

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	7 October 2013
<b>Title:</b>	Improving Access to Fareham and Gosport – Report of Consultation
<b>Reference:</b>	5178
<b>Report From:</b>	Graham Wright

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### 1. Executive Summary

1.1. Over the summer, Hampshire County Council carried out an initial exercise to consult the public and interested parties on proposals to improve access to Fareham and Gosport. Feedback has been received during the consultation period that finished in September and a detailed assessment of the response has been undertaken. The detailed findings will be published in a Report of Consultation. The purpose of this paper is to report on the findings and to seek authority to further develop proposals for improved access to Fareham and Gosport, including authority to seek additional funds for scheme development and implementation as appropriate.

1.2. This paper seeks to:

- *Describe the process of consultation*
- *Summarise the consultation response (as appended to this report)*
- *Identify key issues raised in the response that can help inform the further development of a Strategic Transport Infrastructure Plan for improving access to Fareham and Gosport and local plan policy and*
- *Identify key issues raised in the response that can help inform the further development of the County Council's detailed scheme proposals*

### 2. The Consultation Process

2.1. The County Council is developing an overarching strategy for improving access to Fareham and Gosport to support economic growth opportunities such as the Solent Enterprise Zone at Daedalus, to inform the development of emerging Local Plan policies and to facilitate housing and jobs growth in the area that might otherwise be constrained by current and projected traffic

capacity constraints. To inform that strategy a consultation exercise has been undertaken that has focussed upon 3 key components:

- In the short term detailed and funded proposals for improving the built-up section of Newgate Lane between Palmerston Drive and Tanners Lane
- Interim and funded proposals to deliver improved traffic capacity and provision for cyclists at Peel Common Roundabout
- Initial ideas for future improvement to the western access to Gosport between Peel Common Roundabout and M27 Junction 9, including potential corridors for a Stubbington bypass, and improved access for the southern end of Newgate Lane.

2.2. The consultation comprised drop-in events at local venues, static displays at local libraries and a dedicated website. The drop-in events were held in Titchfield, Lee-on-the-Solent, Stubbington, Peel Common and at the HMS Collingwood Sports Pavilion over a total of seven days.

2.3. Static displays were provided throughout the consultation period at Stubbington and Lee-on-the-Solent libraries and the full exhibition boards were on display for a week at the Gosport Discovery Centre and Fareham Central Library.

2.4. A dedicated website <http://www3.hants.gov.uk/stubbingtonbypass> provided all the consultation information whilst a dedicated email address [accesstogospport@hants.gov.uk](mailto:accesstogospport@hants.gov.uk) enabled direct communication between the public and the project team.

2.5. In all cases visitors were asked to provide their views and comments by completing and returning a questionnaire, either on-line, at each venue or by post.

2.6. The consultation was publicised through the distribution of 20,000 leaflets via local outlets (such as community facilities, local shops, doctors surgeries etc.), letters to local residents and businesses directly affected by detailed proposals and other interested parties, press releases and a full page advertisement in the 'Lee Advertiser'. The distribution of advanced publicity, consultation information, and events will be detailed in the final Consultation Report. In addition, the consultation and proposals were widely reported in the local media with 27 articles, including on the front page in 'The News' and 'The Southern Daily Echo'.

2.7. Letters have been sent to organisations that are locally based or have a local interest, requesting their formal views on the proposals. In recognition that some organisations might not meet to discuss the proposals and agree comments over the summer period, the deadline for providing a response was extended to 23 September.

### **3. Public Participation**

- 3.1. A total of 488 people are recorded as attending the drop-in sessions. The static exhibitions were popular with library visitors and the website received 3,900 visits during the consultation period. It is worth noting that 491 respondents who completed the questionnaire expressed a willingness to be contacted again and provided an email or postal address. This is a very useful contact database for local residents and interested parties to whom website update notifications and other information about the access to Fareham and Gosport proposals can be sent.

### **4. Public Consultation Response**

- 4.1. When the public consultation period closed on 9<sup>th</sup> September, a total of 643 questionnaire returns had been received. The County Council has also received by post or via the [accesstogospport@hants.gov.uk](mailto:accesstogospport@hants.gov.uk) email address 36 comments from individual local residents. A petition has been received signed by residents of Newgate Lane and Albert Road. Local feedback forms have been provided by local residents in response to a newsletter circulated locally at Peel Common by local borough Members, Councillor Mrs Hook and Councillor Philpott.
- 4.2. A letter has been received from the County Councillor for Stubbington and Hill Head with information about local residents' views and representations have been received from a variety of organisations and groups including Fareham and Gosport borough councils and land owners whose interests would be affected by some of the proposals. The following sections provide an overview of the consultation response whilst further detail is provided in Appendix C. A full Report of Consultation will be published on the Hampshire County Council website detailing the consultation process, the public response and the subsequent analysis that has taken place.

### **5. Western Access to Gosport – Stubbington Bypass**

- 5.1. An overall majority of residents expressed support for a Stubbington bypass (87%), of whom just under 2/3rds supported an alignment along the red route (off Gosport Road), whilst just under 1/3<sup>rd</sup> supported the blue route (off Newgate Lane). A small minority favoured the green route (less than 6%). Of respondents who favoured the blue/green routes 2/3rds opted for the option B alignment adjacent to Brookers Field.
- 5.2. Of those respondents who do not favour any of the bypass routes shown, by far the most common alternative suggested was a combination of the southern end of the red route and the northern end of the blue route which in part was in response to concern over potential impacts of a road scheme at Oxleys Coppice. This route is also favoured by Gosport Borough Council.
- 5.3. A significant number of residents expressed concern that a scheme for the southern end of Newgate Lane should not be delayed by consideration of the

Stubbington bypass and this view was supported by both Fareham and Gosport borough councils.

## **6. Western Access to Gosport - A27 (Titchfield to Segensworth)**

6.1. When asked whether they supported improvements to the A27 from Titchfield gyratory to Segensworth Roundabout, 84% were in favour of the proposals with similar levels of support for providing a dual carriageway throughout and improving the junctions at St Margarets roundabout and Titchfield gyratory.

## **7. Newgate Lane – Northern Section**

7.1. Overall residents were satisfied or very satisfied with the traffic capacity (58%) and pedestrian and cyclist measures (57%) proposed. Of those respondents who expressed dissatisfaction (14% and 13% respectively), their key concerns were that the proposals should include off road provision for cyclists on a shared footpath for the whole length of Newgate Lane, suggesting that the proposals will simply move the problem elsewhere on the network and that a dual carriageway is required along the whole of Newgate Lane.

7.2. In total, 255 comments have been received on the Newgate Lane proposals covering a wide range of topics. These will be reviewed and where appropriate the comments will be used to make refinements to the detailed design for the scheme as this is finalised in readiness for construction next year.

## **8. Peel Common Roundabout – Interim Scheme**

8.1. A significant majority of residents (60-65%) expressed satisfaction with the interim proposals for introducing traffic light controls and additional cyclist facilities at Peel Common roundabout (with 8-16% expressing dissatisfaction for whom by far the most common reason given was scepticism that traffic lights could improve the traffic situation).

8.2. A of detailed comments have been received on this aspect of the proposals and where appropriate suggestions will be incorporated into the proposals brought forward for further consultation.

## **9. Summary**

9.1. When asked for their overall comments on the proposals, the majority of residents were supportive and simply asked the County Council to progress with implementation at the earliest opportunity. The County Council is well placed to proceed, with funding available to start construction on the northern section of Newgate Lane in 2014 and to implement a scheme at Peel Common roundabout once the design has been finalised. In addition development work is now well underway on proposals for a western access to

Gosport, including investigating route options and their environmental, design, cost and land implications as a basis for selecting a preferred route and making further funding bids for a Stubbington Bypass and improvements to A27 between Titchfield and Segensworth junctions.

9.2. The consultation exercise and public response has made a significant contribution to development of the schemes and in the light of the consultation responses received it is proposed that:

- 1) The detailed report of consultation is published on the website.
- 2) The detailed design of the proposals for the northern section of Newgate Lane are finalised, incorporating appropriate amendments arising from the consultation response, with a view to enabling works to commence early in 2014.
- 3) Proposals for interim measures at Peel Common roundabout are developed and are the subject to further local consultation allowing an interim scheme to be developed and implemented, unless the funding position allows consideration of a Stubbington bypass to be brought forward, obviating the need for interim measures.
- 4) In tandem with the interim measures, full scheme options are developed for Peel Common roundabout to accommodate a Stubbington bypass utilising either the blue or red corridors or an improvement to the southern section of Newgate Lane should this come forward in tandem with or instead of a Stubbington Bypass.
- 5) Subject to the outcome of the on-going technical assessments, the focus of the development work for a Stubbington Bypass route should be on the red and blue routes shown on the consultation plans and combinations or variants thereof, and that the green route is no longer pursued as a priority corridor of interest.
- 6) 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, avoiding Oxleys Coppice.
- 7) Proposals are developed for an offline improvement scheme for the southern section of Newgate Lane, either independent from a Stubbington bypass or, if the funding position allows, as a possible early delivery phase of a Stubbington bypass.

## **10. Recommendations**

- 10.1. That authority be given to finalise the detailed design of the proposals for the northern section of Newgate Lane.
- 10.2. That interim measures at Peel Common roundabout are developed for further localised public consultation.
- 10.3. That full scheme options are developed for Peel Common roundabout for further consultation in conjunction with proposals for a Stubbington Bypass.

- 10.4. That the focus of the development work for the route of a Stubbington bypass should be the blue or red routes or combinations or variants thereof and that the green route is not pursued as a priority corridor of interest.
- 10.5. 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, avoiding Oxleys Coppice.
- 10.6. That proposals are developed for an offline improvement scheme for the southern section of Newgate Lane, either independent from a Stubbington bypass or, if the funding position allows, as a possible early delivery phase of a Stubbington bypass.
- 10.7. That the above schemes are developed with a view to inclusion as policy within the relevant emerging local plans.

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

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

**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.)

DocumentLocation

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 and connectivity by all transport modes will assist in providing a positive impact on 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 arising from the scheme proposals will assist in reducing carbon footprint. In addition the provision of improved bus user, cyclist and pedestrian facilities will encourage more use of sustainable modes of travel and help to reduce overall 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 public consultation response will inform the development of scheme proposals and infrastructure plans that seek to optimise the operational efficiency of the transport networks thereby reducing future carbon generation and build in resilience to longer term impacts.

## **Improving Access to Fareham and Gosport Summary Report of Consultation**

### **1. Introduction**

1.1. Over the summer, Hampshire County Council carried out an initial exercise to consult the public and interested parties on proposals to improve access to Fareham and Gosport. Feedback has been received during the consultation period that finished in September and a detailed assessment of the response has been undertaken. The detailed findings will be published in a Report of Consultation. The purpose of this paper is to report on the findings and to seek authority to further develop proposals for improved access to Fareham and Gosport, including authority to seek additional funds for scheme development and implementation as appropriate.

1.2. This paper seeks to:

- *Describe the process of consultation*
- *Summarise the consultation response*
- *Identify key issues raised in the response that can help inform the further development of a Strategic Transport Infrastructure Plan for improving access to Fareham and Gosport and local plan policy and*
- *Identify key issues raised in the response that can help inform the further development of the County Council's detailed scheme proposals*

### **2. The Consultation Process**

2.1. The County Council is developing an overarching strategy for improving access to Fareham and Gosport to support economic growth opportunities such as the Solent Enterprise Zone at Daedalus, to inform the development of emerging Local Plan policies and to facilitate housing and jobs growth in the area that might otherwise be constrained by current and projected traffic capacity constraints. To inform that strategy a consultation exercise has been undertaken that has focussed upon 3 key components:

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- Initial ideas for future improvement to the western access to Gosport between Peel Common Roundabout and M27 Junction 9, including potential corridors for a Stubbington bypass, and improved access for the southern end of Newgate Lane.

2.2. The consultation comprised drop-in events at local venues, static displays at local libraries and a dedicated website. The drop-in events were held in Titchfield, Lee-on-the-Solent, Stubbington, Peel Common and at the HMS Collingwood Sports Pavilion over a total of seven days.

- 2.3. Static displays were provided throughout the consultation period at Stubbington and Lee-on-the-Solent libraries and the full exhibition boards were on display for a week at the Gosport Discovery Centre and Fareham Central Library.
- 2.4. A dedicated website <http://www3.hants.gov.uk/stubbingtonbypass> provided all the consultation information whilst a dedicated email address [accesstogospport@hants.gov.uk](mailto:accesstogospport@hants.gov.uk) enabled direct communication between the public and the project team.
- 2.5. In all cases visitors were asked to provide their views and comments by completing and returning a questionnaire, either on-line, at each venue or by post.
- 2.6. The consultation was publicised through the distribution of 20,000 leaflets via local outlets (such as community facilities, local shops, doctors surgeries etc.), letters to local residents and businesses directly affected by detailed proposals and other interested parties, press releases and a full page advertisement in the 'Lee Advertiser'. The distribution of advanced publicity, consultation information and events is illustrated on the plan shown in Appendix C. In addition, the consultation and proposals were widely reported in the local media with 27 articles, including on the front page in 'The News' and 'The Southern Daily Echo'.
- 2.7. Letters have been sent to organisations that are locally based or have a local interest, requesting their formal views on the proposals. In recognition that some organisations might not meet to discuss the proposals and agree comments over the summer period, the deadline for providing a response was extended to September 23<sup>rd</sup>.

### **3. Public Participation**

- 3.1. A total of 488 people are recorded as attending the drop-in sessions. The static exhibitions were popular with library visitors and the website received 3,900 visits during the consultation period. It is worth noting that 491 respondents who completed the questionnaire expressed a willingness to be contacted again and provided an email or postal address. This is a very useful contact database for local residents and interested parties to whom website update notifications and other information about the access to Fareham and Gosport proposals can be sent.

### **4. Public Consultation Response**

- 4.1. When the public consultation period closed on 9<sup>th</sup> September, a total of 643 questionnaire returns had been received. The County Council has also received by post or via the [accesstogospport@hants.gov.uk](mailto:accesstogospport@hants.gov.uk) email address 36 comments from individual local residents. A petition has been received signed by residents of Newgate Lane and Albert Road. Local feedback forms have been provided by local residents in response to a newsletter circulated locally

at Peel Common by local borough Members, Councillor Mrs Hook and Councillor Philpott. A letter has been received from the County Councillor for Stubbington and Hill Head with information about local residents' views and representations have been received from a variety of organisations and groups including Fareham and Gosport borough councils and land owners whose interests would be affected by some of the proposals for a Stubbington bypass. Some comments received concerned the consultation process rather than the substance of the proposals themselves and identified:

- A lack of advanced information and advanced publicity about the consultation
- A lack of detail on proposals for the western access to Gosport
- That the consultation took place during the summer when people were on holiday
- A lack of consultation with landowners who's land might be affected by the proposals
- Inaccuracies in the information conveyed

4.2. In response, the advanced information and scale of the consultation has been described in section two above and is considered proportionate and appropriate, with detailed notification close to Newgate Lane that is scheduled for implementation next year with more general information for those areas where proposals are at very early stages of development and no fixed line or corridor of interest has been fixed.

4.3. Furthermore, the purpose behind the consultation was to provide an overview of proposals as they currently stand, with more detail on proposals that are funded and well developed but just early ideas for proposals that are at the initial stage of development. This has enabled residents to express their initial views on the need for the proposed schemes and to input at an early stage before detailed technical work gets underway.

4.4. It is acknowledged that the consultation period was during the summer. However, a 2 month response period is considered appropriate for comments to be formulated and submitted. It is also worth noting that the consultation on western access to Gosport is at a very early stage and further rounds of consultation will occur, supported by technical information once this is available.

4.5. It is further acknowledged that owners of land that might be affected by the proposals for a Stubbington bypass were not specifically contacted prior to the public consultation although the routes are based upon previous work, well known to the land owners concerned and who are well aware of the existence of aspirations for a Stubbington Bypass.

4.6. Finally, a small number of errors in the consultation material were pointed out by vigilant visitors, and corrections were made at the earliest opportunity.

## **5. Analysis of Consultation Response – General Approach**

5.1 All responses have been considered in the consultation analysis under two general headings:

- Responses received from individual local residents
- Responses received from collective groups of residents or other representative organisations or groups.

5.2 As noted above, the responses are either in the form of questionnaire returns or letters and emails. The questionnaires sought information from participants in specific questions together with invitations to provide free ranging comments in comment boxes. The analysis of the quantitative information will be provided in the Report of Consultation together with detailed analysis of the comments received in the questionnaires and an assessment of the comments received in letters and emails.

5.3 The numerical analysis of the questionnaire responses has been kept separate from the other consultation responses so as to avoid the potential for double counting in the event that residents or interest groups has provided comment via more than one medium.

## **6 Analysis of Questionnaire Responses from Residents**

6.1 Questionnaire responses have been received from approximately 630 residents and a full analysis of this information will be published in the Report of Consultation.

## **7 Analysis of other responses received from Residents**

7.1 The County Council has received 36 letters and emails from individuals. For the most part these could be identified as local residents although some did not provide addresses. Some simply requested further information (3), others expressed concerns about the consultation process as described at paragraph 4.3 above. Substantive comments about the proposals included concern over the loss of countryside and strategic gap (11), with specific reference to wildlife, noise, air quality and Oxley Coppice.

7.2 Other comments included the need to improve the southern section of Newgate Lane (9), including the completion of a cycle route for Newgate Lane, the need for a route across Portsmouth Harbour/Fareham Creek (4), Improve north south routes (A32/Newgate Lane/ open BRT route to all traffic) not east/west routes (4) together with preferences for the blue (3) and red (3) route corridor for Stubbington bypass and for cycle facilities to be included (3). A range of comments were made by one or two respondents, some of which are opposed and demonstrate the widely differing held views by local residents about the detail of how the proposals should or should not be implemented.

### **Petition received from residents of Newgate Lane and Albert Road**

- 7.3 A petition has been received signed by 76 residents of Newgate Lane and Albert Road which “confirmed our strong support for Option B, a new road route to the east of Newgate Lane adjacent to Brookers Field”. Option B is a sub option of the Blue Route corridor of interest for a Stubbington bypass and it is therefore assumed that the signatories would also support this route above the Red Route which in itself would not provide relief for the southern section of Newgate Lane.

#### **Local feedback forms received from residents at Peel Common**

- 7.4 Local Borough Councillors representing the Peel Common area undertook a local consultation via a local political newsletter expressing support for a “new western relief road” and their “preferred option is the ‘Red’ route”. The Councillors helpfully encouraged their readers to attend the drop in sessions at Peel Common Junior School and invited readers to “have [their] say” by expressing their route preference on a feedback form. The Councillors received 70 feedback forms and these have been forwarded to HCC.

#### **Other responses**

- 7.5 A letter has been received from County Councillor Wood providing details of residents of Stubbington and Hill Head who have expressed to him support for a Stubbington bypass, 29 with a preference for the Red Route and 1 resident with a preference for the Blue Route.

### **8 Analysis of Questionnaire Responses Received from Interested Parties**

- 8.1. Questionnaire responses have been received from approximately 15 interested parties and a full analysis of this information will be published in the Report of Consultation.

### **9 Analysis of Other Responses Received from Interested Parties**

- 9.1 The County Council has received 8 responses from interested parties which include Fareham Borough Council, Gosport Borough Council and representations on behalf of land owners. The detail of each response will be provided in the Report of Consultation and is summarised below.

#### **Fareham Borough Council Response**

- 9.2 The Executive of Fareham Borough Council was consulted on the transport proposals and on considering a report on 2<sup>nd</sup> September resolved:  
To “support in principle, proposals to improve the western access to Gosport including a Stubbington bypass, subject to further technical and

environmental assessments, and further consultation with the public and the Borough on these findings and detailed proposals”.

To “support to proposed improvements to Peel Common roundabout and Newgate Lane north, which have already secured funding and which need to be quickly expedited to support planned development at the Solent Enterprise Zone at Daedalus”.

To express concern “about any potential delay in completing the routing and design work for and subsequent implementation of a highway improvement scheme to the southern section of the Newgate Lane corridor, given the importance of early improvements to the entire length of the Newgate Lane corridor in enhancing access to the Solent Enterprise Zone at Daedalus”.

To “recommend that a decision on whether the proposals to improve western access to Gosport including Stubbington Bypass will affect the southern section of the Newgate Lane corridor, is regarded as a matter of priority by Hampshire County Council, so that a scheme can be designed and implemented at the earliest opportunity for this remaining section of Newgate Lane”.

- 9.3 The Borough Council’s overall support for the proposals is welcomed and the concern noted over potential delay to implementing a solution to traffic problems on the southern part of Newgate Lane, including Peel Common roundabout. The County Council has already commissioned technical assessments of route options for a Stubbington bypass with the aim of reducing to a minimum the time taken to enable future detailed public consultation and a decision on a preferred route.

### **Gosport Borough Council**

- 9.4 A letter has been received from The Chief Executive at the Borough Council that states its long advocacy for “the provision of a bypass around Stubbington to improve access to Gosport”. However, “notwithstanding the Council’s strong support for the bypass we consider that the delivery of the proposed improvements to Newgate Lane is an absolute priority... Significant delays to the Newgate Lane improvements must not be allowed to occur again in pursuit of the bypass. The Borough Council, welcomes “improvements to the A27, however [does] not consider these essential to delivery of the bypass which has merits on its’ own.”
- 9.5 With regards to route options for a Stubbington bypass, the Borough Council favours “the blue route in the west joined with the red route in the south east as it is the shortest route, is independent from Newgate Lane, has least impact on dwellings and avoids having to cater for traffic wishing to use the new route to the west and Newgate Lane.

- 9.6 The Borough Council has commented on the design of improvements to the northern section of Newgate Lane and concludes that “overall the scheme appears to have good potential to reduce delays and improve journey time reliability between Fareham and Gosport, however some improvements in pedestrian and cycle crossing facilities need to be considered” (in the vicinity of Longfields Avenue). The council also supports the interim measures at Peel Common “and would like these measures to be implemented as early as possible”, notwithstanding that the council would prefer to see the Peel Common roundabout redesigned at the outset to cater for the future provision of a bypass joining the Gosport Road.

### **Representations on behalf of affected land owners**

- 9.7 A letter has been received that has been written on behalf of ‘land owners south of Fareham’ although it is not clear which parcels of land are covered by the response. In summary the land owners “recognise the urgent need for the Stubbington bypass and in principle supports its provision.” Concerns are expressed over lack of engagement with land owners and lack of technical information together with comments regarding housing provision, deliverability and funding, which are more properly considered by the planning authority.
- 9.8 A report has been received by email on behalf of ‘Newgate Lane Consortium Members’. In a similar vein to the item above, the report refers to engagement with land owners and technical information as issues and goes on to provide some technical, cost and deliverability assessment. It concludes that the consortium are “prepared to consider options that provide appropriate transport measures along Newgate Lane”, together with comments that again are more properly considered by the planning authority.
- 9.9 In summary the positive approach of the land owners to the transport proposals set out in the consultation is welcome and it is agreed that the further technical work that is now underway will provide a basis for meaningful discussions.

### **Other Representations from Interested Parties**

- 9.10 Natural England have advised that “the proposed routes for the Stubbington bypass are likely to be on land currently identified as being uncertain for use by Brent geese and waders associated with the nearby Special Protection Area. Given the above classification, “data will need to be provided to ascertain the level of use of these sites”.
- 9.11 Friends of the Earth have requested further evidence to demonstrate that the proposals “will be effective in reducing congestion in Stubbington and reducing journey times” and that these benefits will not be capable of delivery through improved “take up of car sharing and public transport”.

- 9.12 In addition, responses have been received from Portsmouth Water Company, Southern Water and Wallington Village Residents Association that provided no substantive comment.

## **10 Summary**

- 10.1 The public consultation drop-in sessions, exhibitions and website have all proved popular and well attended and as a result a good level of response has been received from local residents through questionnaire returns, letters and emails.

### **Western Access to Gosport – Stubbington Bypass**

- 10.2. An overall majority of residents expressed support for a Stubbington bypass (87%), of whom just under 2/3rds supported an alignment along the red route (off Gosport Road), whilst just under 1/3rd supported the blue route (off Newgate Lane). A small minority favoured the green route (less than 6%). Of respondents who favoured the blue/green routes 2/3rds opted for the option B alignment adjacent to Brookers Field.
- 10.3. Of those respondents who do not favour any of the bypass routes shown, by far the most common alternative suggested was a combination of the southern end of the red route and the northern end of the blue route which in part was in response to concern over potential impacts of a road scheme at Oxleys Coppice. This route is also favoured by Gosport Borough Council.
- 10.4. A significant number of residents expressed concern that a scheme for the southern end of Newgate Lane should not be delayed by consideration of the Stubbington bypass and this view was supported by both Fareham and Gosport borough councils.

### **Western Access to Gosport - A27 (Titchfield to Segensworth)**

- 10.5. When asked whether they supported improvements to the A27 from Titchfield gyratory to Segensworth Roundabout, 84% were in favour of the proposals with similar levels of support for providing a dual carriageway throughout and improving the junctions at St Margarets roundabout and Titchfield gyratory.

### **Newgate Lane – Northern Section**

- 10.6. Overall residents were satisfied or very satisfied with the traffic capacity (58%) and pedestrian and cyclists measures (57%) proposed. Of those respondents who expressed dissatisfaction (14% and 13% respectively), their key concerns were that the proposals should include off road provision for cyclists on a shared footpath for the whole length of Newgate Lane, suggesting that the proposals will simply move the problem elsewhere on

the network and that a dual carriageway is required along the whole of Newgate Lane.

- 10.7. In total, 255 comments have been received on the Newgate Lane proposals covering a wide range of topics. These will be reviewed and where appropriate the comments will be used to make refinements to the detailed design for the scheme as this is finalised in readiness for works construction next year.

### **Peel Common Roundabout – Interim Scheme**

- 10.8. A significant majority of residents (60-65%) expressed satisfaction with the interim proposals for introducing traffic light controls and additional cyclist facilities at Peel Common roundabout (with 8-16% expressing dissatisfaction for whom by far the most common reason given was scepticism that traffic lights could improve the traffic situation).
- 10.9. A large number of detailed comments have been received on this aspect of the proposals where appropriate suggestions will be incorporated into the proposals brought forward for further consultation.

### **Summary**

- 10.10. When asked for their overall comments on the proposals, the majority of residents were supportive and simply asked the County Council to progress with implementation at the earliest opportunity. The County Council is well placed to proceed, with funding available to start construction on the northern section of Newgate Lane in 2014 and to implement a scheme at Peel Common roundabout once the design has been finalised. In addition development work is now well underway on proposals for a western access to Gosport, including investigating route options and their environmental, design, cost and land implications as a basis for selecting a preferred route and making further funding bids for a Stubbington Bypass and improvements to A27 between Titchfield and Segensworth junctions.

### **Conclusion**

- 10.11. The consultation exercise and public response has made a significant contribution to development of the schemes and in the light of the consultation responses received it is proposed that:
1. The detailed report of consultation is published on the website.
  2. The detailed design of the proposals for the northern section of Newgate Lane are finalised, incorporating appropriate amendments arising from the consultation response, with a view to enabling works to commence early in 2014.
  3. Proposals for interim measures at Peel Common roundabout are developed and are the subject to further local consultation allowing an interim scheme to be developed and implemented, unless the funding position allows consideration of a Stubbington bypass to be brought forward, obviating the need for interim measures.

4. In tandem with the interim measures, full scheme options are developed for Peel Common roundabout to accommodate a Stubbington bypass utilising either the blue or red corridors or an improvement to the southern section of Newgate Lane should this come forward in tandem with or instead of a Stubbington Bypass.
5. Subject to the outcome of the on-going technical and objective assessments, the focus of the development work for a Stubbington Bypass route should be on the red and blue routes shown on the consultation plans and combinations or variants thereof and that the green route is no longer pursued as a priority corridor of interest.
6. Subject to the outcome of the on-going technical assessments, the focus of investigation for the section of the Stubbington bypass west of Newlands Farm should be the blue route corridor of interest avoiding Oxleys Coppice and utilising the suggested hybrid of the blue and red routes.
7. Proposals are developed for an offline improvement scheme for the southern section of Newgate Lane, either independent from a Stubbington bypass or if the funding position allows as a possible early delivery phase of a Stubbington bypass.