

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member - Environment
Date:	7 September 2010
Title:	Emerging Transport Strategy for North Fareham Strategic Development Area
Reference:	1994
Report From:	Director of Environment

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1. Executive Summary

- 1.1. In connection with the planned Strategic Development Area (SDA) at North Fareham, it is necessary for the highway authority to take a position on the use of its road network. It is also a fundamental requirement to plan for this development within the overarching Bus Rapid Transit strategy for South East Hampshire. For these reasons, an Emerging Transport Strategy has been prepared for the North Fareham development. The purpose of this report is twofold. Firstly, to adopt the emerging strategy as a basis for a focused consultation with local Members, district councils and other interested parties. Secondly, to authorise this consultation, as an important consideration in the forthcoming Core Strategy for Fareham Borough Council. This will provide a useful document which can be refined as the planning process becomes clearer and provide the basis for discussions with the developer.
- 1.2. This emerging strategy begins to address the transport challenges posed by the SDA and bring together the results of previous technical reports to guide the masterplanning of the development of up to 8,000 dwellings and around 97,000 square metres of employment land. The impact of a development of this scale needs to be evaluated, in terms of the local road network, as well as the transport system across the wider area.
- 1.3. Whilst the development's impacts will be modelled, using the scenario testing capability of the South Hampshire Transport Modelling Suite secured by Transport for South Hampshire (TfSH) and its partners, this is not expected to become available for use until early 2011. Meanwhile, masterplanning is underway with the developer and local planning authority, involving local stakeholders, as well as representatives of the County Council and TfSH.

This is progressing at a pace, in order to meet Fareham Borough Council's timescale to include the development in its Core Strategy, due to be submitted in October.

- 1.4. It should be noted that the proper place for consultation on the principles and overall proposals for the SDA lies with the local planning authority under planning legislation, which would include consideration of transport issues based upon the highway authority's advice. The Emerging Strategy seeks to inform this due process.
- 1.5. A number of technical transport studies have already been completed, including those on the M27 motorway corridor and the extension of the Bus Rapid Transit (BRT) to cover the SDA. Building on these, the Emerging Transport Strategy has been prepared, which envisages the phased introduction of transport measures over a timescale of around 15 years, to accord with the roll-out of the development.
- 1.6. There are no significant financial implications involved in approving this Emerging Transport Strategy for the purposes of consultation and negotiation. It is expected that the results of this consultation and subsequent modelling will be incorporated in the Core Strategy and subsequent planning documents.

2. Contextual information

- 2.1. The largest single development in South Hampshire is planned for the North Fareham SDA, to commence construction in 2016. In preparation for this, officers have been in discussions with Fareham Borough Council, the Partnership for Urban South Hampshire (PUSH) and the developers over the need for adequate transport facilities.
- 2.2. The current plan is for the SDA to be located largely to the west of the A32 road, between the motorway at Junction 10 and Knowle Village. Between 7,000 and 8,000 dwellings are planned, together with schools, shops, community facilities and around 46,000 square metres of employment land on this site. Self containment is vital for this new community, to discourage its residents from creating a commuter dormitory town. Many of the principles of the Eco Town programme apply here. Construction is planned to commence in 2016 with a build-out rate of around 500 dwellings per year. In addition, a further 51,000 square metres of employment space is planned in the vicinity of Junction 11, around one mile to the east and physically separate from the SDA. Recognising the 'Cities First' policy promoted by PUSH, the developers are willing to defer the development of this detached employment space until 2021, to allow employment development in Southampton and Portsmouth to precede this greenfield development.
- 2.3. In connection with the development, TfSH has commissioned a number of studies, notably the M27 Corridor Interim Study in March 2010 and the parallel suite of studies. These considered the combined impact of the SDA,

with other key developments along the motorway corridor. In summary, they concluded that the motorway is likely to exceed capacity before the SDA is built-out and, as a result, measures to minimise the use of private cars are an essential component. In conjunction with smarter choices measures to reduce the need to travel; means to promote cycling, walking and the use of public transport links via the A32 to the existing Junction 10 of M27 are envisaged, with, at a later phase, a new local road link being provided to the employment space and Junction 11.

- 2.4. In parallel with these studies, the technical feasibility of extending the BRT has been examined. This included options to link the SDA with Fareham town centre and rail station, with a preferred route via Park Lane and West Street in Fareham, supported by bus priority measures. In addition, two possible routes to Portsmouth were noted, via the motorway and the A27 through Portchester.
- 2.5. The impacts of traffic emanating from the development on the local roads have yet to be fully evaluated. However, once the Transport Modelling Suite is available in 2011, it will be possible to quantify the extent of traffic on the local roads from this development, together with traffic that diverts off the motorway as congestion becomes more pronounced. This should consider the impact on county roads, such as A334, A32 north, B2166, C9, etc. These impacts will need to inform future maintenance decisions for these roads.
- 2.6. In conjunction with the Borough Council, a Town Access Plan for Fareham is being formulated, to make best use of the local road network within the town centre. This is to be consulted upon later in the year.
- 2.7. These various strands and studies have been brought together into an Emerging Transport Strategy, which will be refined as more details become available. The timescale for this is driven to a large extent by the need to support the Core Strategy, which will be submitted by the Borough Council in October. A public inquiry is expected in spring 2011. It is envisaged that the Borough Council will consult on the principle of the SDA and the proposals, including those on transport, as a result of input from this strategy.
- 2.8. The Highways Agency has already expressed reservations about the ability of Junction 11 to cope with the extra traffic and will seek assurances about the delivery of suitable mitigation measures during the implementation of the SDA. The views of Network Rail, the bus operators, local Members, the district councils and other agencies and officers will be sought as part of this swift, focused consultation on the Strategy.
- 2.9. This Strategy envisages a phased approach to the transport interventions, with BRT and sustainable modes being provided early on, supported by an active campaign to encourage smarter travel. The routing of BRT within the development site will become clearer as the masterplanning process starts to define the communities and neighbourhoods within the SDA. Later phases, with a link to Junction 11, together with improvements at this junction, are timed to come on-stream with employment at this location from around 2021.

The formal views of the Highways Agency and the impact on the M27, particularly this later phase with the connection to Junction 11, will be important to this strategy.

3. Future direction

- 3.1. This Emerging Transport Strategy will form the basis for discussion on the transport impacts of this development and will be adjusted as more information becomes available. As Fareham's Core Strategy timetable requires a submission in October, it will be necessary to consider this strategy as a living document, with details being refined to reflect subsequent information as it arises over the coming months.
- 3.2. It will form the basis for discussion with stakeholders, planners and the developer, as part of an iterative approach to transport and land use planning to inform the masterplanning process for this new community.
- 3.3. Whilst Hampshire County Council may wish to approve the emerging transport strategy, it is acknowledged that in the current financial climate the timing of the funding of key components of the strategy remains uncertain.

4. Recommendation

- 4.1. That the Emerging Transport Strategy for the North Fareham Strategic Development Area be approved for the purposes of consultation with interested parties, for negotiation and subsequent refinement, having regard to section 3.3 of the report.

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:	no
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	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.)

<u>Document</u>	<u>Location</u>
M27 Corridor Interim Study, Mott Gifford March 2010.	Transport for South Hampshire Southside offices
Preliminary Assessment of BRT Route Options, Mott Gifford March 2010.	The Castle Winchester
Fareham SDA Access Study, Mott Gifford February 2010.	SO23 8UD

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

1.1. No impact.

2. Impact on Crime and Disorder:

2.1. No impact.

3. Climate Change:

a) How does what is being proposed impact on our carbon footprint / energy consumption?

Not applicable.

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

Promotes the use of sustainable transport to minimise energy consumption and air pollution and to maximise the use of the land resource.