

1. Improving Access to Fareham and Gosport

Welcome to the exhibition. Hampshire County Council has developed an ambitious multi-million pound programme of transport schemes for South East Hampshire which includes a package of schemes to help improve access to Fareham and Gosport. The package includes the following key schemes plus associated works:

Stubbington Bypass

Newgate Lane South

Peel Common Roundabout

A27 Segensworth to Fareham



The overarching programme includes other improvements for the area linked to Welborne and North Fareham, including the provision of an all moves M27 Junction 10, however these form part of a separate package of improvements not covered by this exhibition.

The exhibition aims to:

Provide feedback from the public consultation undertaken in July 2013.

Summarise work that has been undertaken since July 2013 to identify: the key transport issues in the area; and the preferred package of schemes to address issues identified.

Provide Information on the package of improvements, the rationale behind the choice of preferred schemes and constraints which have been taken into consideration.

Seek local views on the improvements, to assist the progression and development of the package.

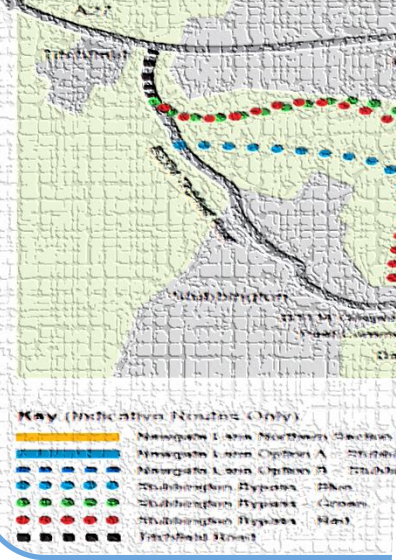
Please take a look at this presentation and complete a questionnaire

Keeping Hampshire Moving



2. Feedback from July 2013 Public Consultation

• STUBBINGTON BYPASS

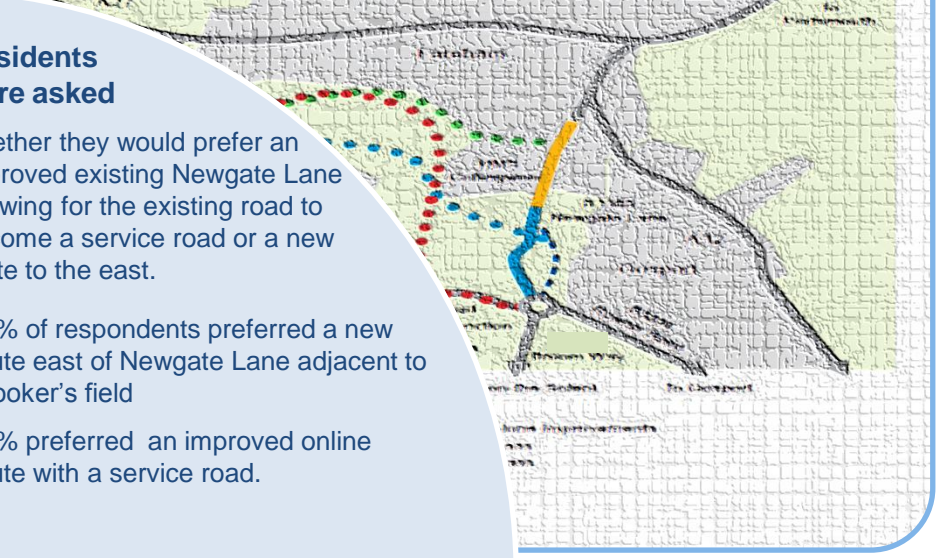


From a total of 617 respondents

87% supported the principle of a new bypass, 58% favoured a red route, 28% favoured a blue route, 6% favoured a green route, and the remainder had no preference.

Key issues raised were: the need to avoid the fishing lakes and Oxley's Coppice and that a combination of the southern part of the red route and northern part of the blue route should be considered.

NEWGATE LANE SOUTH

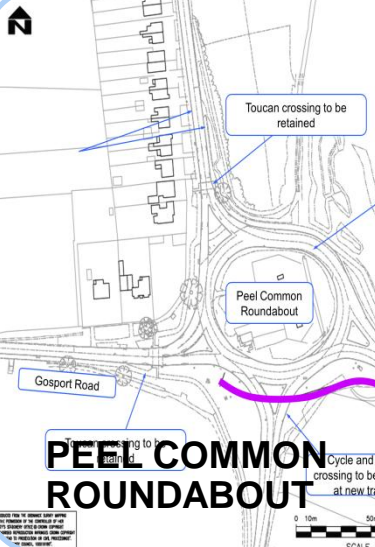


Residents were asked

whether they would prefer an improved existing Newgate Lane allowing for the existing road to become a service road or a new route to the east.

73% of respondents preferred a new route east of Newgate Lane adjacent to Brooker's field

27% preferred an improved online route with a service road.



From a total of 593 respondents

56% of were satisfied with the provision of new traffic lights at Peel Common roundabout.

61% supported the provision of additional pedestrian and cycle facilities to the south of the junction

44% supported upgraded bus facilities along Newgate Lane.

From a total of 614 respondents

84% supported the principle of improvements to the A27 corridor.

16% thought no improvements were necessary.

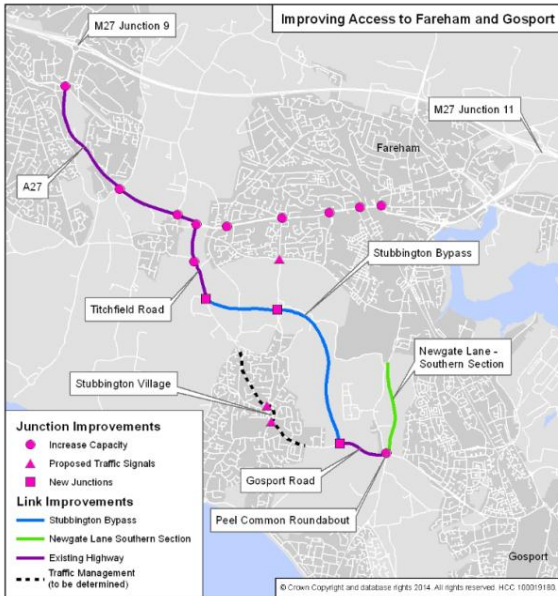
61% of respondents supported improvements to St Margaret's roundabout and other junctions, along with the dualling of single carriageway sections of the A27

A27 SEGENSWORTH TO FAREHAM



3. What have we done since July 2013?

Developing a Strategic Transport Infrastructure Plan and a Package of Improvements



Following the analysis of feedback from the public consultation in July 2013, Hampshire County Council developed an ambitious package of highway schemes, as shown on the plan to the left, to improve access to Fareham and Gosport. The schemes are not intended to open up land for development and delivery is not dependent upon developer funding.

The package aims to improve access to Fareham and Gosport by:

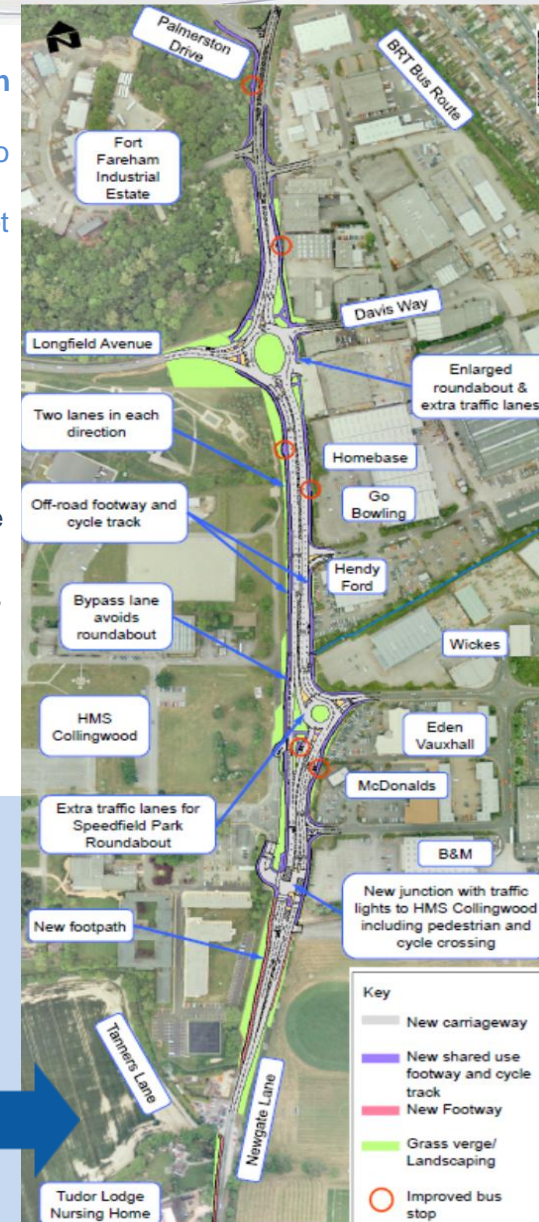
- Relieving traffic bottlenecks and congestion;
- Helping to remove transport barriers to growth to encourage development at key strategic sites including Welborne and the Solent Enterprise Zone;
- Encouraging inward investment to help create local jobs for local people and help make the area attractive to investors;
- Improving connectivity for residents and businesses on strategic routes and critical transport arteries, in town centre areas and areas of employment; and
- Providing the necessary transport infrastructure to help deliver the Solent Local Enterprise Partnership's emerging Strategic Economic Plan.

Making a Start - Newgate Lane Northern Section

Work has just started on an improvement scheme for the northern section of Newgate Lane. At a cost of £6.5 million the work is being funded jointly by Hampshire County Council and the Solent Local Enterprise Partnership. The scheme aims to increase traffic capacity, improve journey time reliability for drivers and to improve access for pedestrians and cyclists.

The works are being undertaken by Dyer and Butler Ltd and are expected to be completed in Spring 2015. The County Council are working closely with Dyer and Butler to keep traffic moving during the working day. This will mean that some of the work will be done at night. Travel information is being provided to local businesses, residents and travellers, throughout the works period.

Further information is available on the County Council website www.hants.gov.uk/transport



4. Why Do We Need Improvements - Access and Movement

Current Transport Issues

Traffic flows on the peninsula are already high, frustrating access and movement. Improvements have been needed for many years. The area experiences **congestion and delay** during peak times which discourages investment and growth. Delays encourage drivers to find alternative routes, increasing traffic in local villages and residential streets as well as on critical strategic routes. The north to south routes are characterised by slow moving traffic, particularly around junctions and blocking back from the key east to west strategic routes namely the A27 and M27. The east to west corridors are slow moving which frustrates movement onto and off the peninsula.

Average Delay in 2012/13 07.00-08.00



Traffic Flows

The following routes experience traffic flows which regularly exceed capacity: the A32 Fareham Road, the B3385 Newgate Lane, the A27 between Fareham and Segensworth and the B3334 Titchfield Road through Stubbington.

Why do we need improvements? High levels of traffic throughout the peninsula make it difficult for people to travel between home and work and plan journey times. Community severance is caused as pedestrians find it hard to cross the main roads. Existing traffic levels are set to grow due to increased car ownership and use. Planned development will add to this in the future. There is a need to improve the capacity of the road network and to improve journey time reliability for residents and businesses. This will also help to encourage investment and growth into the area to facilitate new jobs.

Existing Traffic Count Data (2010 - 12 Hour)



6. Newgate Lane Southern Section - Option Appraisal

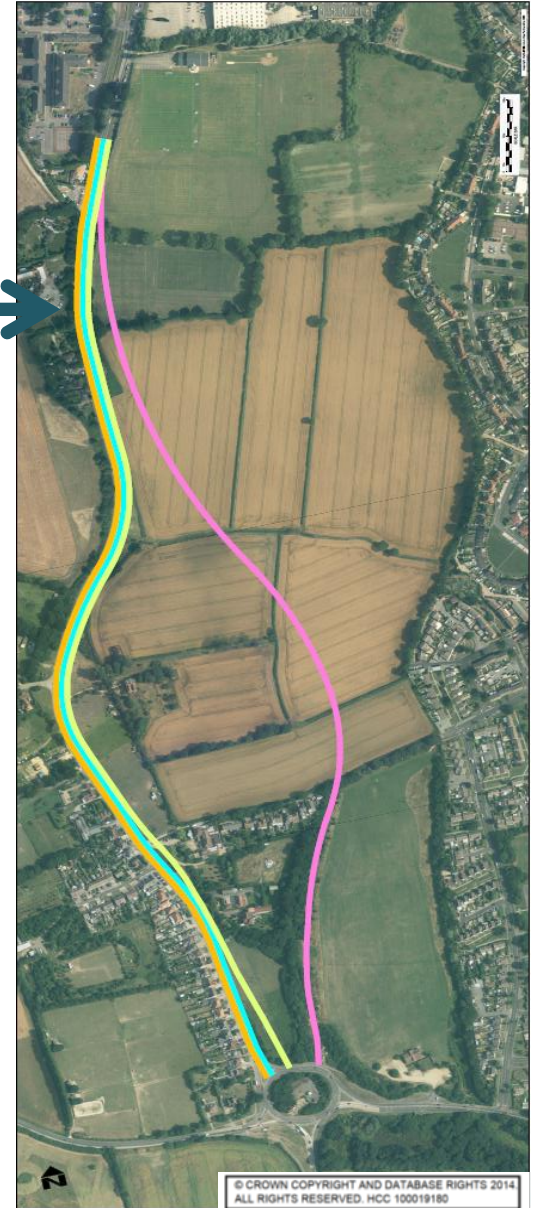
In July 2013 improvements to the southern section of Newgate Lane were linked to the determination of a preferred route for Stubbington Bypass and were not at that time being considered independently.

In March 2014 a preferred route for Stubbington Bypass was approved by the Executive Member for Economy, Transport and Environment (EMETE) which did not interface directly with Newgate Lane, hence design options for Newgate Lane are now being progressed independently. Improvements for Newgate Lane have been investigated for several years and on and off-line options are not new to local residents. The main options have been assessed using the Department for Transport's Early Assessment Sifting Tool (EAST) across a wide range of criteria to help identify the preferred option and are summarised below:

- Simple on-line widening to a standard 7.3m, to include a separate shared use foot / cycleway;
- On-line widening, except at the southern end of Newgate Lane, where a new road was proposed next to the existing road which would become a service road;
- On-line widening with additional width in the centre, mainly hatched, to enable turning movements to side roads and private properties;
- Three lane tidal flow, with overhead gantries to control the flow on the central lane; and
- A new eastern alignment adjacent to Brookers field.

Criteria	RAG Scores (Red, Amber, Green)					
	Do Nothing	On-line Widening 2 Lanes	On-line Widening with Service Rd	On-line Widening with Central Hatching	Three Lane Tidal Flow	Eastern Alignment
Strategic	Red	Yellow	Green	Yellow	Amber	Green
Economic	Red	Yellow	Green	Green	Amber	Green
Managerial	Yellow	Green	Green	Green	Red	Green
Financial	Green	Green	Green	Yellow	Amber	Green
Commercial	Red	Yellow	Green	Yellow	Amber	Green

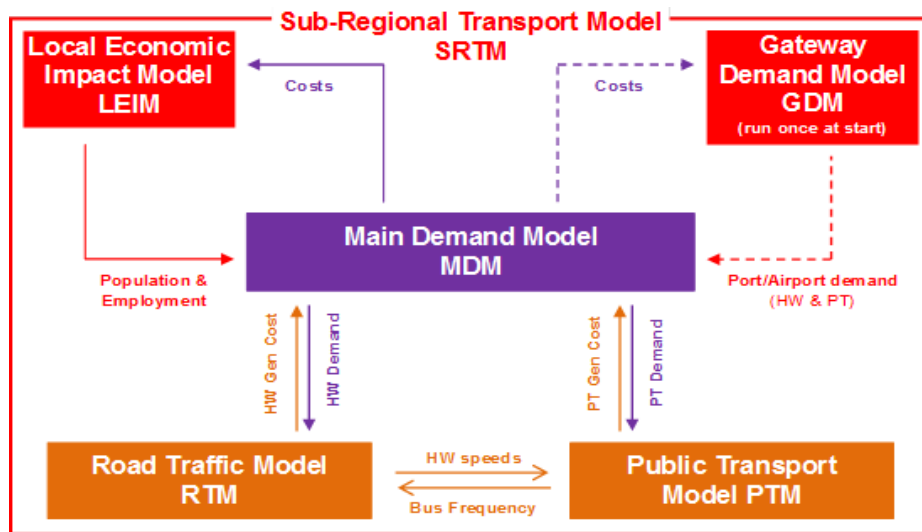
The optioneering process identified the eastern alignment as the preferred route. In March 2014, the EMETE approved the eastern alignment as the preferred scheme moving forward. The route is consistent with the alignment formally safeguarded in the relevant Local Plans, hence the preferred scheme is consistent with current and emerging planning policy. The identified package of improvements now also includes improvements to the southern part of Newgate Lane as a key scheme.



7. Assessing the Preferred Schemes – Traffic Analysis

South Hampshire's Sub-Regional Transport Model

Consultants MVA (now SYSTRA) were commissioned in 2010, to develop a Sub-Regional Transport Model (SRTM). The SRTM is a suite of linked transport models as set out below used to help predict the performance of transport networks in the future.

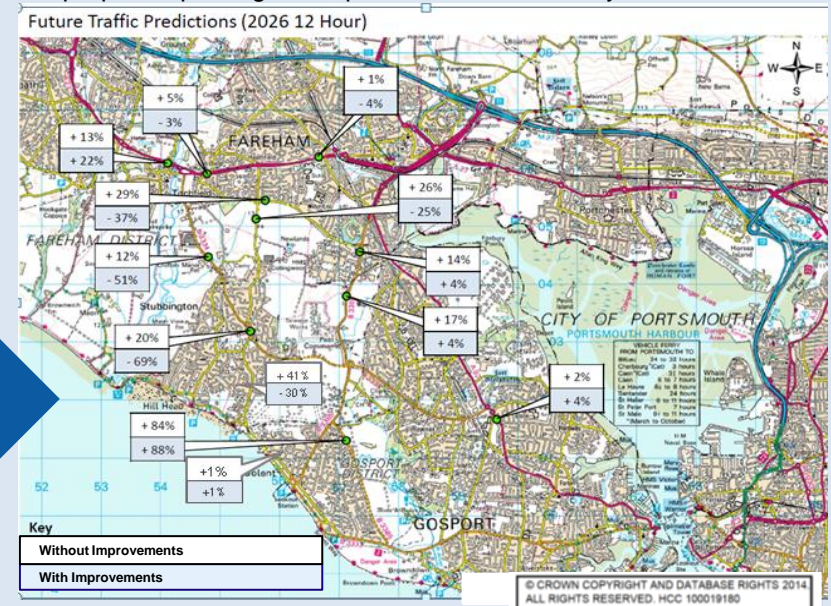


The SRTM is capable of:

- Forecasting changes in travel demand, road traffic, public transport patronage and active mode use over time as a result of changing economic conditions, land-use policies and development, and transport improvement schemes.
- Testing the impacts of land-use and transport policies and strategies.
- Testing the impacts of individual transport schemes and providing information about the distribution of traffic across a wide area, at the appropriate level of detail necessary to inform business case submissions and funding bids.

Traffic Forecasts

Traffic levels are expected to increase between now and 2026. It is important to manage the increase in ways that help 'Keep Hampshire Moving'. Forecasts have been produced for the year 2026 using the traffic model. The results shown in the map below show what is predicted to happen on the road network both with and without the proposed package of improvement schemes by 2026.



The plan to the left shows the differences between a 2026 network without the proposed improvements and that with improvements, presented as an output of the SRTM over a 12 hour period. Red lines show increased traffic flows and blue lines show decreased flows in the area.

8. Assessing the Preferred Schemes – Traffic Analysis

Out Commuting

In recent years out commuting from Gosport has increased and significant numbers of residents now have to leave the peninsula in the mornings to work elsewhere.

15 to 20 years ago Gosport had the highest work place self containment ratio within Hampshire with 74% of Gosport jobs being filled by local residents.

Following a raft of job losses the travel patterns have changed on the peninsula. From the Census data collected in 2001 there were 7,610 daily in commuters compared to 18,140 out commuters. It is important we seek to re-dress this balance. (Note: 2011 data on commuting will not be available until September 2014)

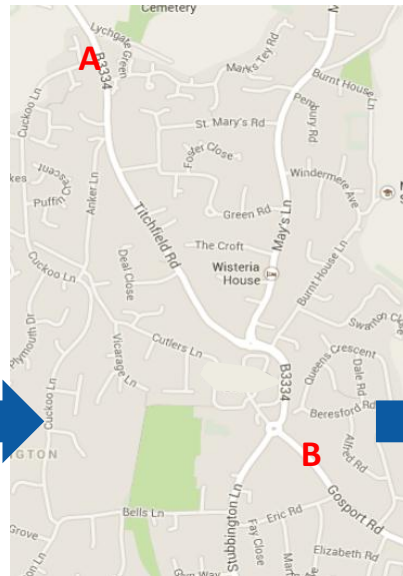
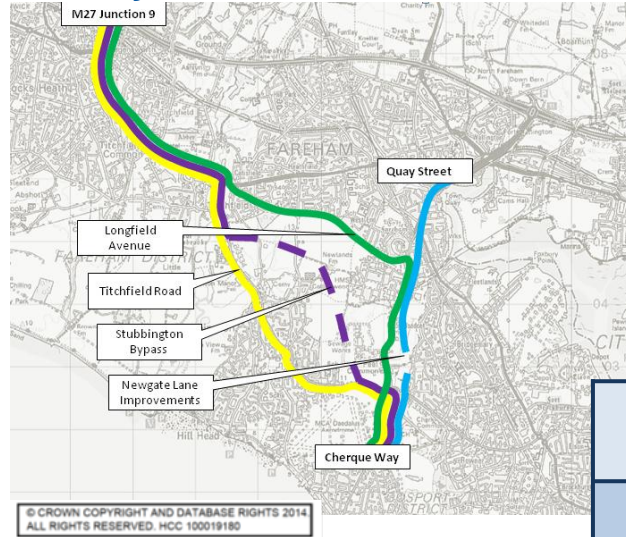
The traffic model identifies 65% of all trips over a 12 hour period originate on the peninsula and remain on the peninsula. The 35% that travel outside the peninsula is split with approximately 23% heading west, mainly to Segensworth and Whiteley areas; 3% heading north into Winchester District and beyond, and 9% heading east either to Portsmouth or beyond.

Heavy Goods Vehicles

The provision of a new bypass will provide a new through route for heavy goods vehicles to avoid Stubbington Village and other local roads.



Journey Times



Journey times are predicted to increase by 2026. The table below shows the journey times to and from the M27 Junction 9 to and from Cherque Way, which could be achieved with the provision of a new Stubbington bypass, compared to the journey times without road improvements. The bypass will reduce journey times between the M27 Junction 9 and Cherque Way by up to 7 minutes in the morning peak and up to 8 minutes in the evening peak. (Predicted times for existing routes should be compared to predicted times on the new bypass.)

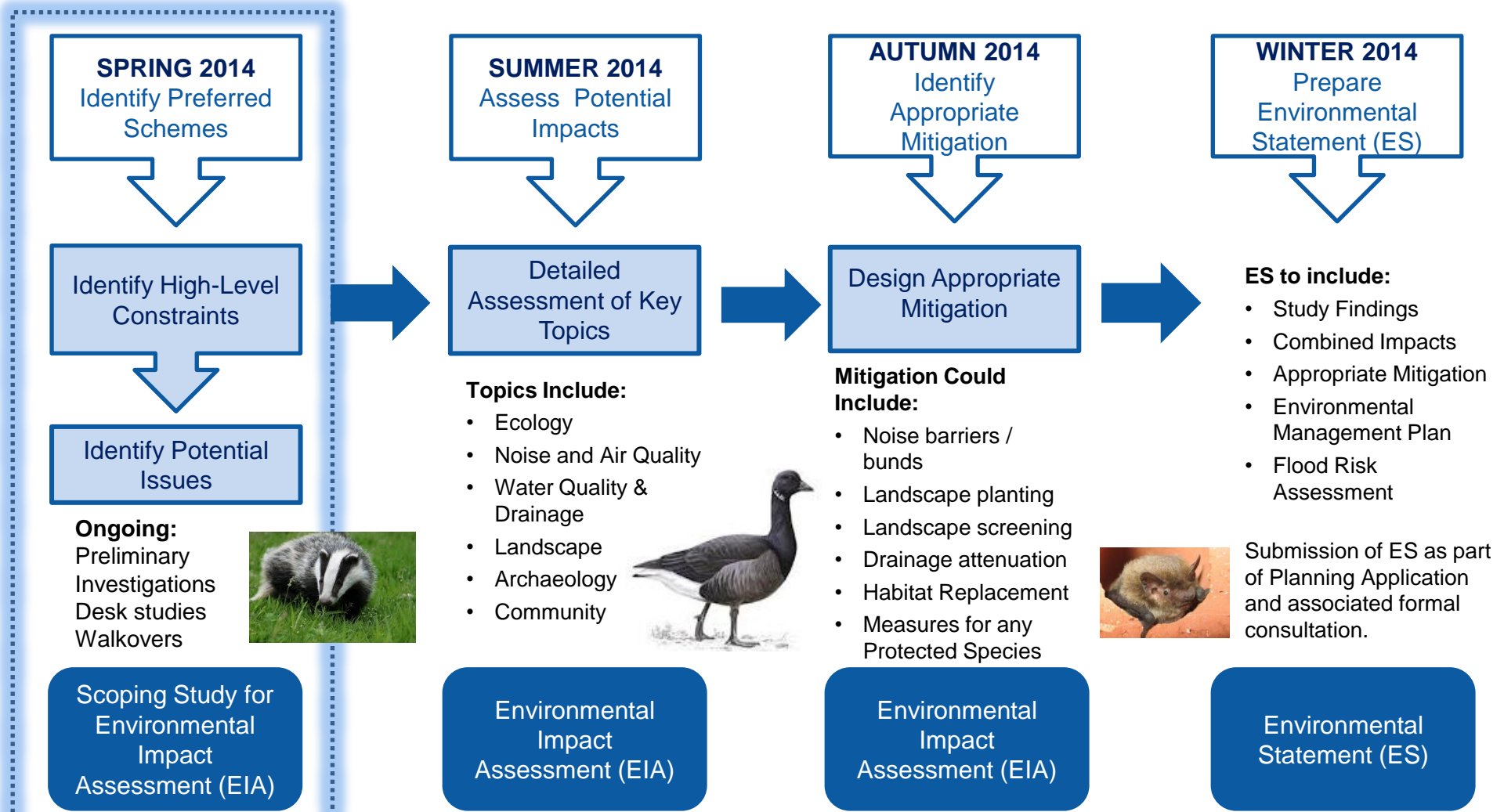
ROUTE	2026 Without Improvements		2026 With Improvements	
	AM	PM	AM	PM
Cherque Way to M27 Jct 9 (via Stubbington Village.)	22.55	20.17	20.05	18.39
Cherque Way to M27 Jct 9 (via Stubbington Bypass)	N/A	N/A	15.37	13.13
Cherque Way to M27 Jct 9 (via Longfield Ave & Newgate Ln.)	22.44	21.42	19.40	18.55
M27 Jct 9 to Cherque Way (via Stubbington Village)	18.09	18.03	20.31	17.47
M27 Jct 9 to Cherque Way (via Stubbington Bypass)	N/A	N/A	16.30	14.11
M27 Jct 9 to Cherque Way (via Longfield Ave + Newgate Ln)	16.27	16.53	18.47	16.23

Numbers of Heavy Goods Vehicles in Stubbington

Location	2026 Without Improvements		2026 With Improvements	
	AM	PM	AM	PM
A	59	31	26	5
B	58	31	12	2

9. Assessing the Preferred Schemes - Environmental Studies

A formal process is required to assess the potential impacts of major schemes such as Stubbington Bypass and the southern section of Newgate Lane called the Environmental Impact Assessment Process. The early part of this process has helped in the identification of the preferred schemes that form a fundamental part of the package however further work is still required as set out below:



10. Assessing the Preferred Schemes - Environmental Studies

Data Collection

The collection and review of all available base line data has been an essential step towards the identification of all potentially sensitive environmental features and other environmental receptors for Stubbington Bypass and Newgate Lane South Schemes.

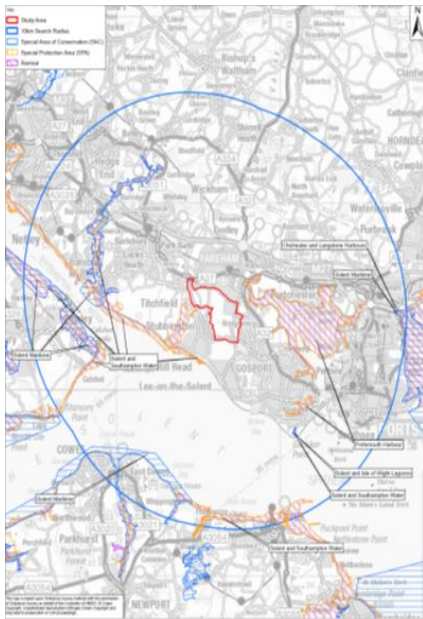
Designated Sites

The review of data starts with consideration of designated sites. There are a number of European and National Statutory Designated Sites which are within 10km and 2km respectively of the site and need to be taken into consideration as part of the on going Environmental Assessment work. In addition there are also Non-Statutory Designated Nature Conservation Sites within 2km of the site, areas of Ancient Woodland, parcels of UK Biodiversity Action Plan Habitat, Bio-sites and sites which need to be surveyed to better understand the presence of various species including waders and Brent Geese.

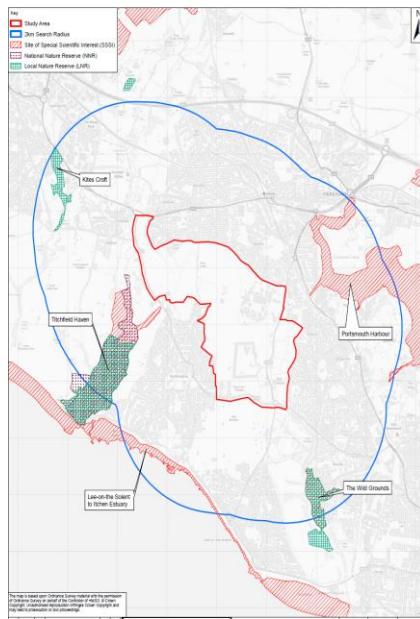
Survey Work

Following a desk top appraisal more site specific initial survey work including an extended Phase 1 Habitat Survey has commenced to help inform where more detailed survey work will need to follow on. A comprehensive evidence base is now being built up which includes data from: ecological surveys, landscape and tree surveys, water quality and drainage studies etc. Ecological surveys will be on going for several months to help identify the types and numbers of species (including protected) which could be found on and around the site. Survey seasons for each species vary depending upon: potential hibernation; migration; and breeding seasons, hence the overall survey timescale can be lengthy. The full understanding of potential impacts will then be used to help identify appropriate mitigation.

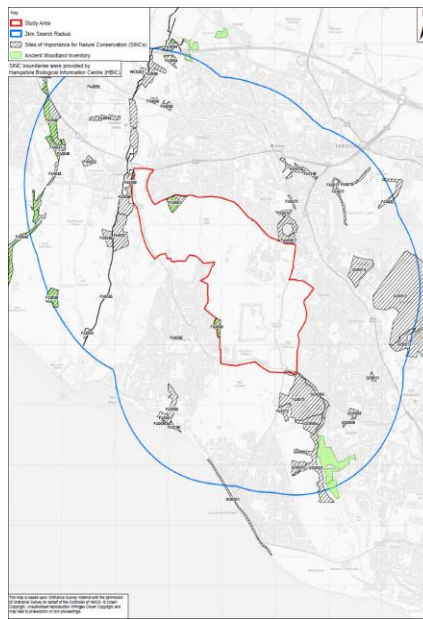
European Designated Sites



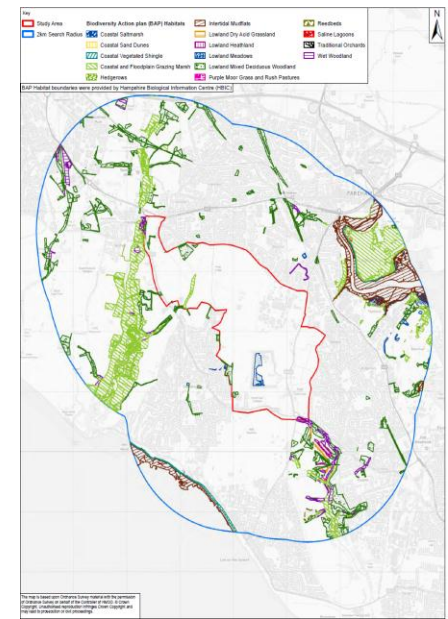
UK Statutory Designated Sites



Non-Statutory Designated Sites and Ancient Woodland



UK Biodiversity Action Plan Habitat



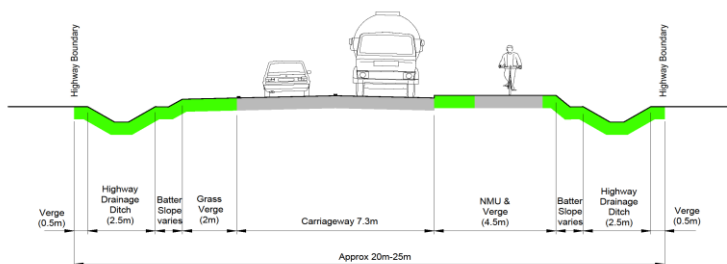
11. Stubbington Bypass – Preferred Route

Preferred Route Description

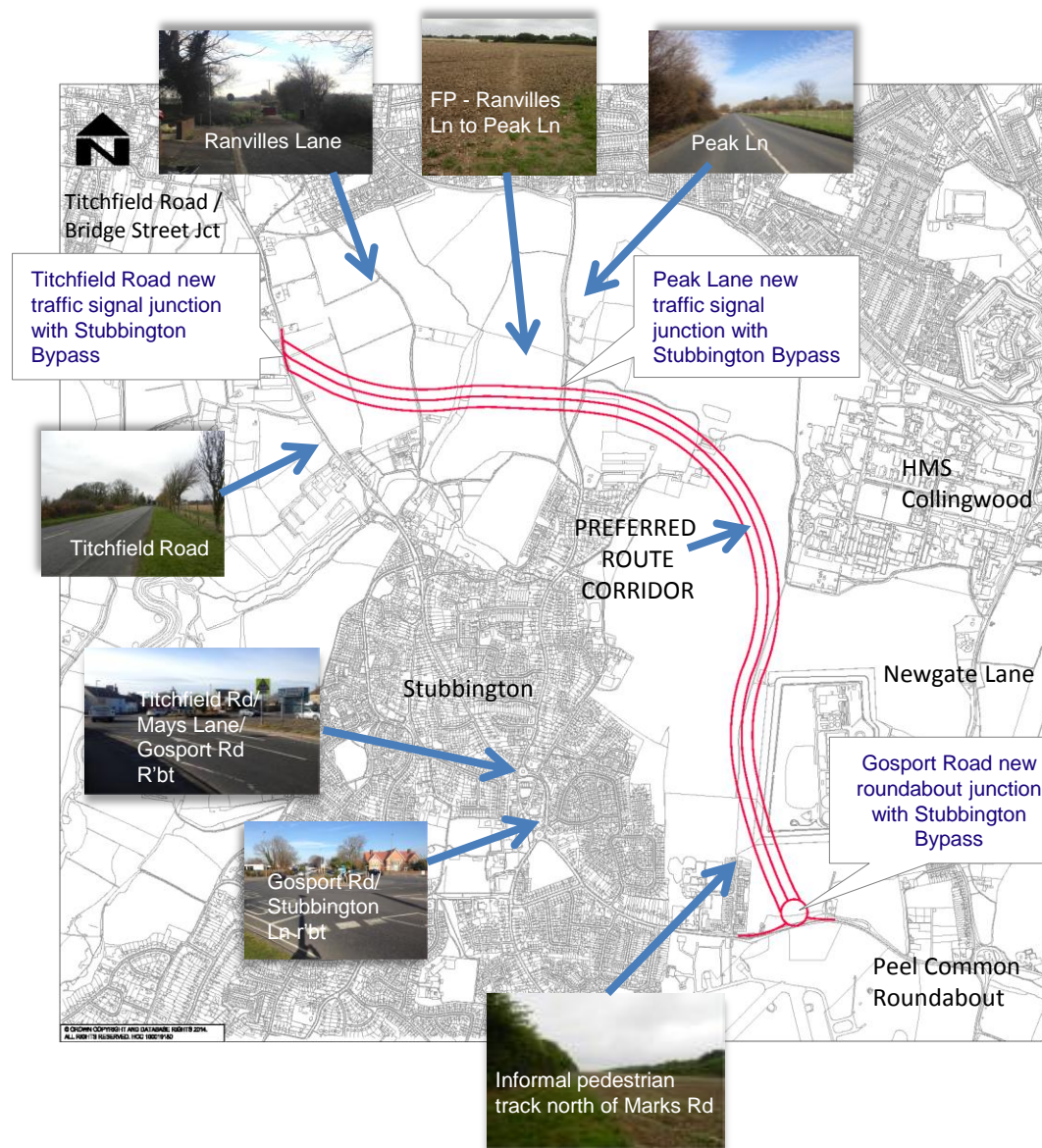
The preferred bypass route is approximately 3.5 km in length from the B3334 Gosport Rd to the B3334 Titchfield Road. The bypass will be a 7.3m wide single two-way carriageway with a 2.5m wide shared footway/cycleway, and verges. The route will have a speed limit of 50mph. The plan to the right shows an indicative corridor which is 100m wide to allow design adjustments as work progresses. The actual corridor width will be approximately 20-25m as shown in the cross section below. The bypass will cost in the order of £40m including the cost of associated works to the: A27, B3334 and Peel Common roundabout.

The following linked works are likely to be required :

- Gosport Road - widening to 7.3m from the new junction with the bypass eastwards up to and including an enhanced Peel Common Roundabout;
- Gosport Road / bypass junction – provision of a new roundabout;
- Titchfield Road - widening to 7.3m from the new junction with the bypass northwards to Bridge Street;
- Titchfield Road - dualling north of Bridge Street to Titchfield gyratory;
- Titchfield Road / bypass junction – provision of new traffic signals;
- Peak Lane / bypass and Peak Lane / Longfield Avenue junctions - provision of new traffic signals;
- Mays Lane roundabout and Stubbington Green roundabout in Stubbington Village – provision of new traffic signals and improved crossing facilities for pedestrians and cyclists;
- Ranvilles Lane extension of cul-de-sac southwards to allow access to land north of the bypass.



Typical Cross-section



12. Stubbington Bypass – Preferred Route

Drainage

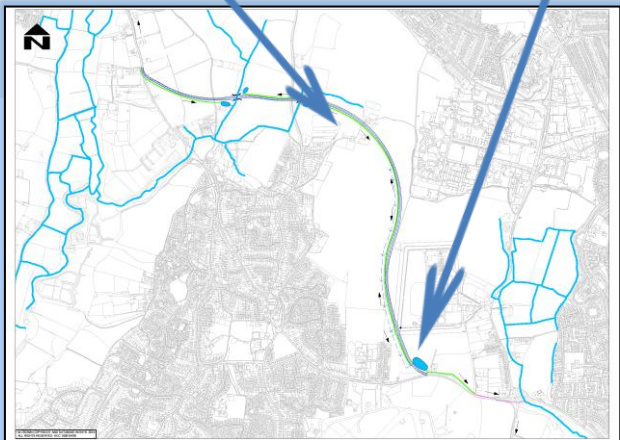
Drainage is an essential part of any highway design. The design will cater for a one in one hundred year storm and seeks to fully mitigate the impact of new infrastructure upon the surrounding land and also takes into account the potential impacts of climate change.

There are a number of methods which can be used to provide sustainable drainage (SuDS) systems including:

- Grass swales or reed beds used to absorb surface water flow and contaminants prior to outfall to local rivers;
- Retention or detention ponds to hold storm water run-off and prevent flooding.



An indicative drainage strategy has been prepared and is shown below but this will be subject to further work and discussions with affected parties.

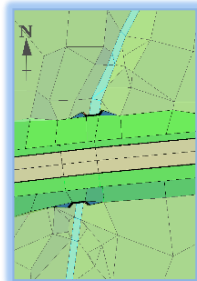


Drainage Ditch Crossing

It will be necessary for the bypass to cross the drainage water course feeding into Crofton Stream. A preferred crossing point has been identified where the tree and scrub boundary of the ditch is at its most sparse.

There are a number of ways that a road can cross a watercourse based around bridge and culvert options. It is likely in this case, as the water course is relatively minor, that a culvert option will be the preferred solution but further design and survey work will be needed to confirm this.

Photomontages have been produced and are shown below to show how a culvert could look set into the surrounding landscape.



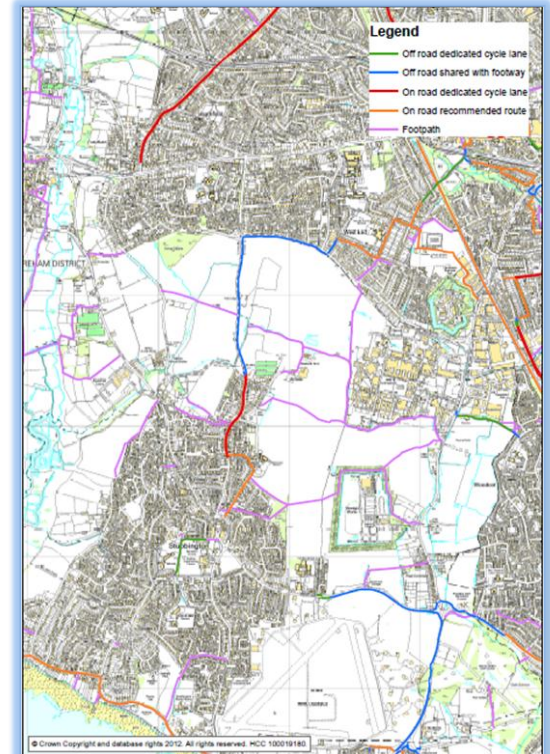
Photomontages of Bypass crossing ditch north of Crofton Stream



Footpaths and Cycle-ways

A number of footpaths, public rights of way and cycleways cross the study area that are important to local people. Every endeavour will be made to retain existing access rights and mitigate disruption to these routes. New and enhanced facilities for local people will be sought subject to agreements with land-owners. A shared footway / cycleway is proposed alongside the bypass.

We would like to know your views on footpaths, cycleways and bridleways -please see the questionnaire.



13. Newgate Lane Southern Section - Preferred Route

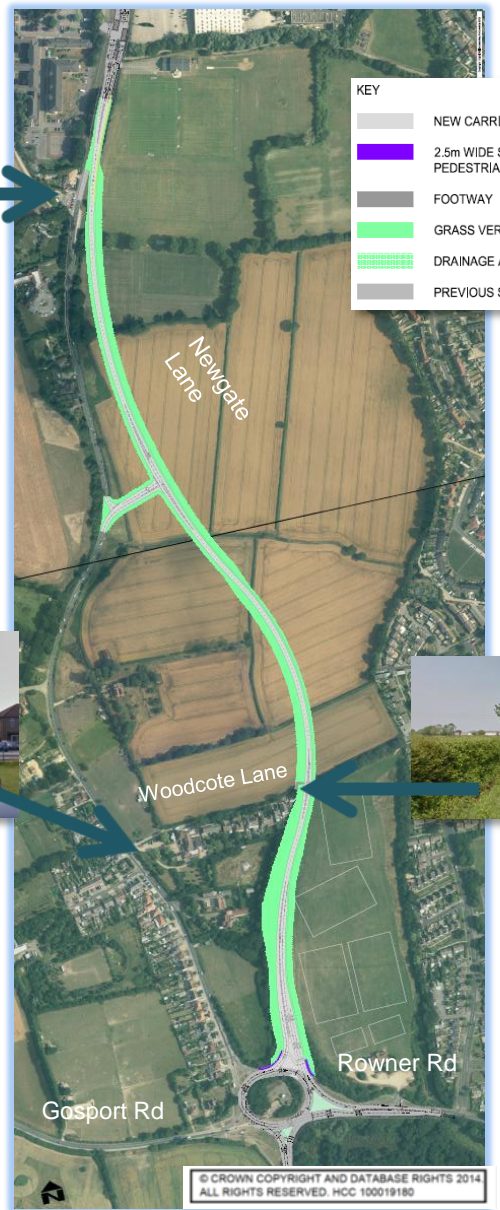
Preferred Route Description

Whilst the online widening option with service road and preferred eastern alignment achieved similar scores in the optioneering exercise, the eastern alignment is preferred as it:

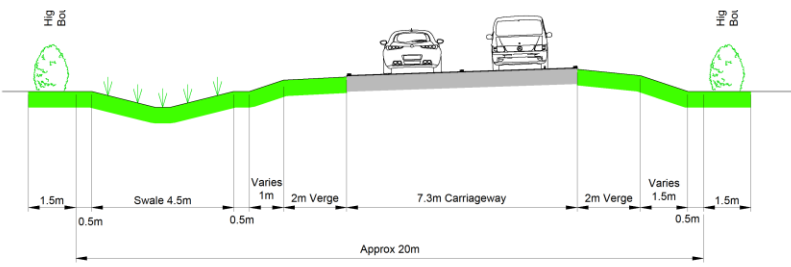
- has no junctions except at the link to the existing route;
- has no accesses to residential properties, only field accesses;
- has minimal disruption to existing traffic flows on Newgate Lane during construction; and
- provides the opportunity to use the existing road as a north / south cycle route.

The preferred new eastern route for the southern section of Newgate Lane commences at Peel Common roundabout with a new arm at the roundabout. The route heads northwards between Brookers field and the River Alver to tie in with the northern section of Newgate Lane currently being improved. The route is approximately 1.5km in length and will be a single two-way carriageway 7.3m wide, with a 40mph speed limit. A pedestrian refuge will be provided in the centre of the carriageway at Woodcote Lane to facilitate crossing of the new road, and a new junction with a short link road will be provided to connect with the existing Newgate Lane. The new road will not be lit, except where it joins the existing road network. The scheme will cost in the order of £6m.

There are a number of options which could be considered in relation to the treatment of the existing road. The old road could become a service road for the local residents and businesses, and it could also provide a safer route for pedestrians and cyclists. Affected local residents are being asked for their views in relation to how they would like the existing road to be used in the future as part of the questionnaire. The preferred way forward will be determined following feedback received.



KEY	
	NEW CARRIAGEWAY
	2.5m WIDE SHARED USE PEDESTRIAN AND CYCLE FOOTWAY
	FOOTWAY
	GRASS VERGE
	DRAINAGE AND LANDSCAPING
	PREVIOUS SCHEMES



Typical cross section

14. Environmental Studies

• Stubbington Bypass: drainage ditch feeding into Crofton Stream

In the north western sector of the site the bypass route crosses a drainage ditch which forms a naturalised landscape feature in a more generally open area being bordered by trees and scrub for part of its length.

Issues considered include:

- the importance of the area as a landscape feature;
- gaps in the vegetation (trees, scrub and grassland) which border the southern section;
- the proximity of the northern section to Oxley's Coppice ;
- the need to maintain a consistent scheme alignment; and
- the need to tie into a new junction on Titchfield Road at an optimum location.

Taking these issues into account the preferred route was located at a gap in the vegetation, at a mid point to keep the bypass further away from Oxley's Coppice and the residential properties along Longfield Avenue.

Potential mitigation could include:

- the extension of vegetation northwards along the ditch towards Oxley's Coppice to create continuity and connectivity for landscape and ecological reasons; and
- the creation of new habitat and preservation of key existing features such as mature trees.

• Stubbington Bypass: Marks Road Area

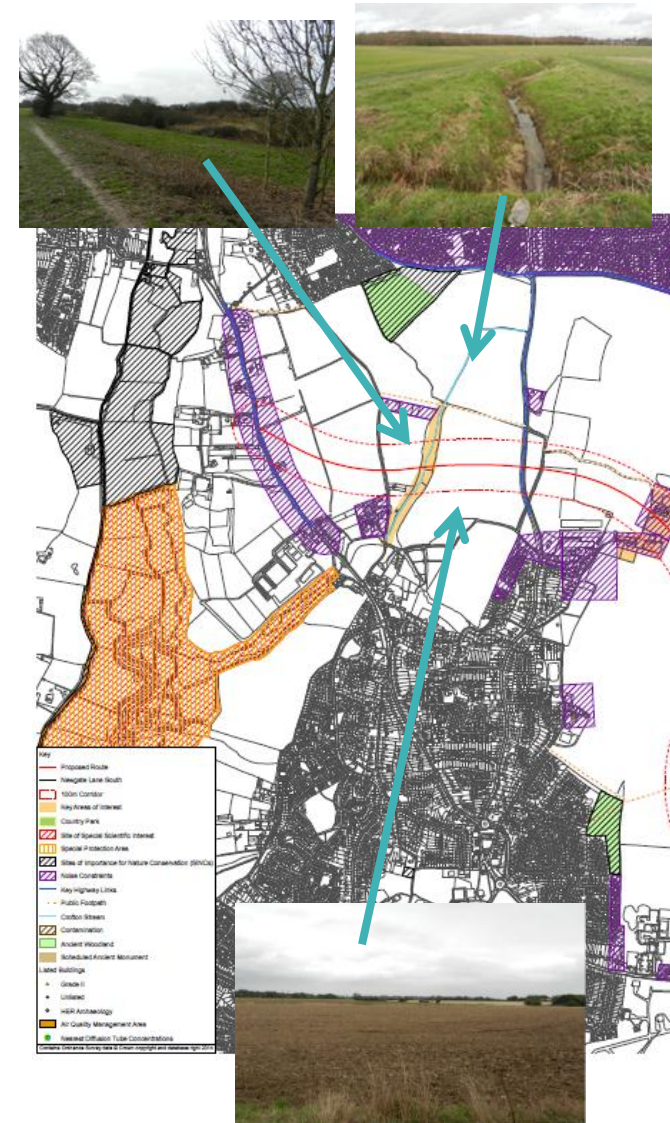
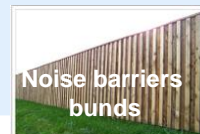
The bypass route running north from Gosport Road needs to pass through a relatively narrow gap between Crofton School and the embankments surrounding the Wastewater Treatment Works. In order to maximise the distance between the route and residential properties in Marks Road and Crofton School, the route is likely to impact upon the south western corner of the Wastewater Treatment Works.

Issues considered include:

- the impact upon the landscape and views;
- the impact upon trees, vegetation and farmland;
- the impact upon nearby residential properties and the school; and
- Rights of Way and accessibility.

Potential mitigation could include:

- provision of new and/or replacement landscape planting, earth bunds and tree screening;
- provision of noise barriers / mitigation where appropriate;
- provision of new/replacement routes for pedestrians;
- potential enhancement for wildlife / creation of new habitat; and
- the provision of drainage ponds and new drainage systems.



15. Environmental Studies

Key Areas

Whilst the study area for both Stubbington Bypass and Newgate Lane South is predominantly farm land there are a number of areas identified for more in-depth investigation, including the following:

Stubbington Bypass - Newlands Farm and Fishing Lakes Area

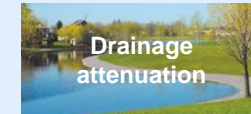
With any of the bypass options a route needed to be found through the cluster of farm buildings located in the central section of the site.

Issues considered include:

- the impact upon the fishing lakes and setting;
- the impact upon the farm buildings and nearby green-houses; and
- the impact upon residential properties;

Potential mitigation could include:

- route through the currently disused part of the cluster of farm buildings in order to help minimise impacts upon the main farm buildings; and
- noise and visual barriers to reduce impact upon the farm house and other nearby residential properties.



Newgate Lane South - Woodcote Lane Area

The route passes to the east of Woodcote Lane in proximity to existing residential properties, an area where every endeavour will be taken to reduce the impact of the scheme;

Issues considered include:

- the impact upon adjacent residential properties;
- the integrity of farm land and buildings;
- the impacts upon the water environment;
- impacts upon landscape and visual amenity;
- noise impacts; and
- impacts upon public rights of way.

Potential mitigation could include:

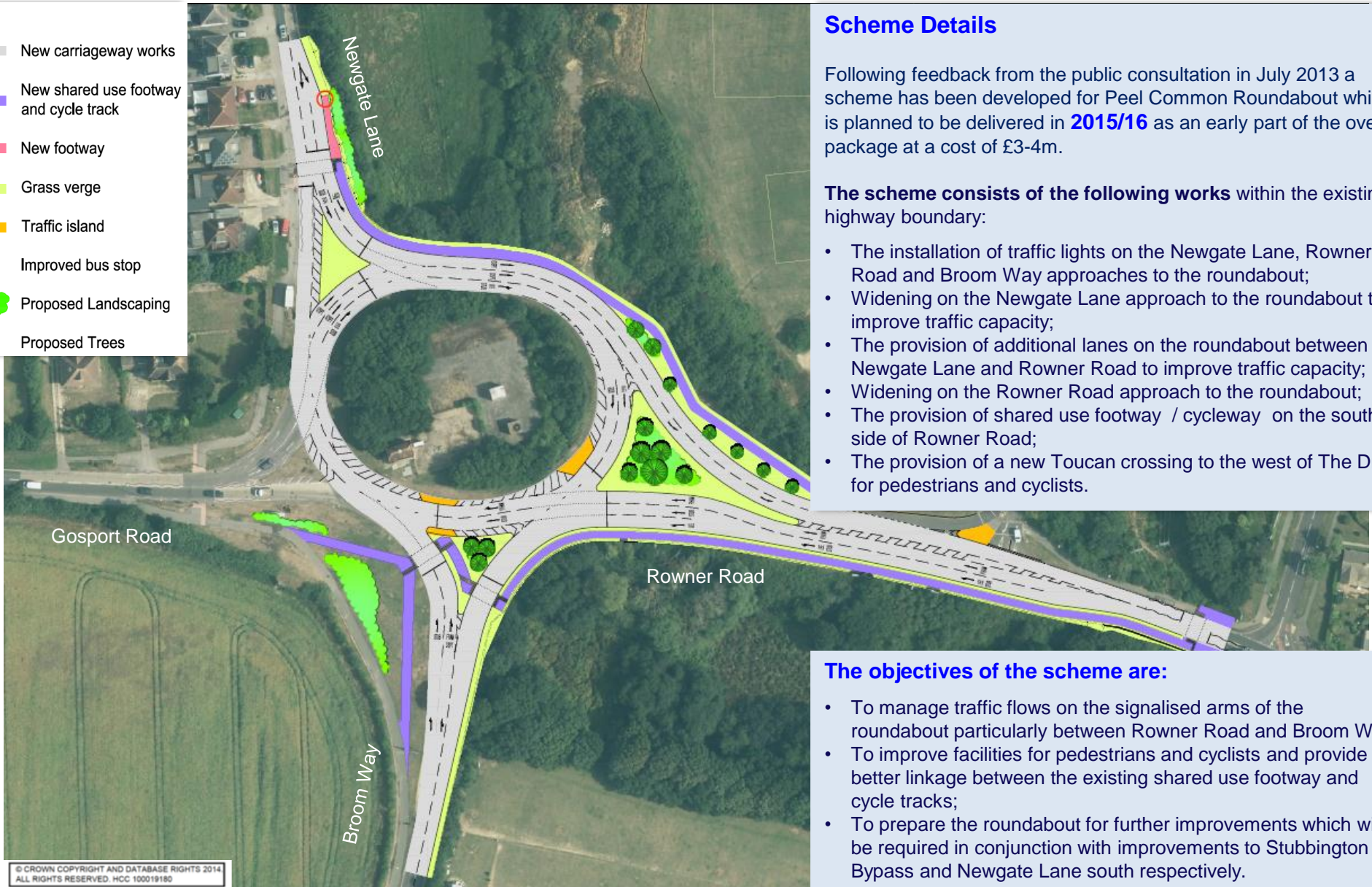
- provision of landscape bunds, tree planting and landscape screening;
- noise barriers where appropriate;
- access improvements with enhanced routes for pedestrians and cyclists;
- drainage improvements; and
- ecological enhancement for wildlife and the creation of new habitat.



16. Peel Common Roundabout

Key

-  New carriageway works
-  New shared use footway and cycle track
-  New footway
-  Grass verge
-  Traffic island
-  Improved bus stop
-  Proposed Landscaping
-  Proposed Trees



Scheme Details

Following feedback from the public consultation in July 2013 a scheme has been developed for Peel Common Roundabout which is planned to be delivered in **2015/16** as an early part of the overall package at a cost of £3-4m.

The scheme consists of the following works within the existing highway boundary:

- The installation of traffic lights on the Newgate Lane, Rowner Road and Broom Way approaches to the roundabout;
- Widening on the Newgate Lane approach to the roundabout to improve traffic capacity;
- The provision of additional lanes on the roundabout between Newgate Lane and Rowner Road to improve traffic capacity;
- Widening on the Rowner Road approach to the roundabout;
- The provision of shared use footway / cycleway on the south side of Rowner Road;
- The provision of a new Toucan crossing to the west of The Drive for pedestrians and cyclists.

The objectives of the scheme are:

- To manage traffic flows on the signalised arms of the roundabout particularly between Rowner Road and Broom Way;
- To improve facilities for pedestrians and cyclists and provide better linkage between the existing shared use footway and cycle tracks;
- To prepare the roundabout for further improvements which will be required in conjunction with improvements to Stubbington Bypass and Newgate Lane south respectively.

17. A27 Fareham to Segensworth

Scheme Details

The A27 is a critical east / west transport artery running parallel with the M27 and linking Southampton to Portsmouth and beyond. It is vital that this route operates effectively as a strategic and local route, both now and into the future. Improvements to the A27 form an essential part of the over-arching package to help improve access to Fareham and Gosport.

Improvements are needed to:

- help keep traffic moving along the A27;
- reduce delays at key junctions and congestion hot-spots, where dual carriageways feed into single carriageways; and to
- assist access on and off the Gosport peninsula.

Proposals Include:

- Junction improvements to increase traffic capacity; and
- Dualling single carriageway sections west of Titchfield Gyrotory

Key Priorities

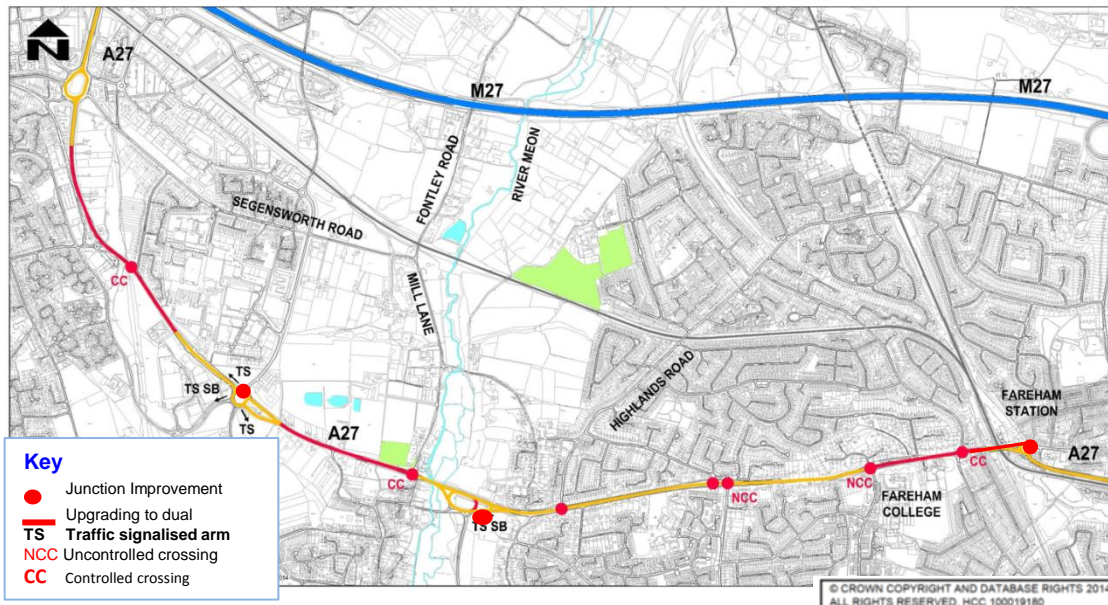
Early delivery of some parts of the A27 improvements could be possible subject to funding. Key schemes include:

St Margaret's Roundabout

It is proposed to install traffic signals at St Margaret's roundabout to improve traffic flows and better manage traffic. Improvements at Southampton Hill junction and the carriageway in-between will also be needed to ensure that the improvements at St Margaret's roundabout work effectively.



Subject to funding it is anticipated that these works could be implemented in **2015/16**.



A27 Station Roundabout and Gudge Heath Lane Junctions

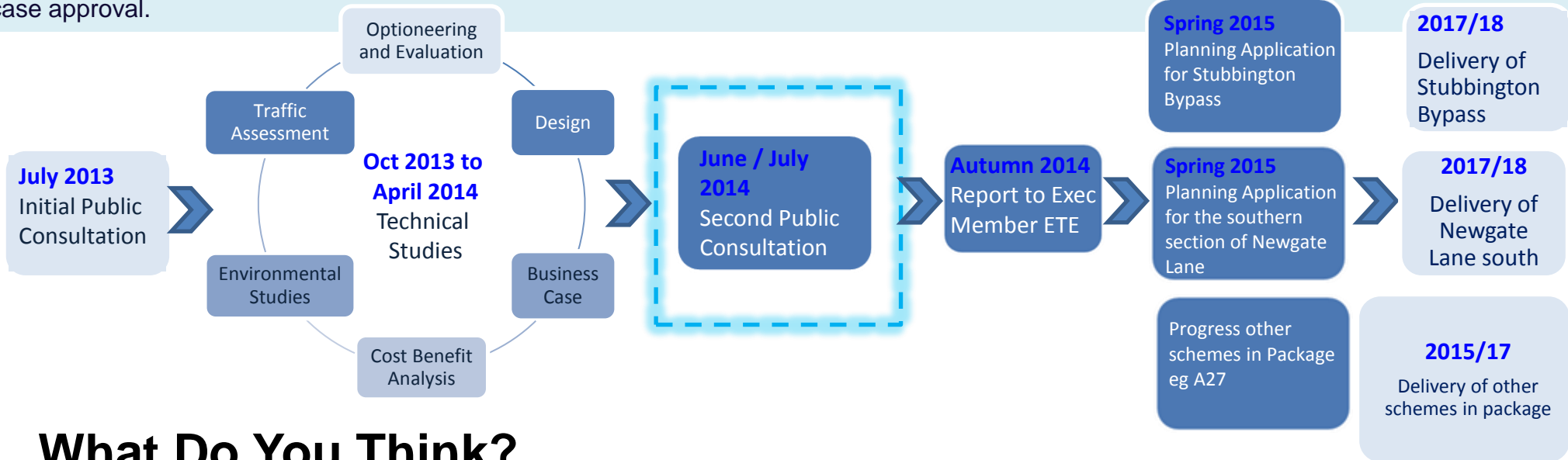
It is proposed to improve traffic capacity at the Station roundabout, to provide improvements for Bus Rapid Transit and also pedestrians and cyclists, particularly links between bus and rail, and the station and the college. An additional west-bound straight ahead lane and improved traffic signals could be provided at Gudge Heath Lane junction to provide improved traffic capacity .



The Local Transport Body has awarded £6.6m funding for this scheme, subject to a successful business case. If successful these schemes could be delivered in **2016/17**.

18. Where Next?

All comments received will be given full consideration. Feedback from the consultation will be reported to the Executive Member for Economy, Transport and Environment during the Autumn, where a decision will be made regarding whether or not the improvement schemes should be progressed, subject to funding. Planning Applications for Stubbington Bypass and the Southern Section of Newgate Lane are then currently expected to be submitted in Spring 2015, with other schemes in the package being progressed subject to appropriate funding and business case approval.



What Do You Think?

Your views are important . Feedback will help inform the way forward for the planned improvements which will help to improve access to Fareham and Gosport.

Please fill out a questionnaire to let us know what you think. Questionnaires are available at the Public Exhibitions, online and at the local libraries and need to be returned by Monday 4 August.

The exhibition display material is available to download at:
www.hants.gov.uk/stubbingtonbypass

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