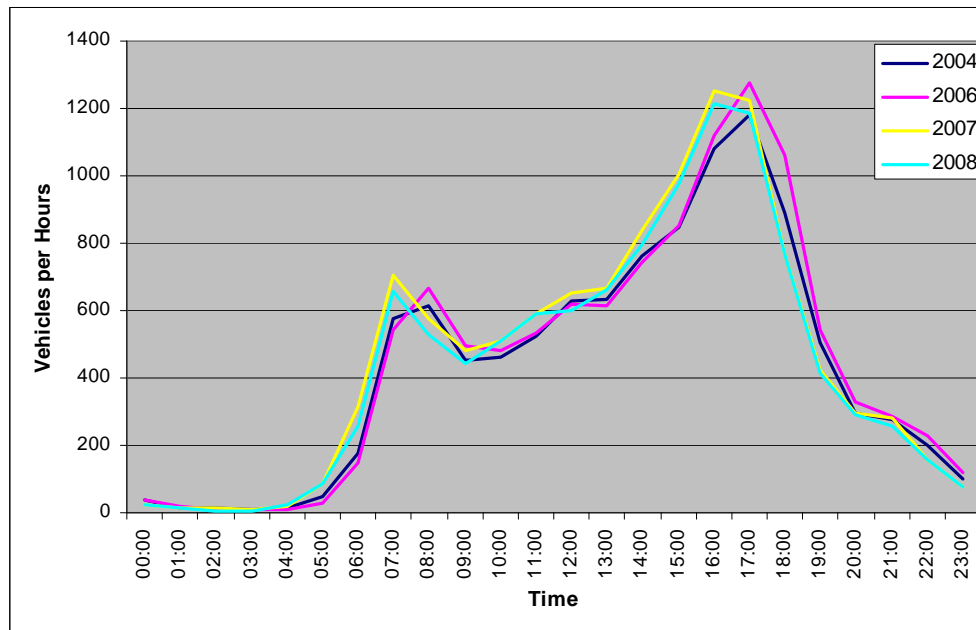


Figure 2.4: Historic Traffic Data, Titchfield Road (B3334) Southbound



- AM Peak:
 - Northbound B3334 traffic exhibits a tidal flow with an outflow in the region of 1,200 vehicles per hour compared to between 600 - 700 vehicles per hour in the opposite direction ;
 - The peak hours for 2007/08 do not drop off as sharply as in 2004/06.
- PM Peak:
 - Northbound B3334 PM peak traffic flows are considerably lower than the AM peak (approximately 400 vehicles per hour less);
 - Southbound B3334 flows in the PM peak correspond with northbound B3334 AM peak traffic flows (approximately 1,200 vehicles per hour);
 - The PM peak hours for southbound B3334 traffic are shown to be spreading, stretching for two hours in 2007 and 2008, whereas in 2004 and 2006 there was a definite peak hour.

Newgate Lane (B3385)

Figure 2.5: Historic Traffic Data on Newgate Lane (B3385) Northbound

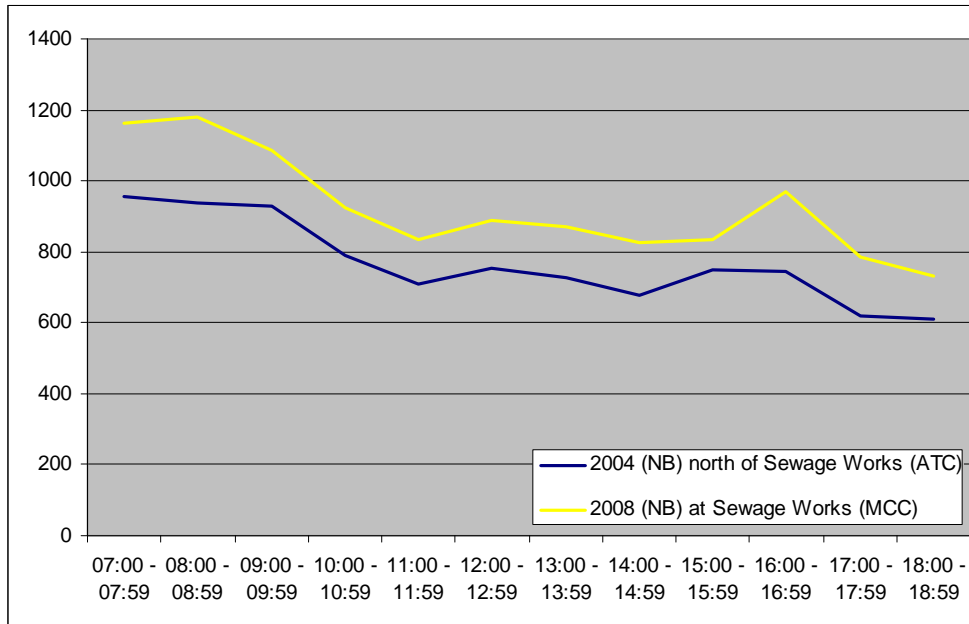
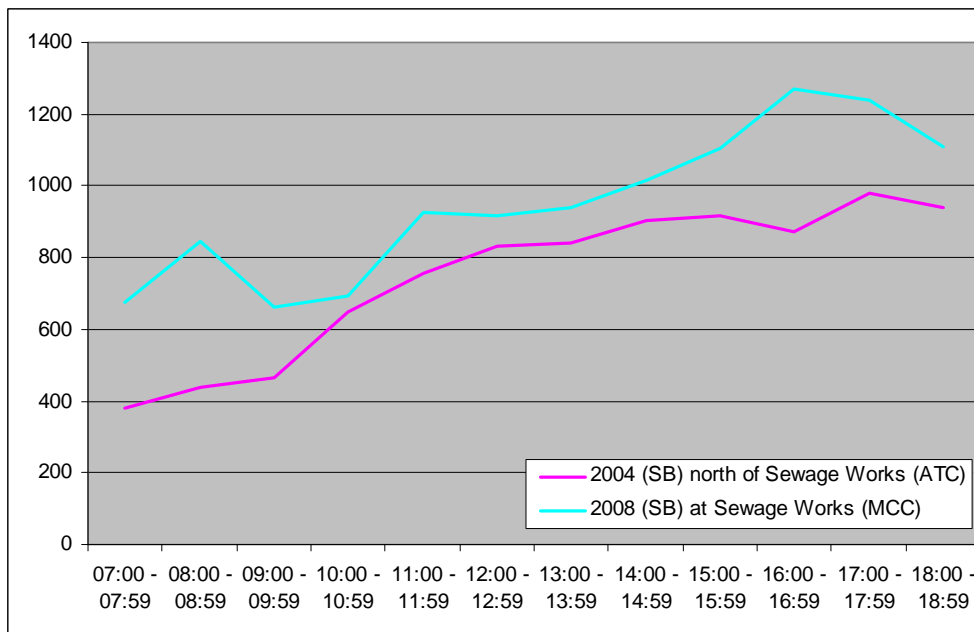


Figure 2.6: Historic Traffic Data on Newgate Lane (B3385) Southbound



- AM Peak:
 - Northbound B3385 data demonstrates a tidal flow in the AM peak, approximately 1,200 vehicles per hour in the northbound direction in 2008 compared to approximately 800 vehicles per hour in the southbound direction;

- Peak hour traffic levels have increased by approximately 200 vehicles per hour between 2004 and 2008.
- PM Peak:
 - The B3385 PM peak is shown to be more pronounced in 2008 than 2004; and
 - PM peak flows correspond reasonably well with northbound AM peak flows (in the region of 1,200 vehicles per hour).
- 2.3.10 In summary the traffic data indicates that traffic levels on the A32, particularly in the AM peak period have reached capacity, with peak spreading very much in evidence on this route and little growth over the assessment period. The Titchfield Road corridor, also demonstrates a considerable peak in the AM, and little traffic growth over the assessment period, however peak spreading is not as pronounced as for the A32. The traffic figures for Newgate Lane show that there has been some growth in traffic between 2004 and 2008, although it is not thought that capacity on this route has been reached.

2.4 Current Public Transport Issues

- 2.4.1 Fareham and Gosport are linked by a network of bus routes (See **Figure 2.7**) most of which run between Fareham Bus Station and Gosport Bus/Ferry Interchange. The majority of residents live within a short walking distance of a bus route, although the frequency of the service varies between routes. It is widely acknowledged that the local bus network suffers from reliability issues due to congestion in the peak periods.
- 2.4.2 The Gosport bus/ferry interchange is located at the eastern end of the High Street in Gosport Town Centre, and consists of Gosport bus station, Gosport ferry terminal, a taxi rank and bicycle stands. The Gosport Ferry provides an important pedestrian and cycle link to and from The Hard Interchange, Portsmouth. This comprises Portsmouth Harbour rail station, the Isle of Wight ferry terminal, local bus and national coach services from The Hard bus/coach station, and a taxi rank together with pedestrian routes to Gunwharf Quays, Portsmouth City Centre and the Historic Dockyard area.
- 2.4.3 Fareham bus station is located in the centre of Fareham adjacent to the main commercial centre. From Fareham bus station connecting bus services radiate to most main destinations within South Hampshire. Bus service provision to the rail station is poor with most bus-rail trips requiring a 0.5 mile walk between the two to enable interchange, due to the limited number of bus services that serve the rail station.
- 2.4.4 Bus services in Gosport are operated by First Bus on a commercial basis. A review of the public transport network on the peninsula has been undertaken by First, the peninsula's principal bus operator. However no substantial changes were made following the review. The greatest demand for journeys is currently for north / south routes, however it is

acknowledged that the regeneration of the Daedalus site as an employment and residential site, could create potential demand for more services with an east / west focus.

- 2.4.5 The A32 between Brockhurst roundabout and Fareham Town centre is the main public transport corridor with a high level of services provision (10 minute interval Monday to Friday, 15 minute interval Saturday and 30 minute interval Sunday) provided by two key services 82 / 83. These routes are branded as the 'Blue Line' routes, which permeate into the surrounding residential areas (82 via Anns Hill Road and 83 via Elson Road) taking different routes to and from Gosport interchange.
- 2.4.6 Additional 'Blue Line' routes include the 85 / 86 Gosport to Fareham via Bridgemarky, with the 85 running via Forton Road / Crossways and the 86 running via Criterion. On a weekday both services operate a 20 minute frequency, totalling 6 services per hour in both directions. A similar level of service provision is provided on Saturdays. An hourly service is operated on a Sunday, therefore two buses per hour in both directions.
- 2.4.7 There are three core regular services which use the routes along Newgate Lane (B3385), these being the 33 / 36 / 87, serving Hill Head, Lee-on-the-Solent and Gosport via Rowner respectively. The combined level of service provision (Monday to Saturday) along Newgate lane is three services per hour to/from Fareham Town centre. There are no Sunday services operating along this route.
- 2.4.8 Along Titchfield Road (B3334) there is only 1 service (72) which extends for the full length of the road. The 72 which runs between Gosport and Southampton via Stubbington and Locks Heath is the only service with a destination that is not Fareham Town centre. Journey times in the peak periods are approximately 1 hour and 25 minutes (Gosport to Southampton), with the service operating on an hourly frequency. Although passing close to the important employment areas of Segensworth and Whiteley (as highlighted by the RSI data), if passengers currently want to access these employment areas, an interchange at Locks Heath centre onto either service 28 or 76 would be required.
- 2.4.9 In summary the local public transport network serving the Gosport Peninsula has:
- No rail service serving Gosport. The nearest rail stations are either Portsmouth Harbour (via the Gosport Ferry) or Fareham;
 - A local bus network which mainly links Gosport to Fareham via local residential areas. A key route is the 82 / 83 which provides a 10 minute frequency direct service between Gosport and Fareham via the A32. Operating hours provide good service coverage during the core day hours although journey time reliability during peak periods is severely compromised by A32 congestion;
 - The level of service provision on Newgate Lane and the B3334 corridor is however less comprehensive, with generally three services per hour Monday to Saturday and no services on a Sunday. The 72 is the only service with a destination that is not Fareham Town centre; and

- Ferry links are well used, but do impose an interchange time penalty to trips between Gosport and Portsmouth.

Figure 2.7: Current Bus Route Network (Source Hampshire County Council)



2.5 Current Cycle Network Issues

2.5.1 The potential for cycling on the Gosport Peninsula is high due to a relatively flat topography, good climate, and the vast majority of residents living within a 20 minute ride of the town centres. A plan of some of the existing and proposed routes within Gosport, is shown in **Figure 2.8**, which highlights the limited route options on/off the peninsula.

Figure 2.8: Current Cycle Route Network (Source Gosport Borough Council)



2.5.2 The current network of cycle routes within the Gosport Peninsula (as illustrated in **Figure 2.8**) together with the proposed links will provide a comprehensive cycle network. Existing routes include cycle paths / lanes along the A32, Heritage Way, Rowner Road, Grange Road, Privett Road, South Street and along the disused rail line between Forest Way and Mumby Road. However at the present time there is only one cycle route (A32) that provides for cycle

access off the peninsula. The quality of facility in terms of design and usefulness is variable due to detailed issues at specific locations.

- 2.5.3 The proposed routes look to provide greater coverage through the residential areas, and connections with the existing cycle paths / lanes to provide a more cohesive network. The majority of the proposed routes will be advisory, as will the route running along the alignment of the Bus Rapid Transit (BRT) between Redlands Lane and Military Road (not shown in **Figure 2.8**), which will link up with the cycle route through The Gillies providing a continuous off-road cycle link from Bridgemarky to Fareham town centre.

2.6 Current Walking Issues

- 2.6.1 The existing walking network consists mainly of footways contiguous to the highway, together with some limited off-highway dedicated links in residential areas or shared surfaces alongside cycle-paths, and through pedestrian areas.
- 2.6.2 Notwithstanding detailed issues at specific locations, the walking network is comprehensive in coverage. However in certain parts of the Borough there are some notable barriers to movement, for example MoD, education, employment and retail sites i.e. Speedfields, other transport infrastructure such as the disused Gosport Fareham rail line, and the A32, together with natural barriers.

2.7 Population

- 2.7.1 Data for 2008, derived from the Office of National Statistics (ONS) Mid Year Population Estimates indicates that the population in Gosport is approximately 80,000, an increase of approximately 5% on figures obtained from the 2001 Census (76,415).
- 2.7.2 The population density in Gosport is high, with figures based on the population figures from the 2001 Census indicating 30.2 people per hectare. Using the 2008 ONS Mid Year Population Estimate the population density has risen to 31.63 people per hectare.

2.8 Land Use

- 2.8.1 The 2001 Census recorded that there were 31,337 households in the Borough⁶. Dwelling numbers in the Borough in 2006 were 34,930.
- 2.8.2 There are 110 hectares (1,100,000 sq m) of land in Gosport Borough covered by non-defence employment sites, which represents approximately 4% of total land area⁷. A further 73

⁶ Gosport Borough Council (January 2009) The Gosport Sustainability Profile – Sustainability Scoping Report, Para 5.5

⁷ Gosport Borough Council (September 2009) Draft Employment Land Review, page 44

hectares⁸ (730,000 sq m) of land is currently occupied by the MOD although this does not include land at HMS Sultan due to its classification as a training facility⁹. Employment floorspace in the Borough based on Valuation Office and Gosport Borough Council figures (2005 – 2007) totalled 460,035 square metres, (approximately 46.0 hectares)¹⁰. **Table 2.5** presents a breakdown of the total floorspace into its various component parts.

Table 2.5: Employment Floorspace (2008)¹¹

	Use Class	Amount of Floorspace (Sq m)
B1a	Offices (not A2)	33,001
B1b	Research and Development	51,536
B1c	Light Industry	160,902
B2	General Industry	146,789
B8	Storage and Distribution	67,807
	Total	460,035

2.8.3 **Table 2.5** demonstrates that over two thirds of the floorspace is dedicated to industrial types of activities (factories, warehouses and bulk premises). These figures are consistent with Gosport having more employment opportunities concentrated in activities which require these types of premises, for example manufacturing / engineering associated with aeronautical / marine industries.

2.8.4 Vacancy rates in Gosport Town centre compared to the other town and city centres in urban south Hampshire are very low. A study by DTZ in 2006 reported vacancy rates in the town centre as 2% compared to Southampton (8%), Portsmouth (6%), Fareham (7%), Eastleigh (8%), Southsea (8%) and Havant 9%.¹²

⁸ Gosport Borough Council (January 2009) The Gosport Sustainability Profile – Sustainability Scoping Report, Para 5.7

⁹ Gosport Borough Council (January 2009) The Gosport Sustainability Profile – Sustainability Scoping Report, Para 5.8

¹⁰ Gosport Borough Council (January 2009) The Gosport Sustainability Profile – Sustainability Scoping Report, Table 5.1

¹¹ Source: Valuation office and GBC (2005 – 2007) Figures subject to rounding cited in Draft Gosport Borough Employment Land Review, September 2009.

¹² Source: Gosport's Baseline Information - Sustainability Appraisal Scoping Report July 2008 Page 72

2.9 Economic Activity

2.9.1 Official labour market statistics (NOMIS) state that in 2008 there were 48,700 people of working age (16 – 59 female or 64 male) in Gosport (approximately 60.9% of the estimated population). Of this, 43,700 were classed as economically active, which includes those working for an employer, the self employed and the unemployed (April 2008 – March 2009). In 2007 there were a total of 26,000 jobs in the Borough, with a density ratio of 0.54, in relation to the total jobs to the working-age population.

2.10 Summary of Key Indicators for Current Scenario (2009/10)

2.10.1 **Table 2.6** provides a summary of the key indicators for the current scenario (2009/10). As recognised in the study brief, the car is the dominant mode of transport for strategic journeys i.e. those journeys over 5 miles, and therefore the summary of transport / traffic relates solely to car travel.

Table 2.6: Summary of Current Scenario (2009/10) Key Indicators

	Measure	AM	PM
Traffic/ Transport (Peak hour 2 way flows)	Gosport Road (A32)	4500	4100
	Titchfield Road (B3334)	1500	1800
	Newgate Lane (B3385)	2000	2000
	Measure	Base Figures (Year)	
Population	No. of people (people)	80,000 (2008)	
	Population Density (persons per ha)	31.63 (2008)	
Land Use	No. of households	31,337 (2001)	
	No. of dwellings	34,930 (2006)	
	No. of people per household	2.36 (2001)	
	Employment Land area (ha)**	110 (2009)	
	Employment floorspace (sq m)	460,035 (2005-07)	
	Vacancy Rates (town centre)	2% (2006)	
Economic Activity	Working Age Population	48,700 (2008)	
	Economically Active	43,700 (2008/09)	
	No. of jobs	26,000 (2007)	

2.11 Access Opportunities and Constraints for the Current Scenario (2009/10)

2.11.1 Taking the above review of the current scenario (2009/10) the following set of access related opportunities and constraints have been identified. These will need to be considered in

relation to the future scenario (2011 – 2026) and the identification of any areas for future consideration.

Opportunities

- 2.11.2 The RSI data indicates that there is the need for some form of demand management or smarter choice intervention to encourage transference to non-car modes and reduce the number of car journeys. The RSI data shows that there are clusters of destinations primarily based on employment locations, such as Portsmouth, Whiteley and Segensworth. These, and in particular links to Segensworth/Whiteley, could be examined in more detail in order to consider specific access issues. The RSI data also indicates that the journey to work is the predominant journey purpose, for which workplace travel planning could play an important role in changing attitudes and encouraging modal shift.
- 2.11.3 Gosport is a densely populated urban area and the close proximity of many employment locations to residential areas, indicates the potential for residents to live and work within the Borough. 2001 Census data for distance travelled to work indicates that approximately half the working population travel less than 5km (3.1 miles) to work, a distance which the DfT advise could for most members of the population be comfortably substituted for walking or cycling trips. The findings of the 2008 RSI surveys¹³ found that over half the journeys undertaken in the AM peak were less than 5 miles.
- 2.11.4 Mode share figures for the journey to work show that walking and cycling in Gosport is considerably higher than the rest of the South Hampshire sub region (12% and 11% respectively based on figures from the 2001 Census). As respondents are asked to provide information on the main mode of transport used, it is likely that walking and cycling mode share has been under estimated.
- 2.11.5 The current public transport network provides a good level of coverage across the peninsula with services permeating into residential areas and serving key corridors. This network ensures that most properties are within an acceptable walking distance of a bus stop. A high level of service provision is provided along the A32 corridor with services operating at 10 minute frequencies throughout the day.
- 2.11.6 The Census figures indicate that public transport is used by 7% of the actively employed as the main mode of transport for the journey to work. These figures (as shown in **Table 2.1**) are higher than the mode share for Fareham (3%), Hampshire (3%) and South East (4%). There is the potential to increase public transport mode share, especially if the demand for car travel to Fareham could be attracted to public transport. As indicated by **Table 2.3** 18% of the RSI have a destination in South Fareham, North Fareham or within the Town centre, such trips should be considered as having public transport potential.

¹³ All journey types

- 2.11.7 The role of the Gosport to Portsmouth Ferry should not be ignored. The Census analysis is based on main mode only so its use is likely to be underestimated.

Constraints

- 2.11.8 The traffic data analysed (2004 – 2008) in the current scenario (2009/10) indicates the following;

- A32 (north of Newgate Lane, south of Redlands Lane): little peak hour traffic growth but peak spreading is evident, indicating the road is at capacity and has been for some time;
- B3334 (Titchfield Road): little peak hour traffic growth and possible early indications of peak spreading; and
- B3385 (Newgate Lane): growth in peak hour traffic levels and some peak spreading.

The findings suggest that the strategic road network, is either at or approaching capacity, as demonstrated by peak spreading.

- 2.11.9 There is currently a high level of out-commuting from Gosport for work purposes, with the Census indicating out-commuting to be in the region of 49%, with a higher figure of 66% reported by MVA (2008) in a sample of commuters. The result is a high level of demand for travel on the three strategic routes in the AM and PM peak periods, thus resulting in long delays and unreliable journeys for both private cars and public transport trips. Combined with a high level of demand in both directions on the A27 and M27 in the peak periods, the interfacing junctions are under considerable pressure.

- 2.11.10 The RSI data indicates that origin locations are widely spread across the peninsula, potentially limiting the success of origin based travel planning initiatives.

- 2.11.11 Despite there being good public transport coverage in this area during the working day, the public transport network as it presently stands is not particularly attractive to users for the journey to work in the peak hours, as there are no journey time savings to be gained due to limited bus priority measures. Furthermore with the exception of service 72, any longer distance bus journeys require an interchange in Fareham which incurs further time and financial penalties. Away from the A32 corridor, service frequencies are less attractive, with most offering only hourly services Monday to Saturday with no Sunday services. The majority of services from Gosport do not serve Fareham Rail station, which may deter some bus-rail users as a 0.5 mile walk between the two interchanges is required.

- 2.11.12 Severance issues in certain areas of the Borough should also be considered as a constraint, potentially affecting the take up of walking and cycling in particular for short journeys less than 5 miles because large detours or circuitous routes are required. Severance issues are imposed by natural barrier, land ownership issues and manmade features. For example the disused Gosport to Fareham railway line currently acts as a barrier to east / west movements as too does the hard boundary imposed by Speedfields Retail Park and the various MOD sites within the peninsula.

3 FUTURE SCENARIO (2011/26)

3.1 Introduction

3.1.1 The future scenario (2011/26) is defined to tie in with the timescales for the South East Plan. The purpose of this section of the report is to identify the main changes to the key indicators (traffic, population, land use and employment), between the current scenario (2009/10) and the future scenario (2011/26).

3.2 Traffic and Transport

3.2.1 Consideration has been given to the suitability of applying peak hour traffic growth factors to the current flows measured on the strategic routes to/from Gosport, to give an indication of potential peak hour traffic growth in 2026. However, the historical data suggest peak spreading/limited growth, which indicates peak hour capacity is or has been reached on certain of the strategic roads. Therefore, on reflection, for the purposes of this study it has been decided that to apply peak hour traffic growth factors would not be applicable in the context of Gosport. This is not to say that trip demand will not grow, but that throughput in the peak hour based on existing capacities, is not expected to increase, having reached effective capacity. Therefore trip demand growth is going to have to be managed by alternative means.

3.2.2 As the historic traffic data for the three key strategic routes (presented in **Figures 2.1 to 2.6**) demonstrated, little traffic growth has occurred on these routes in recent years. Instead peak hours have started to spread to accommodate the demand, indicating that capacity is at or approaching its maximum level. Without capacity enhancements (i.e. road widening, new roads) there is little scope to accommodate further traffic growth on the existing network within these time periods. Therefore in traffic terms any derived National Road Traffic Forecast TEMPRO figures would be seen as a worse case scenario, which emphasise that demand for movement to / from Gosport will remain high and is expected to grow. This underlines the principle that a strong demand management approach on the strategic corridors to/from Gosport will be crucial to ensure that traffic growth is kept at sustainable levels.

3.3 Population

3.3.1 **Table 3.1** provides an estimation of the future population in Gosport, using Hampshire County Council long term population projections.

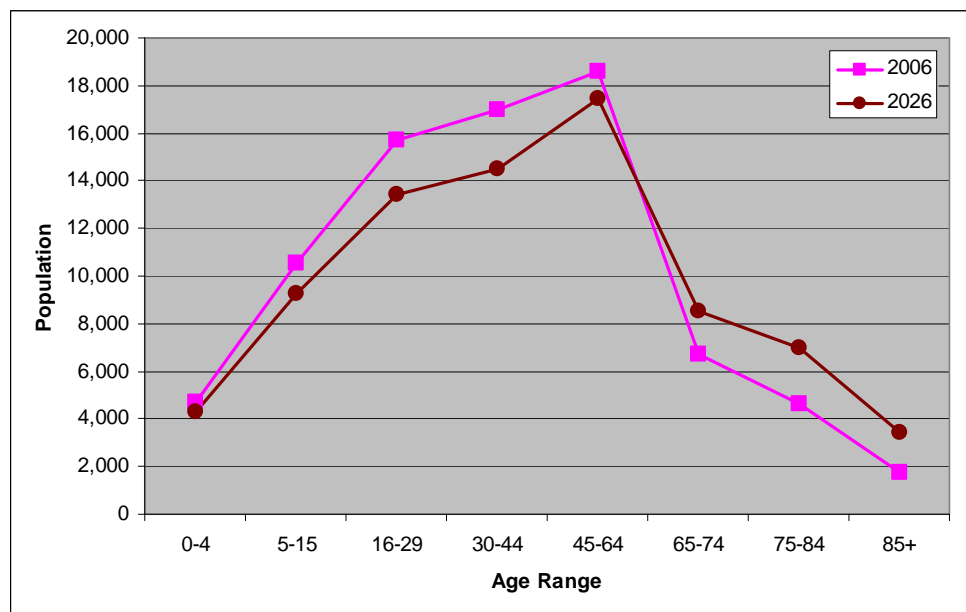
Table 3.1: Long term Population Projection¹⁴

	2001 ¹⁵	2008 ¹⁶	2011	2021	2026	% Growth 2001 to 2026
Gosport	76,415*	80,000	80,310	78,315	77,764	1.8%

3.3.2 **Table 3.1** shows that by 2026 the population in Gosport is expected to be in the region of 1.8% higher than in 2001. However, if compared to the 2008 Mid Year Estimate the population in 2026 is expected to be 2.8% lower.

3.3.3 **Figure 3.2** illustrates the expected change in the age structure of the population in Gosport, between 2006 and 2026. The results show that in line with national trends there will be more over 65s by 2026. This will be in contrast to a reduction in those under 65, in particular it is estimated that there will be approximately 3,600 fewer people aged between 16 and 44.

Figure 3.1: Age Structure Comparison 2006 and 2026 (Source Hampshire County Council)



3.4 Land Use

Residential

3.4.1 The South East Plan estimates that by 2016 there will be 35,132 households in Gosport and by 2026 this figure will have risen to 35,899, an increase of 14.6% on 2001 (31,337). **Figure**

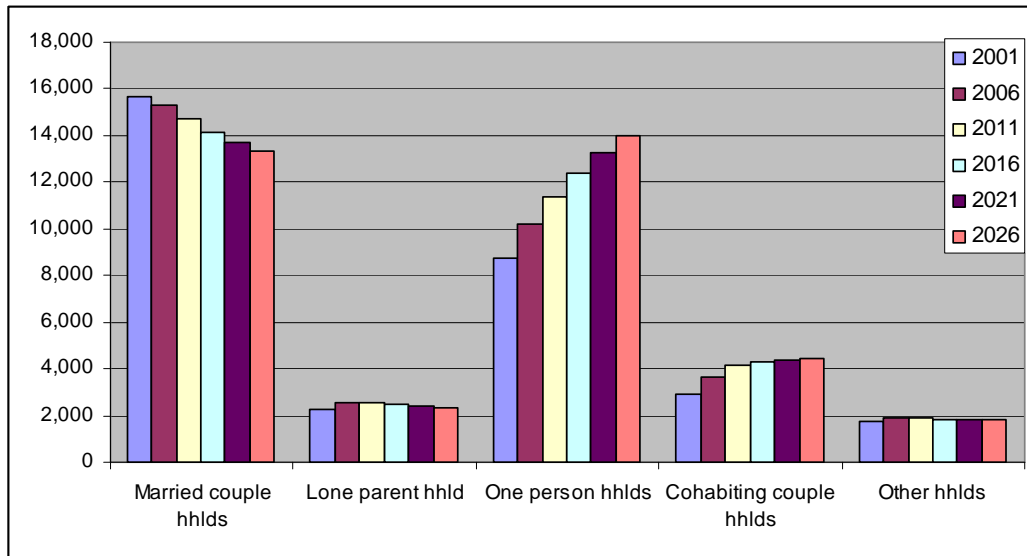
¹⁴ Hampshire County Council (2008) Long Term Projections of Hampshire’s Demographic Future 2008-2026 http://www3.hants.gov.uk/ltp_-_hampshire_s_demographic_future_2009-3.pdf

¹⁵ ONS Census 2001

¹⁶ 2008 Mid year estimates

3.2 provides an illustration of the how household composition is expected to change between 2001 and 2026. The results show a reduction in the number of married couple households and an increase in one person households, consistent with the current estimate that by 2026 there will be on average 2.17 persons per household compared to 2.36 persons per household in 2001 ¹⁷.

Figure 3.2: Comparison of Household Composition (Source Hampshire County Council)



3.4.2 In 2006 there were 34,930 dwellings in Gosport Borough. The South East Plan has allocated a total of 2,500 new dwellings for Gosport over the Plan period, which if completed and no other windfall sites became available would take the total amount of housing in Gosport to 37,430.

Employment

3.4.3 PUSH minimum floorspace targets for Gosport Borough between 2006 and 2026 are 81,500 square meters based on the following split; 41% office use; 37% warehousing distribution and logistics; and 15% manufacturing (see **Table 3.2**) ¹⁸. According to the Employment Land Review, an additional 29,500 square meters of floorspace would need to be identified in addition to current permissions and allocations to meet the PUSH Targets.

¹⁷ Hampshire County Council (2008) Long Term Projections of Hampshire’s Demographic Future 2008-2026 http://www3.hants.gov.uk/ltpr_-_hampshire_s_demographic_future_2009-3.pdf

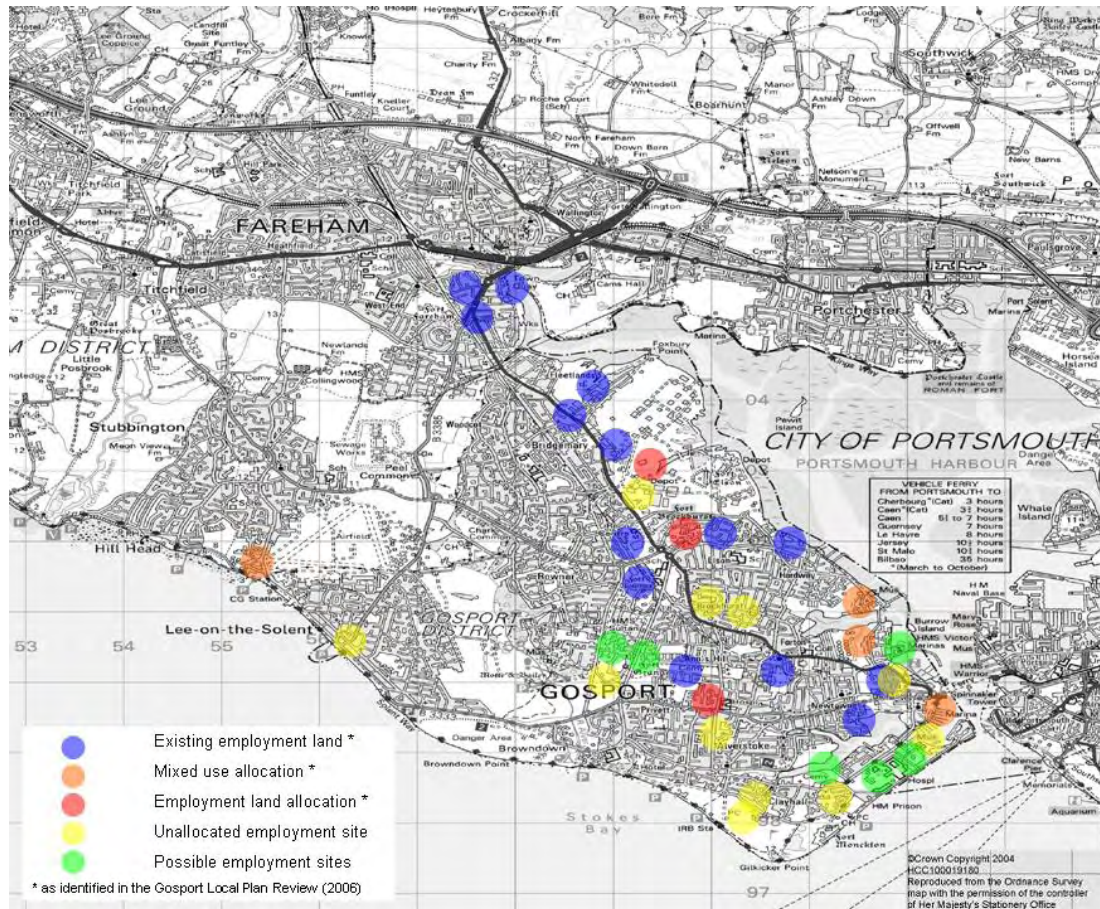
¹⁸ Gosport Borough Council (September 2009)Draft Employment Land Review, Para 6.23

Table 3.2: Floorspace Allocations

	Use Class	Base Floorspace (Sq m)	PUSH floorspace targets	Min	Base+PUSH targets
B1a	Offices (not A2)	33,001	39,000		72,001
B1b	Research and Development	51,536	12,500		371,727
B1c	Light Industry	160,902			
B2	General Industry	146,789			
B8	Storage and Distribution	67,807	30,000		97,807
	Total	460,035	81,500		541,535

3.4.4 An estimation of the total area of land that would be devoted to employment uses has been calculated based on the above requirement. As a worst case the highest land requirement (i.e. least dense plot ratio) would be in the region of 13.5 hectares, with an intermediate scenario (based on recent developments in Gosport) 9 hectares and the best case only requiring 5 hectares¹⁹. It is therefore estimated that employment sites could total between 115 and 123.5 hectares. **Figure 3.3** presents existing and potential future employment sites within Gosport Borough.

¹⁹ Gosport Borough Council (September 2009) Draft Employment Land Review, Para 6.28 and 6.29

Figure 3.3: Location of Employment Sites²⁰

3.5 Economic Activity

- 3.5.1 The Annual Business Inquiry (2006) reported that there were approximately 26,000 economically active persons in Gosport Borough (employees, self employed, Government supported trainees and HM Forces), of which 19,900 are full or part time. Gosport Borough Council have estimated that by 2026 an additional 2,600 jobs (full or part time) would be required to keep in line with the target of 13% growth in employment for the South Hampshire Region, taking the number of jobs in the Borough to 28,600.
- 3.5.2 Gosport Borough Council have however estimated that another 8,000 jobs would be needed in the Borough by 2026, based on a projected working age population of 45,300. This would take the total number of job posts within the Borough to 34,000.
- 3.5.3 The number of economically active members of the population assuming 2500 dwellings are built in the Borough is predicted to fall by -3.2% from 39,500 in 2006 to 38,250 in 2026 (higher retirement age post 2021). When taken in conjunction with the lower population

²⁰ Adapted from Figures 5.1 and 7.1 Draft Gosport Borough Employment Land Review, employment sites over 0.25ha or with >500sq m floorspace

figures for 2026 the proportion of the population economically active will be 49.2% compared to 49.7% in 2006. These assumptions are based on Chelmer high projection²¹.

3.6 Summary of Key Indicators for Future Scenario (2011/26)

3.6.1 A summary of the data collected to inform the current scenario (2009/10) and future (2011/26) scenarios is presented in **Table 3.3**. The change in key indicators is then considered within **Table 3.3**, in terms of what the changes mean with respect to the StAG aims, from which the StAG objectives are derived. In general terms, the projected change in key indicators is likely to hinder rather than assist in the attainment of the StAG aims and objectives without intervention.

3.6.2 The measures identified through policy (presented in the next section) and areas for future consideration identified through StAG (presented in **Section 5**) provides the required intervention and is in response to the need to manage the impact of the projected change in these key indicators, between 2009/10 and 2026.

²¹ Draft Gosport Borough Employment Land Review Table 6.8

Table 3.3: Comparison of Current (2009/10) and Future (2011/26) Scenarios²²

	Measure	Current Scenario (2009/10)	Future Scenario (2011/26)	StAG Aim – Manage Access Issues to/from the peninsula	StAG Aim – Support economy & growth for the peninsula
Traffic	Consideration of use of NRTF TEMPRO growth (2008-2026) ²³	Flow varies per corridor. See Table 2.6.	Peak hour demand will grow but capacity will cap growth to current levels.	Traffic growth above existing would further harm ability to manage access issues. Network could not handle NRTF TEMPTRO levels of growth.	Traffic growth would suggest economic growth aim met. However, network could not handle this level of growth.
Population	No. of people (people)	80,000 (2008)	77,764	Slight population and density reduction will not change ability to meet / manage access issues.	Slight population reduction may make economic growth more difficult.
	Population Density (persons per ha)	31.63 (2008)	30.75		
Land Use	No. of households	31,337 (2001)	35,899	More households of fewer people will mean increased trip demand.	More households may help economic growth but fewer families may hinder.
	No. of dwellings	34,930 (2006)	37,430		
	No. of people per household	2.36 (2001)	2.17		
	Employment Land area (ha)** ²⁴	110 (2009)	115 / 123.5	Increased employment area is likely to increase trip generation.	Increased employment area is likely to support economic growth
	Employment floorspace (sq m)	460,035 (2005-07)	541.535		
	Vacancy Rates (town centre)	2% (2006)	No Data		

²² When looking at the current scenario (2009/10) figures that the source years are not always consistent and a variety of data sources have been used to compile the information

²³ AM and PM peak periods

²⁴ Sites over 0.25 hectares or more or floorspace over 500sq m

	Measure	Current Scenario (2009/10)	Future Scenario (2011/26)	StAG Aim – Manage Access Issues to/from the peninsula	StAG Aim – Support economy & growth for the peninsula
			Available		
Economic Activity	Working Age Population	48,700 (2008)	45,342 ²⁵	Reduced local employed population but more local jobs could lead to increased in-commuting and reduced ability to internalise trips.	Reduced local employed population but more local jobs could mean income going out of the peninsula therefore not contributing to economic growth.
	Economically Active	43,700 (2008/09)	38,250		
	No. of jobs	26,000 (2007)	28,600 / 34,000		

²⁵ Working age population will rise in 2001 to 65, figures presented are for 16-64 and therefore will slightly under estimate the working age population for 2026

4 MEASURES IDENTIFIED THROUGH POLICY

4.1 Identified Measures

- 4.1.1 The previous sections have set out the current context and a projected future year context of 2026 for the Gosport peninsula, based on a set of key parameters. The potential change in these key parameters is summarised through **Table 3.3** above.
- 4.1.2 In response to change, transport policies and access measures identified through these policies are defined. A key function of the policy process is to respond to change and drive change in accordance with agreed aims and objectives, targets and criteria. This chapter sets out the known measures identified through current transport policy for the Gosport peninsula (**Table 4.1**), considers them against the StAG objectives (**Table 4.2**), presents the measures across the study area (**Figure 4.1**) and then discusses if there are any areas for future consideration required, in terms of seeking to contribute further to the StAG objectives.
- 4.1.3 The next section of the report (**Section 5**) will provide further information on areas for future consideration identified through StAG.

Table 4.1: Measures Identified Through Transport Policy

Measure	Description of Measure	Reference Document(s)
Newgate Lane Improvement A	Replacement of roundabouts at Longfield Ave and Speedfields Retail Park with signalised junctions.	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.* ²⁶	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	Gosport Draft Core Strategy Preferred Options LTP2
Quay Street / Fareham AQMA	Proposal from TSCO to redesign roundabout and introduce pedestrian and cycle crossing facilities	Gosport Draft Core Strategy Preferred Options / LTP2
Brockhurst Roundabout	Provision of a Toucan Crossing and cycle track.	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 along Newgate Lane.	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

²⁶ This scheme is for widening only, replacing the historical bypass scheme which has been discounted on policy and cost grounds

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	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	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).	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.	TfSH Towards Delivery / Gosport Draft Core Strategy Preferred Options
New Ferry Service – Portsmouth to Southampton	Serving intermediate communities including Gosport	TfSH Towards Delivery / LPT 2
Delme Roundabout	Measures to address traffic congestion, road safety and severance	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

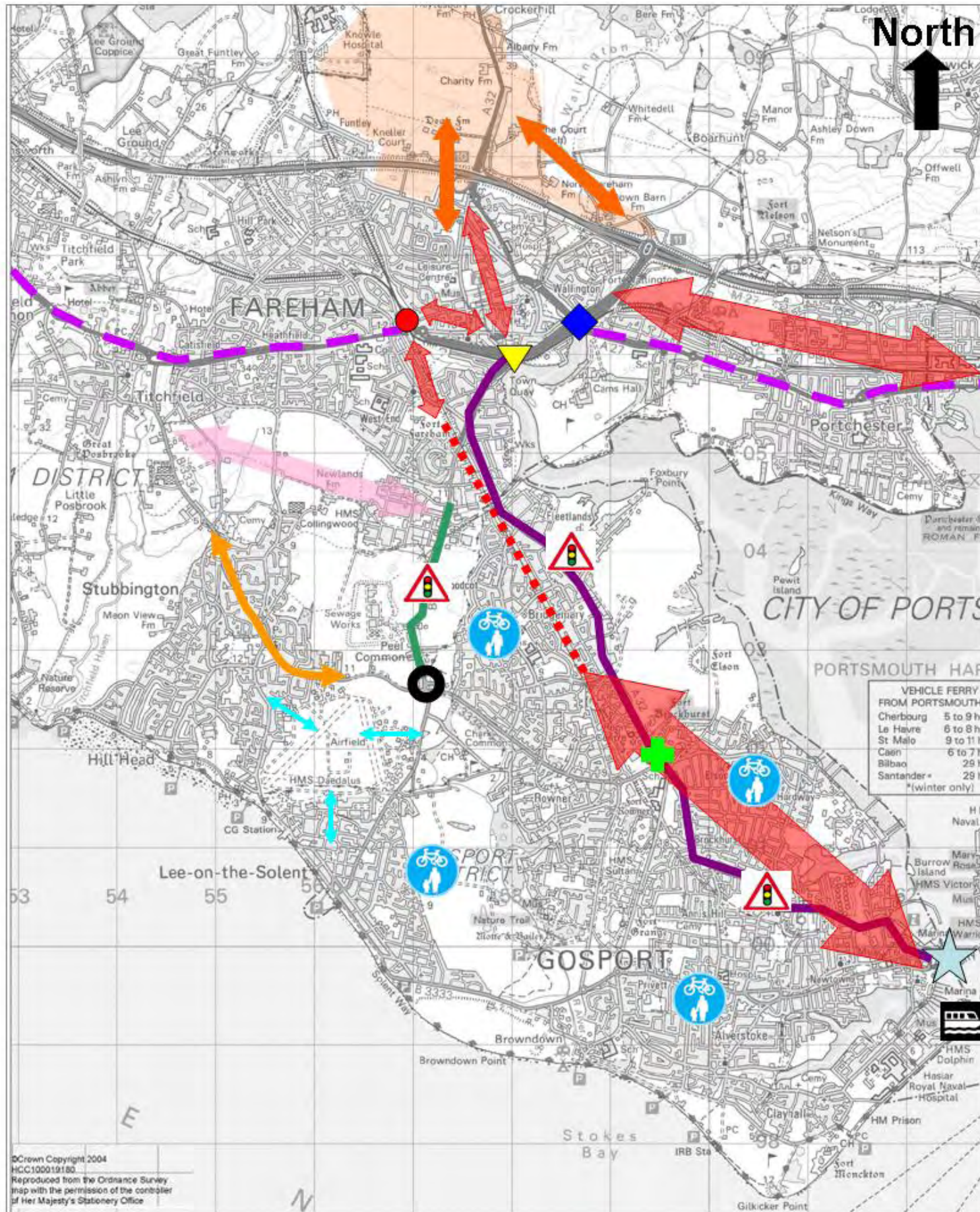
Measure	Description of Measure	Reference Document(s)
A27 Bus Priority and Traffic Management	Range of measures to address heavy traffic flows, including public transport, walking, cycling and road based improvements	LTP2 / Fareham Borough Council,
Access to North Fareham Strategic Development Area	Proposals 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).	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	TfSH Towards Delivery / Gosport Draft Core Strategy Preferred Options

Table 4.2: Policy Measures Achieving StAG Objectives

Measure	Reduce Short Car Journeys	Improve Journey Time Reliability	Improve access for non-car modes	Improve access to existing and proposed development sites
Newgate Lane Improvement A	✓	✓	✓	✓
Newgate Lane Improvement B	✓	✓	✓	✓
Peel Common Roundabout		✓		✓
Quay Street / Fareham AQMA	✓	✓	✓	✓
Brockhurst Roundabout	✓		✓	
Access to Daedalus				✓
ITS Strategy		✓		
Phase 1 - South East Hampshire Bus Rapid Transit (BRT)	✓	✓	✓	
BRT Vision / Future Phases	✓	✓	✓	✓
New transport interchange at Gosport Waterfront		✓	✓	
Western access to Gosport				✓

Measure	Reduce Short Car Journeys	Improve Journey Time Reliability	Improve access for non-car modes	Improve access to existing and proposed development sites
A32 Access to Gosport	✓	✓	✓	✓
New Ferry Service – Portsmouth to Southampton		✓	✓	
Delme Roundabout		✓		
Stubbington Village Centre Improvements	✓	✓	✓	
A27 Bus Priority and Traffic Management	✓	✓	✓	
Access to North Fareham Strategic Development Area			✓	✓
Fareham Rail Station Interchange		✓	✓	
Walking and Cycling improvements (Gosport)	✓		✓	✓

Figure 4.1: Identified Policy Measures



No	Measure	Symbol	No	Measure	Symbol	No	Measure	Symbol
1a / b	Newgate Lane roundabouts / widening		7	Phase 1 –Bus Rapid Transit (BRT)		13	Stubbington Village Centre Improvements	
2	Peel Common Rbt		8	New transport interchange at Gosport Waterfront		14	A27 Bus Priority and Traffic Management	
3	Quay Street / Fareham AQMA		9	Western access to Gosport		15	Access to North Fareham Strategic Development Area	
4	Access to Daedalus		10	A32 Access to Gosport		16	Fareham Rail Station	
5	ITS Strategy		11	Portsmouth to Southampton Ferry		17	Walking and Cycling Improvements (Gosport)	
6	Brockhurst Rbt		12	Delme Roundabout		18	BRT Vision / Future Phases	

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4.2 How the Policy Measures relate to the StAG objectives

4.2.1 The measures identified through policy have been considered against the StAG objectives to determine the potential contribution that they may make to achieving these objectives. The outcome of this qualitative appraisal will be two fold. Firstly it will establish the measures which will deliver the most benefit in terms of meeting the study objectives, and secondly it will highlight any areas for future consideration that may be required to further increase the potential contribution to achieving the StAG objectives.

4.3 Reduce Car Trips for Short Journeys

4.3.1 The focus of this objective is on short journeys i.e. 0-5 miles, which would generally be considered suitable for walking, cycling and public transport journeys. These journeys should therefore be considered as local trips. The RSI data has shown that journeys under five miles make up over half (57%) of all journeys in the sample. There is a distinct pattern, with sites 2 (A32) and 7 (B3334), the more strategic routes, having a lower proportion of journeys under 5 miles (26% and 28% respectively), and sites 3, 4, 5 and to a lesser extent site 6, having a much higher proportion of journeys under 5 miles (between 57% and 78%).

4.3.2 There is considerable potential to convert a proportion of existing short car journeys to non-car modes (i.e. walking, cycling, and public transport) both on the strategic routes and also on the lower order roads to improve the operation of the strategic routes. Encouraging mode shift for local trips by providing improved services / facilities for these modes, could potentially free up some capacity on the three key routes, thereby improving the situation for strategic longer distance trips (i.e. journeys over 5 miles).

4.3.3 Of the 19 measures identified, a total of 10 are expected to go some way towards meeting this objective.

- BRT Phase 1;
- BRT Vision / Future Phases;
- A32 Access to Gosport;
- Newgate Lane improvement A;
- Newgate Lane improvement B
- Brockhurst Roundabout;
- Stubbington Village Centre improvements;
- A27 Bus priority and traffic management;

- Quay Street / Fareham AQMA; and
 - Walking and Cycling Improvements (Gosport).
- 4.3.4 BRT Phase 1 measure contains an Advisory Cycle Route along its length, and will also include improved pedestrian access on routes to the BRT bus stops. It can therefore be asserted that BRT Phase 1 will help to reduce car trips for short journeys by providing more local opportunities for walking and cycling, and by overcoming issues such as severance which may enforce existing travel habits (i.e. using the car for short journeys). Additionally, any proposed northern extension of the BRT Phase 1 Busway, in conjunction with proposals being progressed by Fareham Borough Council, will provide a link between the busway and the existing Redlands Lane to The Gillies cycle route. This will create a complete cycle route between Gosport and Fareham town centres.
- 4.3.5 Improvements to the public transport network brought about by the various phases of BRT and the A27 bus priority and traffic managements measures, should help to increase the popularity of public transport for short journeys. The improvements to the bus network in terms of level of service provision, journey time benefits, quality of service should help to increase the attractiveness of the bus services which are currently adversely affected by a lack of priority measures resulting in unreliable services.
- 4.3.6 Both proposals for Newgate Lane could improve access for non-car modes. The southern end widening scheme will include a shared use path along the eastern side, which will provide for both cyclists and pedestrians where there is currently limited provision. The removal of Speedfields and Longfield Lane roundabouts and replacement with signalised junctions potentially improving conditions for cyclists by reducing conflict, together with introducing additional facilities such as crossing points and advance cycle stop lines, could assist in making cycling more attractive.
- 4.3.7 The other measures are a combination of corridor improvements (i.e. A32 Access to Gosport, Newgate Lane,) and site specific improvements that should help to overcome existing barriers to movement by non-car modes. For example the introduction of pedestrian and cycling crossing facilities at Quay Street roundabout has the potential to encourage greater use of these modes as there are currently no/limited attractive crossing facilities for walking and cycling.
- 4.3.8 When these key measures relative to reducing the number of short car trips are considered against the StAG objectives, the following areas for future consideration have been identified for further development/refinement, to consider:
- Overcoming severance issues relating to the western urban boundaries, particularly for walking, cycling and public transport trips;
 - The Newgate Lane gyratory / Quay Street roundabout junction area, building on the current development led scheme for this junction, to further improve pedestrian and cycle connectivity across the A27/A32; and

- Further development of internal pedestrian / cycle networks within the peninsula area to encourage further internalisation of trips, in relation to on-going land use planning policy.

These areas identified for future consideration for this specific StAG objective are consolidated with other areas for future consideration in **Section 5**, where further clarification on the scope and definition is also given.

4.4 Improve Journey Time Reliability

4.4.1 Set against a background of increasing traffic levels, a continuing high level of demand for travel along the strategic routes, network constraints, a rise in the number of single occupancy dwellings and increasing economic activity in the Borough by 2026, it is highly unlikely that the situation will arise whereby a reduction in journey times along the strategic routes will occur. Therefore achieving greater journey time reliability (i.e. journey times in the peak periods demonstrating less variability on a daily basis) is considered to be the most feasible outcome.

4.4.2 The measures identified below will introduce a greater level of control over traffic on the network and provide better journey time reliability. Improvements to journey time reliability are predicted for 15 of the 19 measures, including;

- BRT Phase 1;
- BRT Vision / Future Phases;
- New transport interchange at Gosport Waterfront;
- A32 Access to Gosport;
- Newgate Lane improvements A;
- Newgate Lane improvements B;
- New Ferry Service Portsmouth to Southampton;
- Peel Common Roundabout;
- Delme Roundabout;
- Stubbington Village Centre;
- A27 Bus Priority;
- Quay Street / Fareham AQMA;
- Fareham Rail Station interchange; and
- ITS strategy.

4.4.3 As highlighted above, the improvements in journey time reliability are not just restricted to general traffic. As the list illustrates, improvements can also be expected on public transport journeys (i.e. BRT Phase 1) through segregation, priority measures, the introduction of new services and at public transport interchanges through improvements to layout.

4.4.4 Greater reliability will be achieved through introducing more demand management measures on the strategic routes, for example replacing roundabouts with signal controlled junctions (Newgate Lane improvements A and Stubbington Village Centre improvements), and introducing variable message signs (ITS strategy).

4.4.5 When these key measures relative to improving journey time reliability are considered against the StAG objectives, the following additional areas for future consideration have been identified for further development/refinement, to consider;

- BRT Future phases definition and planning ensure a BRT network for South East Hampshire including links serving the Gosport Peninsula are embedded in all levels of policy and planning for Gosport. BRT is central for improving bus service journey time reliability and offering a viable alternative to the use of the private car for certain journeys;
- A27 route management, including key junctions on the A27 i.e. Titchfield Gyratory, Quay St, West St, between M27 junction 9 and 11, thereby recognising the role the A27 has in relation to access to Gosport; and
- M27 Route Management (HA) and junctions 9 and 11. As noted in **Section 1.3.4** this measure would fall under the remit of the M27 Corridor Study, however it has been mentioned here because of the implications such measures may have on Gosport strategic access.

These areas identified for future consideration for this specific StAG objective are consolidated with other areas for future consideration in **Section 5**, where further clarification on scope and definition is also given.

4.5 Improve access to non-car modes

4.5.1 It is considered that 14 of the 19 measures identified will have a positive influence on providing improved access to non-car modes, i.e. public transport, walking and cycling. These measures are;

- Phase 1 BRT;
- BRT Vision / Future Phases;
- Gosport Waterfront Transport Interchange;

- A32 Access to Gosport;
- Newgate Lane improvement A;
- Newgate Lane improvement B;
- New Ferry services – Portsmouth to Southampton;
- Brockhurst Roundabout;
- Stubbington Village Centre;
- A27 Bus Priority and Traffic Management;
- Access to North Fareham Strategic Development Area;
- Quay Street / Fareham AQMA;
- Fareham Rail Station Interchange; and
- Walking and cycling improvements (Gosport).

4.5.2 Of the measures identified, six are specifically focused on providing an improved level of access to non-car modes of transport, through improving the existing service provision, namely; BRT Phase 1, BRT Vision, Gosport Waterfront, New Ferry Services, Fareham Rail Station Interchange, and walking and cycling improvements in Gosport. The remaining measures will deliver improved access to non-car modes of transport as part of a package of measures to improve performance at specific junctions or links.

4.5.3 The measures identified will provide greater choice and more opportunities to choose non-car modes for certain journeys. The majority of measures listed will make short journeys (i.e. less than 5 miles) by non-car modes, more attractive than at the current time by joining up the gaps in the existing network or through providing facilities for non-car modes where they are currently lacking, for example Quay Street and Brockhurst roundabouts.

4.5.4 It should be recognised that for strategic movements currently undertaken by car, the ability to transfer to non-car modes is restricted because of factors such as distance, time and costs. However, the BRT Vision, Improvements to the Fareham to Botley line and the investigation of a new Ferry service between Portsmouth and Southampton, will have an impact on transferring trips to non-car modes.

4.5.5 When these key measures relative to improving access to non-car modes are considered against the StAG objectives, the following areas for future consideration have been identified for further development/refinement, to consider;

- BRT Future phases definition and planning to ensure a BRT network for South East Hampshire including links serving the Gosport Peninsula are embedded in all levels of

policy and planning for Gosport. BRT is critical to improving access to, and the attractiveness of public transport of trips to key destinations within the South East Hampshire sub-region;

- Further development of internal pedestrian and cycle networks within the peninsula area. The focus should be on improving access to such links as well as extending their coverage to increase their attractiveness for short journeys; and
- Overcoming severance issues relating to the western urban boundaries (including The Drive, Tukes Avenue, Meadow Walk, Petticoat Crescent) to encourage more trips by walking and cycling for short journeys.

4.5.6 These areas identified for future consideration for this specific StAG objective are consolidated with other areas for future consideration in **Section 5** below, where further clarification on the scope and definition is also given.

South East Hampshire Bus Rapid Transit

4.5.7 Although relevant to all StAG objectives, the proposed South East Hampshire Bus Rapid Transit network for South East Hampshire is particularly pertinent in relation to improving access to non-car modes.

4.5.8 The principle for such a network is strongly supported by national, regional and local policy, and the first phase of the BRT network, the Fareham to Gosport busway, gained funding approval through the Community Infrastructure Fund (CIF) in 2009. This section of the report will set out the ways in which BRT will bring about a step change in public transport service provision for Gosport. The vision statement for the BRT network is defined as;

A high quality, bus rapid transit system as part of an integrated public transport network, which provides an attractive service for existing and proposed communities in South East Hampshire. This system will be pivotal in the delivery of the growth agenda for South Hampshire (Stakeholder Consultation, July 2009).

4.5.9 BRT will help to address many of the non transport and transport issues faced in South East Hampshire. It is consistent with National, Regional and Local policy documents, meeting a wide range of objectives and goals including supporting economic growth, greater equality of opportunity, combating climate change, widening travel choices and improving quality of life.

4.5.10 Of particular relevance to this study is the effect that BRT could have on tackling many of the recognised issues and problems in South East Hampshire, which can be summarised as;

- Access to employment areas, and equality of opportunity;
- Accessibility to facilities and services in the area;

- Opportunities for better interchanges between travel modes;
- Limited travel choices and therefore contribute towards easing traffic congestion;
- Provide a step change in the perception of public transport and buses; and
- Contribute towards combating climate change and reducing the environmental impacts of transport.

4.5.11 Recognising the issues and problems of the existing transport network has led to the development of a set of objectives for the BRT which are also consistent with the objectives of StAG. The proposed BRT objectives are:

1. To widen travel choices and provide an attractive alternative to the car.
2. To improve the public transport connections between key towns and destinations.
3. To enable and plan for bus based connections to proposed major development sites.
4. To improve the public transport system to better meet existing travel demands and to cater for future planned growth.
5. To improve access by public transport to existing and proposed employment sites, education and health services.
6. To contribute towards meeting sustainability objectives, including air quality management and combating climate change.

4.5.12 To deliver these objectives, the service quality characteristics for the South Hampshire BRT are defined by the following features:

- Rapid service, operate in integrated bus network (local ‘stopping’ services and BRT)
- Limited stops – dedicated stops where possible – provide interchange at / for key nodes
- High quality stops
- Priority measures for use by BRT and local services
- Distinctive branding
- Minimum quality threshold
- Integrated tickets and information systems

4.5.13 South East Hampshire BRT Phase 1 Gosport to Fareham is considered a first phase of a wider BRT network for the sub-region. The network is built around the concept of BRT which is an affordable and deliverable urban public transport solution. It will make best use of the existing bus network, with future phases of development enabling full integration with

other forms of public transport, such as the Gosport Ferry, rail services and local bus services connecting into the BRT network.

- 4.5.14 The proposed BRT system can be considered as a series of interlinked corridors between the main settlements and destinations. BRT and other services may use part or all of a particular corridor and one or more of the corridors. BRT services on these corridors can be linked to local feeder or shuttle services at key nodes.
- 4.5.15 BRT has been defined in recognition that in order for South East Hampshire to deliver the sustainable growth agenda, existing communities and proposed developments need to benefit from the application of smarter choice initiatives with a strong emphasis on public transport, walking and cycling both within the development sites and between destinations/interchanges within the sub-region. BRT provides a key component of the public transport response for South East Hampshire.
- 4.5.16 StAG supports BRT and the BRT will make significant contributions to StAG objectives. Through StAG no specific areas for future consideration related to BRT have been identified, as it is recognised that there is on-going work in relation to both BRT Phase 1 and BRT Next Steps, in terms of delivering the vision for South East Hampshire BRT. The on-going development of the BRT network is considered by StAG as a top public transport priority for the South Hampshire sub-region, should be maintained and supported by TfSH and the other sub-regional stakeholders.

4.6 Improve access to existing and proposed development sites

- 4.6.1 As illustrated in **Figure 3.3**, the distribution of the identified employment sites are spread across the Borough with some sites (i.e. HMS Sultan) located in / in close proximity to residential areas and others (i.e. Fraser Gate, Heritage Business Park, Town Centre / Haslar Road) located on sites to the east of the A32 in well established industrial / employment areas. The creation of new employment opportunities within the Borough (i.e. Daedalus), could result in a slight reduction in the level of out commuting (currently 49% of trips as reported in the 2001 Census), which would free up some additional capacity on the strategic routes. Furthermore, if more Gosport residents are employed within the Study area, the use of non-car modes for the journey to work may become a more realistic option, because of reduced commuting distances.
- 4.6.2 Ensuring that developments sites, both existing and future, are accessible by a variety of modes of transport is an important consideration in terms of reducing the number of trips made by car and providing equality of access. Of the 19 measures identified, nine are expected to deliver improved access to existing and proposed development sites;
- BRT Vision;
 - Western Access to Gosport (WAG);

- A32 Access to Gosport;
 - Newgate Lane Improvements A;
 - Newgate Lane Improvements B;
 - Access to Daedalus;
 - Peel Common Roundabout;
 - Access to North Fareham Strategic Development Area; and
 - Quay Street / Fareham AQMA.
- 4.6.3 All of the above measures will deliver improved journey time reliability for cars and non-car modes. It is also considered that the WAG measure would only deliver improved journey time reliability along its length. Without capacity enhancing measures for the wider area, i.e. Titchfield Gyratory and the A27 between junction 9 Segensworth and Titchfield, any improvement gained by the new road would be short lived. This issue is discussed in further detail below.
- 4.6.4 The proposals for Daedalus include improvements to highway access, making the site more permeable to pedestrian movements in particular from Lee-on-the-Solent and the surrounding residential areas and ensuring that there is improved public transport to the site. The access strategy being promoted as part of the development will look to ensure equality of access.
- 4.6.5 The improvements to the A32 and Newgate Lane should help to overcome barriers to movement to existing development sites by opening up access opportunities for non-car modes.
- 4.6.6 When these key measures relative to improving access to existing and future development sites are considered against the StAG objectives, the following areas for future consideration have been identified for further development/refinement, to consider;
- Internalisation of trips within the Gosport peninsula, to assist policy and encourage local jobs for local people. Workplace travel planning and smarter choices initiatives will play a key role here;
 - Access to Whiteley and Segensworth requires further consideration as this is a key destination for the journey to work;
 - BRT Future Phases which will provide connections to North Fareham SDA, and
 - Review of Western Access to Gosport, subject to funding opportunities and business case development (see below).

These areas identified for future consideration for this specific StAG objective are consolidated with other areas for future consideration in **Section 5** below, where further clarification on the scope and definition is also given.

Western Access to Gosport

- 4.6.7 Relevant to the StAG objective of improving access to development sites, there is a longstanding outline proposal for a by-pass around Stubbington village. Whilst the principle of such a by-pass is well established within local and county policy, the measure has never achieved programme status, and whilst a number of alignment options have been identified, there is no agreed alignment measure/definition for assessment. It is therefore appropriate to consider the potential ability of the Stubbington By-Pass proposals to play a part in the StAG Implementation Plan.
- 4.6.8 A by-pass for Stubbington could improve access to the Daedalus regeneration site, in the west of Gosport. A number of tentative alignments have been defined, and options for funding considered. The by-pass would in effect form part of the western approaches to Gosport, as part of the B3334 Titchfield Road corridor from the A27 Titchfield gyratory to Gosport.
- 4.6.9 Here the issues and history will not be rehearsed, but consideration will be given in outline terms to the concept of a by-pass for Stubbington, and conclusions made about its suitability for inclusion within the StAG Implementation Plan, whilst noting the focus of the StAG study is on the identification of deliverable measures.
- 4.6.10 There are a number of issues related to the proposals for the by-pass, which have been dealt with in detail by various Hampshire County Council Committee reports and previous policy statements. The key issues can be summarised as follows:
- Benefit to travellers and network performance; and
 - Cost and affordability.
- 4.6.11 A key benefit is expected to be journey time for users passing along the link. The scale of benefit is partly influenced by the origin destination pairs being captured by the by-pass, the alignment of the by-pass and the form/performance/number of junctions along its length, none of which have been defined. In principle the alignment is likely to be relatively circuitous compared to the existing route through Stubbington Village, although average speed on the by-pass link is likely to be higher than the existing route. Although better journey times on the route could be achieved, congestion at the main nodes i.e Tichfield Gyratory would ensure that unless measures are undertaken at the main nodes, any journey time benefits will be lost in queuing delay. Therefore on balance, the by-pass is expected to

deliver improved journey time, but because of the constraints imposed by the junctions, it is not considered that this benefit will be greater than slight beneficial.

4.6.12 Any journey time benefit for the by-pass link needs to be balanced against any measures within Stubbington village to further reduce road speeds and reduce priority/capacity, and the network effects of the by-pass link.

4.6.13 There are proposals for the re-definition of the junctions within Stubbington village to convert the current roundabouts into signalised junctions, as part of a wider initiative to improve the quality of the village street-scene. These proposals will increase journey times but better manage the traffic flows through the village. As a result the by-pass proposals could be strengthened as it should extract traffic currently passing through Stubbington presenting an opportunity to close-down capacity and should also provide greater journey time benefits in this instance.

4.6.14 However, the introduction of the by-pass, in terms of network effects, may make the B3334 corridor more attractive, and therefore both extract current trips from other corridors i.e. Newgate Lane or enable new trips to be made on the network. Neither of these network effects will be beneficial to the by-pass proposals in terms of measure performance. This is due to the by-pass being located on a corridor of already significant constraint and congestion. Key locations for delay and congestion for trips making strategic movements along the Titchfield Road corridor between Segensworth/M27 J9 and Gosport include:

- M27 J9 and M27 slips;
- Segensworth Gyratory and A27/M27 link approaches;
- St Margarets Lane roundabout A27 slips;
- Titchfield Gyratory A27 and B334 approaches;
- Stubbington Village junctions and B334 through the village (to be by-passed);
- Peel Common roundabout and approaches; and
- Newgate Lane (for by-pass alignment off Newgate Lane).

4.6.15 The by-pass measure will not alter any of these existing delay/congestion areas along the Titchfield Road corridor. If the by-pass therefore attracts additional traffic, this will potentially increase loadings at these key junctions thereby increasing delay leading to any journey time benefit on the by-pass being neutralised.

- 4.6.16 The above only considers journey time benefit at a very high level. On this point alone, the potential to build a credible business case for the by-pass is looking very low. This is before any environmental aspects are considered or any details regarding design and deliverability are developed.
- 4.6.17 Without wholesale highway capacity improvement along the Titchfield Road corridor from M27 J9 to Gosport via the key congestion/delay points listed above, to possibly include a Stubbington By-pass, then the case for the by-pass as a standalone measure is likely to be weak (subject to any assessment). The likelihood of such a corridor measure is very low. In fact in line with Reduce, Manage and Invest, it is likely that any future measures along this corridor will lean towards capacity constraint, greater traffic flow control/management and improvement for public transport, walking and cycling both along and across this corridor, rather than general traffic capacity enhancement.
- 4.6.18 If the by-pass did achieve a positive benefit-cost appraisal, the by-pass will need funding from a mixture of private and public bodies. In order to attract sufficient developer contribution, the by-pass will need to be relevant to the development sites in terms of access. The regeneration site at HMS Daedalus is the only significant development site locally and this does not have the potential to make significant contribution to the costs of a by-pass (previously estimated to cost between £7.27m to £8.11m, Stubbington Bypass Route Evaluation Report, Atkins, 2004).
- 4.6.19 In conclusion, based on this high-level review of the Stubbington by-pass as a concept, the short term (2010-2015) phase of the StAG Implementation Plan is not suitable for successful measure definition, planning, funding and delivery of a by-pass for Stubbington. Policy could not support a by-pass. The benefits of the measure compared to its costs/impacts are likely to result in a poor business case. This is largely due to the inability of the measure to generate sufficient user benefit due to wider network issues, when compared to the cost and impact of the by-pass. Even if a positive business case could be developed, funding for a section of highway would require substantial developer contribution, of which there is little potential, due to the lack of significant proposed development within the vicinity of the by-pass.
- 4.6.20 It is therefore considered that the current Stubbington By-Pass issue as part of Western Access to Gosport (WAG) is deferred into the medium (2016-2020) and long term (2021-2026) phases of the StAG Implementation Plan ,whereby issues relating to potential funding through developer contribution, new funding opportunities or both, may have substantially improved.

5 AREAS IDENTIFIED FOR FUTURE CONSIDERATION

5.1 Areas Identified by StAG for Future Consideration

- 5.1.1 The previous Section considered the measures identified by policies in relation to the StAG objectives, and identified a number of areas where future consideration may be appropriate. These areas identified by StAG for future consideration, should be developed through the LTP / LDF process into full scheme definition in due course.
- 5.1.2 This Section seeks to provide greater definition of the areas identified by StAG for future consideration. **Table 5.1** extracts the outputs from Section 4 and identifies what the future consideration might be, in terms of outline scope, form and content. These areas for future consideration are then plotted across the study area (**Figure 5.1**).
- 5.1.3 With the inclusion of both the measures identified through policy and the areas identified by StAG for future consideration, it is considered that the ability of the future scenario (2011/26) to meet the StAG objectives, will be significantly improved.

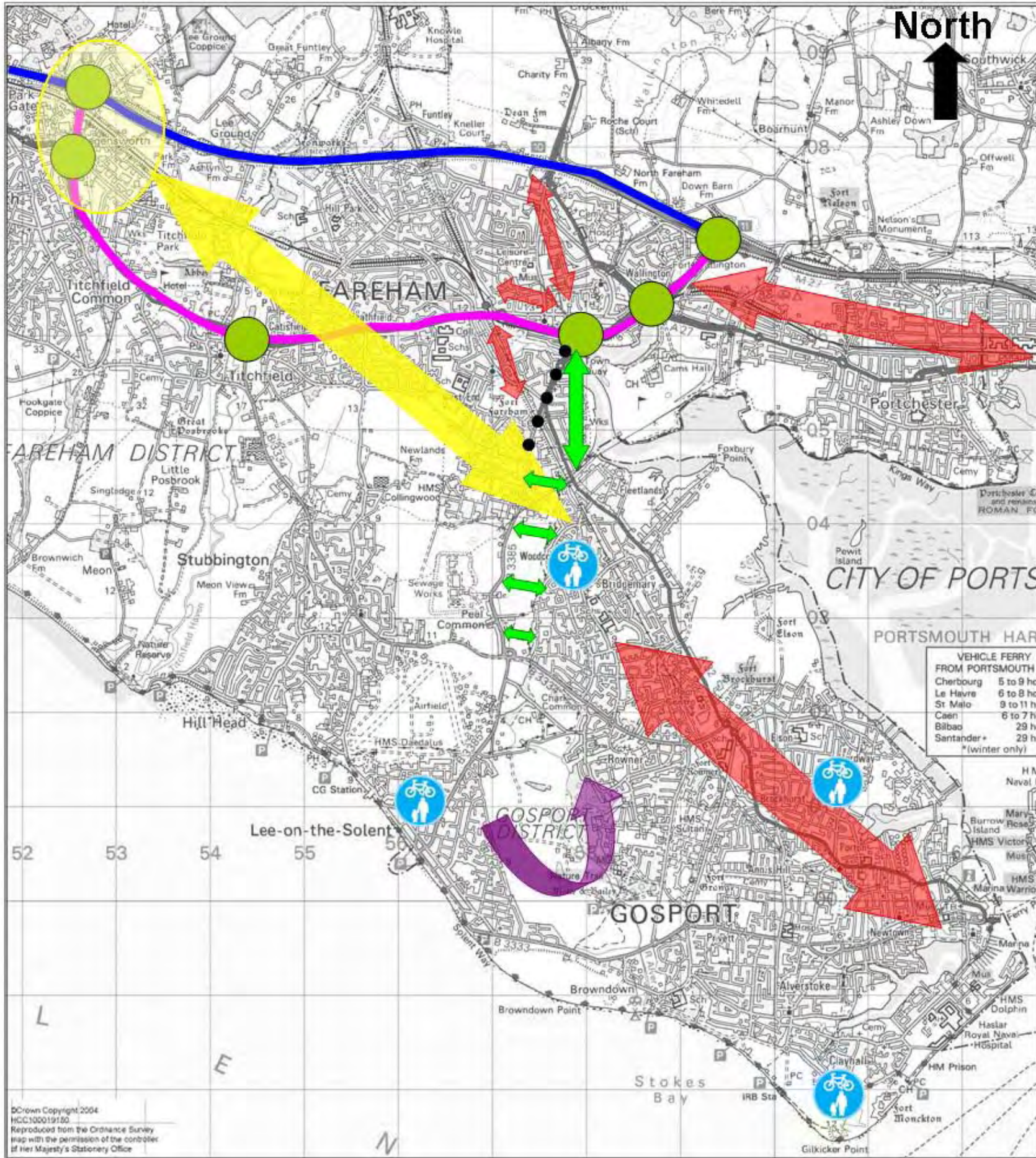
Table 5.1: Summary of Areas Identified for Future Consideration

To Consider:	Brief Description:	To be used in StAG Implementation Plan		Key Objective: StAG
		Ref	Title	
Overcoming severance issues relating to the western urban boundaries (including The Drive, Tukes Avenue, Meadow Walk, Petticoat Crescent), particularly for walking, cycling and public transport trips.	Study to investigate opportunities to improve pedestrian, cycle and public transport linkage through this boundary, between adjoining highway links. Land ownership and easements will play a key role. Link to Task C – Cycle Network for Gosport	A	Western Boundary Severance Study	Reducing car trips for short journeys Improve access to non-car modes
The Newgate Lane gyratory / Quay Street roundabout junction area, building on the current development led scheme for this junction, to further improve pedestrian and cycle connectivity across the A27/A32	Taking the current proposals for the re-configuration of the Quay Street roundabout (as per current developer led proposals), this study will need to consider if any further improvements could be made to providing pedestrian and cycle routes across the A27 which is a key source of severance for such trips in this area. Link to Task E – A27 Route Management	B	Quay St/Newgate Lane Pedestrian Links Study	Reducing car trips for short journeys Improve journey time reliability
Further development of internal pedestrian / cycle networks within the peninsula area to encourage further internalisation of trips, in relation to on-going land use planning policy	GBC already have plans for a borough-wide cycle network. This action focuses on ensuring this network continues to develop. It is not intended to replace current GBC activities on this issue, but rather to support and assist the implementation of this cycle route network. Link to Task A – Western Boundary Severance	C	Cycle Network for Gosport	Reducing car trips for short journeys Improve access to non-car modes

		<i>To be used in StAG Implementation Plan</i>		
BRT Future phases definition and planning to ensure a BRT network for South East Hampshire including links serving the Gosport Peninsula are embedded in all levels of policy and planning for Gosport. BRT is central for improving bus service journey time reliability and offering a viable alternative to the use of the private car for certain journeys	HCC through TfSH, has already commenced a number of studies to consider the viability and definition of future phases of BRT, in relation to the overall vision for South East Hampshire BRT. This action is to ensure that such studies are progressed and the outcomes acted upon in relation to ongoing development of the BRT network. Action already underway. Watching brief only.	D	BRT Future Phases	Improve journey time reliability Improve access to non-car modes
A27 route management, including key junctions on the A27 i.e. Titchfield Gyratory, Quay St, West St, between M27 junction 9 and 11, thereby recognising the role the A27/M27 has in relation to access to Gosport	This action is to undertake a study on A27 route management and to consider next steps in terms of on-going route management for this sub-regional route. Link to Task B – Quay St/Newgate Lane Pedestrian Links Link to Task F – A27 Route Management	E	A27 Route Management Study	Improve journey time reliability Reducing car trips for short journeys Improve access to non-car modes
M27 Route Management (HA) and junctions 9 and 11. As noted in Section 1.3.4 this measure would fall under the remit of the HCC M27 Corridor Study, however it has been mentioned here because of the implications such measures may have on Gosport strategic access	In parallel to any HA activities on the M27 and strategic modelling/assessment by HCC (M27 corridor study, and future sub-regional transport model), this action is to ensure that access for Gosport is appropriately considered by these wider studies. Action already underway. Watching brief only. Link to Task E – A27 Route Management	F	M27 Route Management	Improve journey time reliability

		<i>To be used in StAG Implementation Plan</i>		
Internalisation of trips within the Gosport peninsula, to assist policy and encourage local jobs for local people. Workplace travel planning and smarter choices initiatives will play a key role here	Need to ensure existing travel plan development and smarter choice schemes include seeking to internalise trips within the Gosport peninsula. HCC are already active in this role in relation to new development and school travel planning. Action already underway. Watching brief only.	G	Smarter Choices	Improve access to existing and future developments
Access to Whiteley and Segensworth requires further consideration as this is a key destination for the journey to work	Study required in response to the RSI data which indicates a strong demand for travel to work trips from Gosport to Whiteley/Segensworth. This needs further investigation in relation to trip making patterns, detail on O-D pairs and identification of any opportunity for mode shift/single car trip reduction. Link to Task E – A27 Route Management	H	Gosport to Whiteley Study	Improve access to existing and future developments
BRT Future Phases which will provide connections to North Fareham SDA	Need to recognise potential significance of North Fareham SDA both as a source of employment and of employees for Gosport. Part of Task D – BRT Future Phases	(D)	North Fareham SDA BRT (See Task D above)	Improve access to existing and future developments

Figure 5.1: Areas for Future Consideration



Measure	Symbol	Measure	Symbol	Measure	Symbol
A Western Boundary Severance Study		D BRT Future Phases		G Gosport Smarter Choices	
B Quay Street / Newgate Lane Pedestrian Links		E A27 Route Management Study		H Gosport to Whiteley Study	
C Cycle Network for Gosport		F M27 Route Management			

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6 IMPLEMENTATION PLAN

6.1 Introduction

6.1.1 Through consideration of both the current scenario (2009/10) and future scenario (2011/26), together with currently defined measures through policy, and the areas identified through StAG for future consideration, this section presents an implementation plan for the StAG study.

6.1.2 The implementation plan is defined in accordance with:

- Timescales for the measures and areas for future consideration are set out as short (2010-15), medium (2016-20) and long (2021-26), to coincide with key LTP, and regional strategy programmes;
- Key project milestones (loosely set as per HCC gateways) as Policy, Planning, Funding and Implementation;
- Measures which are already included within policy, may have achieved planning status, may have secured funding and which may have been identified in a programme for implementation; and
- Areas for future consideration which have been identified by StAG.

6.1.3 The implementation plan is presented in accordance with case study examples from regional, sub-regional and local policy references, to ensure the implementation plan contains the information required, along with supporting maps.

6.1.4 In setting the implementation plan, it should be recognised that;

- The policy context is subject to change;
- Planning can result in the definition of the measure changing;
- Funding can dictate when/how the measure could be implemented; and
- The implementation/procurement route could have an impact on the final form of the measure.

- 6.1.5 The implementation plan has therefore been set in accordance with best knowledge/understanding at this time. This knowledge/understanding is likely to become out-of-date relatively quickly. This underlines the need to maintain monitoring and maintenance of the StAG and its implementation plan in relation to the on-going policy formulation, measure planning, funding and delivery of measures.
- 6.1.6 Issues relating to responding to future change in policy, planning, funding and delivery are expanded further below, together with issues relating to the future monitoring and review of the implementation plan.
- 6.1.7 Whilst it is clear that the implementation plan will be driven largely by funding, it will also be influenced by policy context and the measure planning process, together with how the measures will be delivered. Many of these milestones are currently undefined at present for most of the measures identified by policy let alone the areas for future consideration identified through the StAG study. In fact the on-going development of the various measures identified forms the bulk of the tasks encapsulated within the StAG Implementation Plan, i.e. taking the measures from policy, through planning. Therefore the StAG Implementation Plan needs to be responsive to changes in the future in relation to funding and delivery mechanisms which are currently unknown. The monitoring/review of the StAG Implementation Plan needs to reflect this.

6.2 StAG Implementation Plan

- 6.2.1 The implementation plan derived by the StAG study is presented below (**Table 6.1** and **Figure 6.1**). The format of the StAG Implementation Plan is designed to enable the tracking of individual measures between the key measure milestones and across the various timeframes.
- 6.2.2 Most of the measures do not have any certainty in terms of programme. Therefore attainment of the key measure milestones has been allocated within the short, medium, and long programme but no greater precision can be given at this time.
- 6.2.3 However, the StAG Implementation Plan does give a clear indication as to what steps need to be undertaken (as defined by the key measure milestones) during each programme period. This is of particular relevance for the more immediate short and medium timeframes.

Table 6.1: Implementation Plan and Funding Stream Options

	Measure	Short (2010 - 2015)				Medium (2016 - 2020)				Long (2021 – 2026)			
		Policy	Planning	Funding	Imp	Policy	Planning	Funding	Imp	Policy	Planning	Funding	Imp
1a	Newgate Lane (A)			LTP / DC									
1b	Newgate Lane (B)			LTP / DC									
2	Peel Common Roundabout			LTP / DC									
3	Quay Street / Fareham AQMA			DC									
4	Access to Daedalus			RDA									
5	ITS Strategy			LTP / DC			LTP / DC				LTP / DC		
6	Brockhurst Roundabout			DC									
7	BRT Phase 1			CIF									
8	Gosport Waterfront Interchange						LTP/DC						
9	Western Access to Gosport *												
10	A32 Access to Gosport						LTP/DC						
11	Portsmouth to Southampton Ferry										RDA/OP		
12	Delme Roundabout						LTP/DC						

		Short (2010 - 2015)				Medium (2016 - 2020)				Long (2021 – 2026)			
	Measure	Policy	Planning	Funding	Imp	Policy	Planning	Funding	Imp	Policy	Planning	Funding	Imp
13	Stubbington Village Centre							LTP / DC					
14	A27 Bus Priority + TM							LTP/DC					
15	Access to North Fareham SDA							CIL				CIL	
16	Fareham Rail Station Interchange							NR/CIL				NR/CIL	
17	Walking and Cycling Improvements			LTP/DC				LTP/DC				LTP/DC	
18	BRT Vision / Future Phases			CIL/Op				CIL/Op				CIL/Op	
Areas Identified (through StAG) for Future Consideration													
A	Western Boundary Severance Study							LTP / DC	STS			LTP / DC	STS
B	Quay St/Newgate Lane Pedestrian Links Study							LTP/DC	STS			LTP/DC	STS
C	Cycle Network for Gosport			LTP/DC				LTP/DC				LTP/DC	
D	BRT Future Phases			CIL/Op				CIL/Op				CIL/Op	
E	A27 Route Management Study							LTP / DC	STS			LTP / DC	STS
F	M27 Route Management			HA				HA				HA	
G	Gosport Smarter Choices			LTP/DC				LTP/DC				LTP/DC	
H	Gosport to Whiteley Study							LTP / DC	STS				

Abbreviations and Funding Streams:

STS	Subject to Study
CIF	Community Infrastructure Fund (or other forms of Central Government Funding)
CIL	Community Infrastructure Levy
DC	Developer Contributions
HA	Highways Agency
Imp	Implementation
LTP / DC	Local Transport Plan / Developer Contributions
RDA	Regional Development Agency
RFA	Regional Funding Allocation
SEEPB	South East England Partnership Board
Op	Transport Operator

Notes:

* = Any reassessment of WAG will be based on the policy and funding context at the time of review.

DC = Developer contributions for schemes are subject to agreement with external parties.

LTP / DC = It is unlikely that funding for subsequent LTPs will be of the same magnitude as for LTP1 and LTP2. It is therefore likely that schemes will require some level of developer contribution to make up the deficit.

6.3 Responding to Change

6.3.1 As indicated above, the StAG Implementation Plan, is based on current best knowledge in terms of measure definition, policy context, progress made thus far on measure planning, known funding options and implementation mechanisms. All of these factors are likely to change and evolve as the individual measures progress through the key project milestones. Issues related to these future changes are outlined below.

6.4 Measure Definition/Planning

6.4.1 Currently certain measures are at an early stage of development and their extent, form and assessment of use and impact have not yet been fully identified.

6.4.2 It should however be recognised that measures can evolve as they progress through the development process to implementation whilst still meeting the schemes initial objectives. It is therefore critical that the objectives of any measure are clear and consistent with relevant policy, and that the objectives (once agreed) are maintained throughout the project planning/study process.

6.5 Measure Funding

6.5.1 In relation to funding, various opportunities have been identified for the individual measures. These broadly break down into funding streams related to national programmes, regional strategy actions, local transport plan allocations and contributions sourced through development. However, within each of these funding streams there are a number of potential funding sources whose suitability will be determined by specific measure entry conditions, timeframes and prioritisation.

6.5.2 Owing to the present financial circumstances and potential changes in regional governance structures, there is uncertainty in identifying future funding opportunities apart from those measures which have already secured funding. However, assuming current funding streams remain, the annotation given as part of **Table 6.1** seeks to identify funding options for each measure.

6.5.3 The Community Infrastructure Levy (CIL) is a new means by which Local Planning Authorities (LPAs) can, if they so desire, charge to most types of development. The amount charged by CIL is related back to the size and character of a development. Funding procured through CIL can be spent on local or sub regional infrastructure to support the development of the area. It will make a significant contribution to funding the provision of infrastructure schemes although the bulk of the funding will still come from the public purse. In addition LPAs can also pool their CIL contributions to deliver schemes listed in the Regional Spatial

Strategy and Development Plans. Schemes therefore need to have been identified in such documents in order to be suitable for CIL funding.

6.5.4 The benefits of CIL are that: predictability and certainty for developers will be improved; fairness will also improve as the range of developments subject to CIL will increase; it will enable better assessment of the cumulative impact of small developments; and it should also enable the more timely delivery of schemes due to better predictability and increase the options available for funding i.e. offering Regional Development Agencies the opportunity to use ‘Forward Funding’.²⁷

6.5.5 **Table 6.1** will need to be updated and reviewed as the funding situation changes. Having a flexible set of agreed measures which are sufficiently developed and ready for implementation (subject to funding), and therefore able to respond to funding opportunities as they arise, would be a wise investment, if the measures identified by StAG are to be supported and delivered.

6.6 Measure Implementation

6.6.1 With respect to measure implementation, the choice of delivery mechanism will vary in accordance with the measure being considered. However there is likely to be a mix of national authority (Network Rail, Highways Agency, Government), Regional Assembly (Regional Transport Strategy), local authority (planning and highway), and private developer/regeneration agency, together with contractors and delivery agents. This may result in various combinations of financing, construction, operating and maintenance arrangements, appropriate to the measure being considered.

6.6.2 At the implementation stage for a measure, there is flexibility for innovation and enhancement through the application of procurement best practice. Whilst the form and general design of the measure is likely to be retained, detailed features may vary and be further improved through engagement with stakeholders, as early as possible within the measure development process.

6.7 Monitoring

6.7.1 An important on-going process to ensure that StAG remains up-to-date, is the review and monitoring of the implementation plan, as well as the StAG document itself. Without this, the value of StAG will rapidly diminish owing to changes in the context, measure progression status and funding opportunities over time.

6.7.2 It is considered that the review and monitoring of StAG should be completed in accordance with an already established policy/strategy review/monitoring process. Of the relevant local

²⁷ Communities and Local Government (August 2008) Community Infrastructure Levy

policies it is considered that the LTP for HCC together with the Local Planning Authorities LDF's would be the most appropriate vehicle for StAG monitoring/review, as the LTP process is already on-going and the measures identified within StAG are likely to be captured within the LTP programme/policy.

- 6.7.3 The LDF Core Strategies for Fareham and Gosport boroughs will be used in conjunction with the LTP. Although the review and monitoring frameworks for these strategies is yet to be implemented, timescales may not coincide and many of the measures will cross the borough boundaries and be difficult to segment.

6.8 Summary

- 6.8.1 The StAG Implementation Plan has been prepared in accordance with the mix of measures both currently proposed by policy and areas identified through StAG for future consideration. The StAG Implementation Plan seeks to set out when the various measures may achieve key measure milestones spread between the short, medium and future programme. This is based on current best knowledge and is likely to change.

- 6.8.2 Consideration has also been given to funding opportunities and the need to take the measure definition/planning forward so that the measures are ready to take advantage of funding opportunities as and when they arise. There are a variety of funding streams available so measures need to be flexible enough to be defined to meet funding stream criteria and ready to be packaged with other measures as appropriate to enable potential early delivery or a phased approach.

- 6.8.3 The StAG Implementation Plan will need to be reviewed and updated as the measure development process progresses for the individual measures. It is considered that the monitoring and review of the StAG Implementation Plan should be done in accordance with established policy/strategy review processes and it is considered that the LTP, in combination with the Fareham and Gosport Borough Council's LDF reviews, presents the most appropriate vehicle for StAG review/monitoring.

7 CONCLUSIONS AND RECOMMENDATIONS

7.1 Conclusions

- 7.1.1 This report presents the findings of the study on Strategic Access to Gosport (StAG), as requested by TfSH, as an input into both Gosport Borough Council and Fareham Borough Council Local Development Framework (LDF) processes covering the period up to 2026, and also subsequent rounds of Hampshire County Council's (HCC) Local Transport Plan (LTP), with LTP 3 covering 2011-2016 and beyond.
- 7.1.2 The overall focus of this study is defined as being on deliverable measures (subject to the future scheme development process) which could contribute to the management of issues related to journey delays and accessibility by all modes, within the context of combating climate change, supporting the economy and accommodating the planned growth up to 2026. Through managing these issues, this study will be consistent with the goals of Delivering a Sustainable Transport Strategy (DaSTS), in particular by supporting economic growth, promoting equality of opportunity, tackling climate change and improving quality of life.
- 7.1.3 The findings from the current scenario (2009/10) have indicated that over half of the journeys sampled in the RSI surveys are less than 5 miles in length. As one of the study objectives was to reduce the number of short car journeys on the network, this indicates that there is scope to convert existing car journeys not making strategic movements to non-car modes. This could relieve pressure on the strategic routes, which, as traffic data indicates, are already subject to peak spreading.. In particular, and as substantiated by the 2008 MVA Study, the peak hours are spreading with commuting journeys starting earlier in the day to avoid delays and unreliable journey times on the strategic routes. Furthermore reducing the level of short distance trips is an important means of protecting the asset, therefore investing in new infrastructure that would secure the operation of these routes / assets should be welcomed. The 2001 Census shows high levels of walking, cycling and public transport used by Gosport residents for the journey to work, indicating that use of these modes for this purpose is feasible and could be built-on further.
- 7.1.4 In the future scenario (2011/26) peak hour traffic growth is assumed to stay relatively flat. This is based in the consideration of historical data which suggests peak hour capacity utilisation and peak spreading. It is therefore questionable if traffic growth factors based on NRTF adjusted to TEMPRO would be entirely applicable in this context. This is not to say trip demand will not grow, but that peak hour through-put will be effectively capped by current capacity, and that near maximum peak hour capacity utilisation has been reached in the current year. New employment sites are expected to come online in the Borough and also in nearby areas (i.e. North Fareham SDA) which will generate not only new employment opportunities but also traffic demand in the peak hours. The population structure is also predicted to change with slightly fewer people in the Borough than in 2008, an aging population and fewer working-age people. The future scenario (2011/26) presents a

number of conflicting issues which will need to be resolved to a sufficient level to ensure that access issues are managed and economic growth continues to be supported.

7.1.5 It is recognised that the schemes identified through policy will not completely satisfy the StAG aims and objectives. Therefore areas for future consideration have been identified by StAG to help bridge these gaps. For example walking and cycling schemes to overcome severance issues associated with the western urban boundary and over Fareham Creek; ensuring adequate access to employment opportunities, junction improvements at key gateways onto the strategic highway network, and crucially future extensions to the proposed BRT system.

7.1.6 StAG has identified and proposed a variety of car and non-car based areas for future consideration, as per the StAG Implementation Plan. These areas for future consideration are in accordance with the aims and objectives of the study. The aims of the study are to help both support on-going economic regeneration on the peninsula and to better manage access issues for the peninsula. This is in response to the issue that if Gosport is to maintain and enhance economic competitiveness, then proposals that would improve access for strategic movements (which are more likely to be undertaken by car, due to the wide dispersal of destination points), should still be considered to be appropriate. However, providing for strategic movements needs to be balanced and access issues managed. The implementation plan seeks to achieve this balance with measures to improve access by non-car modes for both strategic and non-strategic journeys.

7.2 Recommendations

7.2.1 The StAG report recommends that:

- The contents of the StAG Implementation Plan are reviewed and agreed in terms of measures and timescales;
- The measures and areas for future consideration identified within the StAG Implementation Plan are taken forward to measure planning (as required) to enable proactive allocation from future funding opportunities when they arise;
- The StAG Implementation Plan is monitored and reviewed as part of the on-going LTP policy/measure review process; and
- The StAG report and the StAG Implementation Plan are considered as an input into the Fareham and Gosport Local Development Framework processes, and are considered during future rounds of LTP formulation and further TfSH strategy/policy.