

Fareham and Gosport Transport Strategy

Draft Evidence Base Report
November 2024

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 - **Appendix A: Stakeholder Workshop 1**

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Headline findings

An overview of the key findings and issues highlighted in this Evidence Base Report

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Headline opportunities

- Nearly 200,000 people live in Fareham and Gosport combined, creating a critical mass that should be able to sustain relatively significant transport investment.
- The study area has relatively good strategic transport connections via the M27 and a direct rail connection (from Fareham) with Southampton, Portsmouth and London.
- The Eclipse busway provides a core high frequency public transport connection between Fareham and Gosport town centres, which is segregated for part of its length from traffic.
- The cycling network in Gosport is extensive, with many off-road routes – this contributes to a higher-than-average cycling mode share among Gosport residents.
- Walking and cycling to school is commonplace across both boroughs and above the levels seen in the rest of Hampshire and the South East region of England.
- A high frequency (15-minute) Gosport-Portsmouth ferry service currently operates providing connectivity to a major regional centre.
- Per capita transport emissions are lower in Fareham and Gosport than in the rest of Hampshire, the South East of England the UK.

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Headline challenges (1)

- Public transport needs improvement across the two boroughs:
 - Bus frequencies are low away from the core Fareham-Gosport town centres corridor
 - Limited bus priority means services are subject to traffic congestion and delay
 - Passenger facilities (quality of stops, provision of information) could be improved
 - Barriers exist to seamless interchange (including multi-modal ticketing and timetabling)
 - Access to Fareham railway station is problematic for people cycling or wheeling
 - Fares levels are a barrier to use given high-levels of deprivation in certain areas
- Walking and cycling issues hinder the potential to increase activity levels:
 - Roads, railways, and ageing grade-separated crossings create severance, particularly in Fareham
 - Current cycling network provision is inconsistent and fragmented, creating connectivity gaps
 - Route quality (surfacing, width, priority crossings, lighting etc) is often below standard
- Resulting car dominance/dependency contributes to significant traffic issues:
 - Congestion is significant along key routes (A27, A32, B3385, B3334)
 - Key pinch-points at major junctions (M27 Junctions 9 and 11, Segensworth/Quay Street/Delme/Station Roundabouts etc)

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Headline challenges (2)

- Transport issues contribute to wider challenges:
 - Low job density (per working age resident) in Gosport – partly linked to perceived poor accessibility / connectivity for businesses
 - Significant levels of deprivation, mainly around Gosport town, along the A32, and in Fareham town centre
 - Transport makes up the largest share of Fareham and Gosport's total carbon emissions
 - Environmental issues largely correlate with busy roads
 - Health outcomes (particularly in Gosport) are poor with high rates of obesity in both boroughs.
- Major development sites are not well aligned with the existing transport network:
 - Sites at Daedalus, Welborne Garden Village, and the Haslar Peninsula are remote from the rail network and not currently well served by bus services or active travel routes
- Above average proportions of disabled and elderly residents create specific mobility challenges, which are likely to increase in future.
- In most DfT forecasts, car ownership per household is expected to increase in both boroughs.

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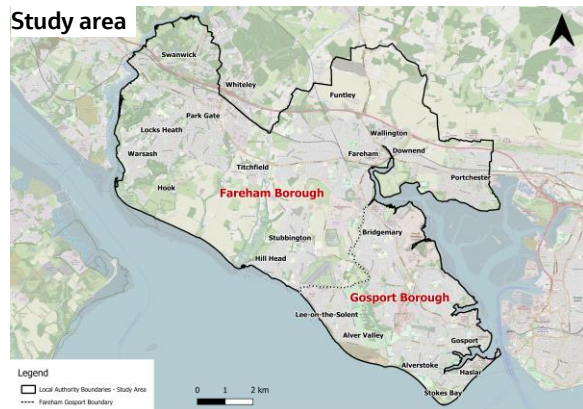
Background

An overview of the Fareham & Gosport Transport Strategy study

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Strategy overview

- The Fareham and Gosport Transport Strategy sits under Hampshire County Council's Local Transport Plan (LTP4), adopted in February 2024, which sets out the County Council's vision, objectives and priorities for transport from the present to 2050
 - A short-term LTP4 action is to develop area-based strategies for key areas, including the area covered by Fareham and Gosport boroughs
- The Fareham and Gosport Transport Strategy will set out an integrated and prioritised action plan to improve transport in the two boroughs in line with the timescales and overall aims of the LTP4, building on previous studies
- The development of the transport strategy involved the following key stages: establishing an evidence base; developing a vision and objectives; developing and appraising options for transport intervention; and developing a prioritised and phased action plan for transport intervention across the two boroughs – stakeholder engagement was an integral part of this process.
- This report summarises the evidence base underpinning the development of the transport strategy.



Evidence base overview

- This evidence base has been developed using a wide range of sources including the National Travel Survey, Census 2011 and 2021 data, and reports previously published by Hampshire County Council (HCC), Fareham Borough Council (FBC) and Gosport Borough Council (GBC).
- A focused engagement workshop was held in October 2023 with representatives from HCC, the districts FBC and GBC, PCC, and transport providers including First Bus, Gosport Ferry. Issues identified during the workshop have been incorporated into the evidence base.

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Previous studies and documents used in the development of the evidence base

- [Hampshire County Council LTP4 Evidence Base](#)
- [Draft Gosport Borough Council Local Plan 2038 \(Regulation 18\)](#)
- [Adopted Fareham Borough Council Local Plan 2037](#)
- [Fareham Borough Council Local Plan Strategic Transport Assessment \(STA\) \(2020\)](#)
- [Gosport Local Cycling and Walking Infrastructure Plan \(LCWIP\)](#)
- [Fareham LCWIP](#)
- [Transport for the South East \(TfSE\) Transport Strategy](#)
- [Solent Transport Prospectus](#)
- [Hampshire County Council Bus Service Improvement Plan \(BSIP\) \(2024\)](#)

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Previous studies and documents used in the development of the evidence base

- [Fareham and Gosport Strategic Transport Infrastructure Plan \(STIP\) \(2013\)](#)
- [Strategic Access to Gosport \(2010-2026\) \(2010\)](#)
- The Fareham and Gosport Strategic Transport Infrastructure Plan (STIP) and the Strategic Access to Gosport (StAG) study identified many schemes which will be impactful on the emerging Fareham and Gosport, including:
 - Highway Infrastructure
 - Stubbington Bypass – Provides a western access to Gosport, reducing congestion in Stubbington village.
 - Newgate Lane (North and South) – Enhances north–south connectivity between Gosport and Fareham.
 - Peel Common Roundabout Improvements – Junction capacity and safety upgrades.
 - Quay Street Roundabout (Fareham AQMA) – Air quality and congestion mitigation.
 - Longfield Avenue / Newgate Lane Junction – Capacity and safety improvements.
 - Wych Lane / A32 Junction – Congestion relief.
 - Salterns Lane / A32 Junction – Bottleneck reduction.
 - Stubbington Village Centre Enhancements – Public realm and traffic flow improvements.
 - Delme Roundabout – Strategic junction upgrade.
 - Access to Welborne SDA – Infrastructure to support major housing growth north of Fareham.

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Previous studies and documents used in the development of the evidence base

Continued from previous slide:

- Public Transport
 - Bus Rapid Transit (BRT) – Eclipse Phases 1 & 2 – Dedicated busway between Fareham and Gosport, with future extensions planned.
 - Gosport Waterfront Transport Interchange – Redevelopment of the bus station and ferry terminal area.
 - Fareham Rail Station Enhancements – Improved interchange and access.
- Sustainable and Active Travel
 - Walking and Cycling Improvements – Borough-wide upgrades to encourage modal shift.
 - Cycle Strategy Implementation – Network expansion and safety improvements.
- Other Strategic Measures
 - Intelligent Transport Systems (ITS) Strategy – Technology-led solutions to manage traffic and improve journey reliability.
 - Portsmouth–Southampton Ferry Link – Exploration of waterborne transport options.
 - Access to Daedalus Enterprise Zone – Infrastructure to support employment growth.

Current baseline

The current form and use of the transport network in Fareham and Gosport, and existing key transport issues

Demographics

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Key takeaways



- With a combined population of approx. 200,000 across the boroughs, the study area has a critical mass to sustain relatively significant transport investment.
- A high % of the population in Gosport is disabled, and both boroughs have a higher-than average elderly population, creating specific mobility needs.
- Key employment concentrations in the Daedalus area, Fareham and Gosport town centres, and the A27 and A32 corridors create focal points in terms of transport connectivity as well as congestion issues.
- Job density (per economically active people) in Gosport is very low, which creates out-commuting pressures (out-commuting is also characteristic of Fareham).
- Significant areas of deprivation, notably along the A32 corridor and pockets between the A27 and M27 create challenges in terms of transport affordability and isolation.

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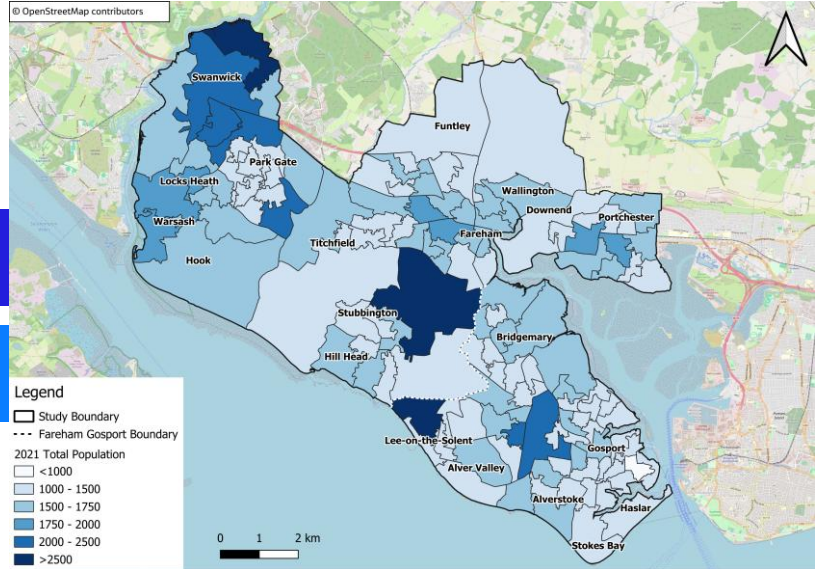
Population overview

- Total population in 2021 of 197,121
 - Fareham: 114,952
 - Gosport: 82,169

Fareham's population increased by 2.6% between 2011 and 2021, from 111,600 to 114,500.

Gosport's population decreased by 0.7% between 2011 and 2021, from 82,600 to 82,000.

- Overall population in the South East of England increased by 7.5% (and 6.5% across England) between 2011 and 2021.



15 Source: ONS Mid-2021 Population Estimates and Census 2021

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Key demographic characteristics

- Fareham has a higher proportion of older people aged 65 and over and a lower proportion of younger people aged under 15 years old.
- Economic activity levels are very similar across both boroughs.
- Gosport has a higher proportion of people that are limited a little or a lot in their day-to-day activities by a disability.
 - The number of Fareham residents identified as being disabled with activities limited a lot decreased by 0.9% between 2011 and 2021.
 - The number of Gosport residents identified as being disabled with activities limited a lot decreased by 1.4% between 2011 and 2021, the largest % fall across England.

	Gosport (Census 2021)	Fareham (Census 2021)	England (Census 2021)
Age	<ul style="list-style-type: none"> 18% are aged 0-15 21.4% are aged 65+ 	<ul style="list-style-type: none"> 16.5% are aged 0-15 24.5% are aged 65+ 	<ul style="list-style-type: none"> 18.5% are aged 0-15 18.3% are aged 65+
Ethnicity	<ul style="list-style-type: none"> 95.3% are white 1.4% are Asian, Asian British or Asian Welsh 1.2% are Black, Black British, Black Welsh, Caribbean or African 1.5% are of Mixed or Multiple ethnic groups 0.5% are of other ethnic groups 	<ul style="list-style-type: none"> 95.6% are white 1.8% are Asian, Asian British or Asian Welsh 0.6% are Black, Black British, Black Welsh, Caribbean or African 1.5% are of Mixed or Multiple ethnic groups 0.4% are of other ethnic groups 	<ul style="list-style-type: none"> 81.0% are white 9.6% are Asian, Asian British or Asian Welsh 4.2% are Black, Black British, Black Welsh, Caribbean or African 3.0% are of Mixed or Multiple ethnic groups 2.2% are of other ethnic groups
Economic activity (age 16+)	<ul style="list-style-type: none"> 60.4% are economically active 39.6% are economically inactive 	<ul style="list-style-type: none"> 60.3% are economically active 39.7% are economically inactive 	<ul style="list-style-type: none"> 60.9% are economically active 39.1% are economically inactive
Disability	<ul style="list-style-type: none"> 19.9% are disabled with day-to-day activities limited a lot (7.7%) or a little (12.2%) 80% are not disabled 	<ul style="list-style-type: none"> 15.4% are disabled with day-to-day activities limited a lot (5.5%) or a little (9.9%) 84.6% are not disabled 	<ul style="list-style-type: none"> 17.7% are disabled with day-to-day activities limited a lot (7.5%) or a little (10.2%) 82.3% are not disabled

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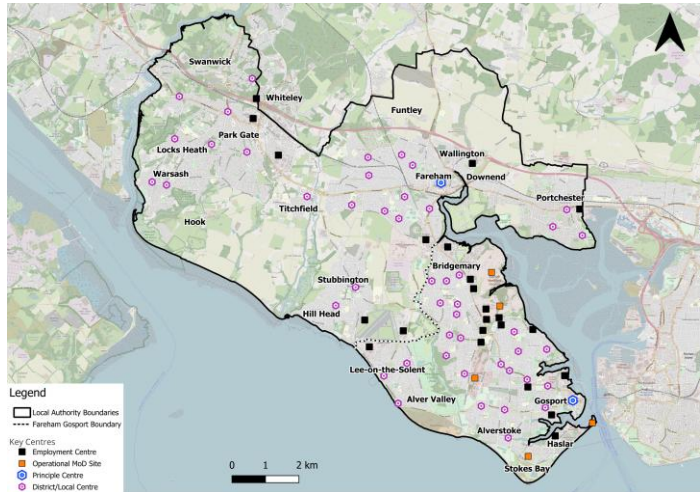
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Employment overview

- The most common employment sector for residents of Fareham and Gosport is 'Public administration and defence; compulsory social security' with 11.8% and 14.2% respectively working in this sector – much greater than the level seen in the South East of England (5.9%) (Census 2021)

Industry sector	Combined Fareham Gosport			South East
Public administration and defence; compulsory social security	12.7%	11.8%	14.2%	5.9%
Construction of buildings; Civil engineering; Specialised construction activities	9.5%	9.4%	9.8%	9.0%
Retail trade, except of motor vehicles and motorcycles	9.4%	8.9%	10.1%	9.4%
Education	9.3%	9.8%	8.7%	10.2%
Human health activities	7.5%	7.7%	7.3%	8.3%

Source: Census 2021



Area	No. of jobs	Density*
Fareham	58,000	0.85
Gosport	25,000	0.49
South East	4.9m	0.85
UK	35.8m	0.85

Gosport has a particularly low ratio of jobs to economically active population.

*ratio of total jobs to economically active population

Source: ONS-NOMIS

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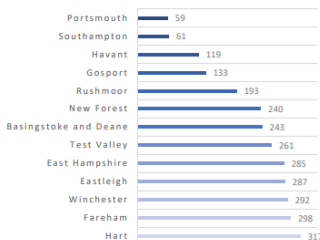
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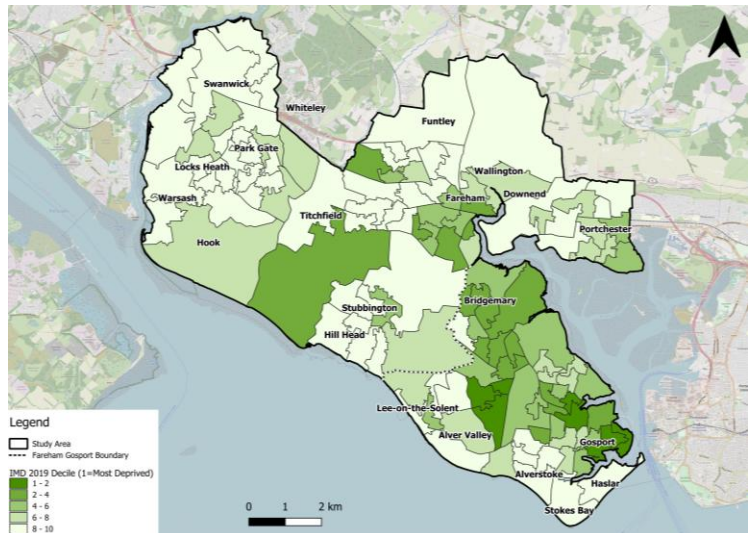
Indices of multiple deprivation

- Generally, deprivation levels are higher across Gosport than Fareham as Gosport has a greater number of LSOAs* classed as being the most deprived (deciles 1-2) in England.
- However, Fareham Town and Gosport Town both have a high proportion of LSOAs within deprived deciles (1-4).
- Gosport is the second most deprived borough in HCC. In contrast, Fareham is the second least deprived in HCC. The Index of Multiple Deprivation (IMD) data shows that across both boroughs, deprivation is unevenly distributed with pockets of high and low deprivation.

Hampshire & the Cities (rank of average score)
Gosport Borough = 2nd most deprived in HCC area



Source: Indices of Deprivation 2019 Summary - Gosport Borough Council



Source: Ministry of Housing, Communities & Local Government: English Indices of Deprivation 2019

18 *Lower layer Super Output Areas (LSOAs) are made up of groups of typically four or five OAs (the lowest level of geographical area for census statistics made up of between 40 and 250 households). LSOAs comprise between 400 and 1,200 households and usually have a resident population between 1,000 and 3,000 persons.

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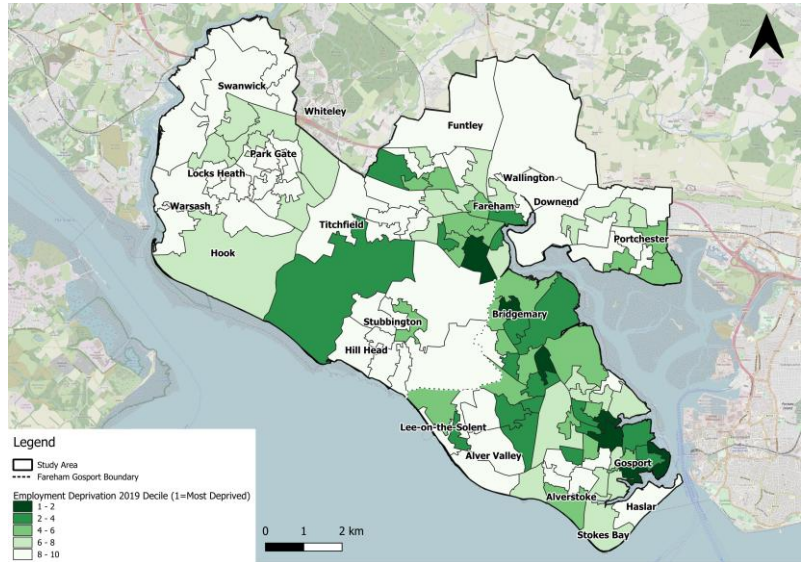
Employment and income deprivation

- Employment deprivation* rates are **highest** in LSOAs along the main road from Fareham to Gosport (A32) and throughout the majority of Gosport borough with exceptions to the west.
 - This aligns with Gosport's low job density.
- Employment deprivation rates are **lowest** to the north and south-west of Fareham Town, and to the north of the border between Fareham and Gosport in areas such as Hill Head and the west of Bridgemary.
- Income deprivation** follows similar geographical patterns to employment deprivation.
- **Average weekly earnings** for those living in and employed in Gosport and those employed in Fareham are lower than the averages in the South East of England and the UK.

Median weekly full-time earnings in 2022	Earnings for workers living in an area	Earnings for workers employed in an area
Fareham	£683.20	£625.20
Gosport	£619.20	£567.30
South East	£685.30	n/a
UK	£642.20	n/a

Source: [ONS: NOMIS](#)

ONS - Monthly Wages and Salaries Survey – average weekly earnings



Source: Ministry of Housing, Communities & Local Government: English Indices of Deprivation 2019

19 ***Employment deprivation** measures the proportion of the working age population involuntarily excluded from the labour market, including people who would like to work but are unable to do so due to unemployment, sickness or disability, or caring responsibilities.

****Income deprivation** measures the proportion of the population in an area experiencing deprivation relating to low income, including both people that are out-of-work and those that are in work but who have low earnings.

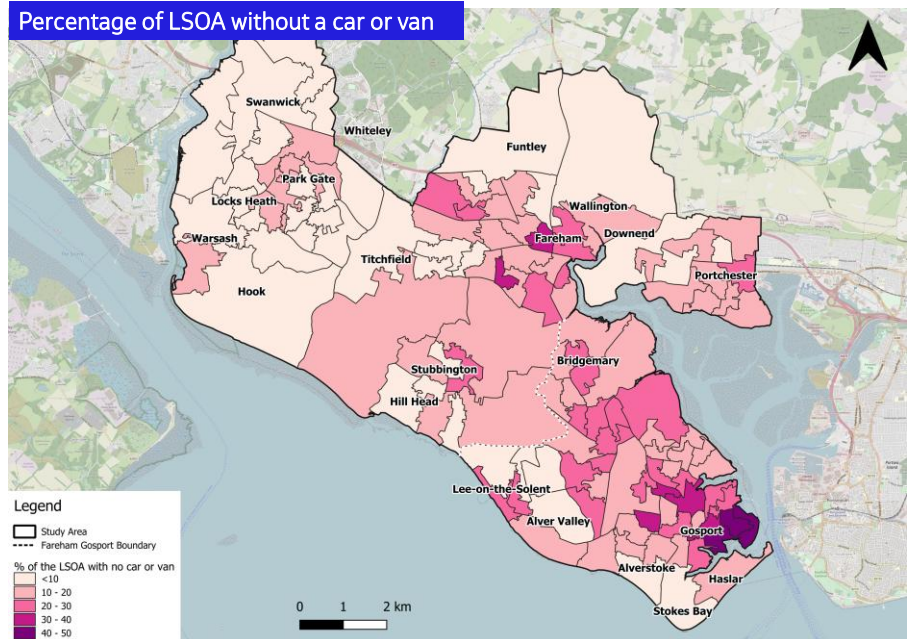
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Car ownership

- Gosport Borough in total has a higher number of households without cars when compared with Fareham Borough.
- Gosport town has the highest percentage of households without a car or van (between 40-50 percent), which correlates with areas classed as having high income deprivation rates.
- Similar correlations between high levels of deprivation and low levels of car ownership are seen in pockets across Fareham Borough for example areas in Portchester and Stubbington.
- Generally, areas with high car ownership align with areas with poor bus connection and frequency, e.g. Hill Head and Swanwick (see following section of report).

Percentage of LSOA without a car or van



20 Source: Nomis: Car or van availability 2011 census

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Current headline travel demand and behaviour

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Key takeaways

- Based on travel to work data, car/private vehicle is the dominant mode in Fareham and Gosport – but a relatively high proportion of children walk or cycle to school.
- Cycling generally has a relatively high mode share, particularly in Gosport, which may be linked to low car ownership and higher incidence of deprivation metrics
- Public transport (bus and rail) is less well used compared with the rest of England, indicating a need for improved connectivity – 2021 data also indicates the pandemic was still having an impact, with mode share declining from 2011.
- Both boroughs have high rates of out-commuting to neighbouring authorities, which is likely contributing to car dominance in the area.
- There is a high concentration of key destinations along the A32 corridor between Fareham and Gosport town centres, driving travel demand and a need for improved connectivity.

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Mode share

Travel to work

- Walking and use of public transport for commuting are below the South East of England average.
- Public transport use also appears to have been impacted by the pandemic in 2021, with mode share falling compared with 2011.
- Despite the relatively high rate of commuting by car, Gosport town has a low rate of car ownership, with 40-50% of households with no car access (compared to 22% England-wide (NTS 2021)). This is likely to contribute to the higher cycling rates in the area.

Travel to school

- In Fareham and Gosport, the proportion of children walking or cycling to school is higher than the Hampshire and England averages.
- Car travel to school is lower in both Fareham and Gosport than across England or Hampshire.

Travel to work modes (%)	South East (NTS 2021)	Fareham/Gosport (NTS 2021)	Fareham/Gosport (NTS 2011)
Car/Taxi/Motorcycle	76	80	77
Walk	12	9	9
Cycle	3	6	7
Bus	4	2	3
Rail	4	1	3
Other	2	2	1

Travel to school modes (%)*	England (NTS 2022)	Hampshire (HCC School Census Survey 2020)	Fareham (LCWIP*)	Gosport (LCWIP)
Walk	48	52	57	59
Car	33	30	27	19
Bus	13	11 (bus or taxi)	10 (bus or other)	5 (bus or other)
Cycle	3	4	6	17
Other	2 (rail and other)	3 (car share)		

Sources: National Travel Survey 2021; Fareham Borough Council - Strategic Transport Assessment

*Travel to school data comes from a variety of sources; therefore, numbers presented may differ in accuracy/precision and results should be interpreted accordingly.

*Note on LCWIP data: Information and data sources were provided by HCC and GBC which was augmented by publicly available datasets from the 2011 Census (e.g. population and employment), DfT Traffic Counts, Road Traffic Collisions, schools, public amenities and previous consultation plans exploring existing and new networks.'

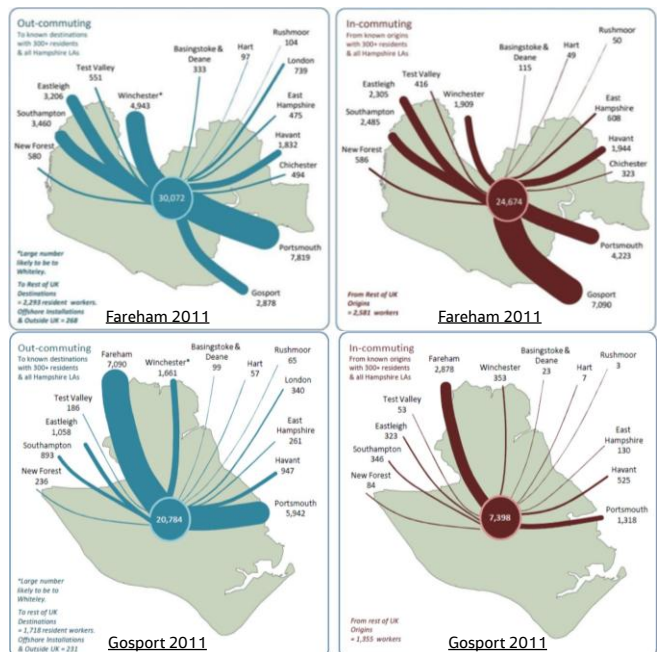
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Distribution of trips

- In 2011 and 2021 there was significant out-commuting to Portsmouth, Winchester, Southampton, and Eastleigh.
- There was also significant out-commuting from Gosport to Fareham.
- Between 2011 and 2021, the areas seeing high levels of inter-commuting remained generally similar; however, overall volumes were reduced in 2021.
- Across both boroughs significantly more out- than in-commuting takes place, particularly in Gosport, which aligns with Gosport's low job density and employment deprivation.
 - The exception is during 2021, when Fareham saw more in- than out-commuting; however, 2021 levels were impacted by covid so this data should be interpreted alongside 2011 data.

Top commuting areas	Fareham Census 2011	Fareham Census 2021	Gosport Census 2011	Gosport Census 2021
Out-commuting	1. Portsmouth (7,819)	1. Portsmouth (4,730)	1. Fareham (7,090)	1. Fareham (5,461)
	2. Winchester (4,943)	2. Winchester (2,957)	2. Portsmouth (5,942)	2. Portsmouth (3,745)
	3. Southampton (2,878)	3. Gosport (1,997)	3. Winchester (1,661)	3. Winchester (1,059)
	Total: 30,072	Total: 17,240	Total: 20,784	Total: 13,765
In-commuting	1. Gosport (7,090)	1. Gosport (5,461)	1. Fareham (2,878)	1. Fareham (1,997)
	2. Portsmouth (4,223)	2. Portsmouth (3,230)	2. Portsmouth (1,318)	2. Portsmouth (1,122)
	3. Southampton (2,485)	3. Eastleigh (1,625)	3. Havant (525)	3. Havant (398)
	Total: 24,674	Total: 18,147	Total: 7,398	Total: 5,578

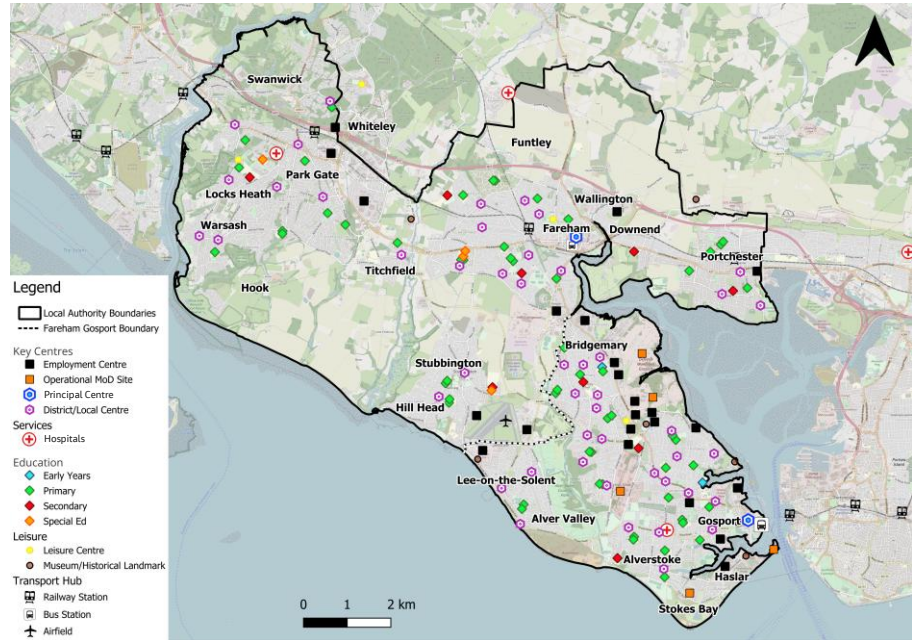


24 Source: Census 2021, Census 2011 compiled by HCC

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Key trip attractors

- There is a significant concentration of trip attractors (including MoD sites and employment centres) along the A32 corridor between the two principal centres (Fareham town centre and Gosport town centre)
- There is also a cluster of employment sites at the [Solent Enterprise Zone at Daedalus](#) in the West of the Boroughs.



Source: Fareham and Gosport Local Plans & LCWIPs

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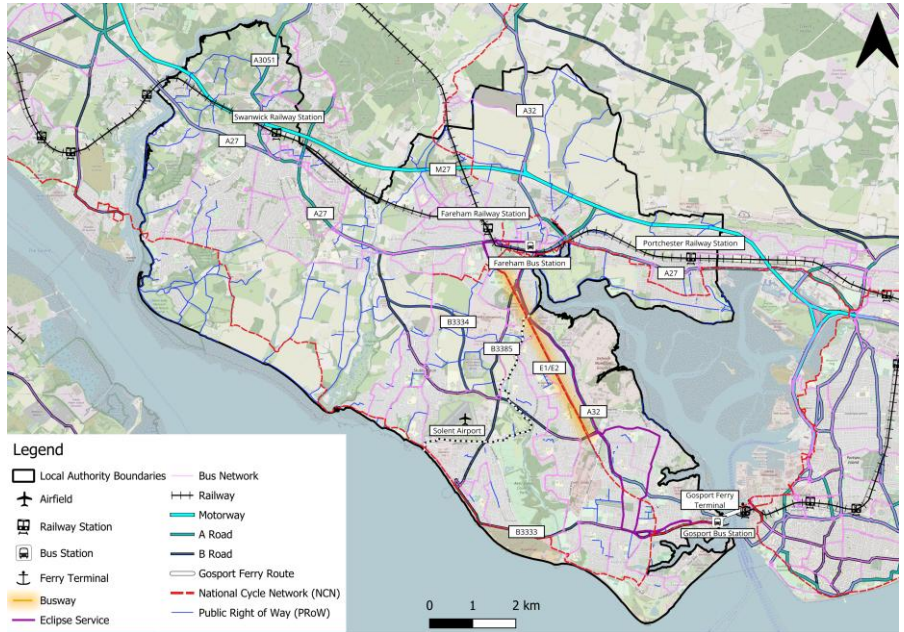
Transport network

Characteristics, usage and issues associated with the rail network, bus network, highways network, and active modes in Fareham and Gosport

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Transport network overview

- Overview of the rail, bus, ferry, highways, cycling and walking networks across Fareham and Gosport and surroundings.
- The Eclipse bus services the E1&E2 are the key public transport connection between Fareham and Gosport town centres.
- The National Cycle Network (NCN) is a UK-wide network of signed paths and routes used mainly for cycling as well as other active modes.
- Public Rights of Way (PRoW) are footpaths, bridleways, restricted and other byways that are used mainly for walking.



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Rail network

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Key takeaways



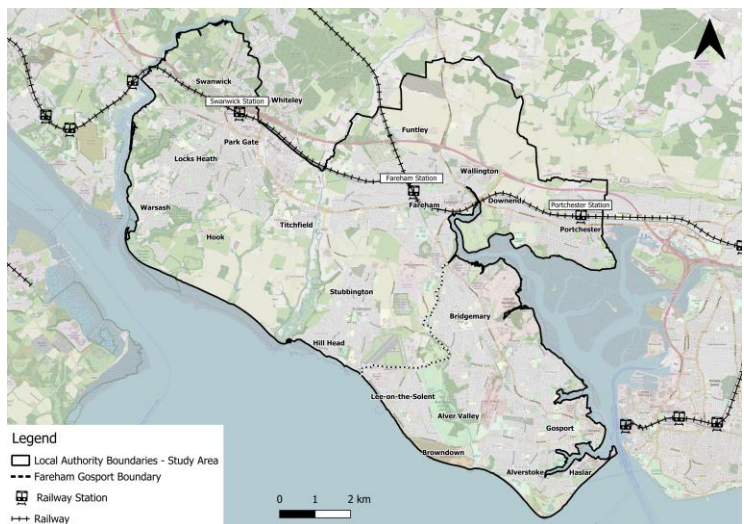
- Fareham Borough is served by three railway stations: Fareham, Swanwick and Portchester. The stations provide connections east to west, to Southampton, Portsmouth and London.
- Gosport Borough is not served by a railway station, and residents are required to make inter-modal journeys (including via ferry to Portsmouth) to access rail services.
- Service frequency is varied across Fareham Borough's rail stations, with Fareham station providing the highest frequency of direct services to all destinations.
- Fareham station sees a significantly higher passenger throughput in comparison to Swanwick and Portchester stations, with Portchester seeing the lowest throughput.
- Accessibility is a key issue at both Swanwick and Portchester stations as both have platforms without step free access, limiting connections for some users.
- Rail service reliability is a significant issue, particularly at Fareham Station.
- Rail fares potentially create a barrier to rail travel especially during peak times for commuters, who may opt instead to use cars.
- There are significant bus-rail interchange issues in Fareham, including connectivity between the bus and rail stations and the lack of integrated ticketing.

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Rail network extent and characteristics

- Fareham Borough is served by three railway stations: Swanwick, Fareham and Portchester.
 - All three stations provide one or more rail services per hour to Southampton Central, Portsmouth, and London Waterloo.*
 - All direct services to London Waterloo also stop at Winchester, another significant local destination.
 - Fareham and Portchester also provide one or more rail services per hour to London Waterloo.*
 - Fareham also provides hourly services to Cardiff.
- Gosport Borough does not have any railway stations. Connectivity to rail is either:
 - Via bus to Fareham Station (approx. 30 mins from Gosport town) costing £1.90 return or £5.50 all day ticket; or
 - Via ferry to Portsmouth Harbour Station (approx. 15 mins from Gosport town) costing £4.80 (return ticket).
- Interchange/connectivity between bus and rail in Fareham is considered an issue** for the following reasons:
 - For users interchanging between Fareham bus and rail stations, either a 15-minute walk or a 7-minute bus journey is required;
 - For bus routes approaching from the east along the A27, the rail station stop requires passengers to cross the A27 using an underpass to reach the station forecourt; and
 - Timings of bus and rail services do not align, resulting in additional wait times at either the rail station or bus stops/station.



30 *See service frequency timetable on next slide
 ** Identified at the October 2023 workshop

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Rail service frequency

- The table shows direct rail service frequency to three key destinations from each station.
- Fareham station has the highest frequency of rail services to all locations, providing the most weekday and weekend services.
- Swanwick station has the lowest frequency of rail services to Southampton, Portsmouth & Southsea and London Waterloo. However, the station has a higher throughput of passengers* in comparison to Portchester.
- Weekend frequency across all three stations is significantly less than the weekday provision, especially to London. Aside from one hourly service to London Waterloo from Fareham, there are no connections to London.
- Swanwick also has a significantly lower service frequency to Portsmouth & Southsea compared with Fareham and Portchester.

Departing station	Destination	Weekday typical frequency (direct)		Weekend typical frequency (direct)		Typical journey duration
		Peak	Off-peak	Sat	Sun	
Portchester	Southampton Central	4 per hour	2 per hour	2 per hour	1 per hour	30-40 mins
Fareham		4 per hour	4 per hour	5 per hour	3 per hour	25-35 mins
Swanwick		3 per hour	3 per hour	3 per hour	1 per hour	28 mins
Portchester	Portsmouth & Southsea	3 per hour	2 per hour	2 per hour	1 per hour	18 mins
Fareham		4 per hour	3 per hour	3 per hour	2 per hour	18-26 mins
Swanwick		1 per hour	1 per hour	1 per hour	1 per hour	33 mins
Portchester	London Waterloo	1 per hour	1 per hour	No direct service	No direct service	1 hour 47 mins
Fareham		1 per hour	1 per hour	1 per hour	1 per hour	1 hour 40 mins
Swanwick		No direct service	No direct service	No direct service	No direct service	n/a

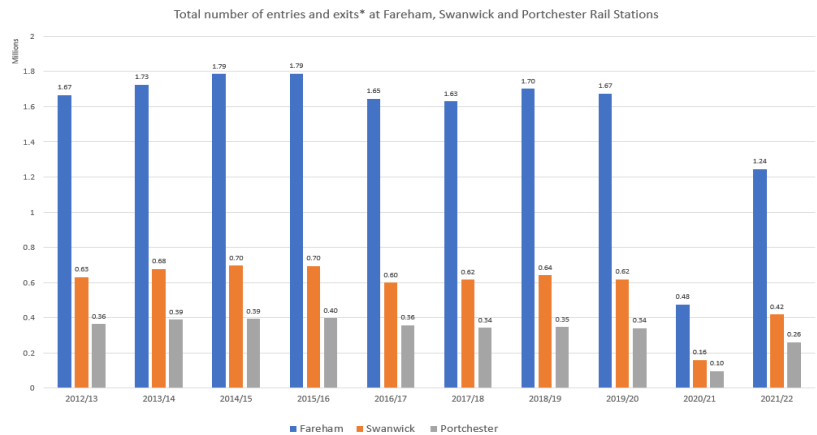
Punctuality data** for 2,586 of Britain's railway stations between Jan 2022 – Apr 2022 states that the likelihood of a train being late at: Fareham station is 37.9%; Swanwick station is 24.6%; and Portchester station is 25%.

31 Source: Trainline
 *See rail usage graph on next slide
 **RotaCloud with data sourced by Freedom of Information Request submitted to Network Rail. Any train arriving more than one minute after the advertised time is classed as 'late'.

31

Rail usage and demand

- Fareham Station has the highest throughput of passengers with around 1.7 million entries and exits per year pre-pandemic compared to 650,000 and 350,000 at Swanwick and Portchester respectively – this is unsurprising given its town centre location and higher frequency of rail services.
- The same pattern of use is evident post-pandemic: 1.24 million entries and exits were recorded at Fareham Station in 2021/22, with 420,000 and 260,000 at Swanwick and Portchester respectively.
- The pre-pandemic trend in rail use was broadly flat from 2012/13 to 2019/20:
 - Passenger numbers at Fareham and Swanwick were at a similar level in both 2012/13 and 2019/20 - activity at Portchester declined slightly from 360,000 to 340,000 over this period
 - At all three stations, passenger numbers increased to a peak in 2015/16 before declining after 2015/16



The pandemic and consequential changes in travel behaviour have had a significant impact on rail demand, which collapsed by 72% in 2020/21 compared with the previous year. Demand subsequently rebounded in 2021/22 with an increase of 163% on the previous year but has not yet returned to pre-pandemic levels.

Railway station	Passenger rail-to-rail interchange movements** 2021/22
Fareham	105,460
Swanwick	0
Portchester	0

32 Source: Office of Rail and Road (ORR)
 *Estimates based primarily on ticket sales, produced by Steer on behalf of ORR
 **Based on prediction of passenger choice of rail route and train used (not actual count data).

32

Railway station facilities

Cycle facilities:

- Some cycle storage is provided at stations in Fareham Borough:
 - Fareham station has 266 cycle storage spaces;
 - Swanwick station has 96 cycle storage spaces; and
 - Portchester station has a limited amount of cycle storage, with 20 spaces.
- While cycle parking is available at all stations, cycling is generally not promoted through other means (for example the provision of bike hire facilities at or near any of the stations).

Accessibility:

- Fareham station is the only station in the borough that provides step-free access across all platforms. Accessibility is limited at both Swanwick and Portchester as they each have platforms without step-free access, limiting journeys to the following locations for some users:
 - Swanwick to Portsmouth: Platform 2, accessible only via a stepped footbridge
 - Portchester to Southampton / London: Platform 1. While Platform 2 (Portchester to Portsmouth) is accessible step-free, it is via a steep ramp and some wheelchair users may require assistance
- Across all three of the stations in the borough there are no accessible drop off or pick up points, creating a barrier for people with physical limitations wanting to travel via rail.
- Fareham and Swanwick both have toilet facilities, and Fareham also has accessible toilets. Portchester does not have any toilet facilities.
- Fareham station has seated areas and waiting rooms for passengers to use; Swanwick has seated areas, but no waiting rooms; and Portchester has neither seated areas nor waiting room facilities in the station.

Hampshire County Council's [Station Interchange Improvement Plan](#) has additional information on railway station facilities.

33 Source: South Western Railway

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Rail fares

Station of departure	Southampton Central			Portsmouth & Southsea		
	Peak (single)	Off-peak (single)	Monthly season ticket	Peak (single)	Off-peak (single)	Monthly season ticket
Portchester	£8.90	£7.00	£191.30	£5.40	£3.90	£97.20
Fareham	£7.40	£6.00	£142.50	£6.00	£4.00	£121.80
Swanwick	£5.80	£4.00	£111.00	£8.60	£6.00	£172.50

- Rail fares to key commuter destination stations such as Southampton Central and Portsmouth & Southsea potentially create a barrier to rail travel and encourage higher car use to those locations.
 - This is especially notable for trips to Southampton Central from Portchester and to Portsmouth & Southsea from Portchester.
- There is currently no integrated ticketing system between bus and rail with users having to use separate tickets for connected journeys.
- The DfT has not yet announced any plans to extend the contactless pay as you go (PAYG) system to areas in Hampshire - however, South Western Railway offers a smartcard service with similar benefits. Smart cards can be loaded with pre-purchased tickets including season tickets and allow users to travel around the SWR network without the need to pre-purchase tickets using the Tap2Go product. Tap2Go requires users to touch in on the yellow smartcard readers at the start of their journey and touch out at their end destination, the user will then be charged the best daily fare for their journey.

34 Source: Trainline

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Bus network

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Key takeaways



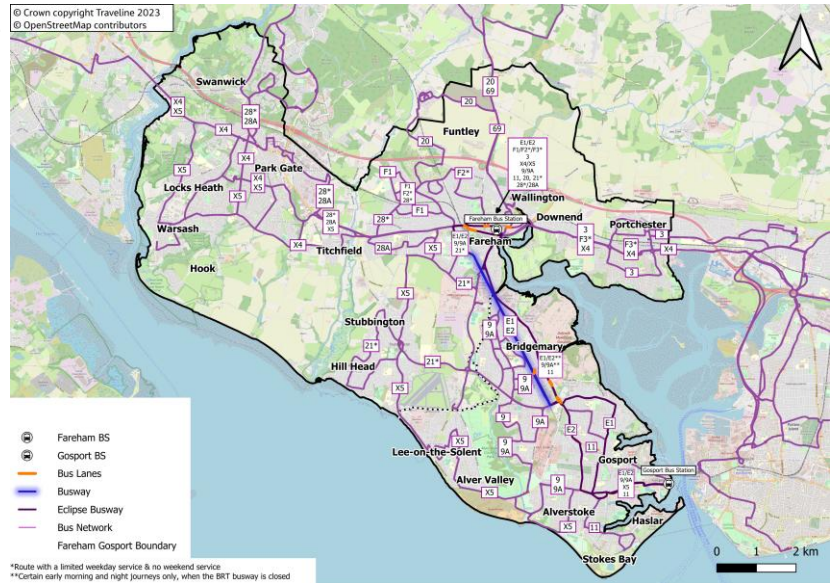
- While the bus network across Fareham and Gosport Boroughs appears extensive, the frequency of services varies greatly resulting in some areas being poorly served.
- The Eclipse Busway provides a priority route for high frequency bus routes E1/E2, and 9/9a connecting Fareham and Gosport towns between the hours of 05:45 and 23:15. It is the busiest bus corridor in Hampshire.
- Weekday bus service frequency is high between Gosport and Fareham and between Fareham and Portchester but away from these corridors most routes are served by one bus or less an hour.
- Weekend bus service frequency is significantly reduced in comparison to the weekday, with 4 of the 16 weekday services not operating on Saturdays and an additional 5 not operating on Sundays. Haslar, Stokes Bay, Hill Head, and Funtley are the main areas with the poorest weekend bus services.
- There is a wide range of bus ticket options for users to select including discounted fares for employees of certain companies (which are partnered with First Bus).
- However, bus fares and the lack of student and young people's concession tickets potentially create a barrier to use across both boroughs, limiting potential public transport uptake.
- Passenger facilities (including the provision of service information online and at stops) could be improved.
- A lack of bus priority causes journey time and reliability issues across the network.

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Bus network

- The study area is currently served by 16 bus routes. While the bus network looks extensive in its coverage, the service frequencies of those routes vary significantly*.
- The Southeast Hampshire Bus Rapid Transit (also known as the Eclipse Busway) is a 3.4 km unguided busway providing a priority public transport route between Gosport and Fareham, which follows the route of the disused railway from Redlands Lane to Rowner Road. The busway is operational between 05:45 and 23:15.
- The busway serves routes E1/E2 and 9/9A that run Monday-Sunday.
- Across the whole bus network, the only routes that provide more than one service per hour are routes E1, E2 and 9, which run between Fareham and Gosport bus stations, and route 3, which runs from Fareham bus station east along the A27.
- Areas with poor bus connectivity include:
 - Hill Head
 - Hook
 - Swanwick
 - Haslar
 - Stokes Bay
 - Alverstoke
 - Key trip attractors (Daedalus/CMAST/CETC)
- The interchange between Fareham rail station and the bus station is poor, separated by a 15-minute walk.



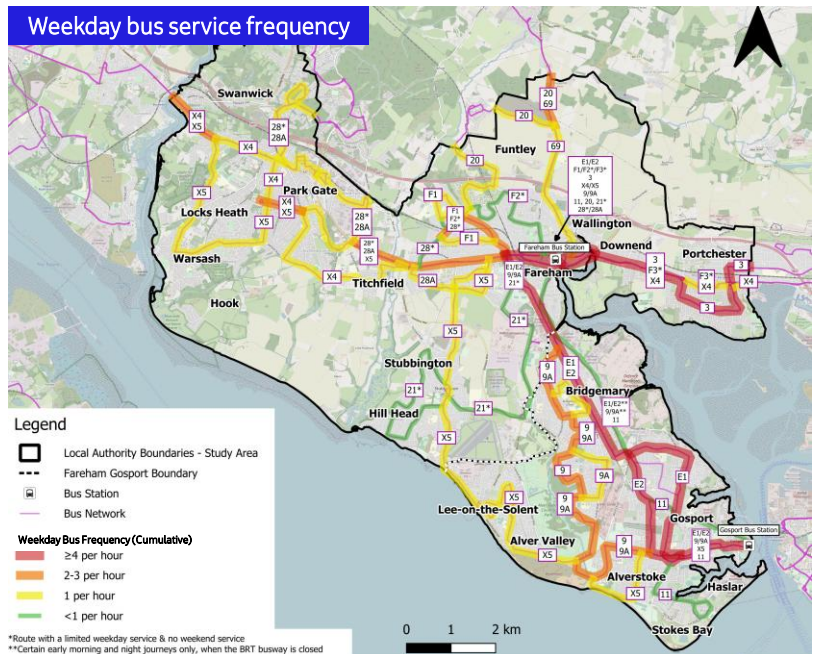
37 *See bus network service frequency slides

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Bus network: weekday service frequency

- Weekday bus service frequency (Monday-Friday) is high in the main Fareham Town to Gosport Town bus corridor but western areas of Fareham such as Locks Heath, Warsash, Swanwick and Titchfield are less frequently served with around one bus service per hour. Hook is not connected to the bus network.
- Areas in the south and southwest of Gosport such as Lee-on-the-Solent, Alver Valley, Stokes Bay and Haslar are also poorly served by the bus network with one or fewer bus services per hour.



38 *October 2023 workshop

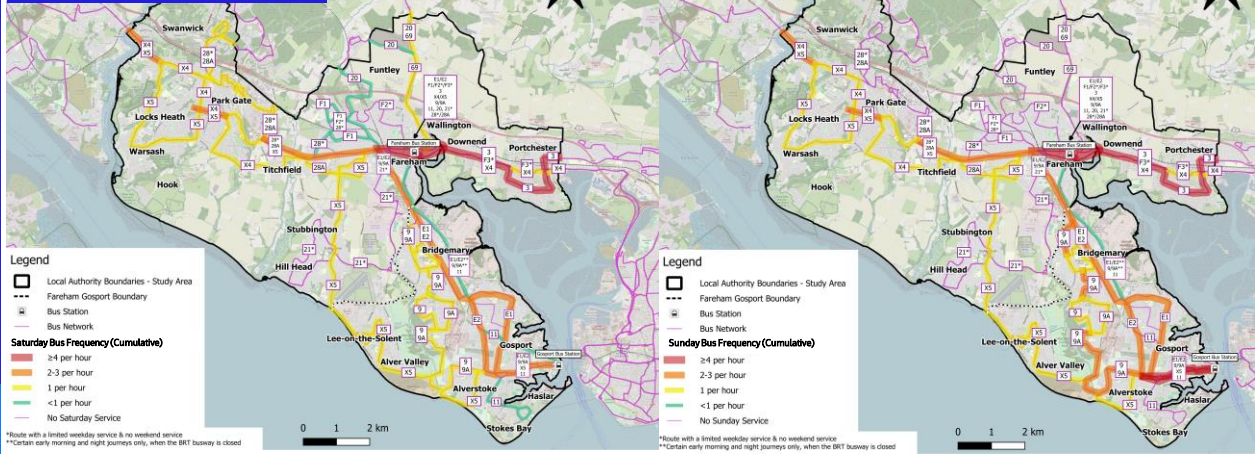
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Bus network: weekend service frequency

Saturday service frequency

Sunday service frequency



- Weekend frequencies across both boroughs drop significantly in comparison to the weekday services.
- Bus routes 21 (serving Hill Head), 28 (serving Swanwick) and F2 (serving north Fareham) cease operation on Saturday.
- In addition, the following services also cease operation on Sunday: 28a (serving Swanwick), F1, 20, 69 (serving north Fareham), and the 11 (serving southern Gosport)
- This makes weekend travel for shopping, leisure and other activities more likely to be made by private car from areas served by those routes and may help explain higher levels of car ownership in areas such as Hill Head and Funtley.

Bus network service frequency

- Bus service frequencies for those routes that serve Gosport and Fareham are varied and create inconsistencies in public transport connectivity across the boroughs.
- The routes that provide the highest frequencies are the 3 from Fareham bus station to Southsea, providing connections for residents of Portchester, and the E1 and E2, which connect Gosport and Fareham bus stations via the busway.
- Over half of all bus routes do not provide a Sunday service, and four of those also do not provide a Saturday service. For example, route 21 serving Hill Head.
- The routes with the poorest frequencies are: 11 providing connection to south Gosport, 21 providing connections to Hill Head and Stubbington, F2 providing connections to Hill Park, 28 providing connections to Park Gate and Swanwick, and F3 providing connections to Portchester.

	Bus route	Mon-Fri approx. frequency	First / last departing service	Sat approx. frequency	First / last departing service	Sun approx. frequency	First / last departing service	
High frequency ↑	3	Fareham - Southsea	5 per hour	00:22 / 21:52	5 per hour	04:22 / 00:22	3 per hour	05:17 / 22:22
	E1	Gosport - Fareham	4 per hour	05:40 / 22:35	3 per hour	06:25 / 21:55	2 per hour	06:38 / 22:24
	E2	Gosport - Fareham	4 per hour	05:30 / 22:20	3 per hour	06:00 / 21:40	2 per hour	07:02 / 22:00
	9	Gosport - Fareham	2 per hour	05:50 / 18:45	1 per hour	06:35 / 18:30	1 per hour	07:30 / 18:30
	X5	Gosport - Southampton City Centre	1 per hour	06:45 / 17:59	1 per hour	06:05 / 18:06	1 per hour	07:43 / 18:07
	X4	Portsmouth - Southampton City Centre	1 per hour	06:55 / 17:58	1 per hour	07:26 / 17:49	1 per hour	08:02 / 17:56
	9A	Gosport - Fareham	1 per hour	06:15 / 19:15	1 per hour	07:05 / 18:55	1 per hour	08:00 / 18:00
	28	Fareham - Curdridge	1 per hour	09:05 / 18:15	1 per hour	09:05 / 17:35	No service	N/A
	69	Fareham - Winchester	1 per hour	08:35 / 18:10	1 per hour	08:15 / 18:45	No service	N/A
	F1	Fareham - Hill Park	1 per hour	09:55 / 17:30	4 per day	09:55 / 15:55	No Service	N/A
↓ Low frequency	20	Fareham - Wickham	1 per hour	09:20 / 16:35	4 per day	10:30 / 14:45	No service	N/A
	11	Fareham - Clayhall	4 per day	09:30 / 14:00	4 per day	09:30 / 14:00	No service	N/A
	21	Fareham - Stubbington	3 per day	11:00 / 14:00	No Service	N/A	No service	N/A
	F2	Fareham - Hill Park	3 per day	09:30 / 13:30	No Service	N/A	No service	N/A
	28	Fareham - Curdridge	3 per day	06:20 / 08:00	No Service	N/A	No service	N/A
	F3	Fareham - Portchester	1 per day	13:00	No Service	N/A	No service	N/A

Source: Traveline (information as of November 2023)

Bus usage, performance and facilities

- Gosport bus station is a local interchange with ferry services to Portsmouth, taxis, and 'stop and drop' facilities.
- E1 and E2 Eclipse flagship services have seen 65% passenger growth since opening.
- Approximately 2.4 million journeys are made each year on the Eclipse network (the busiest bus corridor in Hampshire in 2018).
- An identified area of growth is the student market for journeys to Fareham College.
- The following concerns were raised at the October 2023 workshop regarding the performance of bus services:
 - Limited bus priority means that services are delayed along congested roads along with general traffic
 - There is a specific bus bottleneck at Quay Street Roundabout (Tesco Superstore)
 - Journey time reliability during peak periods is compromised by congestion and lack of bus priority
- The following concerns were raised at the October 2023 workshop regarding bus facilities in Fareham and Gosport:
 - A lack of consistency in terms of public transport branding, with no single source of service information and a multitude of apps (e.g., Treeline, Breeze app, Hants RTI app, Bus operation app, My Journey), which can be confusing for passengers.
 - The quality of the waiting environment at bus stops, and the lack of consistency (bus stops currently use a range of colour palettes and styles)
 - The lack of real time information at bus stops
 - Fareham Bus Station is too small to accommodate longer vehicles

41 Source: Hampshire BSIP and October 2023 Workshop

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Bus fares

- All bus routes shown on slide 38 are currently included in the £3 national bus fare cap scheme, which limits each single journey to a maximum charge of £3 and expires in March 2027.
- First Bus is the primary bus operator in both Fareham and Gosport, including the Eclipse bus routes. First services now accept contactless payments including Apple Pay and Google Pay.
- There are multiple ticket offers/bundles for the Eclipse bus service, primarily targeted at commuters needing to access Fareham rail station for onwards journeys:
 - All day unlimited travel for £5.50
 - 1-week unlimited travel for £22.50
 - 1-month unlimited travel for £82.00
 - Flexible day ticket bundles designed for hybrid working/shift working patterns as outlined below. 3-in-5 refers to travelling three trips across five days.

Bundle	3-in-5	5-in-7	6-in-20	10-in-20	12-in-40	20-in-40
Eclipse	£13.80	£19.50	£27.20	£40.40	£50.20	£82.00

- Employees of First Bus travel partners can join the Commuter Travel Club which provides discounts. Current partners include Asda Fareham, Cams Hill School, both borough councils, Gosport Specsavers Ltd, and Fareham Shopping Centre.
- There are currently no student or young person discounted tickets on bus services across the boroughs. However, Fareham College has an existing agreement with First Bus to offer students annual passes (£535.00) or term passes (£210.00) that allow for unlimited use on all First buses in Hampshire between valid dates.
- At the October 2023 workshop, bus fares were identified as being relatively high considering the deprivation levels in certain areas served by bus.

42 Source: FirstBus (Last updated September 2024)

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Ferry network

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Key takeaways



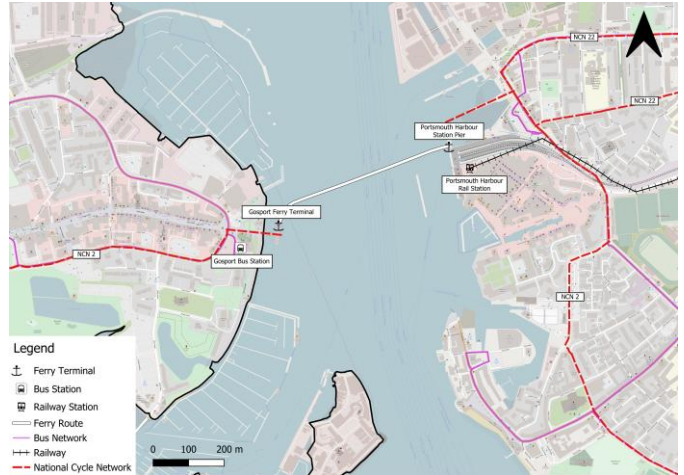
- Gosport Ferry provides a service to pedestrians, cyclists and motorcyclists between Gosport Terminal and Portsmouth Harbour Station Pier, connecting Gosport bus station and Portsmouth Harbour railway station
- The one-way journey time is approximately 4 minutes with a frequency of 15 minutes – service frequency may be constrained by Portsmouth Harbour marine traffic.
- There are multiple fare schemes available including: single, return, multi-trip, bus and ferry combined, seasonal and concession tickets.
- However, fare prices may present a barrier to use, especially for cyclists and motorcyclists due to additional charges – the service currently operates at less than 50% capacity during weekday peak hours
- Cycling facilities at Gosport Ferry Terminal are poor, which is likely to discourage linked cycling trips

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Ferry network extent and characteristics

- Gosport Ferry is a ferry service that provides a connection between Gosport Ferry Terminal and Portsmouth Harbour Station Pier every 15 minutes for pedestrians, cyclists and motorcyclists, with a one-way journey time of approx. 4 minutes.
- Service frequency is constrained by Portsmouth Harbour marine traffic
- Standard operating hours are between 05:30 and midnight Monday to Sunday.
- There is also a late-night ferry service between midnight and 04:30 on Fridays and Saturdays (and Sundays before a Bank Holiday).
- Onward public transport connections are via Portsmouth Harbour Rail Station and Gosport Bus Station
- Both the Gosport Ferry Terminal and Portsmouth Harbour Station Pier are connected to National Cycle Network (NCN) route 2.
- There is sheltered cycle storage (Sheffield stands) available at the terminal, however cycle thefts/damage is considered an issue* resulting in users being reluctant to leave their bikes.



Monday to Sunday service (Gosport Ferry)	
Hours of operation	Service frequency
05:30 – 00:00	Every 15 mins

The late-night ferry (different operator)	
	Hours of operation
Friday (to early hours Saturday)	00:00 – 04:30
Saturday (to early hours Sundays)	00:00 – 04:30
Bank Holiday Sundays	00:00 – 03:30

45 *October 2023 workshop

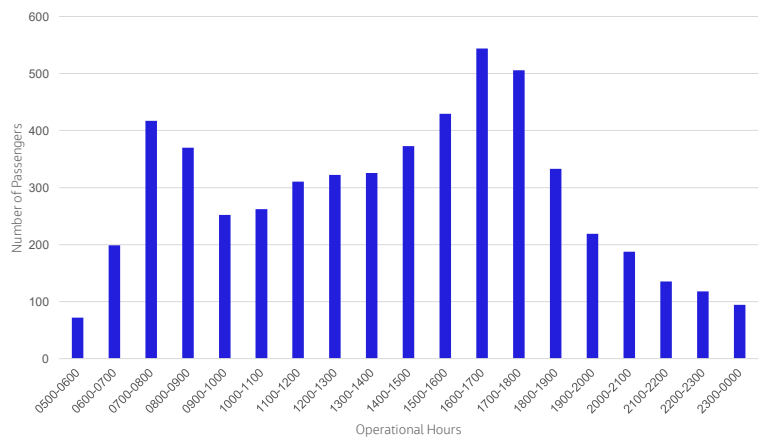
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Ferry usage

- Gosport Ferry has a maximum capacity of 300 passengers per trip (1200 per hour).
- The AM weekday peak occurs between 07:00 and 08:00 with 417 passengers recorded on average between April and October 2023
- The PM weekday peak occurs between 16:00 and 17:00 – an average of 544 passengers were recorded during the same period.
- The above peak hours suggests that this is a popular journey choice for commuters.
- Data from the 2023 tax year shows that the month of August saw the highest usage with an average of 6161 passengers per weekday.
- Previous years saw the following total passenger numbers:
 - April 2021 to March 2022 = 1.7 million
 - April 2022 to March 2023 = 1.95 million

Ferry passenger count by time of day (April to October 2023 weekday average)



Average weekday total passenger count between 05:00-00:00 (2023 tax year)

	Apr	May	Jun	Jul	Aug	Sep	Oct
Total	5208	5215	5661	5554	6161	5357	5121

46 Source: Gosport Ferry

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Ferry fares

- Gosport Ferry provides various ticket bundles/offers for users including a combined bus and ferry ticket designed to promote take-up of sustainable multi-modal journeys.

	Standard return ticket	Multi trip ticket (10 trips)	Daily return bus and ferry combined ticket	30-day season ticket	Quarterly season ticket (13 weeks)
Adult	£4.80	£19.80	£5.20	£80.00	£223.00
Child (4-15 years)	£3.00	£11.40	£3.60	N/A	£123.00
Senior (65+ years)	£3.10	£11.40	£3.60	N/A	£123.00
Armed Forces Adult	£4.60	£18.90	N/A	£75.00	£205.00

- In addition, the following tickets are available:
 - FirstDay: Hampshire and Gosport Ferry £9.50 (adult) and £6.50 (child)
 - FirstWeek: Hampshire and Gosport Ferry £37.00 (adult) and £23.00 (child)
 - Hospital Tickets: combined ferry and Stagecoach bus ticket for Alexandra Hospital or St Mary's Hospital, £6.20 (adult) and £4.50 (child)
- Currently (November 2023) there is a student season ticket promotion offering £175 tickets per term.
- There are additional costs associated with bringing a cycle/motorcycle:

	Standard return ticket price
Bicycle/e-bike/e-scooter	£1.60
Motorcycle	£2.10
Armed Forces bicycle/e-bike/e-scooter	£1.50

- Currently the ferry does not support a pay-as-you-go service, or online tickets with passengers required to purchase a paper ticket.

47 Source: Gosport Ferry

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Highway network

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Key takeaways



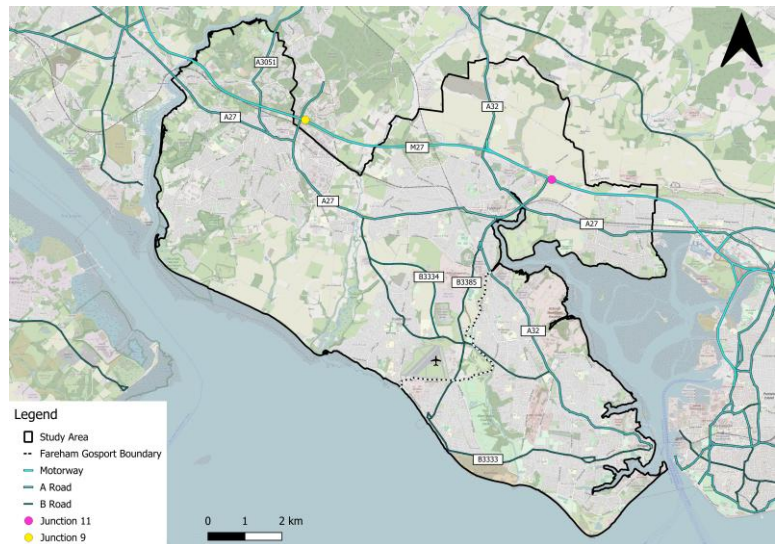
- A roads and B roads provide local connectivity throughout and between both boroughs.
- The Fareham borough has good links to the Strategic Road Network via M27 junctions 9-11, although access from Gosport requires traversing Fareham.
- As a result, local routes such as the A32, B3385 and B3334 connecting Fareham and Gosport see high volumes of traffic and congestion.
- Congestion is focussed on key junctions such as the Segensworth, Quay and Delme Arms roundabouts.
- Travel from Gosport to outside the peninsula involves longer distances and is therefore more reliant on the private motor vehicle.
- Collisions are concentrated on major roads and interchanges near town centres (A27, Quay Street Roundabout, Peel Common Roundabout), correlating with some congestion hotspots.
- Public and private car parks align with key trip generators.

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Road network extent and key junctions

- M27 runs east-west to the north of Fareham, providing access to Fareham and indirect access to Gosport
- M27 Junction 10 provides a direct link to Fareham town centre from the Strategic Road Network
- A27 runs east-west to the south of M27 through Fareham, connecting to the M27 at Junction 9 and Junction 11
- A32 connects Fareham to Gosport, the only A road in Gosport
- B3334 provides a southern link to Gosport (via the Stubbington Bypass) between the A27 and A32
- Newgate Lane (B3385) branches off the A32, providing a connection to southern Gosport
- Segensworth, Quay Street, Delme Arms and the Titchfield Gyrotory are key junctions which experience high congestion



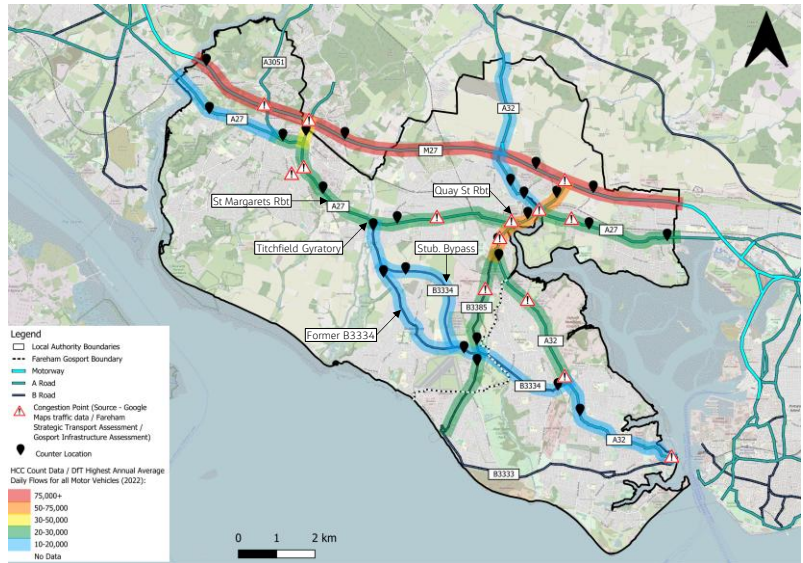
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Highway network demand and performance

- Traffic flows by approximate route segment are shown on the map, based on a combination of 2022 DfT count data and 2023 HCC counts.
- Some notable congestion hotspots are marked, including Quay Street Roundabout, Cams Hill/A27, Newgate Lane, and Delme Roundabout*.
- In 2020 and 2023, HCC performed timed runs along 5 key routes. In general, most runs either did not see a major change or saw reduced travel times.
- However, run no. 2 along the A32 between Gosport and Fareham saw some notable increases in travel times of up to 28%.



HCC timed runs (Jan. 2020 & Jun. 2023)	Travel time difference (2020 to 2023)			
	AM Peak		PM Peak	
	NB/WB	SB/EB	NB/WB	SB/EB
1 Lee-on-Solent to Quay St Rbt (via B3385)	-20%	+1%	-4%	+12%
2 Quay St Rbt to B3334/A32 (via A32)	+28%	-9%	+12%	+2%
3 Quay St Rbt to St Margarets Rbt (via A27)	-17%	-8%	-15%	-15%
4a B3334/A32 to St Margarets Rbt (via former B3334/A27)	-24%	-4%	+3%	-12%
4b B3334/A32 to St Margarets Rbt (via Stubbington Bypass/A27)	-48%	+15%	-11%	-24%
5 J9 to Titchfield Gyration (via A27) (2016 vs. 2023)	-25%	-15%	-5%	-24%

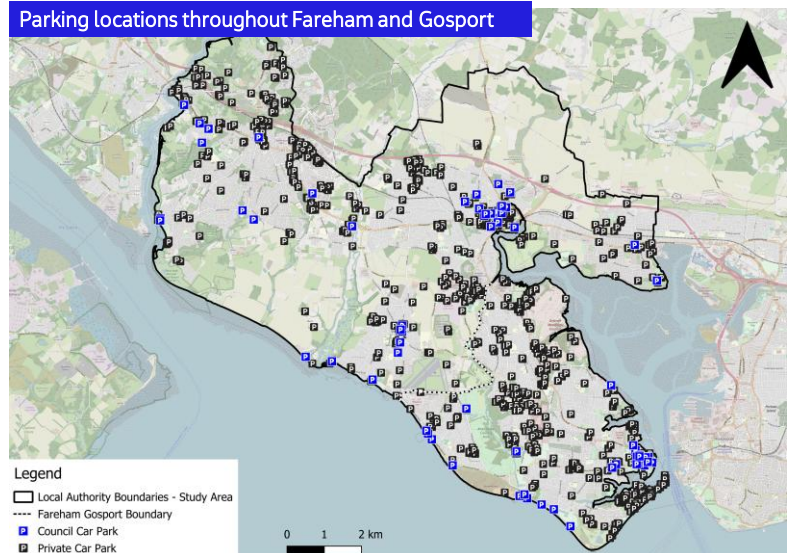
51 *Sources: Fareham Strategic Transport Assessment (2020), Gosport Infrastructure Assessment (2021), Google Maps traffic data observations

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Parking and charging

- Council-owned car parks are concentrated within the town centres and along the seafront.
- Areas with lower densities of car park sites (both public and private) are located around Locksheath, Warsash, Hook, and Funtley, which are predominately residential areas with few trip-attractors.
- There is a mix of on-street car parking available in:
 - Fareham Town Centre : High St, West St, Western Way, Western Rd, Crescent Rd, Grove Rd
 - Gosport Town Centre: Stoke Rd, Ordnance Rd, Clarence Rd, Cross St, Mumby Rd, South St, and others
 - Lee-on-the-Solent: High St, Marine Parade W & E
- Types of on-street car parking include:
 - Limited wait bays
 - Disabled bays
 - Pay and display/chargeable bays
 - Single yellow lines
- There are parking/loading bans in some areas of Fareham (West St, Hartlands Rd, East St) and Lee-on-the-Solent
- A lack of electric vehicle charging points was cited as an issue at the October 2023 workshop

Parking locations throughout Fareham and Gosport



52 Source: Public car parks – Gosport Borough Council – Car Parks and Fareham Borough Council – Car Parks
Private car parks – extracted from QGIS – OpenStreetMap, 2023

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Parking capacity and tariffs

- Public car parks
 - Fareham has a higher number of car parking spaces in public car parks when compared to Gosport; however, discussions with parking officers indicate there is enough parking capacity currently in both boroughs
- Public parking tariffs in Gosport:
 - Short stay (max. 2 hours, 8 AM to 7 PM):
 - 1 hour: £0 - £1.00
 - 2 hours: £1.20 - £1.50
 - Some car parks with 3-hour free stay
 - Long stay (daily between 8 AM and 7 PM):
 - Motor vehicles and trailers: £1.40 per hour
 - Over 5 hours: £8.20
 - Motorcycles do not pay parking tariffs
- Public parking tariffs in Fareham
 - Premium/inner car parks: £1.50 per hour (free after 6 PM, maximum stay 24 hours)
 - Other inner car parks: £1.00 per hour (free after 6 PM, maximum stay 24 hours/some closed overnight)
 - Outer car parks: £0.70 per hour (free after 6 PM, Sundays & holidays, maximum stay 24 hours)

Spaces in public car parks	No. of spaces (incl. disabled)	Disabled spaces	Motorcycle bays
Fareham	4180	167	21
Gosport	2943	102	0
Total	7123	269	21

- Pay and display tariffs for on-street car parking:
 - Fareham Town Centre (High St)
 - Up to 20 minutes: Free
 - Up to 1 hour (max stay): £1.00
 - Parking charge times: Monday to Sunday 10 AM to 6 PM
 - Lee-on-the-Solent
 - £1.00 every hour
 - All day (maximum stay): £6.00
 - Parking charge times: Monday to Sunday 10 AM to 6 PM
- There is a variety of long-term parking permits available in Fareham and Gosport at a range of costs, depending on residency and length of permit.

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Collisions

- Collision count, cumulative from 2018-2022 (Hampshire County Council, 2022):
 - Fareham Town Centre: 1 fatal, 41 serious, 145 slight
 - Gosport Town Centre: 1 fatal, 24 serious, 107 slight
 - Collisions in Fareham are concentrated along the A27, particularly at the Quay Street Roundabout
 - Collisions in Gosport are concentrated along B3333, Forton Road (A32) and Stoke Road
 - There is a collision hotspot at Peel Common Roundabout / Newgate Lane due to single lane filtering



Fareham Town Centre collisions (2018-2022)



Gosport Town Centre collisions (2018-2022)

54 Source: Crashmaps

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Active travel network

The network for pedestrians and cyclists in Fareham and Gosport

55

Key takeaways



Pedestrians

- Barriers to walking include busy roads, the availability of pedestrian crossings, and the ease of crossing at existing pedestrian crossings.
- Many core walking zones are narrow due to significant on-road/street parking, with poor visibility, and poor continuity impacting perceptions of safety and creating a barrier to walking for many residents in both boroughs.
- 57% of children in Fareham walk to school and 59% in Gosport - across both boroughs, most schools have school crossing lights within the vicinity.

Cycling

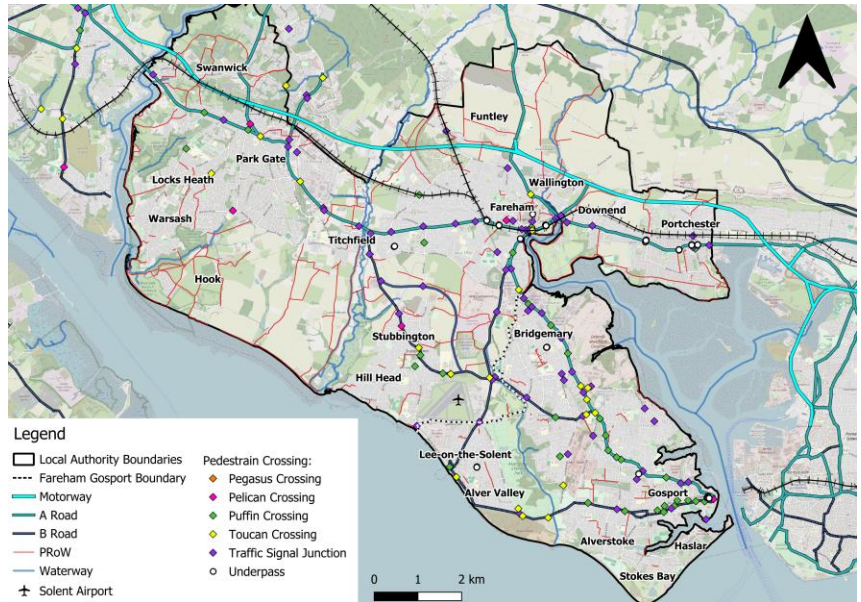
- There are three National Cycle Network (NCN) routes across Fareham and Gosport: NCN 2, NCN 224 and NCN 236.
- Gosport has relatively good provision of 'off road' cycle routes, however, there are gaps in connectivity in areas such as Haslar.
- Fareham's cycle route connectivity is not as extensive with significant gaps including Titchfield (which has access to a cycle hire site), Lower Swanwick, Stubbington, Heathfield, and Hook.
- The old Gosport-Fareham railway line, now busway, provides (in part) over 2 miles of quiet cycle track leading to the Holbrook Leisure Centre in Bridgemary.
- In Gosport, propensity to cycle to work is higher than in most areas of Fareham and in Hampshire with most LSOAs scoring between 10-19%.
- Lee-on-the-Solent and areas of Gosport Town reach a propensity to cycle to school between 40-49% which is among the highest in Hampshire.
- Cycling barriers are similar across Fareham and Gosport with busy roads and the safety of the routes being the most prevalent issues, followed by other factors such as route quality, difficult junctions, a lack of direct routes and a lack of secure cycle storage.

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Pedestrian network

- The map summarises the current extent of the pedestrian network in Fareham and Gosport
- Fareham is bisected by major roads and rail lines with grade-separated crossings (subways and footbridges) a key feature, particularly on the A27 around Fareham town centre and in Portchester – many of these facilities are old and in poor condition
- The former Gosport-Fareham railway line provides a key shared-use walking-cycling link between Gosport and Fareham town centres, which is largely segregated from general traffic
- The Public Right of Way (PRoW) network is concentrated in open areas around Funtley, Swanwick, Hook, Titchfield, Stubbington and Bridgemyary – while it is extensive in some areas, the network is relatively fragmented across both boroughs



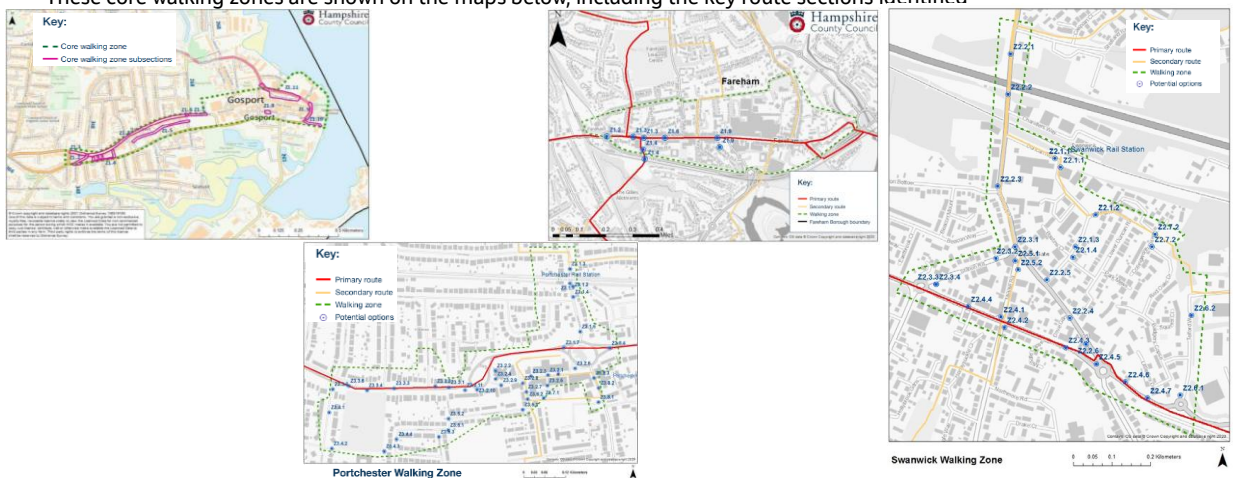
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Core walking zones

- Local Cycling & Walking Infrastructure Plans (LCWIPs) have been developed for both Fareham and Gosport. These plans identified four core walking zones, two of which are located around the principal town centres and key public transport hubs. There are further zones surrounding Swanwick Railway Station and Portchester.
- These core walking zones are shown on the maps below, including the key route sections identified



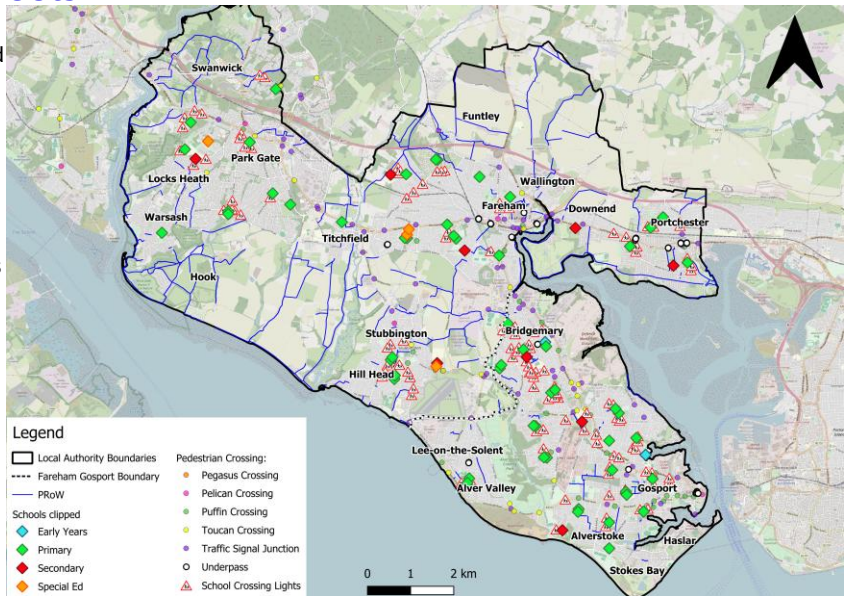
58 Source: Gosport & Fareham LCWIPs

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Pedestrian access to schools

- 57% of children in Fareham walk to school and 59% in Gosport – safety and pedestrian infrastructure is vital along routes used by children.
- Across both boroughs, most schools have school crossing lights within the vicinity.
- In some circumstances, adequate alternatives are provided (for example, signalised pedestrian crossings at Cams Hill Secondary School in Portchester)
- In other locations, provision is not necessary (for example, the cluster of special education schools in Fareham located in a cul-de-sac with children crossing road signs).
- However, in both LCWIPs, some barriers were noted in relation to uncontrolled crossings used by school children who find it difficult to cross due to traffic levels at peak times.



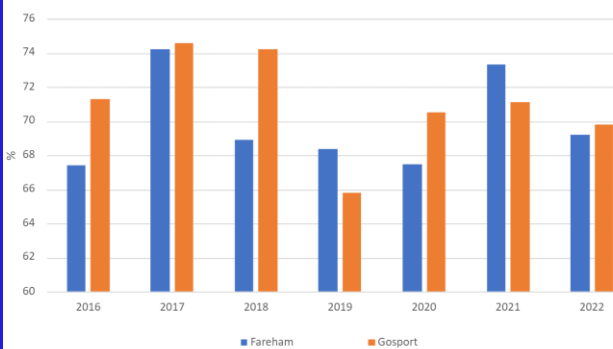
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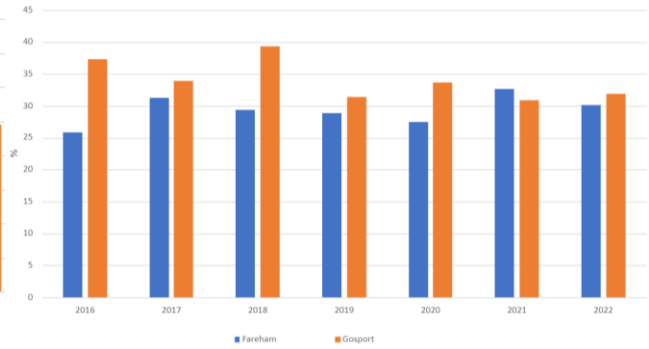
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Walking activity levels

Proportion of adults that walk at least once per week for any purpose (2016-2022)



Proportion of adults that walk at least 5 times per week for any purpose (2016-2022)



- Based on DfT Active Lives survey data, the proportion of adults that walk at least once a week is similar in both boroughs: in 2022, 69% of residents in Fareham walked at least once per week, with 70% in Gosport – these proportions exceeded 74% in both boroughs in 2017.
- In recent years the proportion of adults walking at least five times per week has also been similar: 30-33% across both boroughs in 2021 and 2022.

60 Source: DfT – Active Lives Survey

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Pedestrian barriers and issues (LCWIPs summary)

- Pedestrian infrastructure
 - Safety of the route and personal safety (dark routes/blind corners) ranked highly in both boroughs as barriers to walking.
 - Underpasses were identified as not suitable: overgrown vegetation, narrow, dark, no clear shared cycle / pedestrian signage.
 - Poor footway provision towards underpasses (e.g., The Gillies, Fareham).
 - No pedestrian footway along the Eclipse Busway.
 - Walking routes to access the BRT have poor safety perceptions due to lack of lighting, CCTV.
 - Footways have inconsistent dropped kerbs, lack tactile paving and where there is tactile paving there is no color differentiation to the pavement, uneven surfaces of footways, often too narrow.
 - Fareham residents ranked availability of suitable crossing points highly as a barrier to walking and both boroughs noted junctions being difficult to cross as another prominent barrier e.g., underpasses to cross the A27.
 - Lack of pedestrian priority crossings overall, with 'courtesy crossings' consisting of dropped kerbs being more common. This is especially an issue at roundabouts and junctions making them difficult to cross e.g., Quay Street Roundabout.
- Collisions
 - Across a five-year period (2018-2022) there have been 3 pedestrian fatalities; 1 in 2022 along Marine Parade Way, 1 in 2019 along A27 Southampton Road, and 1 in 2018 along Redlands Lane
 - In 2022 there were 9 serious collisions involving pedestrian casualties
- Connectivity
 - No walking links from Blockhouse to Gosport Town Centre
 - Wider footways are needed along overcrowded walking routes e.g., school travel journeys
 - Distances to schools are further than usual for new housing developments – safe walking routes needed
- Severance issues
 - Across Gosport there are notable barriers of movement including the MoD, employment and retail sites (Speedfields), the A32, together with natural barriers.
 - Residents across both Gosport and Fareham ranked busy roads as the highest barrier to walking, (concerns over traffic speeds e.g., Bury Road, Gosport)

61 Source: Gosport & Fareham LCWIPs

% of survey respondents in Fareham identifying characteristic as a key barrier to walking

Busy roads	65%
Safety of the route	48%
Availability of suitable crossing points	42%
Junctions are difficult to cross	40%
Personal safety (dark routes/blind corners)	36%
Quality of routes	31%
Confidence	31%
Lack of direct routes	17%
Not enough information on possible routes	14%
Other	12%
Quality of facilities	11%

% of survey respondents in Gosport identifying characteristic as a key barrier to walking

Busy roads	46%
Personal safety (dark routes/blind corners)	44%
Safety of the route	41%
Junctions are difficult to cross	29%
Quality of routes	27%
Availability of suitable crossing points	21%
Not enough information on possible routes	12%
Confidence	12%
Quality of facilities	9%
Lack of direct routes	9%

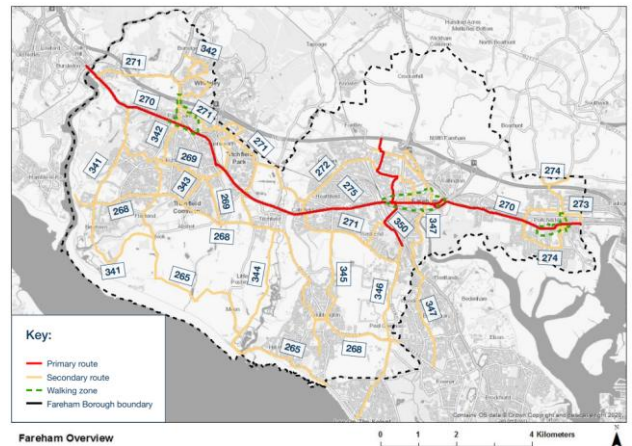
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Cycling network

- The plans show the primary and secondary cycle routes identified in the LCWIPs in both boroughs
- The former Fareham-Gosport railway line is identified as the primary cycling route in Gosport Borough (350), extending through Fareham town centre
- The other primary route is the 270, running east-west across Fareham along the alignment of the A27



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- The network in the two boroughs also includes three National Cycle Network (NCN) routes:
 - NCN 2 'South Coast Cycle Route' from Dover to Devon
 - NCN 224 'Meon Valley Trail' from Alton to Gosport which shares the Eclipse Busway for a section
 - NCN 236 between Portchester and Cosham.

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Cycling facilities (Gosport)

- Gosport has a relatively high provision of 'off road' cycle routes that provide connections to areas across the borough.
- However, there are gaps in connectivity in areas like Haslar which includes tourist trip attractors.

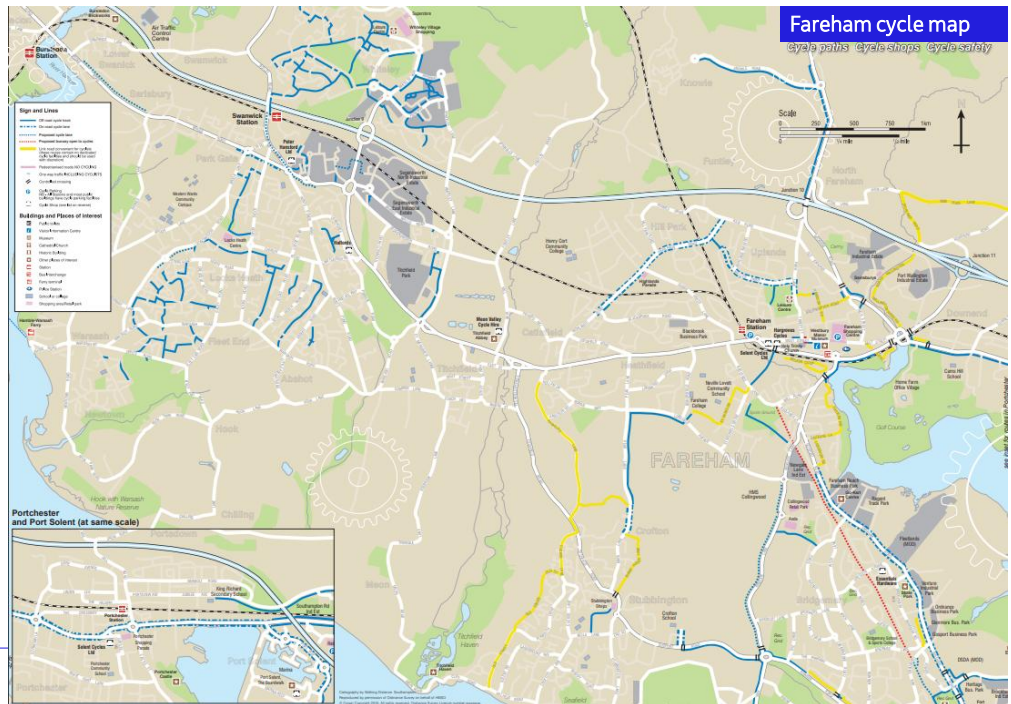


63 Source: [Gosport Cycle Map](#)

63

Cycling facilities (Fareham)

- Cycle provision is not as extensive as in Gosport, with significant gaps in the network including Titchfield (which has access to a cycle hire site), Lower Swanwick, Stubbington, Heathfield, and Hook.
- In particular, there is a lack of dedicated east-west provision for cyclists between Fareham town and areas to the west along the primary route identified in the LCWIP

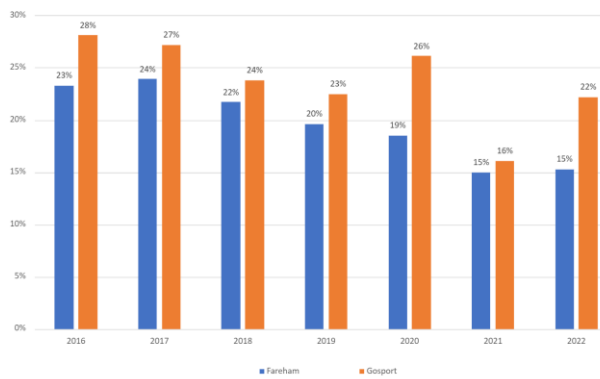


64 Source: [Fareham Cycle Map](#)

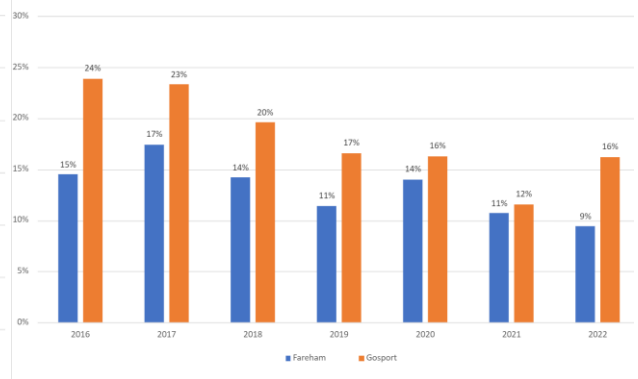
64

Cycling activity levels

Proportion of adults that cycle at least once per month for any purpose (2016–2022)



Proportion of adults that cycle at least once per week for any purpose (2016–2022)



- A higher proportion of Gosport adults cycle at least once per month and at least once per week when compared with Fareham. This may be linked to higher levels of deprivation, lower car ownership, and better existing cycling facilities in Gosport – in Fareham, the existing cycle network is less extensive and more fragmented, and the borough has greater severance barriers.
- The graphs also indicate a downward trend in cycling rates in both boroughs over the period 2016 to 2022, albeit in Gosport rates increased notably from 2021 to 2022.

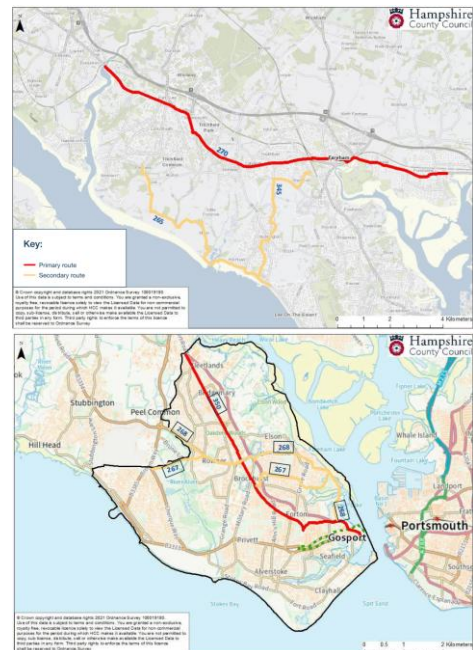
65 Source: DfT – Active Lives Survey

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Cycling demand

- Fareham LCWIP online survey (89 respondents)
 - More than half of respondents cycle at least once a week
 - The most common journey purpose was for recreation, followed by 'for a healthy lifestyle' and to go shopping
 - The survey asked respondents to prioritise their top three cycle routes, the routes seen as a priority were:
 - Route 345: Fareham to Stubbington (55%)
 - Route 270: River Hamble to Portchester (33%)
 - Route 265: Warsash to Gosport (31%)
- Gosport LCWIP online survey (85 respondents)
 - More than half of respondents cycled at least once a week
 - The most common journey purpose was for recreation, followed by 'for a healthy lifestyle' and to visit friends and family
 - The survey asked respondents to prioritise their top three cycle routes, the routes seen as a priority were:
 - Route 268: Rowner to Gosport Town Centre (55%)
 - Route 350: Gosport Borough Border to Gosport Ferry Terminal (38%)
 - Route 267: Daedalus Drive junction with Stubbington Lane to Heritage Way (38%)



Source: Gosport and Fareham LCWIPs

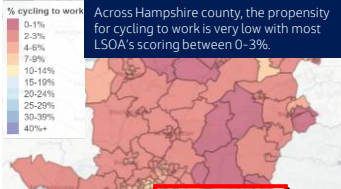
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66 Source: PCT

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Propensity to Cycle Tool

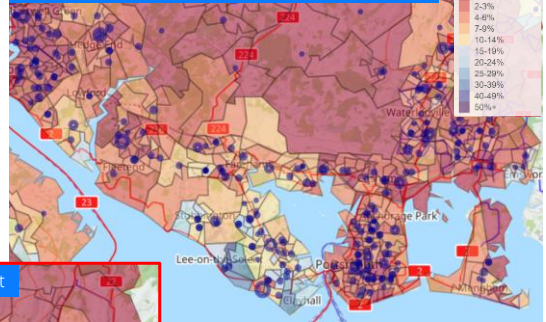
Propensity to Cycle to Work – Hampshire



Across Hampshire county, the propensity for cycling to work is very low with most LSOA's scoring between 0-3%.

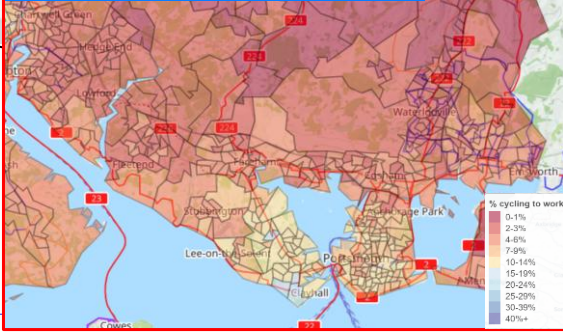
- The presence of on-road cycle tracks along the A32 from Fareham to Gosport and the busway (which is accessible to cyclists) may potentially explain the higher propensity to cycle in LSOA's surrounding this area.
- In Gosport, the propensity to cycle to work is higher than in most areas of Fareham borough and in Hampshire with most LSOA's scoring between 10-19%. Areas around Lee-on-the-Solent are an exception as they have a propensity to cycle to work of 6%, the lowest in Gosport, despite having a series of cycle routes linking the area to Gosport Town.

Propensity to Cycle to School – Fareham & Gosport



- The propensity to cycle to school is much higher than the propensity to cycle to work in many of the LSOA's in Fareham and Gosport. This is potentially due to many of the schools (shown as blue dots above) being conveniently located along many of the cycle routes in the boroughs making them easy and relatively safe to access for many school children. This is particularly the case in Gosport as many schools are situated along the A32
- Lee-on-the-Solent and areas of Gosport Town reach a propensity to cycle to school between 40-49% which is among the highest in Hampshire. This may be due to a lack of public transport connections to Lee-on-the-Solent and the low levels of car ownership (20-30% of households do not have access to a car/van) meaning that cycling is the only viable option for many school children.

Propensity to Cycle to Work – Fareham & Gosport



- In Fareham Town, the propensity to cycle to work ranges from 4-9%, except for the LSOA to the north of Stubbington which shows similar levels to those in Gosport of 10-14%. This may be due to the presence of the NCN 224, the presence of various link routes convenient for cyclists and the off-road cycle track from Crofton to Fareham Town.
- Areas to the north of Fleetend have a lower propensity to cycle despite having a series of off-road cycle tracks. This may be explained by a lack of route continuity.

67 Source: [Propensity to Cycle Tool \(Hampshire\)](#)

The PCT is a publicly available planning support tool aiming to improve cycling provision by providing cycling mode share in areas or corridors under different future scenarios

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67

Cycling barriers and issues (LCWIPs summary)

- Cycle Infrastructure**
 - Underpasses not suitable: overgrown vegetation, narrow, dark, no clear shared cycle / pedestrian marking or signage
 - Signage/Marking - faded road markings, infrequent pedestrian/cycle symbols on paths causing confusion
 - Poor provision of cycle ways with the majority of cycle ways in Fareham
 - The safety of cycle routes has the highest % of respondents recording it as a barrier to cycling in Gosport and second highest in Fareham
 - The quality of cycle routes was recorded highly in both boroughs as a barrier to cycling
 - The lack of cycle storage ranked higher in Gosport than Fareham, which links to concerns in Gosport with bike theft where there were 897 reported bike thefts in a 2-mile radius from Gosport Town Centre in 2021, compared to Fareham with 167 reported in a 2-mile radius of the Town Centre (the national average is 652)*
- Connectivity – Cycle routes**
 - There is poor connectivity/continuity in the cycle network/NCN specifically in Fareham and in linking Haslar to Gosport Town Centre
 - Lack of direct routes was noted as a barrier in Fareham (33%), likely as a result of severance, and Gosport (28%)
 - Cycling along the A27 is noted as challenging, due to the lack of designated cycle lanes, and dual laned carriageway
 - Need cycle links to Blockhouse (key historic site and trip generator) to Gosport Town Centre
- Collisions**
 - Across a five-year period (2018-2022) there has been 1 cycle fatality that occurred along Newgate Lane in 2020
 - In 2022 there were 18 serious collisions involving pedal cycles
- Accessibility**
 - Cycle rates may be higher in Gosport due to higher levels of deprivation and lower car ownership leading to people cycling out of necessity rather than choice
 - Cost of owning a cycle was recorded as a barrier by cycling by more respondents in Gosport (4%) compared to Fareham (1%)
 - Busy roads was recorded the most as a barrier to cycling by respondents in Fareham and came up second highest in Gosport, suggesting that traffic speed and lack of priority infrastructure and segregated cycleways are discouraging cyclists across the boroughs

% of survey respondents in Fareham identifying characteristic as a key barrier to cycling

Busy roads	81%
Safety of the route	68%
Quality of routes	60%
Confidence	60%
Junctions are difficult to cross	51%
Availability of suitable crossings	38%
Personal safety	37%
Lack of direct routes	33%
Quality of facilities	23%
Not enough information on possible routes	22%
Lacking cycle storage	22%
Cost of owning a cycle	1%

% of survey respondents in Gosport identifying characteristic as a key barrier to cycling

Safety of the route	85%
Busy roads	61%
Personal safety	46%
Quality of routes	44%
Lacking cycle storage	35%
Junctions are difficult to cross	32%
Lack of direct routes	28%
Availability of suitable crossings	25%
Confidence	22%
Not enough information on possible routes	20%
Quality of facilities	18%
Cost of owning a cycle	4%
Other	7%

68 Source: *Bikmo Bike Theft Tool
Source: Gosport & Fareham LCWIPs

68

Environment

The impact of transport on the environment (including carbon emissions, air quality and noise) and environmental issues in Fareham and Gosport

69

Key takeaways



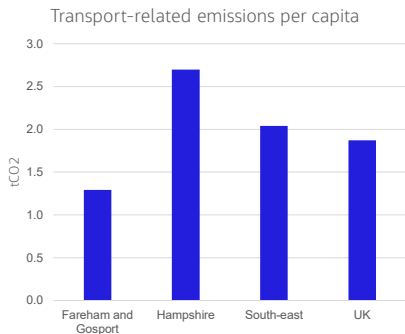
- Transport emissions make up the largest share of Fareham and Gosport's total carbon emissions.
- However, transport emissions per capita are lower in the study compared with Hampshire, the South East of England and the UK.
- Fareham has two air quality management areas, located within 1 km of each other, both at key interchanges along the A32 corridor. Generally, air quality deteriorates throughout Fareham and Gosport with proximity to the M27.
- The M27 is also the largest source of noise pollution in the study area.
- Living environmental deprivation in the study area is largely correlated with roads carrying high volumes of traffic.

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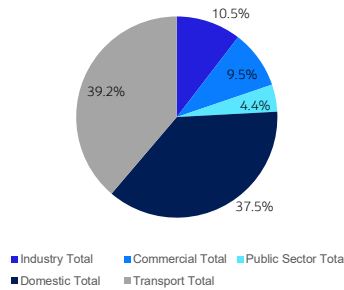
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Carbon emissions

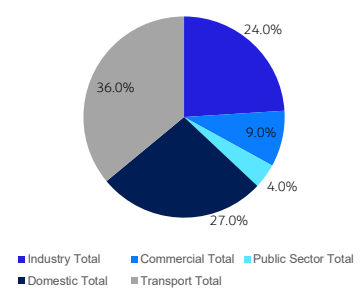
- Fareham and Gosport's combined total CO₂ emissions estimate for 2019 is **661 kt**, including land use, land-use change, and forestry (LULUCF) net emissions of -8.2 kt.
- **Transport** emissions are the highest percentage of the total at 39%, but per capita are relatively low compared to the rest of Hampshire and the rest of the UK.



Fareham & Gosport CO₂ emissions estimates 2019 (kt CO₂)



UK CO₂ emission estimates 2019 (kt CO₂)



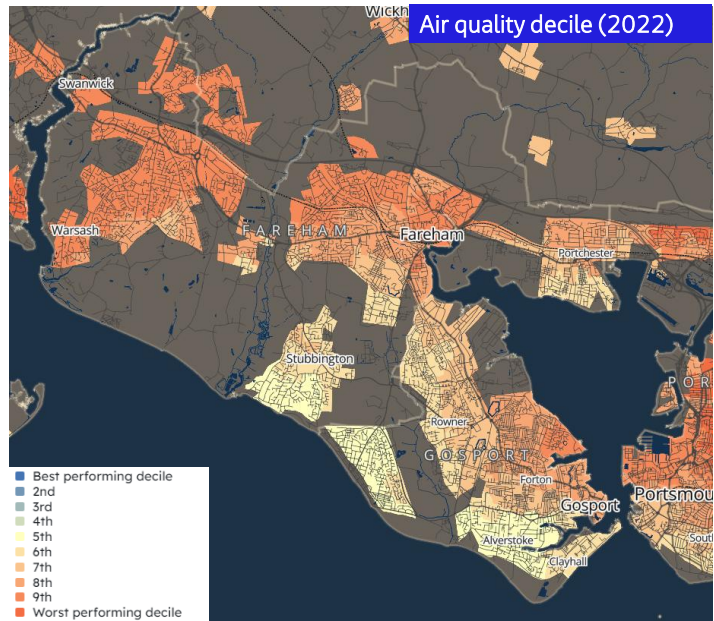
71 Source: DfBEIS

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Air quality

- In Fareham and Gosport during 2022, there were no monitored exceedances of the annual mean NO₂ Air Quality Strategy (AQS) objective (40µg/m³). Where monitoring data is available for more than a year, annual mean NO₂ concentrations have largely shown a decrease compared to what was reported in previous years. (*LAQM Annual Status Report 2023*)
- However, air quality in Gosport and Fareham is lower than that of Hampshire, especially around Fareham and Gosport town centre, Bridgemary, Warsash, Park Gate, and Swanwick.
- In both boroughs a higher proportion of the population are exposed to medium levels of NO₂ and medium to high levels of PM_{2.5} in comparison to Hampshire as a whole.

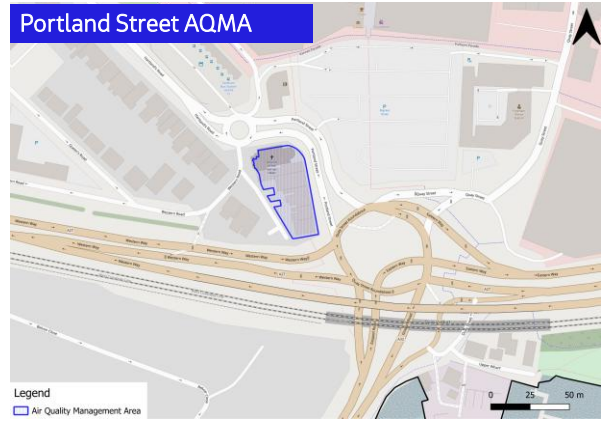
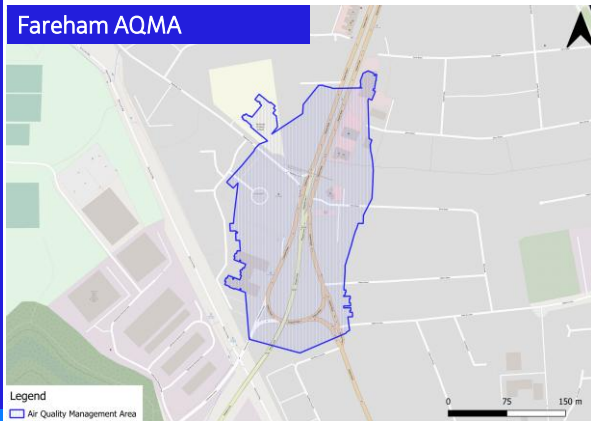


72 Source: Access to Health Assets and Hazards

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Air quality management areas



- There are no air quality management areas (AQMA) in Gosport. The two AQMA in Fareham are as follows:
 - Fareham AQMA: An area encompassing the junction of Gosport Road, Redlands Lane and Newgate Lane and the surrounding area up to the Quay Street roundabout. Level of exceedance (declaration year 2007) 47.3µg/m³, level of exceedance (current year 2022) 24.6µg/m³.
 - Portland Street AQMA: An area encompassing residential properties and the Sacred Heart Catholic Church on Portland Street and the southern end of Hartland Road Fareham. Level of exceedance (declaration year 2007) 45.3µg/m³, level of exceedance (current year 2022) 20.1µg/m³.
- Across both AQMA there has been an improvement in air quality since their declaration year.

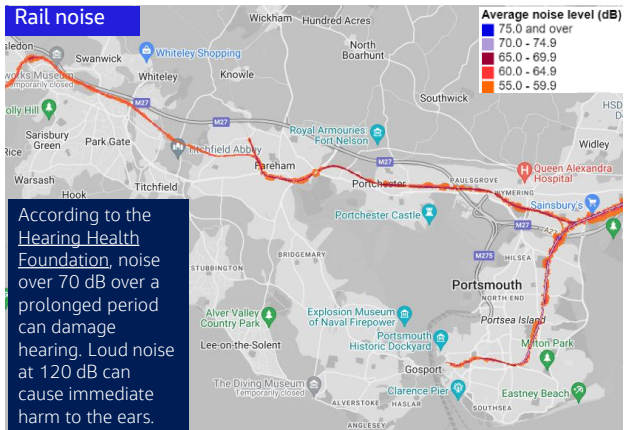
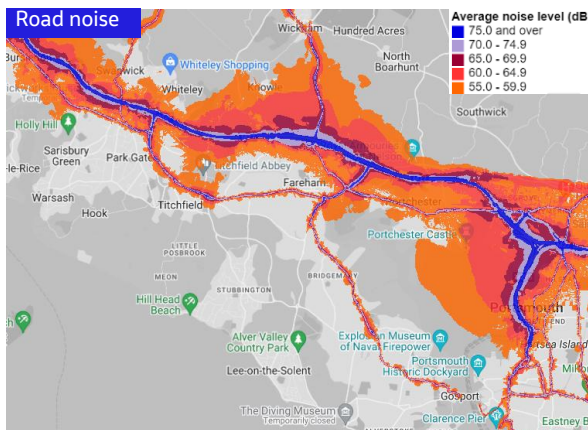
73 Source: DEFRA 2022

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Noise

"Noise annoyance" refers to people who are very bothered or disturbed by noise over a long period of time. This can have a direct impact on their wellbeing and quality of life. It can also increase the risk of developing serious health problems like depression, anxiety, and heart disease.



According to the [Hearing Health Foundation](#), noise over 70 dB over a prolonged period can damage hearing. Loud noise at 120 dB can cause immediate harm to the ears.

- Road traffic noise is prominent around Fareham borough due to the presence of the M27 to the north with the A27 diverging from the motorway at junctions 9 and 10.
- In Gosport, road traffic noise is focused along the A32 from Fareham.
- Areas badly impacted by noise include Titchfield, Park Gate, and the north of Fareham Town where noise levels range between 65 and 75+ dB.
- Rail noise is minor due to the lack of rail stations or services in Gosport.
- For Fareham, the rail noise is contained along the rail network through Fareham and reaches a maximum level between 65 and 69.9 dB.

74 Source: [UK Health Security Agency - Noise pollution: mapping the health impacts of transportation noise in England](#)
 Source: [Extrium Noise and Air Quality Viewer](#)

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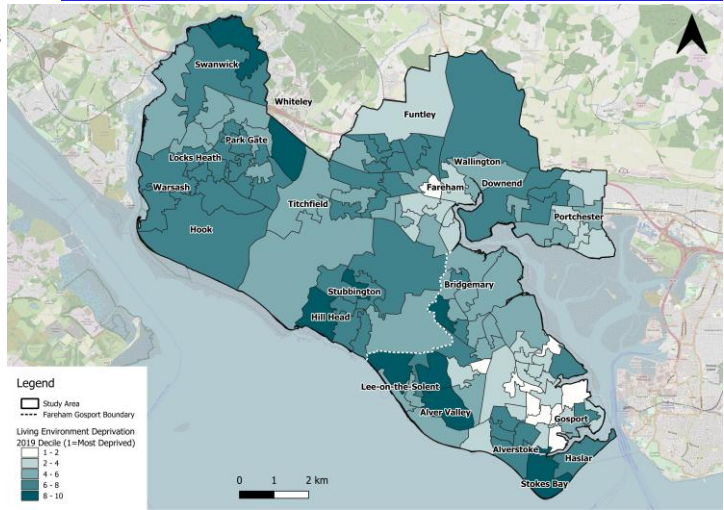
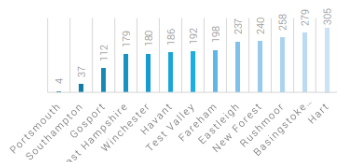
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Living environment deprivation

- Rates of living environment deprivation are highest in Fareham Town and areas to the west of Gosport Town. This aligns with poor air quality levels around these areas which negatively impacts quality of life and the living environment.
- Similarly, road traffic collision rates are high around Fareham and Gosport town centres with a total of 186 collisions in 2022 in Fareham, and 132 in Gosport. This further contributes towards high living environment deprivation.
- Gosport as an urban borough tends to score worse than more rural parts of HCC, although areas in the vicinity of open space score better. The same trend applies for Fareham Borough where more deprived LSOAs are in built up urban areas.

The indicator falls into two sub-domains: the indoors living environment measures the quality of housing, and the outdoors living environment measures air quality and road traffic accidents.

Hampshire & the Cities (rank of average score)
Gosport Borough = Most deprived in HCC area



75 Source: Indices of Deprivation 2019 summary - Gosport Borough Council
Source: Ministry of Housing, Communities & Local Government: English Indices of Deprivation 2019

Health and wellbeing

Physical activity levels in Fareham and Gosport among adults and children, and the levels of obesity or poor physical wellbeing



Key takeaways

- Fareham and Gosport report levels of physical activity that are in line with the national average. However, both boroughs have above average rates of walking and cycling.
- Both boroughs report high levels of adult obesity. Gosport also reports high levels of obesity for Year 6 children, while Fareham reports below average rates of obesity for Year 6 children.
- Gosport is the most health deprived borough in Hampshire. It reports lower levels of mental health and higher levels of disability than the national average.
- There is a lack of correlation between the high levels of active travel in the study area, obesity levels, and other health metrics, particularly in Gosport – this suggests significant inequality with the health of some groups significantly impacted by employment/income deprivation.
 - E.g. Active travel rates may be increased largely due to income deprivation resulting in low car ownership rather than a desire to improve health outcomes – this deprivation also results in poor obesity and mental health outcomes.
- There is a need to provide improved, affordable transport options in deprived areas – many for example are poorly served by public transport at present, which entrenches deprivation and associated health outcomes.

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Physical activity levels

- In Hampshire, just under half of the adult population walk or cycle at least five times per week, which is slightly higher than the average for England (DfT 2019).
 - The rate in Fareham is slightly higher than the Hampshire average at 49.8%
 - Gosport has the highest rate with 57% of adults walking or cycling 5+ times weekly
- Fareham reports 67% of adults being physically active, in line with the England average of 67.2%
- Despite high levels of walking and cycling, in 2018/2019 Gosport reports relatively low levels of physically active adults at 65.3%, a decline from the previous year

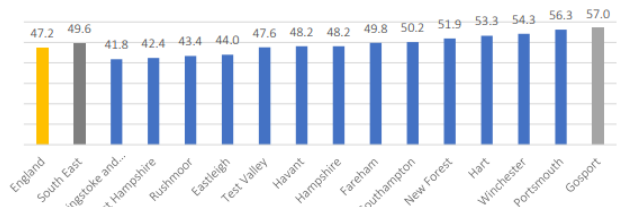


Figure 11.9: Proportion of adults who walk or cycle at least three times per week (Table CW031, DfT 2019)

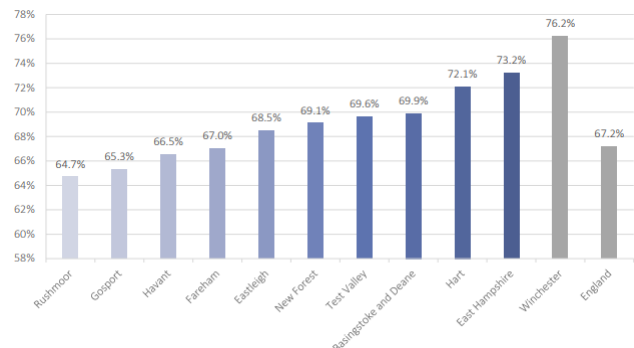


Figure 11.1: Percentage of physically active adults (19+) (% of the population) (2018/19) (Fingertips PHE 2020)

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Obesity rates and physical activity

	Adults classified as obese (18+)	Prevalence of obesity (including severe obesity) (Year 6, NCMP)	Prevalence of underweight (Year 6, NCMP)	Prevalence of healthy weight (Year 6, NCMP)
Fareham	30.2%	18.4%	0.9%	66.7%
Gosport	34.6%	24.2%	1.1%	59.1%
South East	24.2%	20.0%	1.5%	64.5%
England	25.9%	23.4%	1.5%	60.8%

- Gosport has a higher rate of adults (aged 18+) classified as obese at 34.6%, compared to Fareham, the South East England average and the England average.
 - Gosport also has a higher rate of obesity among Year 6 children with nearly one quarter (24.2%). Fareham has a below average rate at 18.4%, less than the South East of England (20%) and England (23.4%) averages.
- In 2018/19, Gosport had a lower percentage of physically active adults (65.3%), correlating with higher obesity rates among adults when compared with Fareham, the South East of England, and England.
- However, Gosport has the highest walking and cycling rates with 57% of residents walking or cycling at least three times per week, compared to 49.8% in Fareham.
- Both boroughs are behind other parts of Hampshire in terms of the percentage of physically active adults (aged 18+).

79 Source: Public Health Data (2021/22)

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Mental health issues

- Fareham mental health summary
 - The areas estimated to have the worst mental health and wellbeing in Fareham Borough are Fareham North-West and Fareham South (including parts of Fareham Town Centre). These wards are among the worst 20% in the county.
 - Fareham North-West includes a segment of the M27, noise pollution from which may be a contributing factor to mental health issues.
 - Both areas are linked with other deprivation metrics (income, employment, low car ownership).
 - The areas estimated to have better mental health and wellbeing are Sarisbury, Locks Heath and Warsash. These wards are among the best 30% in the county.
- Gosport mental health summary
 - The areas estimated to have the worst mental health and wellbeing in Gosport Borough are Bridgemary North, Bridgemary South, Brockhurst, Forton, Grange, Leesland, Rowner & Holbrook and Town. These wards, located along the A32 corridor, are among the worst 10% in the county.
 - These areas are linked with other deprivation metrics (income, employment, low car ownership).
 - The A32 corridor may contribute to severance and noise pollution in the area.
 - The areas estimated to have higher mental health and wellbeing are Alverstoke and Lee West. These wards are among the best 50% in the county.

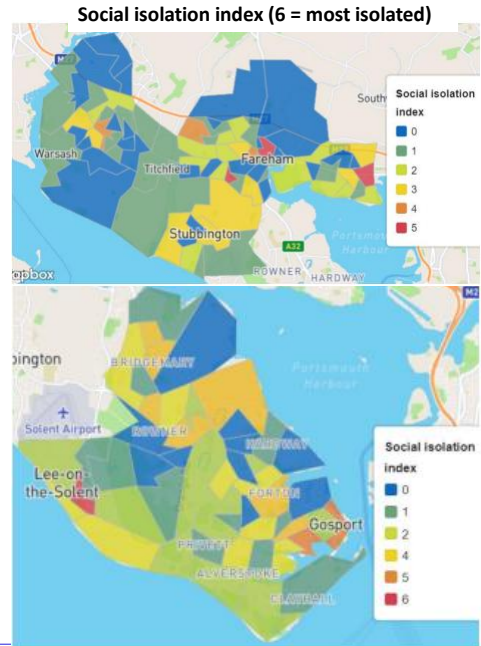
80 Source: Mental Health and Wellbeing Index – Fareham Summary (Hampshire Public Health Intelligence)
Mental Health and Wellbeing Index – GosportSummary (Hampshire Public Health Intelligence)

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Loneliness and social isolation

- Results of the Opinion and Lifestyle Survey (2020-2021) states 6% of people report 'often or always' feeling lonely in both Gosport and Fareham, compared to 5.7% of people in Hampshire and 7.3% in England.
- Areas with greater social isolation:
 - Fareham Town Centre: correlating with other types of deprivation – community severance caused by transport infrastructure may contribute.
 - Portchester: community severance caused by transport infrastructure may contribute.
 - Gosport Town Centre: correlating with other types of deprivation – as with Fareham Town Centre, community severance caused by transport infrastructure may contribute.
 - Lee-on-the-Solent: area has high levels of employment deprivation and low car ownership – similar to Gosport Town Centre, lack of frequent bus services may be a contributing factor.



81 Source: Hampshire Public Health District Reports

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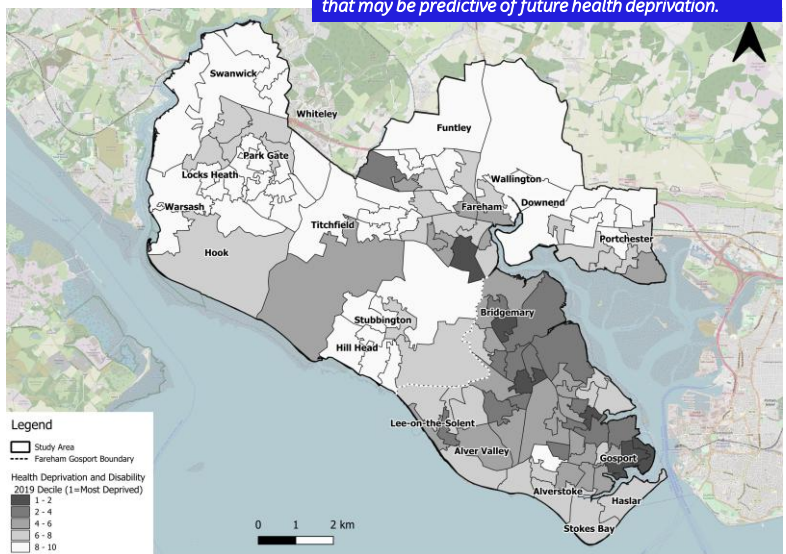
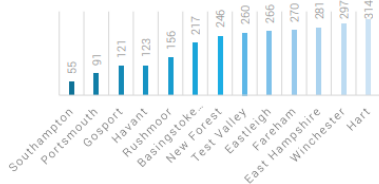
81

Health deprivation and disability domain

Measures the risk of premature death and impairment of quality of life through poor physical or mental health. Does not measure aspects of behavior or environment that may be predictive of future health deprivation.

- Gosport is the most health deprived borough across HCC with most of the LSOAs ranking in the top four deprivation deciles.
- In contrast, Fareham is one of the 20% least deprived boroughs in England.
- Areas most affected by income and employment deprivation are also those areas ranking highly in terms of health deprivation.

Hampshire & the Cities (rank of average score)
Gosport Borough = Most deprived in HCC area



82 Source: Indices of Deprivation 2019 summary - Gosport Borough Council
Source: Ministry of Housing, Communities & Local Government: English Indices of Deprivation 2019

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Future baseline

The impact of growth and investment on current key transport issues in Fareham and Gosport

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Key takeaways



- Demographic, employment, and travel demand forecasts have been examined for the horizon years of 2037 (linked to Local Plan horizons) and 2050 (the LTP4 horizon).
- Population change is anticipated to be modest: a 4% rise is forecast in core growth scenarios in Fareham between 2023 and 2050. Gosport may see a small decline (2%), noting the uncertainty in long-term forecasts.
- Just under one fifth of the population in Fareham and Gosport is projected to be 75+ by 2050. This is likely to exacerbate some mobility challenges and create specific requirements for new transport provision.
- The number of jobs is forecast to increase in core scenarios by 4% in Fareham and Gosport between 2023 and 2050, albeit resident workers are forecast to decrease by 3% in Gosport – this may increase travel demand in both boroughs but may reduce out-commuting to some degree in Gosport.
- Car ownership is forecast to increase in a range of scenarios, which is likely to exacerbate pressure on the road network – Solent Sub-Regional Transport Model (SRTM) forecasts identify key junctions likely to be severely impacted, including the Quay Street Roundabout, the A27/Peak Ln junction, and the A32/B3334 junction.
- New residential and employment sites in the Solent Enterprise Zone, Welborne Garden Village and Haslar Peninsula are not currently well served by public transport or active travel networks, creating potential future car dependency and traffic congestion issues.
- Many transport schemes have been proposed across the two boroughs but are not committed.

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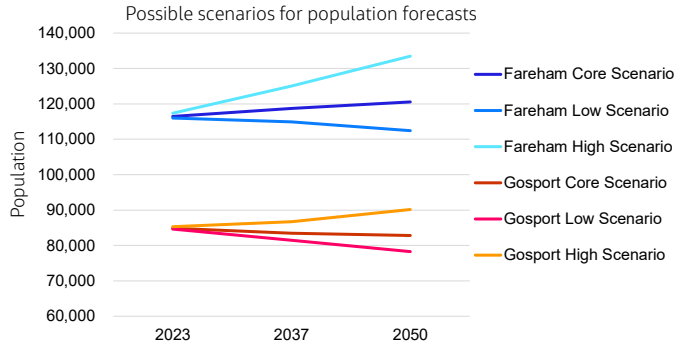
84

Population growth

Between 2023 and 2050, the core scenario forecast* predicts:

- Total population in Fareham and Gosport will grow from 201,300 to 203,400 (1% growth overall).
- Fareham will see a 4% rise in population, in line with the average for the Southeast.
- Gosport will see a 2% fall in population.
- In contrast, the overall population in the South East region is forecast to increase by 4%, and the population of England by 6%.

These forecasts are subject to **uncertainty** and actual population change into the future **may follow a different trajectory**. To reflect this, NTEM population forecasts for high and low economic scenarios have also been presented. The low forecast sees a population decrease in both boroughs between 2023 and 2050. In contrast, the high forecast sees population growth in both boroughs, with Fareham seeing as much as a 14% increase in population by 2050.



Forecast population change	2023 - 2037			2023 - 2050		
	Core	High	Low	Core	High	Low
Fareham	2%	7%	-1%	4%	14%	-3%
Gosport	-2%	2%	-4%	-2%	6%	-8%
South East	2%	7%	-1%	4%	15%	-2%
England	4%	9%	1%	6%	17%	-1%

Source: NTEM forecast data

85 *NTEM forecasts consider national predictions of population, employment, housing, car ownership and trip rates. The core scenario forecast is believed to be the best prediction of the future. However, due to the uncertainty around forecasting, other possible scenarios are also considered. For more information on these forecasts, see section 'future baseline sources & additional information.'

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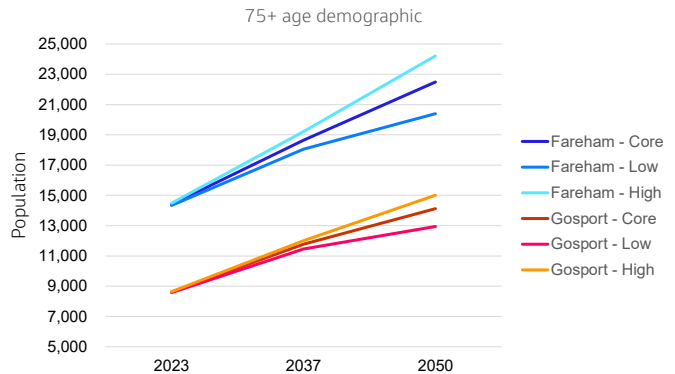
85

Changing demographics

TEMPro forecasts population demographic changes in both Fareham and Gosport between 2023 and 2050.

- All scenarios predict that Fareham and Gosport will see the proportion of the 75+ population increase between 2023 and 2050.
 - The proportion of the 75+ demographic in both boroughs may be above the average for England in all years in the core scenario.
 - The current baseline highlights that both boroughs have an above-average elderly population creating specific mobility challenges. These challenges may be exacerbated in the future.
- This may be accompanied by a fall in <16 and 16 to 74-year-olds in the population.
 - The proportion of 16 to 74-year-olds is in line with the England average in 2023 and 2037 but falls below the England average in 2050 in the core scenario prediction.

Note: These forecasts represent the core NTEM scenario and are subject to **uncertainty** and actual population demographic change in the future **may follow a different trajectory**.



Core	2023			2037			2050		
	<16	16 to 74	75+	<16	16 to 74	75+	<16	16 to 74	75+
Fareham	17%	71%	12%	16%	69%	16%	16%	65%	19%
Gosport	18%	72%	10%	16%	70%	14%	16%	67%	17%
South East	19%	71%	10%	17%	70%	13%	17%	68%	15%
England	19%	72%	9%	17%	71%	11%	18%	69%	14%

86 Source: NTEM forecast data

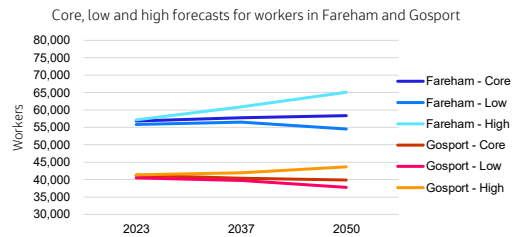
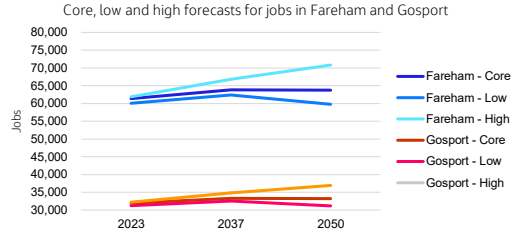
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Employment growth

- The **core scenario** forecasts that Fareham and Gosport may see a 4% growth in the number of jobs between 2023 and 2050. This is in line with the forecast average in England. This suggests that out-commuting pressures may decline over time. Reduced out-commuting is an objective in both Local Plans.
- TEMPro forecasts** that the number of workers in Fareham may grow by 3% between 2023 and 2050 in the core scenario, close to the South East and England growth rates. In contrast, Gosport may see a 3% decrease in the number of workers over the same period.
 - The number of jobs available is forecast to grow faster than the number of workers in both Fareham and Gosport potentially increasing in-commuting to both areas.
- High and low scenario NTEM forecasts** for jobs and workers paint different perspectives of what the future may hold, with the high scenario predicting 14% growth in both jobs and workers between 2023 and 2050 in Fareham.
- The **high scenario** in Gosport predicts 14% growth in jobs and more modest growth of 6% in workers.
- Alternatively, the **low scenario** suggests that jobs will remain constant (in line with England and the South East), and workers falling by 2% in Fareham between 2023 and 2050. The **low scenario** also predicts that Gosport will see jobs remain constant, but workers falling by 7%.
- Notably, the trend of more workers than jobs in Gosport may continue to 2050, continuing the current trend of high volumes of out-commuting.
- Current connectivity issues in Gosport may be deterring individuals who work elsewhere from moving to live there. Gosport also has a higher level of income deprivation than Fareham in the current baseline which may be a contributing factor to out-commuting.
- In contrast, NTEM predictions suggest that Fareham will see more jobs than workers in the future, resulting in more in-commuting.

Forecast growth	2023 - 2037		2023 - 2050	
	Jobs	Workers	Jobs	Workers
Fareham	4%	2%	4%	3%
Gosport	4%	-2%	4%	-3%
South East	4%	3%	4%	4%
England	4%	4%	4%	4%



87 Source: NTEM forecast data

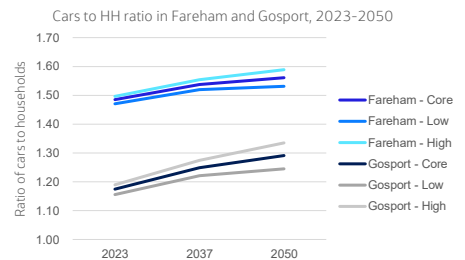
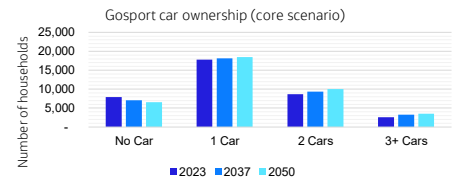
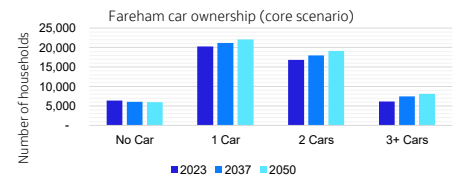
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Changing car ownership

- The following forecasts are produced using the **National Car Ownership Model (NATCOP)**. This model calculates the probability of a household owning 0, 1, 2 or 3+ cars for a given forecast year.
 - NATCOP considers household demographics, income and economic background, type of area and other car-related factors to forecast car ownership.
 - Like NTEM forecasts, uncertainty means it is important to consider alternative scenarios.
- The following forecasts are for the core scenario:
 - The number of households (HH) owning **multiple cars** may be expected to **increase** in both boroughs between 2023 and 2050.
 - A possible **decrease** in households owning **no cars** is forecast in both boroughs between 2023 and 2050.
 - An **increase in the ratio of cars to households** is forecast across both boroughs in all forecast years.
 - Fareham is forecast to have a higher ratio of cars to households than Gosport across all years. This may be indicative of the higher levels of income deprivation in Gosport.
- NATCOP forecasts in **all scenarios** that **total car ownership** in Fareham and Gosport may **increase** between 2023 and 2050, with the high and low scenarios showing faster and slower rates of increase, respectively, than the core scenario. This aligns with predictions that the number of households without access to a car will fall between 2023 and 2050.
- Increased car ownership and dependency may present a challenge for parts of the road network that are already struggling with **congestion and delays** in peak periods. Increased road congestion may also impact bus network efficiency and cycling safety. There may also be future challenges with parking availability.
- Conversely, increased car ownership and the fast-growing rates of car ownership in Gosport may correlate with future falls in deprivation.

Car ownership (core scenario) (rounded)	2023			2037			2050		
	Total HHs	Total cars	Ratio of cars to HHs	Total HHs	Total cars	Ratio of cars to HHs	Total HHs	Total cars	Ratio of cars to HHs
Fareham	50,000	74,000	1.48	53,000	81,000	1.54	55,000	86,000	1.56
Gosport	37,000	43,000	1.17	38,000	47,000	1.25	39,000	50,000	1.29



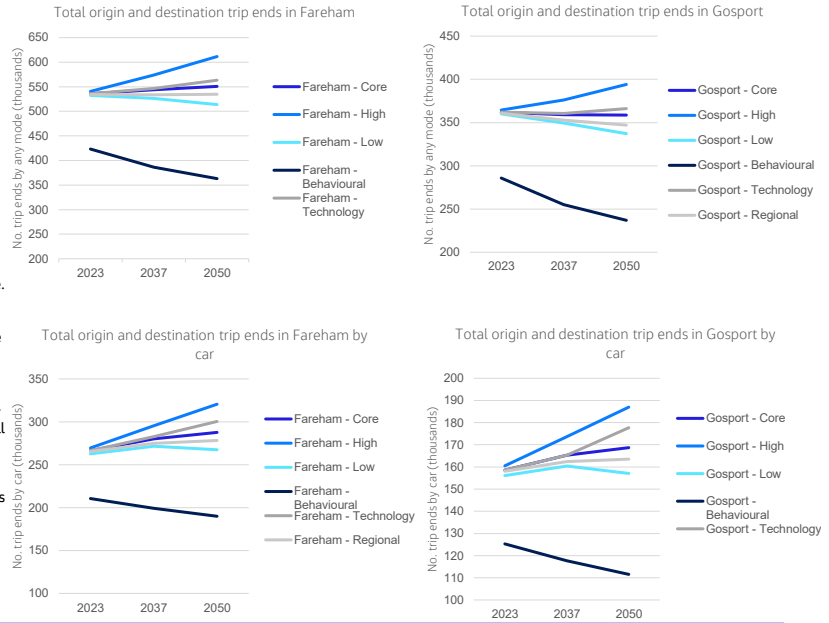
88 Source: NTEM and NATCOP forecast data

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Trip ends

- The predicted change in number of trip ends (origin and destination) in Fareham and Gosport from 2023-2050, by all modes combined and by car, by scenario**.
- High economy:
 - All areas and modes see greatly increased numbers of trips.
- Technology (increased vehicle attractiveness):
 - All areas and modes see increased trips by 2050.
- Core:
 - Fareham sees moderately increased trips overall and for car alone.
 - Gosport's overall trips are reduced while car trips increase.
- Regional (overall population decrease):
 - Fareham's overall trips see little change; car trips increase
 - Gosport's overall trips are reduced; car trips increase
- Low economy:
 - Both Fareham and Gosport's overall trips are reduced; car trips increase in 2037 and decrease again 2050 (net small increase)
- Behavioural (remote work, online shopping accelerate):
 - All areas and modes see steep, ongoing reductions in trips (calculated from the base year 2018*)
- With some notable exceptions, at the 2050 horizon of most scenarios, overall trips and car trips are predicted to increase. This is important to consider as issues of congestion, capacity and reliability on the road network are likely to continue to worsen.



89 *See section 'future baseline forecasting sources' for additional information on the scenarios.
 **Trip end counts for the various scenarios are based on a baseline (observed) year of 2018; therefore, counts for 2023 show differing starting numbers.
 Source: NTEM and NATCOP forecast data ©Jacobs 2025

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Major development sites/Local Plan allocations

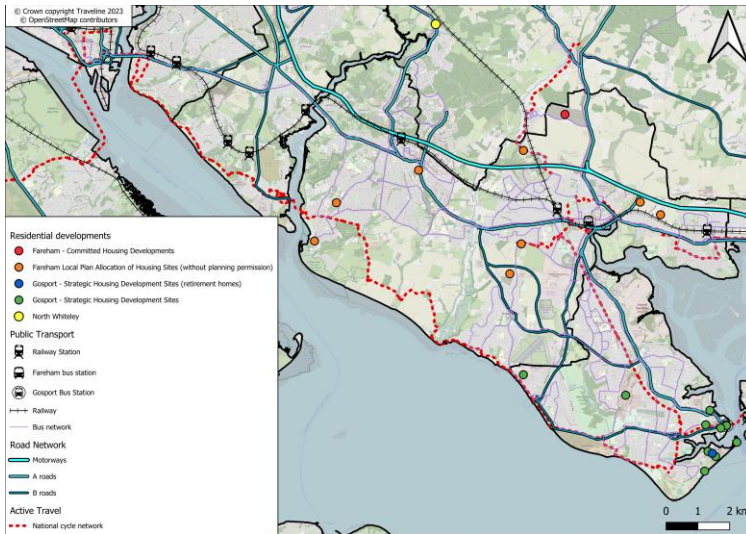
- Fareham and Gosport Borough Councils have development strategies set out in their respective Local Plans. Fareham has adopted their Local Plan. Gosport Local Plan is currently draft (subject to change).
- The table details each borough's target additional employment floorspace and dwellings up to 2037/2038 (the current Local Plan horizons).
- Fareham has two Strategic Growth Areas:
 - Welborne Garden Village** – land has been identified for a new community at Welborne, including the provision of 6,000 new homes, 105,000 sq. m of mixed employment.
 - Daedalus** – an additional 77,200 sq. m of employment floor space. This is Fareham's contribution to the Daedalus development, part of the Solent Enterprise Zone. This space would contribute to Fareham's Local Plan targets but is geographically located in Gosport.
- Gosport has three Urban Regeneration Areas:
 - Harbour Regeneration Area** – This area is comprised of nine total Strategic Development Sites, including Gosport Waterfront, Gosport Town Centre, and Haslar Peninsula. It has allocated approximately 2,500 new homes (including 244 retirement homes) and safeguarded areas within Gosport Waterfront for marine employment.
 - Rowner and HMS Sultan Regeneration Area** – This site is due to be released by the MoD from 2029 and new homes will primarily replace degraded housing stock.
 - Daedalus Regeneration Area** – 300 new homes* and 32,000 sq. m of employment floor space. This is Gosport's contribution to the Daedalus development, part of the Solent Enterprise Zone.
- Outside of the study area, Winchester has a strategic site including 3,500 new dwellings at North Whiteley. This site is just north of Fareham's boundary and will have an impact on travel in the study area.

	Employment Net Additional (sq. m)	Dwellings
Fareham (2021 - 2037)	122,000	9,556
Gosport (2021 - 2038)	90,000	3,500

90 *In addition to those already built. ©Jacobs 2025

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Major development sites/Local Plan allocations – residential



- This map shows key sites in Fareham and Gosport Local Plans identified for new dwellings.*
- Key considerations for future transport with regard to proposed developments:
 - In Gosport, a key urban regeneration area is on the **Haslar peninsula**, which currently has **limited transport connections**. Haslar was identified in the current baseline for having poor bus connectivity. Haslar Bridge links the site to Gosport town centre but does not currently carry a bus route. 244 of the proposed dwellings are proposed independent living retirement apartments – lack of connectivity with public transport may pose challenges for this demographic.
 - In Gosport, **Welborne Garden Village** and **Daedalus** are also **not well connected** by current **public transport services and active travel routes**. Daedalus is located in Lee-on-the-Solent where there are high rates of loneliness and social isolation. There is only one bus per hour on a weekday serving the areas of Welborne Garden Village and Daedalus.
 - Warsash Maritime Academy and Greenaway Lane developments are smaller, but are similarly currently not well served by public transport or active travel.

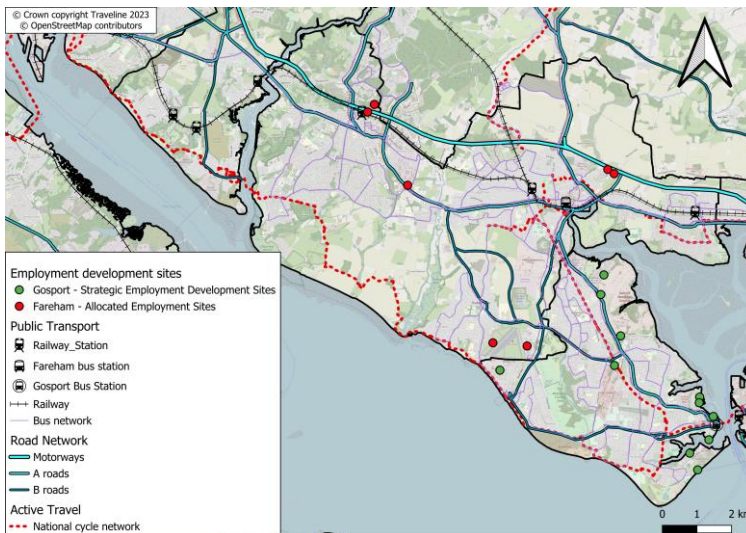
91 Sources: Fareham Local Plan 2037 and Gosport Local Plan 2038

*A list of residential development sites and number of dwellings is provided in the 'future baseline sources & additional information' section.

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Major development sites/Local Plan allocations – employment



- This map shows key employment sites identified in Fareham and Gosport Local Plans.
- A large quantity of **new employment floorspace** is planned in the Solent Enterprise Zone (Daedalus, Faraday Business Park and Swordfish Business park). These sites currently are not well connected to the public transport or active travel networks.
- Some of Gosport's Strategic Employment Development sites are on the **Haslar peninsula**, which will require **improved public transport connectivity** as current provision is limited.
- New employment sites around Gosport Marina are well connected, in close proximity to Gosport bus station and served by the Eclipse Busway and the ferry service to Portsmouth.
- New employment sites Little Park Farm and Solent 2 are located near to Swanwick Station and to junction 11 of the M27. The area is served by bus routes X4 and X5 which each run every 40 minutes. Bus route 28/28A also runs roughly once per hour between 6am and 6pm on weekdays. These bus services provide connections to Fareham town centre.

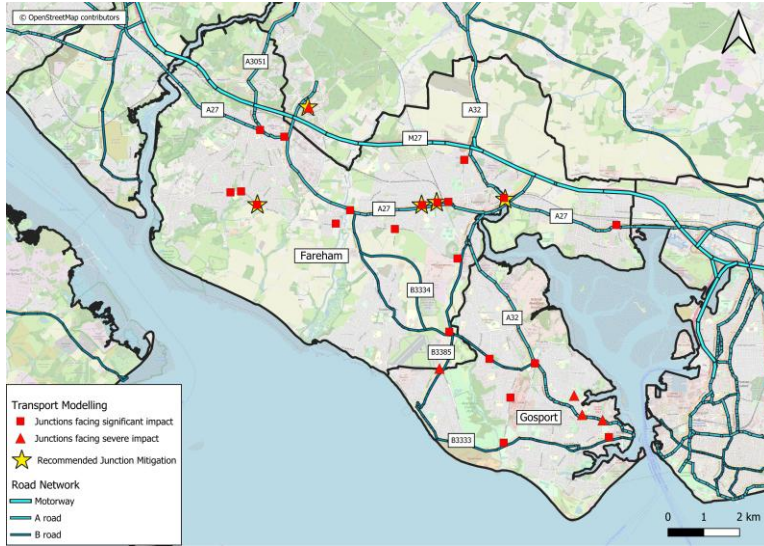
92 Sources: Fareham Local Plan 2037 and Gosport Local Plan 2038

*A list of employment development site and floorspace is provided in the 'future baseline sources & additional information' section.

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Transport modelling



Fareham and Gosport Boroughs have each conducted transport modelling independently to identify the implications of Local Plan growth on the transport network. Each borough identified road junctions where congestion is forecast.

The modelled scenarios are:

- **Fareham:** 2036 Do Minimum with full Fareham Local Plan development without transport mitigation.
- Outside of Fareham, growth is in line with adopted local plans and TEMPro v7.2 growth projections.
- In a separate scenario, Fareham included junctions recommended for mitigation measures, which are shown on the plan.
- **Gosport:** Scenario 1 - Housing growth at 190 dwellings per year.
- Outside of Gosport, growth is in line with adopted local plans and forecast changes in car trips. Only committed transport schemes up to 2036 are included in the modelling
- Gosport did not include recommended junction mitigations in their modelling.

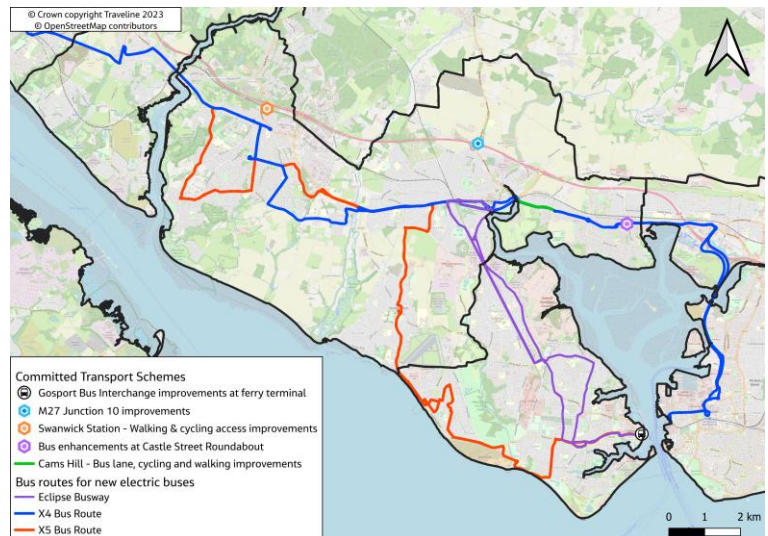
93 Sources:
Fareham Local Plan 2037 SRTM Modelling
Gosport Local Plan 2038 SRTM Modelling

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Committed and recently completed transport investment

- Pedestrian/cycle access improvements to Swanwick Station
 - Construction is expected in 2024/25.
- M27 Junction 10 Improvements
 - Includes provision of a new motorway underpass west of the existing M27 Junction 10, three new slip roads to facilitate an 'all moves' arrangement and the construction of a new dual carriageway to link the new slip roads to the existing road network.
- A27 Cams Hill Improvements in Fareham
 - Includes delivery of a dedicated bus lane to improve bus journey times between Portsmouth and Fareham and to increase service reliability. Walking and cycling routes will also be upgraded, including the crossing points and the creation of a segregated dual direction cycle way outside Cams Hill Secondary School.
- Funding to purchase 28 new electric buses.
 - These will serve the X4, X5 and Eclipse Rapid Transit routes
- Gosport Bus Interchange improvements at ferry terminal
 - Includes relocation of the existing bus station, taxi rank and drop-off/ pick-up facility and provision of a bus-only link across the High Street, between North and South Cross Street.
- A27 Bus enhancements at Castle roundabout
 - Including bus priority traffic signals and bus-only restrictions



94 Sources:
Fareham Local Plan 2037 SRTM Modelling
Gosport Local Plan 2038 SRTM Modelling
Hampshire County Council Website

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Levelling Up Fund – Gosport Waterfront

- In November 2023, Gosport Borough Council was awarded **£18 million** for the project **Reconnecting Historic Gosport Waterfront** from the Levelling Up Fund.
- The Reconnecting Historic Gosport Waterfront project aims to **create better connections** and walking routes between **Gosport Town Centre** and **Gosport Waterfront**.
- The project also aims to support the restoration and development of the former naval **Rum Store** at Royal Clarence Yard in Gosport Waterfront which is a Grade II listed building. This will provide approximately **7,000 sqm of mixed-use space**.
- It is hoped that this project will increase footfall in both Gosport Town Centre and Gosport Waterfront and increase active travel within the borough.



95 Source: <https://www.gosport.gov.uk/article/2624/Gosport-Borough-Council-awarded-over-18m-in-Levelling-Up-Funding-to-transform-historic-waterfront>

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Potential transport schemes related to major development*

Development site	Rail	Bus	Highways	Active travel
Welborne Garden Village	<ul style="list-style-type: none"> • New station on the Fareham to Eastleigh line 		<ul style="list-style-type: none"> • M27 junction 10 improvements** 	<ul style="list-style-type: none"> • Pedestrian/cycle access improvements to Swanwick Station** • Route 350: Welborne – Gosport (LCWIP)
Daedalus/Daedalus Regeneration Area (part of the Solent Enterprise Zone)	<ul style="list-style-type: none"> • n/a 	<ul style="list-style-type: none"> • New electric buses funding (X4, X5 Eclipse)** 	<ul style="list-style-type: none"> • n/a 	<ul style="list-style-type: none"> • Link from Rowner and HMS Sultan site <ul style="list-style-type: none"> • Route 267: Daedalus Drive junction with Stubbington Lane – Heritage Way (LCWIP) • Route 268: Warsash – Peel Common (LCWIP) • Route 265: Warsash – Gosport (LCWIP) • Route 266: Broom Way junction with Cherque Way – Gosport ferry terminal (LCWIP) • Route 345: Fareham to Stubbington (LCWIP) • Route 346: Fort Fareham – Pier Street (LCWIP)
Harbour Regeneration Area	<ul style="list-style-type: none"> • n/a 	<ul style="list-style-type: none"> • New electric buses funding (X4, X5 Eclipse)** • Gosport Bus Interchange** • Eclipse corridor extension between Rowner Road and Lees Lane • Park and Ride at Walpole car park 	<ul style="list-style-type: none"> • n/a 	<ul style="list-style-type: none"> • Enhanced pedestrian routes from Forton Lifting Bridge to the north and the town centre <ul style="list-style-type: none"> • Route 268: Warsash – Peel Common (LCWIP) • Blockhouse Marina, Haslar Gunboat Yards, Haslar Barracks and Fort Blockhouse coastal path/permanent access <ul style="list-style-type: none"> • Route 265: Warsash – Gosport (LCWIP) • Gosport Lines access to link to England Coastal Path at Haslar Bridge and Forton Lake • Reroute of existing Solent Way and the England Coast Path through Blockhouse • Route between Fort Road and the Solent shoreline path • Route 266: Broom Way junction with Cherque Way – Gosport ferry terminal (LCWIP) • Route 267: Daedalus Drive junction with Stubbington Lane – Heritage Way (LCWIP) • Route 348: Grove Road junction with St Thomas' Road/Crescent Road junction with Fort Road (LCWIP) • Route 350: Welborne – Gosport (LCWIP) • Gosport Town Centre walking zones (LCWIP)
Rowner and HMS Sultan Regeneration Area	<ul style="list-style-type: none"> • n/a 	<ul style="list-style-type: none"> • New electric buses funding (X4, X5 Eclipse)** • Bus bypass on Fort Brockhurst roundabout 	<ul style="list-style-type: none"> • n/a 	<ul style="list-style-type: none"> • Links to the new Gosport Leisure Park, Stokes Bay and the Alver Valley Country Park with further links to Daedalus: <ul style="list-style-type: none"> • Route 265: Warsash – Gosport (LCWIP) • Route 266: Broom Way junction with Cherque Way – Gosport ferry terminal (LCWIP) • Route 268: Warsash – Peel Common (LCWIP) • Route 347: Fareham Common – Rowner (LCWIP) • Route 350: Welborne – Gosport (LCWIP) (includes shared-use path to the south of the Huhtamaki factory to link Grange Road to the existing cycle track on the former railway line) • Future walking zone: Bridgemary to Rowner area

96 *Proposed schemes; not committed (unless otherwise stated – see below).
 **Committed schemes.
 Sources: Fareham and Gosport Local Plans and LCWIPs; HCC LTP4; Welborne plan; BSIP Hampshire

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Future baseline sources & additional information

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National Trip End Model (NTEM)

- The NTEM model forecasts the growth in trip origin-destinations (or productions-attractions) up to 2051.
- NTEM forecasts consider national predictions of population, employment, housing, car ownership and trip rates.
- All forecasts used to predict the future of Fareham and Gosport are subject to uncertainty. This stems from:
 - Uncertainty in the data inputs;
 - Error in the model parameters and specification.
- NTEM uses government-provided trend-based projections for households, population and employment.
- Population projections are produced by the ONS in two formats: national projections and sub-national projections. NTEM uses the latest mid-year based population projections, which were published in 2018 for England. ONS only provide populations projections at control area level (sub-national) up until 2043, therefore national projections have been used to extrapolate beyond 2042.
- NTEM includes modelling of household formation and relocation. Information about local housing policies at Local Authority Borough level is sourced and used in NTEM. These assumptions are based on the latest statutory planning documents publicly available. Usually, planning documents do not extend as far into the future as NTEM can forecast. NTEM uses the trend rate of housebuilding from each Local Plan to estimate growth in dwellings beyond the final plan year.
- The core scenario forecast is believed to be the best prediction of the future. However, due to the uncertainty around forecasting, alternative scenarios (known as common analytical scenarios) and their impact on travel patterns in Fareham and Gosport are also considered.
- The presented forecasts for population, jobs and car ownership are based on the NTEM core scenario and are subject to uncertainty.

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Common analytical scenarios

Uncertainty surrounds predictions of how future transport systems will evolve. Factors such as decarbonisation policy, technological advancements and behavioural trends will all impact the development of the transport sector. DfT has produced 6 common analytical scenarios to reflect future uncertainty which have been applied to Fareham and Gosport.

- 1) **High Economy** – High population growth, high productivity growth, people become richer, high migration levels, fertility and life expectancy. This would increase travel demand across all modes.
- 2) **Low Economy** – Low population, migration and GDP growth. Low fertility and life expectancy. This would decrease travel demand across all modes.
- 3) **Regional** – Considers a future of "levelling up". People migrate away from London, the South East and East of England for more affordable housing causing lower population growth and employment in these areas. This scenario sees the population migrating out of Fareham and Gosport, thus reducing demand for all transport modes.
- 4) **Behavioural Change** – Trends such as remote working and online shopping are accelerated resulting in reduced travel and for different purposes. This results in a decrease in travel demand and a smoothing out of peaks.
- 5) **Technology** – Technological advancements accelerate the move to electric and autonomous vehicles making car journeys more attractive than other modes. Society becomes more accepting of congestion. This would see car travel demand increase in Fareham and Gosport whilst competing modes decrease.
- 6) **Decarbonisation** – High and fast uptake of electric vehicles. This is analysed both with and without a cost advantage compared with traditional fossil fuels. This may also see an increase in active modes and public transport.

Many of these scenarios see the possibility of car travel increasing with trends which would see more congestion on the roads of Fareham and Gosport. The possibilities for the future extend beyond the 6 Common Analytical Scenarios. Behaviour and technology are rapidly changing the transport system. Other possible scenarios may see less car travel demand due to reasons such as cost or climate awareness.

Major development sites/local plan allocations – residential

Development Name	District	Number of Dwellings	
North and South of Greenaway Lane	Fareham	824	* Retirement apartments
Southampton Road	Fareham	348	
Downend Road East	Fareham	350	** These sites are under construction and some new dwellings may now be occupied.
Warsash Maritime Academy	Fareham	100	
Funtley Road South	Fareham	125	*** It is uncertain if the sale of this site will progress.
Land east of Crofton Cemetery and west of Peak Lane	Fareham	206	
Land South of Longfield Avenue	Fareham	1,250	
Land west of Downend Road	Fareham	550	
Daedalus	Fareham & Gosport	346**	
Daedalus further development	Fareham & Gosport	300	
Welborne Garden Village	Fareham	3,050**	
Royal Hospital Haslar	Gosport	286	
Royal Hospital Haslar	Gosport	244*	
Blockhouse and Haslar Gunboat Sheds	Gosport	325	
Haslar Barracks	Gosport	255	
Rowner & HMS Sultan	Gosport	TBC	
Gosport Waterfront	Gosport	470	
Gosport Town Centre	Gosport	550	
Bus Station, Gosport Town Centre	Gosport	195	
Former Police Station and Barclay House Land, Gosport Town Centre	Gosport	170***	
Fort Blockhouse	Gosport	150	

Major development sites/local plan allocations – employment

Site name	Borough	Capacity (sqm)
Faraday Business Park	Fareham	65,100
Swordfish Business Park	Fareham	12,800
Solent 2	Fareham	23,500
Land North of St Margaret's Roundabout	Fareham	4,000
Land North of Military Road, Wallington	Fareham	4,750
Little Park Farm	Fareham	11,200
Standard Way	Fareham	2,000
Daedalus	Fareham & Gosport	77,200
Haslar Hospital (B1a)	Gosport	1,563
Wickham Laboratories, Hoeford Point	Gosport	7,500
Boatyard, Haslar Marina	Gosport	2,158
Brockhurst Gate Employment Site	Gosport	4,404
Victoria Quays (Royal Clarence Yard Retained Area North)	Gosport	8,000
Royal Clarence Yard Retained Area South	Gosport	4,000
Aerodrome Road	Gosport	1,100
Gosport Waterfront Marine Employment	Gosport	Undefined
Gosport Waterfront	Gosport	1,500
Haslar Marine Technology Park	Gosport	Undefined
Land adjacent to the Huhtamaki site off Rowner Road	Gosport	Undefined

101 Sources: Fareham Local Plan 2037, Gosport Local Plan 2038 and Planning Applications

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Fareham local Plan Transport Assessment mitigation

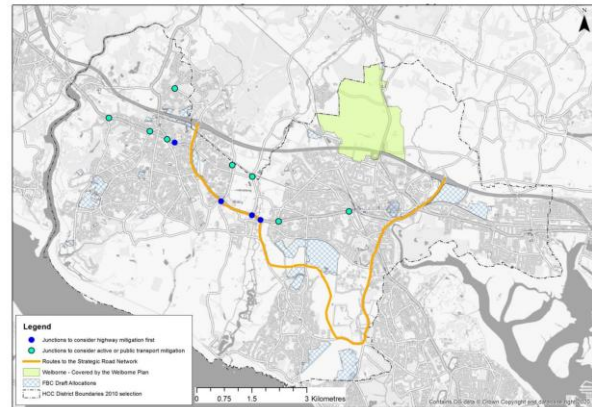
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Transport Mitigation Measures

- For junctions on routes to the SRN (including an additional impacted junction), which were identified as experiencing significant or severe impacts from the Do Something model runs, highway capacity improvements were explored. These junctions are:
 - A27 Southampton Road / Titchfield Hill, Titchfield – partially signalised gyratory
 - A27 Southampton Road / Mill Lane, Titchfield – signalised T junction
 - Southampton Road / A27 Telford Road roundabout
 - Southampton Road A27 / St Margarets Lane roundabout

Figure 8-1 – Routes to the Strategic Road Network and Do Something Junctions

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103 Source: https://www.fareham.gov.uk/PDF/planning/local_plan/Examination/TransportAssessmentAddendum4.pdf

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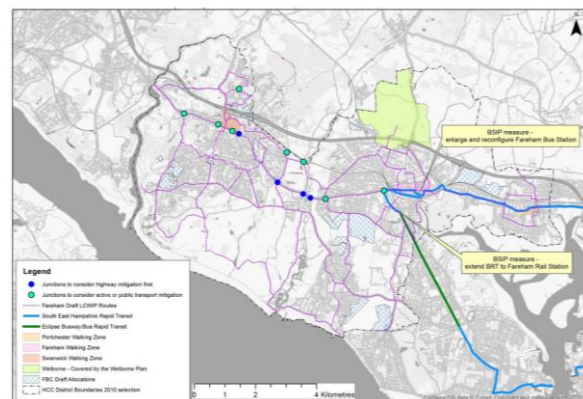
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Transport Mitigation Measures

- For junctions not on routes to the Strategic Road Network (SRN), which were identified as experiencing significant or severe impacts from the Do Something model runs, measures to support access by local bus, active travel and placemaking were considered. These junctions are:
 - A27 The Avenue / Redlands Lane / Gudge Heath Lane
 - A27 The Avenue / Highlands Road
 - Segensworth Road East / Cartwright Drive
 - Botley Road / A27 / Hunts Pond Road / Southampton Road
 - A27 Bridge Road / Station Road / Brook Lane roundabout
 - Sweethills Crescent / Yew Tree Drive roundabout
 - A27 Bridge Road / Barnes Lane
 - Segensworth Road East / Fontley Road / Mill Lane

Figure 8-2 – FBC LP TA (2020) - Site Allocations, Fareham LCWIP Routes, BSIP, SEHRT and Junctions

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104 Source: https://www.fareham.gov.uk/PDF/planning/local_plan/Examination/TransportAssessmentAddendum4.pdf

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Strategy Outcome and Theme Development

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Strategy Outcomes

- Considering the modal and wider issues and opportunities identified through the evidence base, a set of **strategy outcomes** have been formed.
- The table shows the outcomes against the issues and opportunities that they address within Fareham and Gosport.

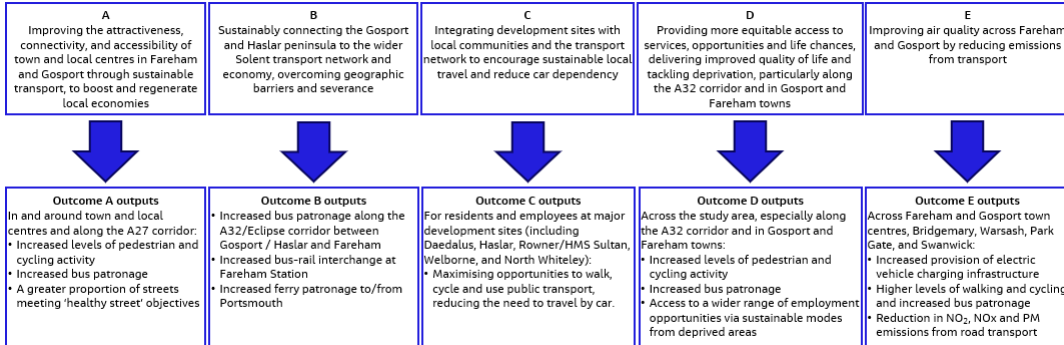
Outcome	Modal issues and opportunities to be addressed	Wider issues and opportunities
A – Improving the attractiveness, connectivity, and accessibility of town and local centres in Fareham and Gosport through sustainable transport, to boost and regenerate local economies	<p>Walking – severance, safety, town centre environments</p> <p>Cycling – network gaps, safety, cycle storage, high propensity to cycle</p> <p>Bus – low frequencies, reliability, facilities, existing priority measures</p> <p>Ferry – improving fares, facilities</p> <p>Interchange – fare and timetabling integration, station accessibility, Fareham bus to rail connection</p> <p>Highway – car dependency, congestion, pinch points, limited capacity, capitalise on modal shift</p>	<p>Socio-economic – deprivation, low job density, A32 key destinations</p>
B – Sustainably connecting the Gosport and Haslar peninsula to the wider Solent transport network and economy, overcoming geographic barriers and severance	<p>Bus – low frequencies, reliability, facilities, existing priority measures</p> <p>Rail – improving services, station and fare accessibility</p> <p>Ferry – improving fares, facilities and connection to Portsmouth</p> <p>Interchange – fare and timetabling integration, station accessibility, Fareham bus to rail connection</p> <p>Highway – car dependency, congestion, pinch points, limited capacity, capitalise on modal shift</p>	<p>Developments – rail access, bus/active travel network, funding opportunity</p> <p>Socio-economic – deprivation, low job density, A32 key destinations</p> <p>Environmental – transport emissions, noise and air quality, e-buses, charging infrastructure</p>
C – Integrating development sites with local communities and the transport network to encourage sustainable local travel and reduce car dependency	<p>Cycling – network gaps, junctions, safety, cycle storage</p> <p>Bus – low frequencies, reliability, facilities, existing priority measures</p> <p>Interchange – fare and timetabling integration, station accessibility, Fareham bus to rail connection</p> <p>Highway – car dependency, congestion, pinch points, limited capacity</p>	<p>Developments – rail access, bus/active travel network, funding opportunity</p> <p>Environmental – transport emissions, noise and air quality, e-buses, charging infrastructure</p>
D – Providing more equitable access to services, opportunities and life chances, delivering improved quality of life and tackling deprivation, particularly along the A32 corridor and in Gosport and Fareham towns	<p>Walking – severance, safety, town centre environments, healthy streets</p> <p>Cycling – network gaps, junctions, safety, cycle storage, high propensity to cycle</p> <p>Bus – low frequencies, reliability, facilities, existing priority measures</p> <p>Interchange – fare and timetabling integration, station accessibility, Fareham bus to rail connection</p>	<p>Developments – rail access, bus/active travel network, funding opportunity</p> <p>Socio-economic – deprivation, low job density, A32 key destinations</p> <p>Health – improving mental health, obesity, disabled and elderly residents, capitalise on high rates of walking and cycling</p>
E – Improving air quality across Fareham and Gosport by reducing emissions from transport	<p>Walking – severance, safety, town centre environments, healthy streets</p>	<p>Socio-economic – deprivation, A32 key destinations</p> <p>Environmental – transport emissions, noise and air quality, e-buses, charging infrastructure</p>

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Strategy Outputs

- A set of outputs have been identified that directly related to each of the five identified outcomes.
- Each output has been defined based on the geographic area(s) targeted by its respective outcome, and the measurable change resulting from each outcome
- The outcomes and outputs were then used as tools to inform the strategy themes to evaluate potential transport intervention options



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Strategy Themes

- To provide broad areas of focus for the Transport Strategy, five Themes were identified, based upon the outcomes. Delivering to these themes, would contribute to delivering against the overarching visions and outcomes.
- These themes provide the structure of the Transport Strategy, and individual schemes and initiatives have been identified, through an appraisal framework, to support delivery against each theme.

1. Developing the sustainable transport corridors within Fareham and Gosport	2. Improving public transport links beyond Fareham and Gosport	3. Enabling sustainable growth	4. Encouraging walking, cycling and active lifestyles	5. Improving air quality and reducing transport related carbon emissions through technology
<p>Improving east-west and north-south sustainable connectivity within the boroughs of Fareham and Gosport.</p>	<p>Improving connections to Portsmouth, Southampton and adjacent areas via public transport (rail, bus and ferry). Working with bus and ferry operators to develop South East Hampshire Rapid Transit and Network Rail and train operators to improve rail services and facilities at Swanwick, Fareham and Portchester stations.</p>	<p>Improving bus, walking and cycling connections to and from existing major development sites such as Daedalus, North Whiteley (within Winchester City Council), Welborne, and Haslar, key regeneration areas within Fareham and Gosport town centres; and supporting and encouraging future development that is located and designed to prioritise walking, cycling and public transport use.</p>	<p>Creating more attractive and walkable town and local centres; reducing severance caused by major roads and railways; completing the cycle network; and encouraging healthier lifestyles by promoting walking and cycling for key journeys (including the school run).</p>	<p>Promoting the transition to electric fuelled vehicles, including buses bikes and scooters as part of delivering cleaner air across the boroughs</p>

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Appendix A: Stakeholder Workshop 1

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Stakeholder Workshop 1: overview

- Workshop 1 took place on 31st October 2023
- The purpose was to seek stakeholder input to identify key issues and opportunities in support of the Fareham and Gosport Transport Strategy
- The workshop was structured in 3 sessions:
 - Transport challenges
 - Vision and outcomes
 - Initial ideas and solutions – short-session at end but map available throughout for inputting thoughts
- Participants were divided into 5 tables for discussion

Table 1	Table 2	Table 3	Table 4	Table 5
Organisation	Organisation	Organisation	Organisation	Organisation
National Highways	HCC	HCC	HCC	HCC
HCC	HCC	HCC	HCC	HCC
GBC	GBC	HCC	First Bus	HCC
Network Rail	PCC	GBC	FBC	HCC
FBC	First Bus	First Bus	Gosport Ferry	FBC
HCC	HCC			HCC

HCC = Hampshire County Council; GBC = Gosport Borough Council; FBC = Fareham Borough Council; PCC = Portsmouth City Council

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Stakeholder Workshop 1: transport challenges

Area	Comment Summary	Tables	Area	Comment Summary	Tables
Employment	High rates of out-commuting to places with limited PT service; need to increase local employment in Gosport	2, 3, 5	Highway Network	Car reliance is damaging to communities (e.g. Portchester)	2, 4, 5
Travel Behaviour	Suggest shift in travel patterns (e.g. due to employment, development (Welborne), school/hospital zoning), need to better understand/analyse demand	2, 5	Highway Network	Heavy congestion in general	3, 5
			Highway Network	Congestion/delays (cars and bus) at Quay Street Roundabout	4
Mode Share	Need better travel times and costs to support modal shift from car to Public Transport (PT)/Active Travel (AT)	1, 4	Highway Network	Suggest eastbound Fareham Flyover at Quay Street Roundabout	1
			Highway Network	Delme Roundabout capacity issues	1
Mode Share	Need modal shift to be supported by policy/pedestrian hierarchy	5	Highway Network	A32 issues with high pollution, congestion, collisions	4
Mode Share	Modal shift from car to PT difficult once outside of Gosport Town Centre	4	Highway Network	M27 / A27 business parks easiest to access via car	3
Mode Share	Challenging to encourage modal shift from car to PT (ferry)	4	Highway Network	Lack of space for electric vehicle charging in terraced housing	4
Transport Network	Need for multi-modal strategic hubs to support network connections (e.g. BRT to Fareham Rail Station, AT to bus, pedestrian to rail)	1, 2, 4, 5	Highway Network	Need funding for strategic highway scheme	5
			Active Travel	Newgate Lane at Peel Common Roundabout merging collisions	4
Rail Network	Need higher rail frequency	1, 2, 5	Active Travel	Need to update AT routes, incl. in Gosport (e.g. Blockhouse to Gosport Town Centre)	1, 4, 5
Public Transport	Need cohesive PT brand identity, single app	1, 4	Active Travel	Need more continuity/connectivity in cycle network/NCN in general; specifically in Fareham and in linking Haslar to Gosport Town Centre	1, 4, 5
Public Transport	Need real time PT information	4	Active Travel	Heavy traffic/high speeds discourage and quiet streets encourage AT	1, 5
Public Transport	Low ridership (80% of pre-covid) - suggest free fare weekends	4	Active Travel	Need funding for AT/LCWIP solutions - suggest developer funding	3, 5
Bus Network	Need more frequent bus service in general, and specifically in Lee/Daedalus area and Haslar Peninsula/Alverstoke	1, 3	Active Travel	Need wider AT paths/increased capacity, e.g. on routes to schools	1, 3
Bus Network	Need for better bus connectivity, specifically to serve Daedalus CMAST/CETC	1, 2	Active Travel	AT modes need to consider safety/lighting generally, and specifically from bus to home	1, 4
Bus Network	Limited BRT connectivity in Gosport - suggest extension	2, 4	Active Travel	A27 cycling is challenging	4, 5
Bus Network	Need to reanalyze/update bus network, e.g. need bus connections to major developments	1, 5	Active Travel	Need better pedestrian facilities at junctions/traffic signals in general, and specifically at Quay Street Roundabout	4, 5
Bus Network	Need more frequent evening/weekend bus service	1	Active Travel	Need strategies (e.g. AT improvements, school streets, publicity) to reduce congestion and create better travel to school	3, 5
Bus Network	Subsized bus routes may be lost (21, 20, 11, F3)	1	Active Travel	Eclipse Busway needs pedestrian path	2
Bus Network	Need better lighting around bus stops	1	Active Travel	Safe AT route needed to schools in general (e.g. Harrison Primary), specifically from new housing developments	3
Bus Network	Need to reduce bus fares to drive demand - suggest flat fare scheme	4	Environment	Poor air quality at A27/A32 - suggest Clean Air Zone	2, 5
Bus Network	Fareham Bus Station cannot accommodate longer vehicles	1	Health	High obesity rates - suggest planning controls on takeaway restaurants	5
Ferry Network	Gosport Ferry fares create barrier to use	2, 3	Health	Need to reduce overburden on QA Hospital	2
Ferry Network	Gosport Ferry bike fares create barrier to use	2, 3	Deprivation	Deprivation in Gosport - people cycling because they cannot afford a car	4
Ferry Network	Gosport Ferry does not have tap and go fares - need for better integration with PT system	2, 4	Severance	Severance at A27, M27 and railway creates problems: aesthetic, safety, AT, wayfinding	5
Ferry Network	Bike theft at Gosport Ferry Terminal	4	Development Access	Need to improve access to isolated developments on Gosport Peninsula (e.g. Blockhouse, which has access via single carriageway, rural/heavily parked western roads, limited AT and no bus access)	1, 3, 5
			Development Access	Need to integrate Welborne	5
			Place Making	Need for place making and improving desirability of local leisure facilities	5

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