

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	17 March 2014
Title:	Improving Access to Fareham and Gosport
Reference:	5707
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

1.1. The need to improve access to the Gosport and Fareham peninsula is a key priority for the Solent Local Enterprise Partnership in order to remove transport barriers to economic growth and to help encourage new investment and development into the area. A package of measures has been identified to help address the issues, to help improve access to Gosport and facilitate economic growth in the area. Improving accessibility in the area will have a positive impact upon the local economy and important strategic sites including the Solent Enterprise Zone.

1.2. The purpose of this paper is to present a summary of the substantial amount of work design and appraisal work which has been on going since the public consultation in June 2013 and to seek approval to undertake further public consultation on a stated, preferred package of strategic transport infrastructure, required to improve access to the peninsula. The package includes proposals for:

- Stubbington Bypass;
- Newgate Lane southern section and Peel Common roundabout; and the
- A27 Corridor Improvements.

The consultation will report on optioneering and appraisal processes along with scheme development and progress since the public consultation in July 2013.

1.3 This report will provide a high level progress update for each scheme, within the context of the overarching strategy, and will suggest a preferred way

forward for each for the purposes of public consultation. Next steps and will be highlighted against each.

2. Background

2.1. On 7 October 2013 two reports were presented to the Executive Member for Economy Transport and Environment which provide background directly relevant to this report.

2.2 The first of these was 'Improving Access to Fareham and Gosport – Report of Consultation', which related to a potential Stubbington Bypass and proposals for Newgate Lane and Peel Common roundabout. In relation to a potential Stubbington bypass three broad route options – red, blue and green – formed the basis of the consultation at that time. Further to the evaluation of the consultation responses, the report recommended:

- that the focus of the development work for the route of a bypass should be the blue or red routes or combinations or variants thereof, and that the green route should not be pursued as a priority corridor of interest;
- that, subject to the outcome of the on-going technical assessments, the focus of the development work for the section of the Stubbington bypass west of Newlands Farm should be the blue route corridor of interest, to avoid the ancient woodland known as Oxleys Coppice.

2.3 In relation to improvements to the southern section of Newgate Lane, the preferred way forward is closely aligned to the determination of a preferred route for a Stubbington bypass. A red route option for a bypass would not be dependent upon improvements to the southern section of Newgate Lane. However, a blue route option for a bypass would be dependent upon improvements to Newgate Lane south. The report recommended that proposals be developed for an offline Newgate Lane improvement scheme, either independent from a Stubbington bypass or, if the funding position allows, as a possible early delivery phase of a Stubbington bypass.

2.4 In relation to improvements at Peel Common roundabout, it was recommended that an interim scheme should be developed which could be implemented in advance of a Stubbington Bypass and also that full scheme options be developed for further consultation which would be implemented in conjunction with proposals for a Stubbington Bypass.

2.5 The second report considered was 'Fareham and Gosport – Strategic Transport Infrastructure Plan' (STIP), which referred to a package of identified measures as part of the interim strategy to improve access to Fareham and Gosport. The STIP included both the Stubbington bypass and the Newgate Lane improvements, but also included proposals for the A27 Segensworth to Fareham Capacity and Junction Improvements; the BRT/Eclipse Corridor; and the M27 Corridor. In relation to the A27 Corridor the STIP included measures

to remove bottlenecks on this key east/west corridor for local and strategic traffic and to improve capacity at key interfaces with north/south access routes to the peninsula. The report recommended that the Fareham and Gosport Strategic Transport Infrastructure Plan be approved as an interim transport strategy, prior to further work being progressed on the specified interventions in order to determine priorities and clarify key issues, before reviewing with interested parties.

2.6 In accordance with the recommendations from the above reports, the following sections of this report:

- i. Summarise the recent and on going study work, and the initial findings for each scheme;
- ii. Identify a preferred way forward for each; and
- iii. Seek approval to consult the public and interested parties on the overall preferred package.

3. Stubbington Bypass

3.1. A summary of the study findings for Stubbington bypass is set out below in relation to the key areas:

Design Work Stream

- 3.2. Following the public consultation a number of route options have been investigated for a potential bypass based on the previously tabled red route connecting Gosport Road to Titchfield Road; a blue route connecting Newgate Lane (south) to Titchfield Road and a green route connecting Newgate Lane (including part of Longfield Avenue) to Titchfield Road. The optioneering process sought to take account of feedback from the July 2013 public consultation, which established a preference for either a red or blue route or a combination of the two, whilst being mindful of overarching scheme objectives to: provide a viable alternative route for traffic wishing to travel from the Gosport Peninsula westwards towards the M27 Junction 9; whilst avoiding existing heavily congested parts of the transport network, particularly through Stubbington village centre.
- 3.3. The design work stream has sought to identify physical constraints within the area of search and to identify a corridor which seeks to minimise the impact upon known areas of constraint. These include: residential and other boundaries adjacent to the site; the area of reduced width adjacent to the Peel Common Wastewater Treatment Plant; the area around Newlands Farm and fishing lakes complex; the need to place a route sensitively in the vicinity of Crofton Stream or Oxleys Coppice; and the need to minimise the impact on Hollam Nurseries, lying on the east side of Titchfield Road. In addition to these factors the need to provide junctions at either end of the

bypass, which can only tie in at certain fixed locations, along with the provision of a junction on Peak Lane, have all been taken into account.

- 3.4. Other critical factors which have been investigated from a design perspective include: the design speed of the route, and the need to reduce the severity of bends, as the tighter the bend the slower the speed limit will need to be and hence the less attractive to traffic as an alternative route. Also key is the need to provide adequate drainage, the need to avoid the diversion of costly underground statutory undertaker's plant, and the identification of relative scheme costs for each option.
- 3.5. From simply a design perspective, a bypass alignment which provides a connection from Gosport Road to Titchfield Road appears favourable which provides the opportunity for a road to be designed at 50mph along its length. Any route from Newgate Lane to Titchfield Road is likely to require tighter bends when the avoidance of constraints is taken in to account and hence would require speed limits to be reduced to 40mph providing a less attractive route option. Junction constraints in terms of where a route might connect into Titchfield Road identify a central location to be more suitable.

Traffic Appraisal Work Stream

- 3.6. A significant amount of strategic and more local transport modelling work has been undertaken to help identify the potential benefits of constructing a new bypass route for Stubbington, in the form of a single two-way carriageway.
- 3.7. The Sub Regional Transport Model (SRTM) for South Hampshire has been used to model the different route options at different speeds. Different iterations have been undertaken for current and forecast years and with a variety of different junction options. The nature of junctions on both the bypass and the surrounding network are critical in terms of how traffic can be influenced to use a new bypass and to avoid roads through surrounding residential areas and local villages, hence measures within the model cover a much wider area than the bypass itself.
- 3.8. In terms of traffic modelling variations any alignment which follows a broad green route did not achieve the scheme objectives as sufficient traffic was not attracted to use the route. Any alignment based on the red and blue bypass options can be said to all have positive benefits for surrounding local communities, in particular and unsurprisingly, there will be significant traffic relief in Stubbington Village. Traffic reductions would also be experienced through Lee-on-the-Solent as traffic switches from routes connecting into Stubbington to Cherque Way linking directly into the new bypass.
- 3.9. Options which connected to Titchfield Road from Gosport Road performed better than those linking to Titchfield Road from Newgate Lane as blue route options necessitate lower design speeds in parts. In addition blue route options would necessitate the dualling of the southern section of Newgate Lane as part of the improvements in order to accommodate both existing

Newgate Lane traffic alongside new traffic attracted to using a new bypass, hence performed less well with single carriageway.

Environmental Work Stream

- 3.10. The environmental work-stream involves substantial multi-disciplinary studies across a wide range of topic areas some of which may result in competing priorities. The key topics in this area will include: ecology; landscape, noise and air quality; water quality and drainage. The environmental work would ultimately feed into a full Environmental Appraisal if a Planning Application were to be submitted for a bypass scheme. High level points on key topics are set out below with more detail to be presented at the public consultation.
- 3.11. The initial high level stages of ecology surveys have commenced and will build up to more detailed surveys once a preferred route has been agreed. The surveys to date have identified that Brent Geese, which are a protected species, may be present on all or parts of the site and investigations will be on going for a further 12 months to establish the full implications of this, although findings to date have indicated that there are unlikely to be any associated show stopping issues. Work is underway to identify the presence or propensity for other protected species. Appropriate mitigation would be required.
- 3.12. Whilst the landscape is relatively flat undesignated farm land, there are key features namely: Oxleys' Coppice, which was identified in the July consultation as significant to local residents; and Crofton Stream, which are of interest and hence any route will need to take this into account. The fishing lakes/irrigation reservoir as a part of the Newlands Farm complex is also important and will need to be avoided. Any route option will seek to provide mitigation in terms of new and improved existing landscape to off-set the impact of the bypass.
- 3.13. In terms of noise and air quality, clearly route options which pass closer to a greater number of properties will be scored lower. Routes based upon the green route would score worst being closest to Longfield Avenue properties, with variations on red and blue options having similar impacts dependent upon alignment. The optimum route would be a central alignment and connection into Titchfield Road in this respect.
- 3.14. There is a substantial amount of environmental work on going which will be fed back at consultation in the summer.

Land Ownership

- 3.15 Initial discussions have been undertaken with key land owners in order to help identify their issues and constraints, and take these into account as far as is reasonably practicable. Since the public consultation in summer 2013, Planning Permission has been granted for a Solar Panel Farm to the west of Newgate Lane in the location where the blue route options would need to

cross. Whilst the Solar Farm would not preclude the development of a bypass clearly there will be financial implications if a route were now to pass through this site making it less optimum from this perspective.

Option Appraisal and Preferred Route

- 3.16 In order to fully evaluate all of the on going work, including that highlighted above an optioneering appraisal process based upon the Department of Transport's Early Assessment and Sifting Tool (EAST) tool has been undertaken. EAST evaluates scheme options across the broad range of criteria to help identify a preferred option. The criteria are focused around the following five key business case topics: Strategic, Economic, Managerial, Commercial and Financial and include high level risk assessments as well. The optioneering matrix has effectively been used to score each option in relative terms taking into account known issues at this time.
- 3.17 Based upon the information set out above and more detailed survey work, a preferred route has been identified which connects from Gosport Road to Titchfield Road, See appended plan. As part of the scheme, works would be required at Peel Common roundabout; along Gosport Road; and more significantly works would also be required to improve Titchfield Road from its connection with the bypass north towards and including the A27 Titchfield gyratory. West of Peak Lane the route would take a more southerly/central alignment and would tie into Titchfield Road in a broadly central location. The corridor is currently shown as a 100m wide tract to allow refinements to take place as design work progresses. The road width will be between 20 – 30m. However, the precise measurement will depend upon drainage requirements and mitigation, and will be determined through the progression of more detailed design work.

Where Next

- 3.18 The findings and preferred route as set out above will be presented to the public in June. Following feedback in light of the consultation and subsequent analysis, along with the findings of further technical appraisal, any associated modifications or revisions, will be presented to the Executive Member for Economy, Transport, and Environment in the Autumn, with the intention of working towards the submission of a Planning Application in Spring 2015.

4.0 Newgate Lane Southern Section and Peel Common Roundabout

Background

- 4.1 The summer consultation in 2013 confirmed support for the progression of improvements to Newgate Lane – northern section and these were subsequently ratified through a Project Appraisal report to the Executive Member for Economy, Transport, and Environment on 5 November 2013.

This scheme has now commenced. The summer 2013 consultation also established the principle of the development of an interim scheme for Peel Common roundabout to enhance capacity, whilst development of a full scheme for Peel Common roundabout and also the development of improvements for the southern section of Newgate Lane were paused, pending the outcome of a decision on the preferred alignment and way forward for a potential Stubbington bypass.

Peel Common Roundabout Interim Scheme (phase 1)

- 4.2 In relation to the development of an interim (Phase 1) scheme for Peel Common roundabout, work has been progressed which allows for an initial capacity enhancement, improving roundabout geometry to better serve current traffic demand, prior to the development of improvements to Newgate Lane southern section or Stubbington Bypass. Traffic modelling has been undertaken which identifies that improvements to the roundabout are needed in advance of improvements to either an improved Newgate Lane southern section and / or Stubbington Bypass. Improvements can be phased to improve the existing situation (Phase 1); make provision for improvements to Newgate Lane south (see below) (Phase 2); and provide for a Stubbington bypass (Phase 3) carrying traffic on the Gosport Road arm of the junction.
- 4.2 The first phase will provide traffic signals to the existing Newgate Lane, Rowner Road and Broom Way arms of the roundabout. There is insufficient approach or circulating capacity to accommodate traffic signals on Gosport Road, so this would retain priority control, and its existing Toucan crossing at this stage. Providing traffic signals in this phase will help to share capacity and overcome the dominance of traffic from Rowner Road over traffic trying to join the roundabout from Broom Way, in the morning peak period. Localised widening to flare the approach from Newgate Lane together with widening the circulating carriageway and the exit to Rowner Road will also increase capacity for this movement.
- 4.3 Currently pedestrian demand is concentrated at the existing Toucan crossing at the southern end of Newgate Lane, which creates congestion and impacts on the performance of the roundabout. The proposals being developed aim to better reflect pedestrian demand by providing facilities on each arm of the junction.
- 4.4 The interim (Phase 1) improvement will be designed to avoid abortive works during the development of subsequent phases. Phase 1 proposals for the Peel Common roundabout are wholly accommodated within the existing highway boundary. The preferred design for Phase 1 will be modified if necessary, once the public have had the opportunity to provide comments and the outcome will be the subject of a future Project Appraisal report to the Executive Member for Economy, Transport, and Environment to enable delivery during 2015/16.

Newgate Lane Southern Section

- 4.5 Further to the consideration of route options for a Stubbington Bypass as highlighted above and the recommendation for a preferred corridor of interest based upon a route connecting Gosport Road to Titchfield Road, rather than a route which would connect Newgate Lane to Titchfield Road, the issue of how best to proceed with improvements to Newgate Lane southern section has now been reviewed.
- 4.6 In light of the identified need for the provision of a Stubbington bypass to assist traffic movements from the peninsula towards the north west and the M27 junction 9, traffic modelling has also confirmed the need to provide improvements to Newgate Lane southern section in order to assist traffic movements from the peninsula to the north east and the M27 junction 11. Newgate Lane is a key artery from the peninsula and the existing route has been over capacity for many years. Improvements are justified, independently from the provision of a Stubbington Bypass, to help cater for demand, to add value to the on going improvements to Newgate Lane northern section and Peel Common roundabout improvements and will fundamentally help remove transport barriers to growth and encourage investment into the area. (It is important to note that if a preference for a bypass route connecting into Newgate Lane had been established, that south of the bypass connection, it would have been necessary to upgrade Newgate Lane to dual carriageway standard. With a bypass route starting from Gosport Road rather than Newgate Lane, it will not be necessary to upgrade Newgate Lane southern section to dual carriageway)
- 4.7 In relation to Newgate Lane southern section, an appraisal process based on the Department of Transport's Early Assessment and Sifting Tool (EAST) has been utilised to evaluate the relative merits of scheme options across a broad range of criteria. The criteria are focused around the key business case topics of Strategic, Economic, Managerial, Commercial, and Financial cases, and include high level risk assessments. Two alignment options were presented for comment at the public consultation in the summer of 2013, between Tanners Lane and Peel Common roundabout as follows:
- i. Option A based upon an on line plus part off line (adjacent to existing), widening scheme; and
 - ii. Option B based upon an off line eastern alignment.
- 4.8 The outcomes from the public consultation of summer 2013 revealed a preference by 72% of the respondents for the option B alignment, with 28% supporting the option A alignment. The following provides more details on the optioneering process along with an update and way forward in light of the results of design and study work relating to the southern section of Newgate Lane and Peel Common roundabout, based upon a preferred Option B eastern alignment.

Design Work Stream

4.9 The early stage of design identified 5 options for the southern section of Newgate Lane which included:

- i. Online widening to 7.3m on the eastern side of the road, with a pedestrian and cycle route on the eastern side of the road;
- ii. Online widening to 7.3m on the eastern side of the road, with central hatching/ghost island areas for turning traffic, with a pedestrian and cycle route on the western side of the road;
- iii. Online widening to three traffic lanes operating with two northbound lanes and one southbound lane in the morning peak, changing to two southbound lanes and one northbound lane in the evening peak. The directional flow of the central lane would be controlled by overhead gantry mounted signals;
- iv. A new alignment Option A (part online and part offline) as described below;
- v. A new alignment 'Option B' eastern alignment, as described below.

4.10 Early assessment and sifting of the 5 design options reduced the number of options to two. Preliminary stage designs have subsequently been developed for the Option A and B alignments as outlined in 3.20 above and set out in more detail below.

Option A follows the existing alignment north of the entrance to the Peel Common Wastewater Treatment Plant (WTP), with widening on its eastern side. To the south of the entrance to the Peel Common WTP the new alignment would be located between the existing alignment and the River Alver, and can accommodate ghost island right turn lanes for the junctions with the WTP, Albert Road and Woodcote Lane. The existing alignment of Newgate Lane would become a service road for the properties on the west side of the road and would provide a suitable environment for cycling. Access to the service road would be from the Albert Road junction with the existing access from the Peel Common roundabout restricted to emergency vehicles only. The existing Toucan crossing at the southern end of Newgate Lane would be removed and similar signal controlled facilities provided on the new alignment. Pedestrian refuges would be provided to retain access between Albert Road and Woodcote Lane and to improve access to and from bus stops. Buses would use the new alignment with new bus stop infrastructure provided

Option B provides a new 7.3m carriageway from a point near the junction with Tanners Lane southwards to pass to the eastern side of the properties in Woodcote Lane before connecting to Peel Common roundabout. The existing Newgate Lane between Tanners Lane and Peel Common roundabout would become a local service road accessed via a priority

controlled ghost island right turn lane junction on the new alignment with a short link road connection to the existing Newgate Lane. This would be located approximately half way between the entrance to the Peel Common WTP and the junction with Tanners Lane. Buses would be likely to be retained on the existing alignment of Newgate Lane with bus and emergency vehicle access only being retained from the existing connection to Peel Common roundabout. The service road would provide a suitable environment for cycling and enable a continuous north/south link to be established between the new/existing facilities at Tanners Lane and at Peel Common roundabout. This option, follows a similar alignment to that identified in Fareham Borough Council and Gosport Borough Council Local Plans.

Traffic Appraisal Work Stream

- 4.11 Traffic modelling for improvements to Newgate Lane have been undertaken at the strategic level in conjunction with the modelling for Stubbington bypass and also at a more detailed level independently from the bypass appraisal work. The modelling work has identified the wider impacts of the scheme and to help identify capacity requirements on links and the form of junctions, including Peel Common roundabout.
- 4.12 The modelling identifies that a 7.3m wide single two way carriageway for the southern half of Newgate Lane will cater for the expected traffic demand to 2026. However if the 'blue' route of the Stubbington bypass were to be progressed it identified that the southern section of Newgate Lane would need to be a dual carriageway. If the need arose in the future it is likely that, whilst both options A and B could be extended to provide a dual carriageway, the option A scheme would require substantially more reconstruction to accommodate it.
- 4.13 Pedestrian and cycle movements in an east/west direction across Newgate Lane, towards the existing properties on the east side of the existing Newgate Lane which include the Peel Common Church, and beyond toward Brookers Lane can be retained in either option, utilising uncontrolled pedestrian and cycle crossings with pedestrian refuges.

Environmental Work Stream

- 4.14 Environmental surveys to support an environmental scoping report have been undertaken for the scheme options on the southern section of Newgate Lane. The report identifies that whilst there are issues to be addressed through careful design and the provision of mitigation measures, there is scope to provide the schemes as described.
- 4.15 Most of the land that would be required for either option A or B is pasture for equestrian use, or is arable farmland. Part of the land required for the Option B alignment is occupied by the Brookers Field Recreation Ground; however a strip along much of the western boundary has not been maintained as playing field given the presence of the current Option B alignment in the Borough Council's Local Plan. In terms of noise impacts whilst an Option B

alignment will bring the road closer to properties at Peel Common and the eastern end of Woodcote Lane, it will have a more significant beneficial impact in terms of moving the road further away from properties fronting the existing Newgate Lane and for Albert Road and the western end of Woodcote Lane. Further environmental assessment work will be necessary leading to a full Environmental Impact Assessment, which will be required to support a Planning Application. As both options are remote from the existing carriageway both would require planning permission.

Land Issues

- 4.16 All of the options considered for improving the southern section of Newgate Lane will require third party land. There have been communications with the landowners and land occupiers which have focused on access for environmental surveys, however this is to be progressed further to discuss options, constraints, and acquisition.

Peel Common Roundabout Full Scheme (Phase 2 and 3)

- 4.17 The overall scheme (Phases 1, 2 and 3) for Peel Common roundabout will provide additional circulating capacity around the roundabout, and two lane entries and exits which will substantially improve capacity at the junction. The full scheme will be delivered as part of the improvement works to Newgate Lane southern section (Phase 2) and Stubbington Bypass (phase 3). The order of delivery for phases 2 and 3 of the Peel Common roundabout scheme will depend entirely upon funding availability and also upon the ability to acquire Planning Approval and land for the associated road scheme.
- 4.18 The land to the south east of the Peel Common roundabout is designated as a Site of Importance for Nature Conservation (SINC) and particular care will be required in order to undertake work adjacent to this area. The full land implications for Phases 2 and 3 have yet to be clarified.

Where Next

- 4.19 The Option B eastern alignment of Newgate Lane southern section together with phased improvements to Peel Common Roundabout have emerged as the preferred options which will be presented at the planned public consultation in June 2014. The findings of the above studies and preferred route will be presented to the public and any associated modifications or revisions following analysis of feedback will be presented to the Executive Member for Economy, Transport, and Environment in the Autumn, working towards the submission of a Planning Application in Spring 2015.

5 A27 Corridor Improvements

- 5.1 Improvements to the A27 Corridor between Segensworth and Fareham are required to assist east to west movements across the northern end of the peninsula and to provide connectivity with the M27 strategic motorway

network for longer distance traffic. The raft of planned improvements for north / south accessibility onto and off the peninsula needs to be considered as part of a comprehensive package of measures, otherwise improvements would feed into existing congestion hotspots on the A27 and leading to the motorway and be of little benefit. Traffic would end up queuing back from interfacing connections with the A27. Improvements are being investigated for the A27 and have been divided into 3 phases. An update on the progress for each is highlighted below:

Phase 1 A27 Station roundabout and Gudge Heath Lane Junction Improvement

- 5.2 This scheme involves capacity improvements to the Station roundabout including the provision of a dedicated bus lane for bus rapid transit, along with improvements for pedestrians and cyclists, to enable better interface between the station and town centre and station and Fareham College. Urban realm improvements will enhance the attractiveness of the area and create an improved gateway into Fareham. Improvements to Gudge Heath Lane will provide additional capacity to help remove this critical delay point in central Fareham which causes traffic to block back along the A27 past the Station roundabout. As part of the improvement an additional straight ahead lane will be provided at the junction, for which land will be required. A speculative bid for funding was submitted to the Local Transport Body in June 2013, and the scheme was identified as a priority for progression, following a report to the Executive Member for Economy, Transport, and Environment in October 2013. Subject to the submission and acceptance of a business case this funding is likely to be confirmed and the scheme will be implemented in 2016/17.

Phase 2 Titchfield Gyratory to Segensworth roundabout – inherently linked to improved western access to Gosport and the provision of a new bypass for Stubbington;

- 5.3 This scheme includes capacity improvements along single carriageway sections with dualling where practical and feasible along with capacity improvements at junctions. The critical need for improvements along this section relate to the need to accommodate additional traffic demand from a Stubbington bypass and facilitate improved accessibility to M27 Junction 9.

As part of this it will be necessary to modify the layout of Titchfield gyratory to allow more direct access from Titchfield Road onto the A27 westbound. Other key junctions along this section are St Margaret's roundabout which will be considered for early implementation in advance of any works associated with a bypass being justifiable in its own right for improvement.

Design work is currently underway to establish the potential for upgrading single carriageway sections, to identify the scope for improving provision for pedestrians and cyclists and to undertake more detailed modelling at the junctions.

Phase 3 Gudge Heath Lane to Titchfield Gyratory

- 5.4 Following initial assessment this phase of the A27 improvement has been afforded a lower priority. Whilst the original scheme objective to provide for east west movements from Fareham to M27 junction 9 still remains there is now a greater emphasis upon improving access from the peninsula to the M27, via Stubbington bypass, which will help alleviate pressure upon other parts of the network in central Fareham feeding onto the A27, for instance at Peak Lane. In addition initial findings identified that it would not be possible to upgrade parts of this section without impact upon third party land, hence it is recommended that potential dualling is not progressed along this section and efforts will be focused upon improving the junctions to provide additional capacity.
- 5.5 In terms of delivery timescales for the package of works along the A27, there are a number of considerations. Firstly if funding is successfully secured for Phase 1, the delivery timescale is dictated by the terms of the fund which allow for construction in 2016/17. Secondly if Phase 2 is linked inherently to the delivery of a potential Stubbington bypass then the delivery timescale will be linked to the need to secure funding for the larger project. Notwithstanding that works along both the A27 and Titchfield Road feeding onto the A27 would need to be undertaken prior to the bypass coming forward. Assuming funding can be secured for a delivery of the bypass in 2017/18, then it would be anticipated that the majority of Phase 2 would be constructed in 2016/17. It is however likely that St Margaret's roundabout would come forward as an early part of Phase 2 and could be constructed in 2015/16 subject to funding. Junction improvement works along Phase 3 are likely to be delivered after Phases 1 and 2 have taken place given the lower priority following the emergence of proposals for Stubbington bypass.

Finance

- 5.6 In terms of the financial implications of this comprehensive work package, there is a key risk that funding may not be secured to deliver the schemes, in the anticipated timescales set out in this report. The best chance of securing funding for major schemes is now through the devolved major scheme funding pot which has been consolidated into the Single Local Growth Pot to be assigned locally through the Solent Local Enterprise Partnership.
- 5.7 The Gosport and Fareham work package is a key priority for the **Solent Local Enterprise Partnership**. The Draft Solent Strategic Economic Plan identified aims to unlock private sector development and investment stalled as a consequence of the economic downturn and market failure. The role of transport in supporting economic growth, for example through unlocking strategic sites, tackling congestion, and improving access to skills and

employment is identified. An initial high level business case has been prepared and was submitted in early March 2014, in relation to a wider transport package, costing in the region of £90 million, for Fareham and Gosport (which includes access to Welborne as well as improved access to Fareham and Gosport). A verbal update on this bid for funding from the Solent LEP will be provided at the Decision Day meeting if available. A full business case and funding bid will be prepared in due course.

Delivery costs aside there remains a significant up front development cost associated with preparing complex major schemes of this nature and in advance of any guarantee of funding to deliver. Without this upfront development funding rolling forward it will not be possible to undertake the necessary design and appraisal work.

Key issues

- 5.8 In addition to the need to secure funding, the other key issues and risks associated with the work package are linked to the need to apply for planning permission and the need to engage with land owners to either acquire third party land by agreement or to follow the course of a Compulsory Purchase Order.

Outline Programme for Work Package

An indicative outline delivery programme is set out below subject to securing funding.

SCHEME	DELIVERY 2015/16	DELIVERY 2016/17	DELIVERY 2017/18
A27 Phase 2 (part of) St Margaret's roundabout	XX		
A27 Phase 1 Station roundabout and Gudge Heath Lane		XX	
A27 Phase 2 (remaining parts)		XX	
Peel Common Roundabout Interim (Phase 1)	XX		
B3385 Newgate Lane (southern section) and Peel Common Roundabout Phase 2			XX

Stubbington Bypass (including improvements to Titchfield Road and Gosport Road and Peel Common Roundabout Phase 3			XX
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6. Recommendation(s)

6.1 That the Executive Member for Economy, Transport and Environment approves the preferred options for strategic transport infrastructure, necessary to improve access to Fareham and Gosport, as set out below, subject to completion of necessary technical appraisal:

- i. Stubbington Bypass;
- ii. Peel Common roundabout;
- iii. Newgate Lane southern section; and
- iv. the A27 Corridor.

6.2 That based upon the above, a further round of public consultation should be undertaken for the following, as shown on the appended plan:

- i. Peel Common roundabout – Interim (Phase 1) Improvements - detailed proposals for implementation;
- ii. Stubbington Bypass - preferred route , linking Titchfield gyratory and Titchfield Road to Gosport Road and Peel Common roundabout;
- iii. Newgate Lane southern section - 'off-line – eastern alignment' improvement linking to Peel Common roundabout;
- iv. A27 Corridor Improvements - Phases 1 and 2 junction capacity improvements and upgrading to dual carriageway
- v. A27 Corridor Phase 3 junction improvements only (no dualling).

6.3 That the outcomes from the public consultation and further technical appraisal, be considered as part of an updated Fareham and Gosport Strategic Infrastructure Plan, to be the subject of further formal decisions in the autumn.

6.4 That public and private sector funding opportunities should be sought to help facilitate early delivery of the strategic infrastructure proposals, and that business cases be submitted to the Solent Local Enterprise Partnership and other funding bodies as appropriate.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	yes
Corporate Improvement plan link number (if appropriate):	

Other Significant Links

Links to previous Member decisions:		
<u>Title</u> 'Improving Access to Fareham and Gosport – Report of Consultation'	<u>Reference</u> Executive Member for Economy, Transport, and Environment Report	<u>Date</u> 7.10.2013
Direct links to specific legislation or Government Directives		
<u>Title</u> 'Fareham and Gosport – Strategic Transport Infrastructure Plan'	<u>Date</u> 7.10.2013	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

<u>Document</u>	<u>Location</u>
None	

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

1.1 The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The website contains a summary of [assessment of the impacts](#) on safe and efficient transport systems in Hampshire; delivering infrastructure that Hampshire needs, maximising regeneration and reducing barriers to sustainable economic growth. As part of the previous and forthcoming public consultation engagement with different sectors of the community has and will be undertaken.

1.2 It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

2. Impact on Crime and Disorder

2.1 The decision will not have any direct impact on crime and disorder.

3. Climate Change

3.1 The schemes proposed will help reduce congestion, delay and improve journey times and have positive impacts on our carbon footprint / energy consumption.