

# **FAREHAM BOROUGH TRANSPORT STATEMENT**

**Adopted September 2012**

**Addendum added, December 2013**

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## Addendum

Since the adoption of the District/ Borough Statements in September 2012, there have been changes in the funding and policy environment. In particular, it has been confirmed that significant funds for infrastructure improvements will become available from 2015/16 via the Growth Fund, based on the priorities set out in Solent LEP Strategic Economic Plan. In response to this, Hampshire has set out the Strategic Transport Infrastructure Plan scheme priorities in more detail for the identified growth areas of Fareham and Gosport within a draft document known as the STIP. This document was endorsed by the HCC Executive Member in October 2013.

In summary, the STIP includes the following priority schemes:

- M27 Junctions 3-12 Managed Motorway
- A27 Segensworth to Fareham, capacity improvements
- B3385 Newgate Lane - North
- B3385 Newgate Lane - South
- B3385 / B3354, Peel Common Roundabout improvements.
- Western access to Gosport (Stubbington By-pass)
- BRT route extensions

### Minor revisions

- Since the Transport statement adoption in 2012 the new community north of Fareham (NCNF) has been officially named Welborne. In this document Welborne has replaced the term NCNF.
- CIL has replaced TCP – Para 5.2 has been amended to reflect this.

## **FAREHAM BOROUGH TRANSPORT STATEMENT**

### **1. Introduction**

1.1. This report sets out the Fareham Borough Transport Statement which consists of the Transport Strategy and the proposed package of transport measures required to deliver the strategy, which includes, but not exclusively sustainable measures to improve accessibility and modal choice required for the Fareham Borough Council (FBC) area. The Transport Statement provides the following:

- A comprehensive local transport policy framework for the Borough;
- A framework to assist with the prioritisation of transport investment;
- A sound basis for land use and development planning;
- Assistance to the local planning authority with infrastructure planning in support of the FBC Core Strategy, the preparation of a Community Infrastructure Levy (CIL) Charging Schedule and the application of the Transport Contributions Policy in the interim period until the CIL Charging Schedule is adopted.

1.2. The Transport Statement is a Hampshire County Council (HCC) document and has been developed in consultation with FBC. The Statement covers the period up to 2026, which conforms with the timeframe of the FBC Core Strategy and their other Local Development Framework (LDF) documents. The Transport Statement will be a “living document” and will be updated and amended to support updated policies and strategies and subsequent changes to the status of the various schemes that make up the proposed package of sustainable transport measures.

1.3. The Transport Statement links to current economic priorities, including those being developed by the Partnership for Urban South Hampshire (PUSH) and the Solent Local Enterprise Partnership (LEP). It also builds

on existing transport related documents covering the borough, notably the Local Transport Plan 3 (LTP), the Fareham Town Access Plans (TAPs) and the Local Development Framework (LDF) which are identified in Section 2. The area is subject to significant planned growth, including the new community Welborne<sup>1</sup> and this will lead to additional travel demands that will need to be managed in a sustainable manner.

1.4. Within this context, the transport vision for the borough Transport Statement is to help deliver 'safe, efficient and reliable ways to get around, helping to promote a prospering and sustainable area', In particular, the priorities and proposals outlined in this Transport Statement look to:

- Promote economic growth by maintaining a safe and efficient highway network, reducing casualties and tackling congestion on the transport network;
- Improve access to jobs, facilities and services by all types of transport;
- Facilitate and enable new development to come forward;
- Reduce carbon emissions and minimise the impacts of transport on the environment.

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<sup>1</sup> Previously known as Strategic Development Area (SDA), or New Community North of Fareham (NCNF)

## 2. Policy Context

- 2.1. The Transport Statement has been prepared against the framework provided by national transport policy and other county and borough transport policy and relevant strategies and plans. The Transport Statement should be read in conjunction with these documents.
- 2.2. Nationally, the DfT White Paper published in January 2011 entitled '*Creating Growth, Cutting Carbon, Making Sustainable Local Transport Happen*<sup>2</sup>', sets out the Government's vision for a sustainable local transport system that supports the economy and reduces carbon emissions.
- 2.3. Central government has recently published the National Planning Policy Framework, which provides national strategy and guidance for land-use planning policy and practice. It identifies how planning can achieve sustainable development and includes a section of promoting sustainable transport. This supersedes the earlier guidance and statements used in developing planning policy, and assessing the impact of developments.
- 2.4. Manual for Streets 1 and 2 places an emphasis on better design in public spaces, and provides best practice in design of the urban environment.
- 2.5. At a county level the relevant transport document is the Local Transport Plan 3 (LTP3) which is in two parts with Part A containing the Long Term Strategy between 2011 and 2031 and Part B the Implementation Plan for the next three years of 2011-2014. The transport strategy for South Hampshire, which Fareham area forms part, is set out in Chapter 7 of the LTP and is called the South

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<sup>2</sup> <http://www.official-documents.gov.uk/document/cm79/7996/7996.pdf>

Hampshire Joint Strategy (SHJS). The transport strategy has been developed by the three Local Transport Authorities of HCC, Portsmouth City Council and Southampton City Council working together as Transport for South Hampshire (TfSH).

- 2.6. The SHJS contains fourteen theme-based policies which will be used to underpin the four core policy objectives as detailed in section 4 for each of the borough Transport Statements that are located within the South Hampshire sub-region and are part of the HCC administrative area. This policy framework will therefore apply to the Transport Statements for Fareham, Eastleigh, Gosport and Havant.
- 2.7. The SHJS also contains the transport Vision for South Hampshire which is to create “A resilient, cost effective, fully integrated sub regional transport network, enabling economic growth whilst protecting and enhancing health, quality of life and environment”.
- 2.8. The challenges set out in the LTP3 SHJS for the Highway Authorities, FBC and our partners in delivering this transport vision for Fareham are:
  - Securing funding to deliver the identified transport improvements
  - Ensuring the timely delivery of the transport infrastructure to support housing and employment growth and regeneration opportunities
  - Maintaining the existing transport network and its resilience to the effects of extreme weather events
  - Widening travel choice to offer people reasonable alternatives to the private car for everyday journeys, and reducing the need to travel, moving towards a low carbon economy
  - Managing the existing highway network to ensure that journey time reliability is maintained and improved to help support economic competitiveness, regeneration and growth

- Mitigating the adverse impacts of transport activity on people and habitats

2.9. Hampshire County Council's land supply surveys provide an annual report of development progress on land identified for development or with planning consent in each local borough. Information is set out on forthcoming housing, industrial land and office floor space, retail and leisure uses. The 2011 surveys are available online<sup>3</sup>

2.10. At a borough level the following documents contribute to the identification of the transport strategy, policy and package of sustainable transport measures for Fareham:

- *Strategic Access to Gosport (STAG)* – TfSH on behalf of the PUSH commissioned Mott Gifford's to undertake a transport planning study that identified 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). This study relates directly to that part of Fareham Borough Council on the Gosport peninsula.
- *Fareham Town Access Plan (FTAP)* – The Fareham Town Access Plan (TAP) is a strategy document which sets out a shared vision for how access to facilities and services within Fareham will be improved. It has been jointly prepared by FBC and HCC. The document concentrates on the five Fareham town centre wards.

At the Executive Strategic Planning and Environment meeting on Jan 9<sup>th</sup> 2012 the FBC Executive made the following Decision:  
(a) That Fareham Borough Council responds to the Hampshire County Consultation on the Draft Fareham Town Access Plan expressing overall support for the Draft Fareham Town Access

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<sup>3</sup> <http://www3.hants.gov.uk/factsandfigures/land-supply.htm>

Plan and the proposed transport measures set out in the Implementation Plan;<sup>4</sup>

- *Welborne* - This HCC document relates to the County Council working with Fareham Borough Council, Winchester City Council, the Highways Agency and the developers on the planned new community north of Fareham. It is proposed that the final development will consist of between 6,500 and 7,500 new dwellings along with associated education, health and retail and community facilities and a significant element of employment development. The document will inform, develop and bring forward the highway schemes necessary following the development of the preferred option for Welborne.
- *Segensworth Action Plan* – This HCC document has been developed in partnership with the Segensworth Business Forum. It is a strategy document that sets out the shared vision for how access to employment opportunities at Segensworth will be improved. The document develops an action plan that can be used to direct funding secured through developers contribution, the Segensworth Business Forum and other sources.
- *Transport Assessment - Assessing the Impact of the Harbour Authorities, LDF Proposals on the Strategic Highway Network*. Peter Brett Associates July 2009<sup>5</sup>. This assessment was commissioned by the four local authorities of Portsmouth, Havant, Fareham and Gosport to investigate the transport impacts on the strategic and local highway networks of development proposed in their combined LDF's.
- *Strategic Transport Infrastructure Plan* – This HCC document updates and expands upon previous strategy documents and recent reports relating to access to Fareham and Gosport. The plan provides an interim position

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<sup>4</sup> <https://www.fareham.gov.uk/crs/executive/120109/decision-notice/x-120109-2011-12-124.pdf>

<sup>5</sup> <https://www.fareham.gov.uk/pdf/planning/transportassess/report.pdf>

regarding potential infrastructure requirements. It highlights and takes into account recent key issues.

2.11. There are a number of local planning and transportation documents developed by FBC which have had a significant input to this Transport Statement and these are listed below:

- Future development in Fareham Borough is contained in the Local Development Framework (LDF) which comprises a number of documents that set out the borough's spatial strategy, planning policies and site allocations for the amount and location of new development. And the control of future application for development. The LDF *Core Strategy*, adopted in August 2011, sets out the overall planning framework and spatial strategy for the borough up to 2026, including the broad parameters for the proposed Strategic Development Area north of Fareham. The *LDF Core Strategy*<sup>6</sup> includes a transport strategy and policy section (CS5) to help deliver the spatial strategy. A transport infrastructure plan has been identified, informed by the Transport Assessment which highlighted the location of forecast congestion over the plan period.
- The 2011 *Annual Monitoring Report*<sup>7</sup> and housing trajectory provides information on past completions and the expected phasing and location of future housing development.
- The *(2005 – 2011 Fareham Cycle Strategy)*<sup>8</sup> is in the process of being updated, but provides the basis for Fareham's cycle aspirations.
- Air Quality Action Plans – *Local Air Quality Management, Portland Street AQMA Further Assessment 2008* and *Gosport Road Air Quality Detailed Assessment 2009* plans identify a

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<sup>6</sup> <http://www.fareham.gov.uk/pdf/planning/corestrategy/CoreStrategyAdopted.pdf>

<sup>7</sup> <http://www.fareham.gov.uk/council/departments/planning/ldf/annualmr.aspx>

<sup>8</sup> <http://www.fareham.gov.uk/pdf/planning/cyclestrategy.pdf>

range of cost-effective and feasible options for reducing and improving air quality in these areas.

- *Fareham Town Centre Area Action Plan* is in the process of being developed. The Plan will provide a 15 year strategy for Fareham's town centre to help manage change and growth.

- 2.12. Further local planning and transportation documents are currently being developed by FBC which provide input to this Transport Statement. Additional LDF documents are expected to provide further detail on Welborne, Site Allocations and Development Management Policies, and potentially a SPD for the strategic employment site at Daedalus airfield.
- 2.13. TfSH has developed a Sub-Regional Transport Model (SRTM). The SRTM is being used to develop a Long Term Strategic Implementation Programme (LTSIP) which will outline the transport measures required to enable the planned growth in South Hampshire. The development of the SRTM has been guided by a Steering Group including the Department for Transport, Highways Agency and Network Rail and this group will continue to guide the development of the LTSIP.
- 2.14. Countryside Access Plans (CAP); Within the Borough of Fareham there is the [Forest of Bere CAP](#) and the [Solent CAP](#) which are two of seven area plans which, together with an eighth 'County Overview' CAP, form the Rights of Way Improvement Plan (ROWIP) for the county of Hampshire. A ROWIP is intended to provide the means by which HCC will manage and improve its rights of way network to meet the Government's aim of better provision for walkers, cyclists, equestrians and people with mobility problems. ROWIPs are closely linked with LTPs, with the aim of delivering a more integrated approach to sustainable transport in rural and urban areas. The CAP identifies the main issues and suggests what should be done to improve access to the countryside and support better access to services and amenities.

### **3. Transport context and issues in Fareham**

- 3.1. Fareham's road network exhibits all the transport problems associated with a sub-urban area. In addition the coastal geography has created waterside town centres linked by road, rail and ferry. The M27 motorway, acting as a spine road through South Hampshire, has provided opportunities for car based development at out-of-town centres such as Whiteley and Hedge End. The distribution of housing and employment has tended to encourage further movement along the Solent corridor. The loss of employment coupled with the inability to attract new employment opportunities and substantial new housing development within Gosport has added to unbalanced tidal traffic flows through Fareham at peak times and air quality problems.
- 3.2. A high proportion of out-commuting traffic uses the motorway network for short local journeys. The Motorway between Junctions 9 and 11 is often at capacity especially during peak periods. Motorway traffic growth continues to grow at a steady rate and on key stretches of the motorway traffic levels are predicted to reach over 150% of design capacity by 2026<sup>9</sup>. The high proportion of local journeys on the Motorway network are resulting in congestion on the local road network around the motorway junctions 9 and 11 and on the parallel A27.
- 3.3. Of additional concern are the increasing levels of traffic using less suitable local and residential routes to avoid traffic congestion on the principal routes.
- 3.4. There has been considerable and continued traffic growth across the area. Local experience has shown that new road capacity has been used by growth in traffic and the associated environmental pressure contributing to congestion problems and reinforcing a predominantly

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<sup>9</sup> <https://www.fareham.gov.uk/pdf/planning/transportassess/report.pdf>

car dependent population. Longer and more diverse travel patterns have been encouraged, with an expectation that the motorway will accommodate these movements. Over dependence on private motor transport is not considered viable, affordable or sustainable in the longer term as there is neither the space nor the resources to perpetuate unrestrained use across the area.

### **Passenger Transport;**

- 3.5. Passenger Transport provision in Fareham plays a key part in helping to promote economic growth, maximise social inclusion, and ensure accessibility to employment, education, food shopping and local health services.

### **Bus**

- 3.6. The bus services within Fareham can suffer from issues with journey time reliability due to the often congested nature of the bus routes, lack of bus priority, and the perception of providing an unattractive alternative to the private car. The County Council works with the bus companies to establish commercially viable, quality bus partnerships and identify opportunities to improve passenger facilities and the quality, reliability and punctuality of local services.

### **BRT**

- 3.7. The new BRT services (branded as "Eclipse") will provide a step-change in bus quality with a modern attractive fleet in combination with dedicated and priority features on the highway network. BRT is being developed to: open up new opportunities for travel; remove the transport constraints to economic growth; improve journey time reliability on the Gosport Peninsula; and to improve the overall public transport travel experience. The scheme aims to provide improved accessibility to both key existing retail and employment destinations including Portsmouth and the QA Hospital and also proposed new strategic sites including Welborne.

- 3.8. In 2009 a successful Community Infrastructure bid enabled work to commence on Phase 1 of a dedicated busway along the disused railway track between Redlands Lane in Fareham and Tichborne Way in Gosport. In order to build upon the successful opening of Phase 1 and to maximise the value of the asset, it is intended to extend both north and south along the railway corridor before reverting to on-highway running. Priority measures on the highway will be developed to enhance connectivity with destinations beyond the dedicated busway corridor.

### **Rail**

- 3.9. Rail plays a vital role in providing for longer distance commuting. Fareham station serves as an interchange between the Southampton, Portsmouth, Brighton and London lines, allowing onward connections to a wide range of destinations. Local rail capacity constraints make frequency increases to London via Eastleigh difficult to achieve without significant investment in infrastructure. Although desirable, the cost benefit would be low.

### **Community Transport**

- 3.10. Other community based services such as a Dial-a-Ride service provide access to essential services for those who are unable to use conventional services.

### **Transport Interchanges;**

- 3.11. Partnership working between Hampshire County Council, Network Rail, South West Trains and local bus companies will seek to provide improvements in:
- station facilities and ticketing within the district,
  - the provision of improved access to railway stations,
  - better interchange facilities between rail and other modes of transport, particularly bus services, cycling and walking.

- 3.12. The main bus interchange is at the purpose built bus station in Fareham town centre, adjacent to the taxi rank and shopping centre. The town's railway station is at the edge of the centre, approximately fifteen minutes walk from the town's main shops, services and facilities. At Fareham's main railway station the interchange is poorly served due to the unattractive links between the various modes, restricted bus waiting facilities, lack of travel information, congested station entrance and constrained parking provision.
- 3.13. The railway station at Swanwick provides access to the residential areas at Whiteley, Park Gate, the Warsash peninsular, and the major employment areas at Segensworth and Whiteley and connecting bus and cycleway facilities. The railway station at Portchester provides access to the residential areas around Portchester and Paulsgrove and opportunities for interchange with bus services and many of the east west rail services that also stop at Fareham.

#### **Air Quality**<sup>10</sup>

- 3.14. Air quality monitoring and computer modelling undertaken by FBC has indicated that the current mean annual objective set by the Government for the air pollutant, nitrogen dioxide, is being exceeded in two areas of the Borough, namely, a section of the A32 Gosport Road Fareham and Portland Street Fareham. The main source of this pollutant is traffic exhaust emissions caused by high levels of traffic and congestion. The forecast growth in traffic volumes and subsequent increases in emissions could result in FBC having to declare further AQMA's. FBC has declared an *air quality action plan* and is working in partnership with the Highway authority to identify and implement highway measures to bring about an improvement in air quality.

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<sup>10</sup> <http://www.fareham.gov.uk/council/departments/healthcommunity/airqual.aspx>

**Road safety**

- 3.15. The Highway Authority is actively addressing the existing road safety issues on Fareham's road network. With the additional traffic on the network resulting from proposed FBC and adjoining districts developments, road safety will be a key determinant in their design and the identified highway mitigation measures required.
- 3.16. The Highway Authority believes the best chance of achieving a lasting reduction in casualties on Fareham's roads will be managed through continuing co-ordinated programmes of engineering measures coupled with road safety education, training, publicity, awareness, and enforcement.

**Walking and Cycling**

- 3.17. Walking and cycling offer opportunities in the borough especially in association with the key trip attractors of schools, colleges, town centres and rail stations. Within the Town Access Plan missing links and potential improvements in these networks have been identified. It would also help promote lower-carbon transport choices.

**Maintenance**

- 3.18. The performance of Fareham's road network is critical to sustaining both the productivity and competitiveness of Fareham's economy. The Highway Authority's existing construction and maintenance, policies and standards have changed to meet the new pressures that the road network will face from climate change and to minimise the disruption and costs caused by climate change in the future.

**Summary**

- 3.19. Summarising the principal areas of concern in terms of congestion on the Fareham road network are:
- On the M27 at morning and evening peaks.
  - On the approaches to and exits from the M27 at peak times.

- On the A27 during morning and evening peaks.
- On the A32 during morning and evening peaks.
- Within and access points to the Gosport and Locks Heath / Warsash peninsulas at both peak periods
- Within the Gosport Peninsula during inter-peak periods.
- Whiteley Way access onto/from the M27/A27 corridors during morning and evening peak periods.
- Local congestion within Fareham town centre during morning and evening peaks resulting from through traffic avoiding the congested A27.

#### 4. Transport Objectives and Delivery Priorities

- 4.1 The TfSH LTP Joint Strategy will guide the development of transport networks in this area until 2031 and contributes to the PUSH Economic Development Strategy. The 14 policies in the LTP joint strategy set out the policy framework through which the TfSH authorities, including Fareham, will seek to address the local and strategic transport issues and represent the delivery priorities for the Transport Statement.
- 4.2 The four overarching objectives of the Fareham Borough Transport Statement are presented below in Fig 1 and for each objective, the relevant LTP policies / Transport Statement delivery priorities are listed. This provides a comprehensive local transport policy framework for Fareham Borough. Table 1 presents the full schedule of local transport scheme proposals and indicates how each scheme relates to local transport policy framework

	<b>Objectives</b>			
	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
<b>LTP South Hampshire Joint Strategy Policies / Transport Statement Delivery Priorities.</b>	Promote economic growth by maintaining a safe and efficient highway network, reducing casualties and	Improve access to jobs, facilities and services by all types of transport	Facilitate and enable new developments to come forward	To reduce carbon emissions and minimise the impacts of transport on the environment.
<b>A</b> To develop transport improvements that support sustainable economic growth and development within South Hampshire.	√	√	√	
<b>B</b> Work with the Highways Agency, Network Rail, ports and airports to ensure reliable access to and from South Hampshire's three international gateways for	√	√		

	Objectives			
	1	2	3	4
<b>LTP South Hampshire Joint Strategy Policies / Transport Statement Delivery Priorities.</b>	Promote economic growth by maintaining a safe and efficient highway network, reducing casualties and	Improve access to jobs, facilities and services by all types of transport	Facilitate and enable new developments to come forward	To reduce carbon emissions and minimise the impacts of transport on the environment.
people and freight.				
<b>C</b> To optimise the capacity of the highway network and improve journey time reliability for all modes.	√	√	√	
<b>D</b> To achieve and sustain high-quality, resilient and well-maintained highway network for all.	√			
<b>E</b> To deliver improvements in air quality.				√
<b>F</b> To develop strategic sub-regional approaches to management of parking to support sustainable travel and promote economic development.		√	√	√
<b>G</b> To improve road safety across the sub-region	√			
<b>H</b> To promote active travel modes and develop supporting infrastructure		√		√
<b>I</b> To encourage private investment in bus, taxi and community transport solutions and where practical, better infrastructure and services.		√	√	√
<b>J</b> To further develop the role of water-borne transport within TfSH area and across the Solent.		√	√	√
<b>K</b> To work with rail operators to deliver improvements to station facilities and, where practical, better infrastructure and services for people and freight		√	√	√
<b>L</b> To work with Local Planning			√	

	Objectives			
	1	2	3	4
<b>LTP South Hampshire Joint Strategy Policies / Transport Statement Delivery Priorities.</b>	Promote economic growth by maintaining a safe and efficient highway network, reducing casualties and	Improve access to jobs, facilities and services by all types of transport	Facilitate and enable new developments to come forward	To reduce carbon emissions and minimise the impacts of transport on the environment.
Authorities to integrate planning and transport.				
<b>M</b> To develop and deliver high-quality public realm improvements.		√		√
<b>N</b> To safeguard and enable the future delivery of transport improvements within the TfSH area.		√	√	

**Figure 1 – SHJS Policy Framework**

## 5 Implementation & Funding

5.1 The proposals identified in Table 1 are at various stages of progress, ranging from concept to implementation. While funding is a major consideration for delivery it is one part of a complex process. Management is required during the stages which typically includes preliminary design, consultation, detailed design, tendering and construction. This delivery is largely undertaken within the integrated capital programme by HCC officers. Close co-operation, partnership and assistance from FBC, transport operators, developers and the local community remain a vital component in delivering these transport improvements.

5.2 The delivery and phasing of the proposals will depend on funding availability from a range of different sources. These sources are briefly summarised below in five main groups:

i) *Funds from local resources.* These are funds that have been allocated at a local level from Hampshire County Council to support delivery of the highway maintenance programme. These funds complement the capital grant funds allocated for maintenance from the Department of Transport

ii) *Funds from land-use development:* One of the main sources of funding for transport improvements is from developments in the Borough. Currently transport contributions are secured in accordance with the County Council's Transport Contributions Policy (TCP), which has been adopted by the Borough Council in November 2007.

Fareham Borough Council adopted a CIL charging schedule in April 2013. Now that the charging schedule is adopted, TCP is inoperable and so it is expected that a number of transport infrastructure projects

will be included on the charging schedule and may be funded in part by CIL receipts. This Transport Statement is intended to provide additional information to assist in preparing the CIL charging schedule and to ensure that transport infrastructure is included.

In some cases, particularly with major developments, some specific transport infrastructure will need to be secured through Section 106 or Section 278 agreements to be delivered to meet the needs of the development

iii) Funds from Department for Transport (DfT): There are currently four funding streams available from the DfT that can be expected to help fund transport schemes in Fareham:

- Local Sustainable Transport Fund (LSTF) which is in the form of capital and revenue expenditure.<sup>11</sup> Fareham will benefit from future additional funding coming from a successful bid for the South Hampshire Sub-Region entitled: 'Better connected in South Hampshire'.
- Integrated Transport and Maintenance Capital Grants: This is block funding from central government for transport. It includes funds for highways maintenance schemes, and funding for smaller-scale transport improvements, including highway improvements, traffic management schemes, and accessibility schemes. HCC decides how to spend these funds, including some in Fareham.
- Major Schemes Funding: This is capital funding for transport schemes over £5 million in value. Until recently this has been administered as a competitive process from the DfT. However, central government has recently set out consultation on devolving prioritisation and funding for these schemes to a more

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<sup>11</sup><http://www3.hants.gov.uk/hantswebnewslst?id=480423&pagetitle=Funding%20boost%20for%20Hampshire%20transport%20initiatives>

local level, with a new role proposed for Local Transport Bodies and LEPs in this process.

- Pinch-point Fund: This is funding that has been identified by central government for highway improvements on the strategic road network. Approximately £220 million has been identified for growth related schemes which cost under £10 million and which help ease local bottlenecks and improve safety and road layout. The fund, administered by the Highway's Agency, is anticipated to fund improvements over the next 3 years.

iv) LEP Funding: As Fareham is part of the Solent LEP area significant opportunities are emerging for funding of transport schemes. The Growing Places Fund has indicatively allocated up to £12 million towards infrastructure improvements in the LEP area. Part of this fund could be used to help implement a number of strategic transport schemes within Fareham, helping open up business and development opportunities.

v) Other Funding: There are also other emerging sources of funding, which will involve joint working between authorities and businesses, and have the potential to assist with delivery of the proposals in the Borough. Of particular potential are the Tax Increment Funding and the New Homes Bonus, which aim to gain benefit from emerging new developments. Other funding opportunities for improvements arise via public transport operators, such as from the Nsip (National Stations improvements program), or opportunistic funding allocated from Government to groups such as Sustrans.

5.3 The proposed schemes listed in Table 1 include an indication of the likely funding source, where this has been identified. However, for several of the sources the level of funds available and the criteria for their application has not yet been confirmed.

5.4 Whilst the Transport Statement timeframe is up to 2029, it is not expected that all the schemes listed in Table 1 will be deliverable within this time period. Future funding is uncertain, particularly in the current economic climate, and the global sum likely to be available for transport in the next 15-20 years unknown. The identification of schemes for progression will take place in conjunction with key partners and will be informed by a range of factors currently unconfirmed, including economic pressures, finalised development allocations and availability of funding. Therefore, the schemes listed represent long, medium and short term policy aspirations of HCC and FBC. Delivery will be subject to future prioritisation and the development of robust business cases to justify delivery. A comprehensive review of strategic transport schemes will be completed in 2012 through the development of the TfSH Long Term Strategic Implementation Plan (LTSIP). LTSIP will be developed utilising the TfSH Sub-Regional Transport Model and following the LTSIP adoption, the list of strategic schemes will be updated.



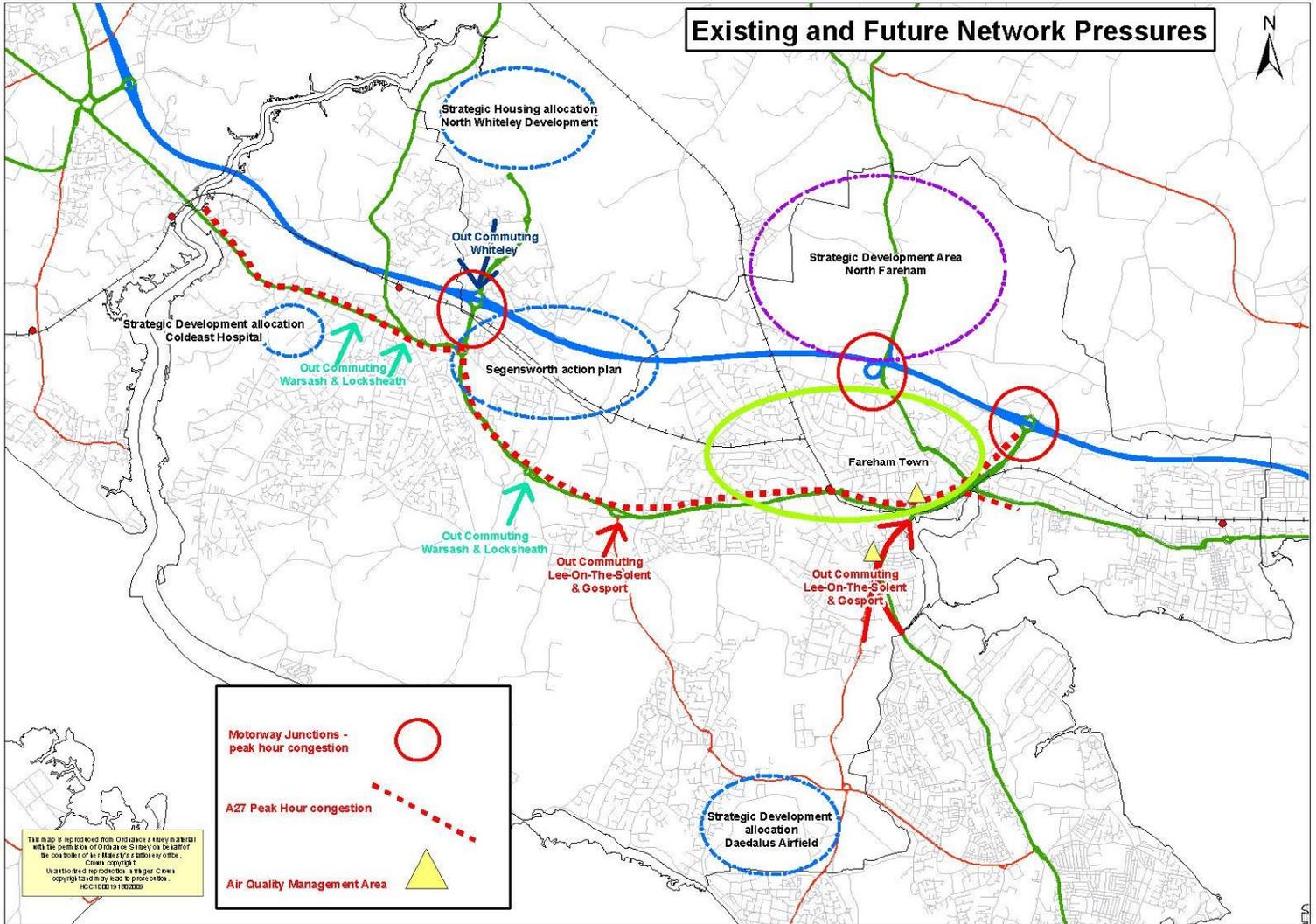


Figure 2 – Existing and future network pressures

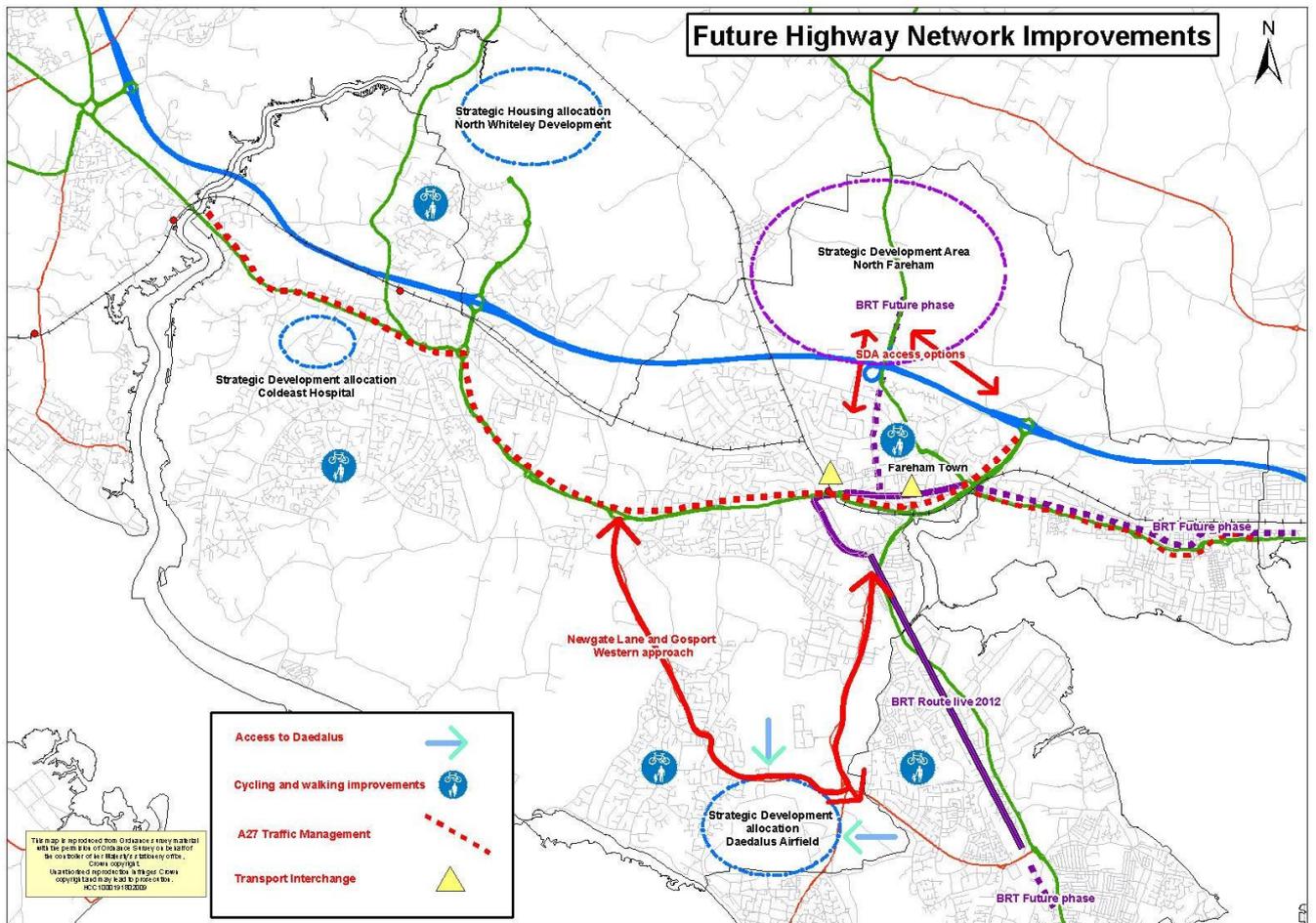


Figure 3 – Future network pressures