

## 1.0 Introduction

1.1 This Strategic Transport Plan updates and expands upon previous strategy documents and recent reports relating to access to Fareham and Gosport. The plan provides an interim position regarding potential infrastructure requirements, in advance of the resolution of the need for and preferred alignment of a potential Stubbington bypass. It highlights and takes into account recent key issues, that have had a material bearing upon the planning for strategic transport infrastructure , for the Gosport Peninsula, moving forward. Key pertinent issues relate to the emerging Solent Local Enterprise Partnership priorities and the rapidly changing funding situation. The plan outlines strategic transport interventions that are now likely to be required to support housing and economic growth over the next 10 to 20 years.

1.2 In order to help underpin and inform the developing Solent Local Enterprise Partnership priorities for the Strategic Economic Plan this document outlines:

- Current strategic transport issues and problems and highlights the need for improvements;
- Current policies, plans and recent relevant reports and provides an update to the direction contained therein;
- Strategic infrastructure proposals along with respective scheme status, justification and a delivery plan;

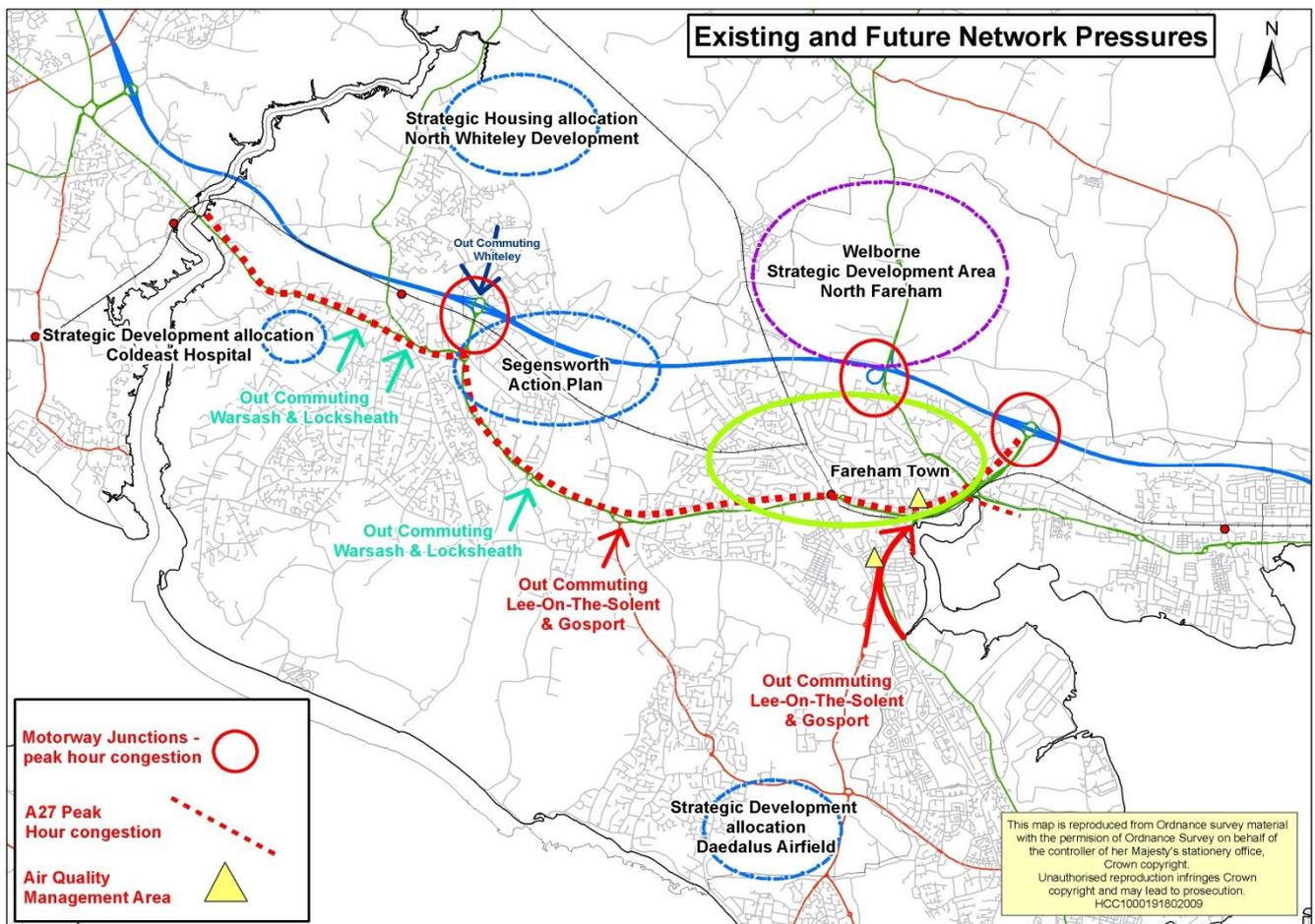
## 2.0 Background

2.1 Access to the Gosport Peninsula is a challenging issue. Improvements are seen as essential, particularly by Hampshire County Council as the Highway Authority and are likely to be supported by the Solent Local Enterprise Partnership, to help enhance the economic viability and vitality of the area and to help attract much needed new investment and growth. The issue of poor accessibility is becoming increasingly significant in relation to the need to encourage development at key strategic sites including the Solent Enterprise Zone and Welborne..

2.2 Congested road networks dominate the transport network in both Gosport and Fareham town centres and the wider peninsula where there is very little scope for improvements due to geographical and built up area constraints. Poor accessibility currently discourages investment and employment growth and also causes retention difficulties for existing employment leading to

businesses moving out of the area. The peninsula is under performing economically, with high levels of deprivation linked to the decline of the MOD and high levels of public sector job losses. The reduction in jobs on the peninsula has resulted in significant levels of out commuting from Gosport which compounds peak hour traffic problems in the central Fareham area through which the majority of peninsula traffic passes. Out commuting exacerbates congestion on the main south to north access routes off the peninsula namely the A32 and the B3385 Newgate Lane for traffic wishing to head east and the B3334 Titchfield Lane and Peak Lane / Mays Lane (through Stubbington) for traffic wishing to head west. The north to south access roads all interface with the A27, which serves as a critical east to west artery for both local and strategic traffic heading towards the M27 junctions 9 and 11 for longer distance east to west movements. The A27 also acts as a barrier to traffic wishing to exit Gosport in the am peak and the reverse in the evening peak, with blockages at the key junctions. Whilst shorter distance movements are characteristic along the A27 congestion on the M27 and its associated junctions means that the A27 is heavily used and is performing as a strategic road as well as a local distributor feeding this major residential area.

2.3 The map below highlights the existing and future network pressures:



2.4 This plan focuses upon improving strategic accessibility for the peninsula and sets out a package of integrally linked transport interventions, which can be delivered incrementally, as funding opportunities arise, in order to help achieve the common objective, of removing the transport barriers to growth on the Gosport Peninsula. A phased delivery programme is proposed.

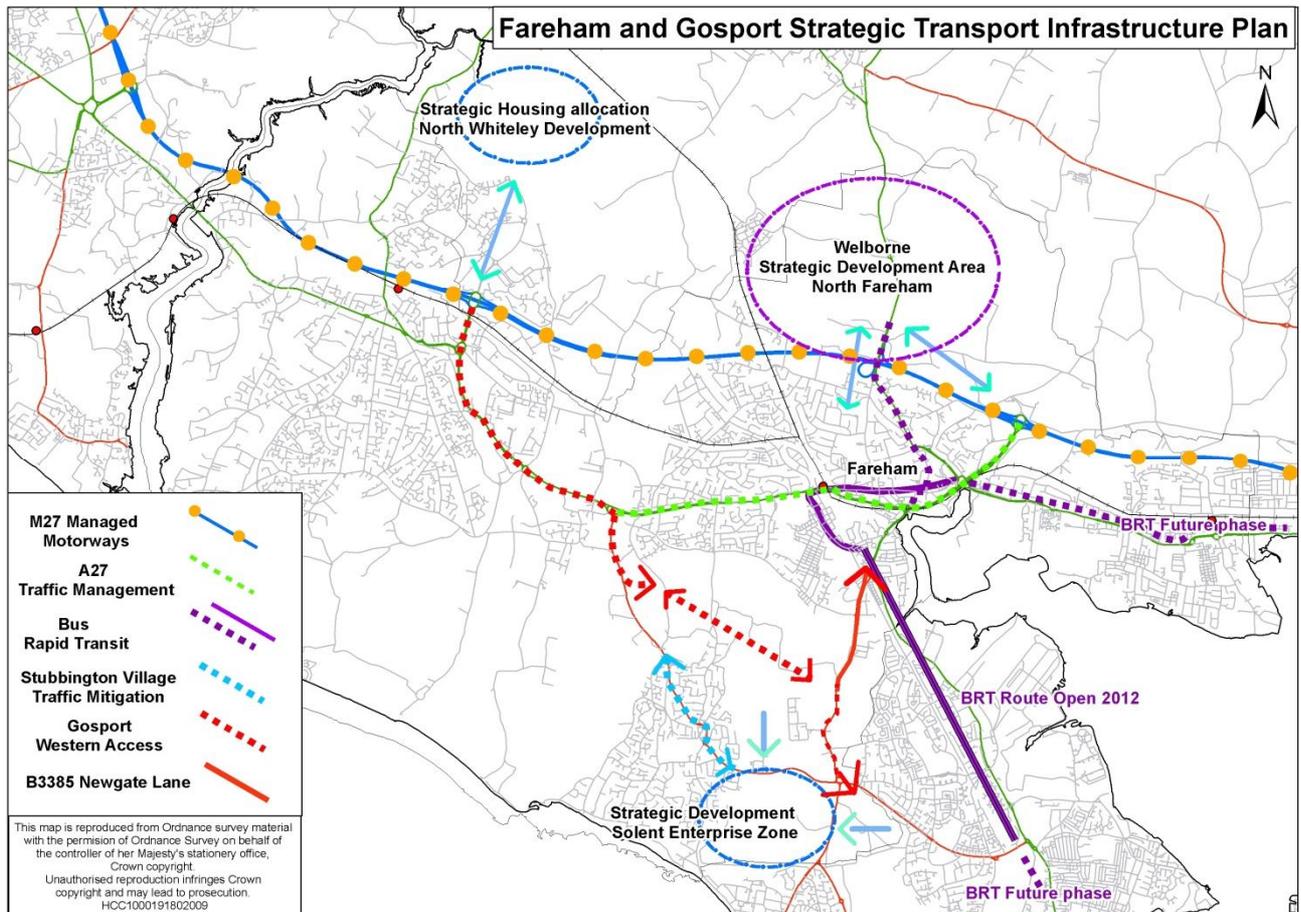
### 3.0 Key Objectives and Strategy Overview

- To provide an update regarding the changing Hampshire County Council position;
- To help underpin transport work for the Solent Local Enterprise Partnership emerging Strategic Economic Plan;
- To provide a phased delivery plan (subject to funding) for strategic transport improvements for Fareham and Gosport for the next 20 years;
- To help encourage regeneration, investment and growth in the area;
- To help remove the transport barriers to growth;
- To help unblock critical bottlenecks and congestion hotspots on strategic routes, in town centre areas and in areas of employment;
- To provide new and improved existing infrastructure to help better manage traffic flows particularly during peak periods;

3.1 In order to help address the key problems and issues and meet the stated objectives above an overarching strategy has been developed. The key components of the strategy include:

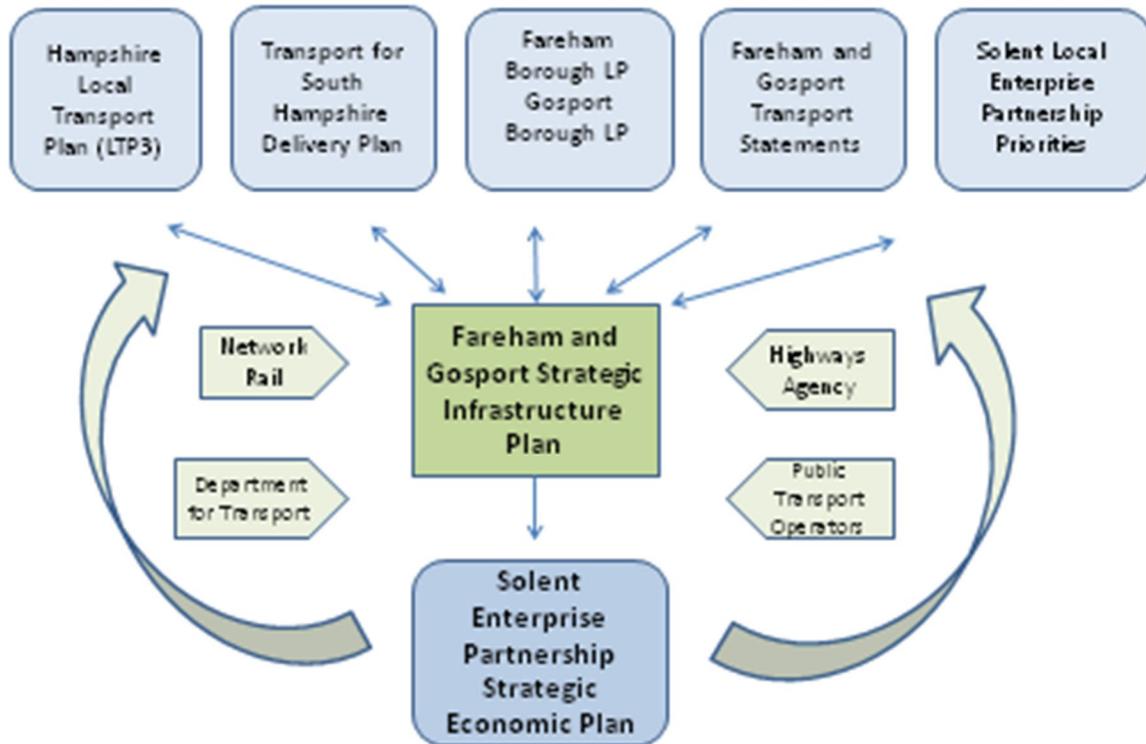
- M27 Junctions 3 to 12 Managed Motorways – measures to keep longer distance traffic moving and reduce congestion hotspots around junctions;
- A27 Segensworth to Fareham capacity and junction Improvements – measures to remove bottlenecks on this key east to west corridor for local and strategic traffic and to improve capacity at key interfaces with north south access routes to the peninsula;
- B3385 Newgate Lane (Palmerston Drive and Tanners Lane) Capacity and Junction Improvements – measures to improve capacity and the operational effectiveness of junctions on this critical north south access route;
- B3385 / B3354 Peel Common Roundabout Interim scheme – capacity improvements in advance of a longer term scheme to be confirmed subject to the determination of a preferred corridor of interest for the Western Access to Gosport;
- Western Access to Gosport – comprising improvements to the: A27 west of Titchfield Gyratory; B3334 Titchfield Road south of Titchfield gyratory to a point where it might connect with a potential new bypass for Stubbington (alignment to be confirmed) along with improvements to the southern section of Newgate Lane and Peel Common roundabout.
- B3385 Newgate Lane (Tanners Lane to Peel Common roundabout) Capacity and Junction Improvements to be confirmed subject to the determination of a preferred corridor of interest for the Western Access to Gosport;
- Bus Rapid Transit – northern and southern extensions to the recently completed dedicated busway along with on road measures to help provide an improved viable public transport offer for north to south

3.2 These measures will assist north south movements by improving routes onto and off the peninsula and also more fundamentally by unblocking the constraints that these routes experience when they meet the east to west corridors namely the A27 and M27 and associated junctions. These improvements all have independent benefits but provide added economic value when implemented as a comprehensive strategy. More details are provided in section 5. The overarching strategy is shown on the plan below.



## 4.0 Policy Context

4.1 The key linkages and organisations identified below are significant in providing background and a policy context for the proposals emerging from this plan:



### 4.2 Solent Local Enterprise Partnership Priorities

In July 2013 the Department of Business Innovation and Skills, informed by the Lord Heseltine review, requested that SLEPs produce Strategic Economic Growth Plans in order to inform the level of allocation each SLEP can receive from the Single Local Growth Fund (SLGF) from 2015. The LEPs are now in the process of drawing their Plans together with a draft due in December 2013. The final submission deadline is March 2014. The soundness of the SLEP's plan will determine the level of funding allocation the SLEP receives. This Transport Infrastructure Plan will provide useful background material to help underpin the SLEP Strategic Economic Growth Plan process by providing a prioritised transport strategy for the Fareham and Gosport area.

### 4.3 Local Transport Body

In July 2013 Hampshire County Council submitted a number of bids to the SLEP Local Transport Body (LTB) for prioritisation for 2015/16 to 2019/20 funding, as per the criteria at that time. As part

of the process the following bids were submitted which relate to Gosport and Fareham interventions:

- Round 1 – A27 Station roundabout and Gudge Heath Lane, Fareham
- Round 2 - M27 Corridor between junctions 5 and 12
- Round 2 – Western Access to Gosport between Peel Common (junction of B3385 and B3334) and M27 Junction 9 via A27 at Segensworth.

As part of this process the A27 Station roundabout and Gudge Heath Lane junction improvements were prioritised in the top 3 schemes for LTB funding. Subsequent to the announcement regarding successful bids a review of funding allocations as part of the Comprehensive Spending Review and announcement of the Single Local Growth Fund has meant that priorities are currently being re-evaluated, with only 2015/16 funding now guaranteed and any potential Round 2 Funding will now form part of the Single Local Growth Fund. Whilst there is likely to be further funding available through the Single Local Growth Fund process the full implications of this are not yet known. Further details on the status of the Round 1 and 2 schemes will be provided in Section 5 below.

#### **4.4 Highways Agency Route Strategies**

Route Based Strategies are being developed by the Highways Agency to enable a smarter approach to investment planning and to enable greater participation in planning for the strategic road network from local and regional stakeholders and in particular local authorities and local enterprise partnerships. Two Route Based Strategies relate to the Solent area, namely the M25 to Solent; and M1 to Southampton strategies. Further information regarding the second will be provided in section 5.2 below.

As part of the first stage of preparation for a strategy for the M27, the Highways Agency are working with local stakeholders to develop a uniform set of route based strategies for all routes on the network. The strategies will identify performance issues on routes and future challenges, taking account of local growth challenges and priorities. The emphasis for this stage will be on establishing the evidence base as opposed to identifying solutions, which will take place in the next stage. It is intended that this first stage will be completed by spring 2014. More details on the proposals for the M27 are included at Section 5 below.

As part of the second stage the Highways Agency, working with the Department for Transport, will use this evidence to prioritise and develop a programme of work to identify indicative solutions which will cover operational, maintenance and if appropriate, road improvement schemes to inform investment plans for the next full spending review in 2015 and beyond. The Highways Agency will engage further with local stakeholders as the indicative solutions are developed and it is anticipated that this second stage will commence in spring 2014 and be completed by March 2015. It is worth noting that it is not yet fully clear how the Route Strategies will link with or inform the Solent LEP Strategic Economic Growth Plan.

#### **4.5 Hampshire Local Transport Plan 3**

Hampshire's Third Local Transport Plan (LTP3) covers the period 2011-2031 and sets out the long term vision for how the transport network will be developed over the next 20 years. The LTP covered Fareham and Gosport as part of the then current South Hampshire Joint Strategy and highlighted key issues, challenges and policies based upon a reduce, manage and invest approach.

Since the production of the LTP3 in 2011, policy direction and priorities have evolved. At that time interventions across the areas which were safeguarded against development in order to address: problems; localised congestion; and to unlock development sites with highway access problems

were limited to what could be delivered with the limited funding available for major infrastructure. The proposal for a Western Access to Gosport (Stubbington Bypass) was safeguarded for delivery within the later part of the plan period ie. post 2026.

#### **4.6 Transport for South Hampshire Transport Delivery Plan**

The Transport Delivery Plan (TDP) was adopted by the TfSH Joint Committee on the 5 February 2013. The TDP identifies schemes for delivery in the period up to 2026. It is not a strategy document in itself but is underpinned by the Joint Strategy for South Hampshire, LTP3 and also the Isle of Wight Local Transport Plan. The TDP responds to evidenced problems with interventions that provide value for money and take into account forecast growth. It is the result of comprehensive assessment and consultation with interested parties and provides a live document which was intended to be reviewed on a six monthly basis as evidence changes and opportunities for funding arise.

The Sub Regional Transport Model (SRTM) and Local Economic Impact model (LEIM) have played a crucial role in developing the evidence base for the TDP, providing forecast outputs for 2014, 2019, 2026 and 2036, in order to help identify scheme impacts and benefits..

The TDP includes: Newgate Lane and Bus Rapid Transit as committed schemes, along with the A27 Corridor Improvements and the M27 Controlled Motorways as being targeted for investment. Gosport Western Access is mentioned as a longer term scheme which could have potential for delivery beyond 2026.

#### **4.7 Fareham Borough Local Plan**

Fareham Borough Local Plan is being progressed in 3 parts.

- The Adopted Core Strategy.
- The Development Sites and Policies Plan; and
- The Welborne Plan.

The Core Strategy was adopted in August 2011 and sets out the planning framework for the borough. It replaces the Fareham Borough Local Plan Review June 2000 as the statutory planning document. The Development Sites and Policies Plan and The Welborne Plan are currently being developed and are at pre-submission stage working towards an Examination in Public in 2014 and subsequent adoption as statutory documents.. These documents will sit alongside the Core Strategy and both of which will contain strategic transport infrastructure proposals which will be informed by this Strategic Plan and officers are working closely to ensure this is the case. Neither a route for a Stubbington Bypass or a corridor for the southern section of Newgate Lane or the A27 improvements are safeguarded in the Local Plan at this time, as scheme details are insufficiently advanced. However supporting text does set out the current position and our future aspirations.

#### **4.8 Gosport Borough Local Plan**

The draft Gosport Borough Local Plan 2011-2029 is currently being prepared and will provide the development strategy for Gosport and statutory policies to guide future development. The plan is now at pre-submission stage and will be published at the end of 2013 for further comment prior to an Examination in Public. In terms of strategic transport policies it is important that the emerging

plan reflects current priorities and this strategic transport plan will help inform and provide direction in this respect.

#### **4.9 Strategic Access to Gosport (StAG)**

The current transport strategy for the Gosport peninsula is set out in the Strategic Access to Gosport (StAG) Study, which was approved by the Transport for South Hampshire Joint Committee in June 2010. The study report identified high level actions and measures to improve strategic access to the Gosport Peninsula up to 2026 and has been a key document over recent years and much of the work remains valid. It formed 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 Plans covering 2011-2016 and beyond.

The StAG report provided a high level consideration of strategic access issues and particularly out-commuting to and from the Gosport Peninsula primarily along the following two key corridors and produced an implementation plan.

- Western Approaches via the B3334 through Stubbington and A27 at Segensworth to Junction 9 of the M27; and
- B3385 Newgate Lane, via A32, A27 to Junction 11 of the M27.

It is worth noting the position at that time regarding the Western Access to Gosport and a potential bypass for Stubbington to show that there is a consistency between what was proposed then and current thinking. The document evaluated at a high level the justification for a Stubbington Bypass and noted that it would only deliver improved journey times in conjunction with capacity enhancing measures including measures on the A27 at Titchfield Gyratory and the A27 between Titchfield and Segensworth. This position remains consistent. In addition measures of capacity restraint would be required through Stubbington itself. Without these additional measure and in view of the then current policy direction for Reduce, Manage and Invest leaning towards capacity constraint, StAG concluded that the case for a bypass was weak. Hence Stubbington Bypass did not form part of the short term implementation plan for 2010-15, however it was deferred to the medium term 2016-20 and longer term 2021-26 phases.

Since the StAG report was produced there have been substantial changes which now have a bearing upon the Implementation Plan proposed therein. Whilst these changes may now raise the profile of a potential Stubbington Bypass and justification for such a scheme may be greater, a delivery timescale would still arguably be consistent with that highlighted in the StAG report being not sooner than the then medium term timescale of 2016 or longer term 2026.

#### **4.10 Fareham and Gosport Transport Plan Statements**

District and Borough Transport Statements were adopted by the Executive Member of Environment and Transport in September 2012. The statements provide total coverage of local transport policy in Hampshire to inform the various Local Planning Authorities' (LPAs) Local Development Frameworks and associated Infrastructure Schedules required as part of the forthcoming Community

Infrastructure Levy. They also ensure a robust mechanism exists countywide to secure appropriate funding for delivery of the LTP3 strategy.

In line with this approach, the Fareham and Gosport Transport Statements have become living documents where the associated 'Schedule of Transport Improvements' is amended throughout the year reflecting the changes that arise as a result of development pressures, local priorities and other issues. Members endorse the Transport Statements annually.

#### **4.11 Hampshire County Council Relevant Committee Reports**

Whilst the statutory and formal plans outlined above will remain key as material documents in relation to the transport interventions for Fareham and Gosport, due to the lengthy processes that are involved in producing them, it is not always possible for these plans to reflect the latest position or current and emerging priorities. In view of this issue a number of reports have been taken to the County Councils Executive Member for Environment and Transport and more recently the Executive Member for Economy, Transport and Environment which have both informed and been taken into account during the preparation of this Strategic Plan. The most pertinent of these is covered below and also in relation to the respective interventions in section 5.

#### **4.12 Executive Member Environment and Transport 5 March 2013 – Developing Major Transport Schemes in Hampshire**

The major schemes report sought approval for a 'development pool' of transport schemes which could all be developed to a state of readiness to maximise funding opportunities through bid processes. The development pool will help bring forward schemes which are capable of facilitating development and job creation by enabling schemes to be designed ready to enable early delivery once funding is identified. A threshold of schemes above £2 million was set. Appendix 1 set out the major schemes development pool for the Solent LEP area.

The major schemes report is very important in setting the most comprehensive recent direction on strategic transport proposals for Fareham and Gosport, however in the six months interim since the report was presented there have been a number of material changes which now have a bearing. In particular there is no reference to Stubbington Bypass or a Western Access to Gosport at that time. This strategic plan will provide an update to the major schemes development pool for the Solent LEP area in relation to Fareham and Gosport.

## 5.0 Fareham and Gosport Strategic Infrastructure Plan - Interventions

5.1 The section below provides an outline of each strategic intervention identified in section 3 along with an economic justification and information on the stage of scheme development. Each scheme has its own respective outcomes but they also form part of a comprehensive strategy which seeks to provide the improved connectivity that is now seen as essential if the area is to improve its economic performance. It is recognised that the interventions will need to be progressed over a number of years due to funding restrictions and associated delivery timescales however a comprehensive approach will be taken towards identifying and securing funding to ensure that the mutual scheme benefits are realised.

A Delivery Programme follows at Section 6.

### Improved East to West Connectivity

#### 5.2 M27 Junctions 3 to 12 Managed Motorways

**Proposed Intervention** – HCC and the Highways Agency are currently undertaking an initial feasibility study to identify the exact nature and extents of a scheme to help better manage traffic flow and reduce congestion hotspots along the M27 Corridor, through Fareham and beyond. This is consistent with the transport dimension of the City Deal.



**Economic and Infrastructure Justification** - As outlined in Section 4.4 above, the Highways Agency are starting to develop Route Based Strategies and the M27 through Fareham, forms part of the Solent Ports to M40/M1 strategy (M271 / M275 / M27 / M3 / A34 /M40 / A43), underlying its importance as a national strategic link. The role of the M27 in relation to improving access to the cities is also being considered as part of the City Deals. Strategically the operational effectiveness of the route is essential to the performance of the Southern Hampshire Economy. There is a clear need to more effectively manage the traffic flows along the M27 corridor, to maximise the economic benefits of this critical asset particularly in peak periods, to seek to address not only current problems, but also those related to general traffic growth and new trips on the

network generated by planned strategic development adjacent to the route over forthcoming years. Current flows on the M27 are upto 100,000 two way vehicles over a 12 hour period. By 2026 general growth and planned development will compound existing problems both on the motorway and adjacent east to west routes particularly through Fareham and interventions are required now to help prevent disbenefits to the sub-regional economy.

**Scheme Development Stage** - A study has recently been commenced to identify the scope of potential traditional and innovative measures which could provide the opportunity to better manage traffic along the M27 corridor between junctions 3 and 12, as a catalyst for a transformational change in network conditions. Measures are being considered which optimise the use of existing capacity, which support the objectives and create the best return on capital investment. An understanding of the impacts upon the wider surrounding highway network will form a key part of the study. The initial part of the study will culminate in the identification of a preferred option/s at outline feasibility stage and will involve close liaison with the Highways Agency in order that the outputs can be fed into the larger HA Route Based Strategy to be commissioned in 2014. The study will then progress a preferred outcome to full feasibility design and provide a strategic, economic case to justify the contextual benefits of the preferred way forward. It may be that an initial part of the preferred scheme could be submitted for an early funding opportunity, however it is likely that given the probable extremely high scheme cost that this scheme will come forward in the medium to longer term through larger Highways Agency funding beyond 2015 or in part at least through the Single Local Growth Fund, again this would be for delivery beyond 2015/16.

There is a substantial amount of work to be completed prior to identification of a scheme cost but it is likely that it will be £20 million plus.

### **5.3 A27 Corridor Segensworth to Fareham (Phases 1, 2 and 3)**

The A27 has a mixture of single and dual carriageway widths along its length which cause congestion each time the route narrows. In addition there are numerous junctions that have limited capacity and currently don't perform in an optimum manner, all of which helps to exacerbate congestion and delays and cause a stop / start slow moving journey for commuters. Peak hour blockages and congestion points impact heavily upon the effectiveness of the route as a viable alternative to the motorway and also create economic disbenefits in central Fareham. In order to address this and provide outcomes commensurate with the objectives of this strategy a phased approach to improvement has been developed as follows:

#### **Phase 1 Station Roundabout and Gudge Heath Lane**

**Proposed Intervention** Phase 1 comprises improvements to two critical junctions on the A27 in central Fareham and the connecting carriageway links. The first junction at the A27 /Station roundabout will be re-configured to improve operational effectiveness, with multi-modal and urban realm improvements; the second junction at Gudge Heath Lane will be improved to provide capacity improvements with two lanes westbound, plus a right turn lane to Gudge Heath Lane and cycleway connections from the college to the station.

**Economic and Infrastructure Justification** This scheme was identified as an early phase which could be submitted for LTB funding. (see section 4.3) It could be delivered in advance of the rest of the A27 corridor improvements to provide real congestion relief in central Fareham helping to facilitate development and redevelopment to the rear of the railway station and also at the western end of West Street. Improved multi-modal interconnectivity between the BRT Eclipse buses and the railway station will provide strategic benefits for all. The scheme will assist transport movements related to both Welborne and also the Solent Enterprise Zone and forms a critical precursor to further improvements along the A27 east to west corridor. A large proportion of transport movements from planned strategic sites in the area will need to interface with these junctions hence improvements are seen as essential. The scheme will also provide the opportunity for urban realm improvements to enhance the links to the commercial centre from the station to help uplift the local environment in order to provide the opportunity for new investment. As part of this the scheme will provide benefits for cyclists and pedestrians.

**Scheme Development Stage** Preliminary design work is currently being progressed. Key issues which now require consideration relate to the impact of the scheme upon third party land. In the case of the proposed improvements to the Station roundabout there is a requirement to negotiate with Network Rail and it is anticipated that an agreement will be reached following the completion of necessary process. In relation to the Gudge Heath Lane junction improvement, a strip of land associated with a number of residential properties is likely to be required. Whilst appropriate mitigation could be offered this is clearly an extremely sensitive matter and prior to progressing design work further it would be helpful to engage with the land owners as soon as possible to consider their relative perspectives. Subject to approval of this Strategic Transport Infrastructure Plan, it is intended that consultation will commence on the A27 corridor proposals later this financial year, with a more substantial consultation on the wider strategy in 2014..

The total scheme cost is in the order of £6.6 million but this will be subject to more detailed assessment.

## **Phase 2 Titchfield Gytratory to Segensworth Roundabout (part of Gosport Western Access)**

**Proposed Intervention** – Phase 2 of the A27 Corridor has become closely aligned with a Stubbington Bypass to form an improved Western Access to Gosport. The scheme will involve capacity improvements which upgrade single carriageway sections to dual two lanes along its length with junction improvements. In particular junction capacity improvements are planned for: Titchfield gytratory; A27/ Mill Lane; A27 / Southampton Hill; St Margaret's roundabout; A27 / Titchfield Park Road; and Segensworth roundabout.

**Economic and Infrastructure Justification** The justification for Phase 2 of the A27 is inherently linked to the deliverability of a Stubbington bypass and the associated need to provide additional capacity along this critical east to west corridor in order that any benefits in terms of journey times savings provided by a new bypass aren't lost by delays to traffic trying to get onto the A27 east to west route. Justification is also linked to the need to improve capacity along the whole of the A27 between Segensworth and Fareham in order to free up peak hour blockages back through central Fareham towards the motorway at junction 11. The economic benefits in each case will be

substantial in terms of both keeping the existing economy moving, helping with business retention in the area and will also be fundamental in helping to attract new business and achieve the LEP objectives to deliver growth in the area by removing the transport barriers.

**Scheme Development Stage** Work on Phase 2 of the A27 scheme is not yet as far advanced as Phase 1. Feasibility work has been completed and is currently being updated and progressed to preliminary stage to more closely reflect the LEP priorities to improve the western access to Gosport. As such further consideration is being given to some of the junction layouts listed above to take into account the implications of a Stubbington Bypass. Alongside dualling the following is being progressed:

- Titchfield Gyratory – Signals upgrade to optimise traffic flow with consideration being given to a possible connecting point of the Stubbington Bypass;
- A27/ Mill Lane – Signals upgrade to optimise traffic flow;
- A27/ Southampton Hill – junction upgrade
- St Margaret’s Roundabout – Options for this roundabout have been developed, however in light of outputs from traffic modelling reviews in relation to Stubbington Bypass the preferred scheme is now to be reconsidered
- A27/ Titchfield Park Road – Junction upgrade;
- Segensworth Roundabout – The option to widen the westbound A27 Southampton Road entry arm to 3 lanes will be investigated as part of a consideration of the increased demand which will be linked to the improved access to Gosport from the west.

Initial high level consultation regarding this phase has already taken place as part of the consultation on the wider Western Access to Gosport. For completeness it will be referenced in the consultation later this year for the A27 corridor with a more substantial consultation in 2014 regarding the Western Access proposals.

The cost of Phase 2 has yet to be confirmed but is likely to fall within the range £5-10 million.

### **Phase 3 Gudge Heath Lane to Titchfield Gyratory**

**Proposed Intervention** - Phase 3 of the A27 Corridor improvements will provide route continuity by upgrading the single carriageway sections to dual two lane standard and will also upgrade the following junctions along the route: A27/ Romyns Court; A27/ Blackbrook Park Avenue; A27/ Bishopsfield Road; A27/ Peak Lane; A27/ Highlands Road; and A27/ Ranvilles Lane .

**Economic and Infrastructure Justification** – The justification for this section is less directly linked with the Western Access to Gosport strategy and the outcomes of a Stubbington Bypass. However strategically it is the A27 corridor as a whole which acts as a critical east to west link, operating in parallel to the M27. Congestion along the route causes frustration and peak hour delay which has a detrimental impact upon the local economy and in terms of retaining business investment as well as attracting new investment into the area.

**Scheme Development Stage** Work on Phase 3 of the A27 scheme has been completed to feasibility design stage and is being progressed to preliminary stage. Alongside dualling the single carriageway sections following is being progressed:

- A27/ Romyns Court – Investigations are underway to determine whether a central reservation is required at this location;
- A27/ Blackbrook Park Avenue – Investigations are underway to determine whether a central reservation is required at this location;
- A27/ Bishopsfield Road – Signals will be upgraded to optimise traffic flow, pedestrian phase and crossing points will be provided.
- A27/ Peak Lane – Signals will be upgraded to optimise traffic flow and a pedestrian phase will be provided. The junction design will now need to be re-considered to take into account the Gosport western access and potential issue for traffic to be attracted to Peak Lane from a new bypass. Signals will need to discourage this movement.
- A27/ Highlands Road – Signals to be upgraded to optimise traffic flow;

Subject to approval of this Strategic Transport Infrastructure Plan, it is intended that consultation will commence on the A27 corridor proposals later this financial year with a larger consultation on the whole strategy in 2014. The consultation will highlight scheme objectives and likely scheme components at a high level as well as potential land implications along the corridor.

The total scheme cost is in the order of £5 to 10 million but will be subject to ratification as design work progresses.

## **Improved North to South Connectivity**

### **5.4 Newgate Lane Northern Section**

**Proposed Intervention** Proposals are currently being developed to improve Newgate Lane between the junctions with Palmerston Drive at the northern end and Tanners Lane to the south, which includes the junctions with Longfield Avenue and Speedfield Park. This forms the first phase of improvements to this corridor, which is being developed for delivery in early 2014. The scheme proposals aim to improve conditions on this section of Newgate Lane, both in terms of road capacity, journey time reliability and pedestrian and cycle accessibility. The scheme provides the opportunity to provide new cycle facilities between the existing Eclipse/Bus Rapid Transit route (accessed via Palmerston Drive), and the existing pedestrian and cycle link from Newgate Lane to the Bridgemary area.

The key features of this scheme are;

- An enlarged roundabout to replace the existing roundabout at the junction with Longfield Avenue
- Road widening to provide two lanes in each direction between Longfield Avenue and a point to the south of the Speedfield Park roundabout

- Provision of a dedicated lane for northbound traffic to pass the roundabout at Speedfield Park without the need to give way;
- Relocation of the access to HMS Collingwood from the Speedfield Park roundabout to a new traffic signal controlled junction incorporating pedestrian and cycle crossing facilities located to the south of the Speedfield Park roundabout;
- Provision of off road shared pedestrian and cycle facilities on both sides of Newgate Lane between the junction with Palmerston Drive and the junction with Tanners Lane on the west side, and the existing cycle link to the Bridgemary area on the east side;

The scheme cost is approximately £5 million and this is already funded from a combination of Growing Places Funding and Hampshire County Council capital resources.

**Economic and Infrastructure Justification** The B3385 Newgate Lane is located in the south of the Fareham District and forms one of three arterial routes between the Fareham and Gosport areas - the others being the B3354 Gosport Road/Titchfield Road corridor via the village of Stubbington in the west of the peninsula; and the A32 Gosport Road/Fareham Road to the east. The route provides a north south corridor between the A32 at Gosport Road in south Fareham and the B3385/B3354 Peel Common Roundabout, which in turn provides access to Gosport via Rowner Road; Lee-on-the-Solent via Broom Way; and Stubbington via Gosport Road.

As an arterial route, Newgate Lane experiences heavy traffic conditions and is heavily congested particularly in the morning and evening peaks with a dominant northbound flow in the morning which is reversed in the evening, demonstrating the out-commuting which occurs on the peninsula. Based on data collected in 2009/10, Newgate Lane during the morning peak (0700-0900), is the 13th most congested traffic route (measured in terms of total vehicle delay) in Hampshire, and during the evening peak (1600-1800) is the 8th most congested route in Hampshire; in both cases the more congested routes are primarily either motorways, trunk roads or major links to motorways.

The northern section of Newgate Lane is currently a single two way carriageway with roundabouts at the junctions with Longfield Avenue/Davis Way, and at Speedfield Park/HMS Collingwood. Queues regularly form on the approaches to the Longfield Avenue and Speedfield Park roundabout, which creates delay and affects journey time reliability. The economic justification relates principally to the constraint this route provides in terms of a significant proportion of traffic accessing and egressing the peninsula frustrating development and discouraging new employment growth.

**Scheme Development Stage** As scheme development has progressed in relation to this scheme, a number of material changes have taken place which have altered the way forward. These changes were reported and a summary of outcomes is provided below:

### **Executive Member Environment and Transport 2 April 2013 - Newgate Lane, Fareham Major Improvement Scheme, Proposed Alignment**

Following the report on Daedalus Transport Proposals, design work progressed to further develop proposals for Newgate Lane and Peel Common roundabout. This report highlighted a proposed alignment for Newgate Lane and sought approval to consult on a scheme between Newgate Lane

and Peel Common including the key junctions along the route. The northern section of the scheme included online widening to provide two lanes in each direction, along with 2 options for the southern section, based upon an improved single carriageway along the existing alignment, with a short diversion off line at the southern end to move the road away from residential properties north of Peel Common roundabout. The report also presented a new alternative alignment to the east of properties on Woodcote Lane and retaining the existing alignment as a service road for the residential properties at Peel Common and for the provision of a cycle route.

The significance of this report is that the progression of design work towards consultation in accordance with this report identified some key issues, which called for a review of the way forward.

### **Executive Member Economy, Transport and Environment 11 June 2013 - Public Consultation on Highway Proposals for Newgate Lane and Peel Common, Fareham and Western Access to Gosport.**

This report sought approval for a revised public consultation to cover not only Newgate Lane and Peel Common roundabout but also a Western Access to Gosport. In view of the need to address existing traffic problems in the Stubbington area and the need to provide high quality access in the longer term to the Solent Enterprise Zone, in an improved political climate for investment in highway schemes, the consultation was broadened to present initial ideas on how a western access to the Gosport Peninsula could be provided including a possible Stubbington Bypass. In view of this decision and as the southern section of Newgate Lane between Tanners Lane and Peel Common is inherently linked with the outcome of a decision upon a possible Stubbington Bypass, it was proposed to delay the detailed consultation on the southern section of Newgate Lane until a clear decision has been made regarding a potential Stubbington Bypass and its broad alignment corridor. As an interim measure outline options would be investigated for Peel Common junction.

## **5.5 Peel Common Roundabout Interim Scheme**

**Proposed Intervention** The level of longer term provision at the Peel Common roundabout will be determined by the outcomes of work on the Western Access to Gosport, however to ease the existing conditions at the roundabout an interim scheme is proposed. The interim improvements could include the provision of traffic signals to the Newgate Lane, Rowner Road and Broom Way arms of the junction, to better control traffic demand at the junction. Revised pedestrian and cycle facilities around the southern side of the roundabout are also being considered to help distribute pedestrian and cycling demand around the roundabout, particularly in terms of east/west movements and thus ease demand on the existing Toucan crossing facility on Newgate Lane.

**Economic and Infrastructure Justification** The economic justification for this scheme is inherently linked to the case for Newgate Lane improvements and also for an improved western access to Gosport. Congestion along these routes currently frustrates development and discourages investment and growth in the area generally. Given the potential timescale for delivery of these schemes and the ongoing development of the Solent Enterprise Zone this scheme could provide short term relief.

**Scheme Development Stage** These proposals are currently being developed and could be implemented as second phase of work to follow on from the planned work on the northern section of Newgate Lane, and are provisionally deliverable in 2015. This is however subject to further technical work to establish whether traffic and safety benefits and value for money can be delivered.

The scheme cost is approximately £0.7 to £1.1 million subject to ratification as design work progresses.

## 5.6 Stubbington Bypass and Titchfield Road

**Proposed Intervention** Work undertaken by the County Council approximately 10 years ago identified three principal route corridors at that time with sub options for a bypass around Stubbington. The indicative corridors have formed the starting point for the recently completed public consultation work and ongoing scheme assessment and will also inform work moving forward. The indicative corridors are as follows;

- The Red Route – improving the B3334 Gosport Road between Peel Common roundabout, and taking access via a new road junction on Gosport Road to the east of Stubbington, and traversing north and west to link via a new road junction into the B3334 Titchfield Road to the north of Stubbington;
- The Blue Route – taking access from the B3385 Newgate Lane to the north of the Peel Common Wastewater Treatment Plant, and traversing west to the south-western corner of the HMS Collingwood site before turning north along its western boundary, and then turning west towards a new road junction at the B3334 Titchfield Road north of Stubbington. This option includes two improvement options for Newgate Lane that are broadly similar to the options A and B proposed for the southern section of Newgate Lane and referred to above; and
- The Green Route – improving the existing Longfield Avenue from its junction with Newgate Lane westwards to a point near the north-western corner of the HMS Collingwood site, where the route departs from the existing highway on the south side of Longfield Avenue towards a new junction with the B3334 Titchfield Road north of Stubbington.

**Economic and Infrastructure Justification** – Improvements will help provide an alternative access route to the peninsula for north to south traffic heading west. This movement is at present frustrated by significant peak hour congestion which serves as a critical deterrent to new businesses seeking to invest in the Solent Enterprise Zone or other locations to the south of the peninsula. The route will provide a combination of new and improved existing routes to the motorway for longer distance traffic which will in turn help open up the area for economic growth. Traffic relief will be provided to central Stubbington which will in turn provide economic benefits for this area.

**Scheme Development Stage** The potential route options, together with any other emerging route options were included as initial ideas within the summer consultation which was concluded on 9 September 2013. The consultation findings will be reported to the Executive Member

Economy, Transport and Environment on the 7 October 2013 and will help to inform and guide the detailed traffic, engineering, environmental, and cost assessments that will need to be completed before a more comprehensive public consultation in 2014 can take place to enable a future decision to be made about a preferred corridor of interest for a western access to Gosport. This work will also establish whether a future western access to Gosport integrates directly or indirectly with the proposals that were developed for the southern section of Newgate Lane and Peel Common roundabout.

Complementary traffic measures to manage the post bypass use of the B3334 western corridor to the A27 and also M27 Junction 9 through Stubbington will be required – possibly including traffic management/calming measures, weight limits, and environmental improvements.

The scheme cost is approximately £20-30m subject to ratification through the design process.

## 5.7 Newgate Lane Southern Section and Peel Common Longer Term Scheme

**Proposed Intervention** – The need for and exact nature of these interventions is now intrinsically linked with the outcome of investigations and the route optioneering process for a Stubbington Bypass. Until such time as a preferred corridor of interest has been identified for a Stubbington Bypass it will not be practical to pre-empt the outcome by determining future requirements at either of these locations at this time. The level of provision will be determined by the outcomes of the bypass work, however both locations are key in terms of the strategic access to Fareham and Gosport.

**Economic and Infrastructure Justification** – The justification for improvements to these sections will be dependent upon the outcome of the above.

**Scheme Development Stage** – Whilst feasibility work has been undertaken in respect of both of these schemes a review will now be necessary following the outcome of the above.

The scheme cost is not known at this time.

## 5.8 Bus Rapid Transit

Recent work to improve accessibility to Gosport to and from the east has included the successful Bus Rapid Transit Eclipse dedicated busway between Fareham and Gosport, which has recently received multi-million pound investment. The busway was completed in April 2012 and takes advantage of a disused railway corridor to provide a viable alternative to the car. A wider network has been developed to add value to the first phase and relevant components are set out below.

**Proposed Intervention** In terms of strategic access to Fareham and Gosport the following elements of the wider BRT network proposition are material:

- **Dedicated Busway extension south (Tichborne Way to Rowner Road)** – Planning Application has been submitted;

- **Dedicated Busway extension north – ( Redlands Lane to A27)** – Not being progressed at this time as this forms part of the longer term vision;
- **Rowner Road to Gosport ferry (on road)** – being progressed in a phased manner as funding opportunities arise;
- **A27 Delme roundabout to Queen Alexandra Hospital and Portsmouth** – feasibility work completed funding awaited
- **Fareham bus and rail station connections to Welborne** – timescale and delivery linked to development at the strategic site.

**Economic and Infrastructure Justification** The BRT Eclipse project has been extremely successful and encourages the use of sustainable transport modes, helping car drivers transfer to bus and rail. Whilst not a panacea for all traffic problems on the peninsula, a viable public transport service is essential not desirable in an area where there is little scope for highway capacity improvements. As such the Eclipse project continues to seek funding to extend the dedicated busway and also to provide enhanced on road connections to key strategic destinations through the delivery of future phases of the wider BRT network proposition. The scheme has already evidenced a significant transfer from car driver to bus and by developing the scheme further it will not only add value to the first phase but will help reduce overall traffic congestion on strategic routes.

**Scheme Development Stage** Work is progressing to preliminary design stage on the extension of the dedicated busway south and it is hoped that following an unsuccessful Local Pinch Point Bid that other opportunities to fund this section will arise in the near future. Assuming the Planning Application (to be determined in October) for this section is successful then it will remain valid for 5 years and this will be a material consideration when seeking funding.

Work is progressing on other smaller scale elements of the wider network as funding is secured namely the A32 Brockhurst and The Crossways junctions and schemes along the A27 through central Fareham. These schemes all form part of a comprehensive strategy for developing BRT further and as the network gradually expands more benefits will be realised in the strategic context.

## 5.9 Development Related Schemes

### Access to the Solent Enterprise Zone

A report to the Executive Member for Environment and Transport dated 6 March 2012 established a broad access strategy in response to development proposals at the Solent Enterprise Zone and wider traffic congestion issues on the Gosport peninsula. In the short to medium term, this promoted the B3385 Newgate Lane as the link between the Enterprise Zone and both the strategic road network at M27 Junction 11, and the Fareham railway station.

A transport strategy was therefore proposed for the Daedalus EZ based upon the following objectives:

- to promote employment opportunities at Daedalus as a means of reducing out commuting from the Gosport peninsula;

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

The Solent Enterprise Zone is expected to be developed in phases and accordingly improvements to the Newgate Lane and the Peel Common junction, remain the most practical way of delivering improved access in the short term. With a refreshed drive to bring forward the delivery of the Western Access to Gosport/Stubbington Bypass, this still remains relevant, however the level of intervention on the southern section of Newgate Lane cannot be determined until the preferred corridor of interest for the bypass has been resolved.

### **Access to Welborne**

The access strategy for Welborne in North Fareham will be determined via the planning process as part of the Local Plan and normal development control practice.

The Pre-Submission Welborne Plan is being presented to FBC Executive in November 2013 and also Special Full Council later in November 2013. It is currently envisaged that there will be then be a June 2014 Hearing.

Masterplanning is currently underway to determine the exact site layout and development quantum for Welborne. At this stage it would be inappropriate to pre-empt the outcome of the planning process, however it is likely that development of the scale currently proposed will necessitate significant investment in strategic transport infrastructure particularly in relation to the provision of an all moves M27 junction 10 facility and measures to facilitate the use of BRT.

## **6.0 Delivery Programme**

6.1 An indicative delivery programme for strategic transport interventions for the next 10 to 20 years, has been developed based upon the approach set out in this strategy. This indicative programme is set out below for information. It should be noted that the programme supersedes Appendix 1 'Solent LEP Schemes' contained within the report to the Executive Member Environment and Transport on 15 March 2013 relating to the Development of Major Schemes in Hampshire.

## Indicative Delivery Programme

Scheme Name	Estimated Cost /Funding source if known) (to be ratified through design process)	Estimated Delivery Timescale (subject to dev, prog and funding)
Newgate Lane (Northern Section)	£5m GPF and HCC	2014/15
Peel Common Roundabout Interim Scheme	£0.7 - £1.1m GPF, HCC and other incl Sec106	2014/15
A27 Phase 1 Station Roundabout and Gudge Heath Lane	£4.96m SLTB £1.65m HCC and other incl. S106	2015/16
A27 Phase 2 Titchfield Gyratory to Segensworth Roundabout	£5-10m	2016/17
Stubbington Bypass and Titchfield Rd (Gosport Western Access)	£20-30m	2017/19
Newgate Lane (Southern Section) linked to the identification of a preferred route for a Stubbington Bypass	Not Known	2017/19
Peel Common Roundabout Longer Term Scheme – linked to the identification of a preferred route for a Stubbington Bypass	Not Known	2017/19
Bus Rapid Transit – busway extension south to Rowner Road	<b>£8.94m</b>	2016/18
A27 Phase 3 Titchfield Gyratory to Gudge Heath Lane	£5-10m	2018/20
M27 Managed Motorways	Not Known	2020/26
Bus Rapid Transit – Rowner Rd to Gosport ferry on road sections	£3-4m	2014-16
Bus Rapid Transit – A27 Delme to QAH	£4-5m	2016/17
Bus Rapid Transit – dedicated busway extension north Redlands Lane to the A27	£19m	2026+

## 7.0 Next Steps

7.1 This Strategic Transport Infrastructure Plan had provided a high level steer on focusing investment over the next 10 to 20 years. It is proposed that the following steps shall be taken to ensure the development and delivery of the Plan:

- Engage with key partners and the wider community;
- Communicate progress and information regarding strategic transport infrastructure to key stakeholders and the public to create an open and transparent approach;
- Look for new funding opportunities for respective interventions and prepare bidding documents to support applications;
- Support the wider development planning process with advice and input for Fareham and Gosport Local Plans and continue to provide specific detailed advice on highway and transport requirements as part of individual planning applications;