

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	7 October 2013
Title:	Fareham and Gosport – Strategic Transport Infrastructure Plan
Reference:	5177
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

1.1. This report seeks approval of the Fareham and Gosport Strategic Transport Infrastructure Plan in order to help facilitate the development of transport infrastructure which will support economic development and growth over the next 10 to 20 years.

1.2. This paper seeks to:

- Outline the context and need for the plan;
- Highlight the key infrastructure components of the plan;
- Consider the financial issues relating to the development and delivery of this plan;
- Identify the need for further consultation; and
- Consider the next steps.

2. Contextual information

2.1. There is a clear need to improve access to the Gosport Peninsula in order to: help overcome existing traffic problems; help both encourage and plan for future growth; and to prevent further economic decline. In order to help encourage investment at key strategic sites including those at the Solent Enterprise Zone and also Welborne, the transport barriers to growth need to be removed and infrastructure provision stepped up accordingly. A comprehensive strategy is needed to help address the current and predicted transport problems and as such it is essential to plan infrastructure requirements across the peninsula, rather than on a piecemeal basis, to

provide the best value for money and added value created through mutually beneficial investments and interventions.

2.2. A comprehensive strategy is needed to inform the Solent Local Enterprise Partnership (SLEP) priorities for the emerging Strategic Economic Plan (SEP). The SEP will be a key document moving forward in terms of identifying critical interventions to be prioritised for the recently devolved local major scheme funding. In particular, new funding streams have been established including the Single Local Growth Fund and European funds which the SLEP will now critically manage.

2.3. The Infrastructure Plan appended to this report, includes an outline of issues and problems in Fareham and Gosport and the need for improvement, along with a summary of current policies and plans which relate to transport infrastructure provision within the area. It is important to note that this Plan will provide an update to:

- Relevant parts of the Strategic Access to Gosport (StAG) document approved in 2010 (which was more recently updated within the Executive Member for Environment and Transport report, dated 6 March 2012, regarding the Daedalus Transport Proposals);
- The Transport for South Hampshire Transport Delivery Plan, adopted in February 2013 in light of the more recent changing emphasis based around the need to facilitate economic growth and changing funding mechanisms and priorities for major schemes; and
- The Executive Member for Environment and Transport Decision Report dated 5 March 2013 relating to 'Developing Major Transport Schemes in Hampshire' which contained the following decision:
'That, in the context of the Hampshire Local Transport Plan (2011), the list of potential major transport schemes for Hampshire ...be approved as a 'development pool' of schemes for which further work will be undertaken to ensure readiness to maximise future funding opportunities.'

2.4. The Infrastructure Plan will provide an 'interim' position regarding interventions which will help improve access to Gosport over the next 10 to 20 years. Ratification of the strategy will be achieved through the continuation and conclusion of consultation, assessment and appraisal work, in 2014.

3. Strategic Transport Infrastructure Plan (Interim)

3.1 The key strategy components as defined and detailed in the appended Infrastructure Plan include the following:

- M27 Junctions 3 to 12 Managed Motorways – measures to keep east to west longer distance traffic moving and reduce congestion hotspots around junctions;

- A27 Segensworth to Fareham Capacity and Junction Improvements – measures to remove bottlenecks on this key east to west corridor for local and strategic traffic and to improve capacity at key interfaces with north south access routes to the peninsula;
 - B3385 Newgate Lane – northern section (between Palmerston Drive and Tanners Lane) Capacity and Junction Improvements – measures to improve capacity and the operational effectiveness of junctions on this critical north south access route;
 - B3385/B3354 Peel Common Roundabout Interim scheme – capacity improvements in advance of a longer term scheme to be confirmed subject to the determination of a preferred corridor of interest for the Western Access to Gosport;
 - Western Access to Gosport – comprising improvements to: the A27 west of Titchfield Gyratory; B3334 Titchfield Road south of Titchfield gyratory to a point where it might connect with a potential new bypass for Stubbington; a new bypass for Stubbington (alignment to be confirmed); along with improvements to the southern section of Newgate Lane and Peel Common roundabout;
 - B3385 Newgate Lane – southern section (Tanners Lane to Peel Common roundabout) Capacity and Junction Improvements to be confirmed subject to the determination of a preferred corridor of interest for the Western Access to Gosport;
 - Bus Rapid Transit – northern and southern extensions to the recently completed dedicated busway along with on road measures to help provide an improved viable public transport offer for north to south movements and connections with rail and bus stations for longer distance movements.
- 3.2 An outline delivery plan is included as part of the Infrastructure Plan which includes estimated high level costs and an indicative delivery timescale. Scheme delivery will be subject to timely completion of the scheme development in accordance with due process and also to the availability of and prioritisation for funding.

4. Finance

- 4.1. The development and delivery of the proposed schemes outlined in the infrastructure plan will require significant investment over the next 10-20 years both by the County Council and others. Proposals for Newgate Lane (northern section) and an interim scheme at Peel Common roundabout already have funding secured and are programmed. However it is recognised that the majority of proposed improvements outlined in the plan will require funding from a variety of sources, including: the SLEP via the Single Local Growth Fund and the associated Local Transport Body prioritisation process;

relevant funds such as European Structural and Investment Funds, or the Growing Enterprise Fund; funds available at a local level, including Developer Contributions (Section 106) and Section 278 agreements, Community Infrastructure Levy and the New Homes Bonus.

- 4.2. Whilst indicative delivery timescales have been afforded to each intervention, it is recognised that a flexible approach to securing funding will be needed and subject to the approval of the Infrastructure Plan, every opportunity will be taken to identify and secure through positive bidding appropriate funding sources to help bring forward each scheme.

5. Consultation

- 5.1. Further to the consultation regarding 'Improving Access to Fareham and Gosport' which recently concluded and is being reported separately to this Decision Day, further public consultation will be required.
- 5.2. It is currently anticipated that an initial high level consultation will be undertaken in relation to the A27 corridor improvements later this year in order to bring these strategy components up to the same level of consultation as the rest and also to enable discussions with land owners to commence.
- 5.3. Following this, it is intended that a strategy wide consultation will be undertaken in Spring/Summer 2014 (subject to the completion of necessary appraisal work for Stubbington Bypass route options, and the evaluation of the options across a wide range of criteria including: consultation feedback, policy, design, environmental and traffic impacts, economic and land etc). As such a preferred corridor of interest for a Stubbington Bypass, which will in turn inform the strategy approach for the southern section of Newgate Lane and longer term scheme for Peel Common roundabout, will be presented to the public and a subsequent report prepared which will serve to update this 'interim' plan in the summer/autumn next year.

6. Future direction

- 6.1. It is anticipated that the Fareham and Gosport Strategic Transport Infrastructure Plan will be used to inform the County Council comment and input to key policy and strategy development, and in particular the Solent Enterprise Partnership Strategic Economic Plan and the respective Fareham and Gosport Borough Local Plans. It will also provide guidance for the identification and prioritisation of funding for the planned improvements on an interim basis until clarification on direction following further scheme design and development work can be secured.

7. Recommendation

- 7.1. That the Fareham and Gosport Strategic Transport Infrastructure Plan, appended to this report, 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, and prior to a review being undertaken with interested parties.

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>	<u>Reference</u>	<u>Date</u>
-Executive Member Environment and Transport – Developing Major Transport Schemes in Hampshire		5 March 2013
-Executive Member Environment and Transport - Newgate Lane, Fareham Major Improvement Scheme, Proposed Alignment		2 April 2013
- Executive Member Economy, Transport and Environment - Public Consultation on Highway Proposals for Newgate Lane and Peel Common, Fareham and Western Access to Gosport.		11 June 2013
- Executive Member for Environment and Transport – Daedalus Transport Proposals		6 March 2012
-Executive Member Economy, Transport and Environment - A27 Station Roundabout and Gudge Heath Lane Junction Improvements, Fareham		7 October 2013
-Executive Member Economy, Transport and Environment -Improving Access to Fareham and Gosport – report of consultation		7 October 2013
Direct links to specific legislation or Government Directives		
<u>Title</u>	<u>Date</u>	

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.)

Document

Location

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 [assessment of the impacts](#) on Safe and efficient Transport Systems in Hampshire.
- 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. Improved accessibility to Gosport and Fareham for all transport modes along with improved connectivity between modes will have a positive impact in reducing crime and disorder.

3. Climate Change:

- 3.1. How does what is being proposed impact on our carbon footprint / energy consumption?

Improved accessibility and reduced congestion and bottlenecks will assist in reducing the carbon footprint. In addition the provision for a viable public transport service and improved interchange facilities with bus and rail will encourage transfer from car and will help reduce energy consumption.

- 3.2. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The Infrastructure Plan plans for both current and future network demands and seeks to optimise the operational effectiveness in order to reduce overall congestion thus building in a resilience to longer term impacts.