

GOSPORT BOROUGH TRANSPORT STATEMENT

Adopted September 2012

Addendum added, December 2013

CONTENTS	page no.
Addendum	3
1. Introduction	4
2. Policy Context	6
3. Transport Context and Issues in Gosport	12
4. Transport Objectives and Delivery Priorities	18
5. Implementation & Funding	21

FIGURE

Figure 1: SHJS Policy Framework	18
Figure 2: Policy measures as identified in the StAG report	25

Addendum

Since the adoption of the District/ Borough Statements in September 2012, there have been changes in the funding and policy environment. In particular, it has been confirmed that significant funds for infrastructure improvements will become available from 2015/16 via the Growth Fund, based on the priorities set out in Solent LEP Strategic Economic Plan. In response to this, Hampshire has set out the Strategic Transport Infrastructure Plan scheme priorities in more detail for the identified growth areas of Gosport and Fareham within a draft document known as the STIP. This document was endorsed by the HCC Executive Member in October 2013.

In summary, the STIP includes the following priority schemes:

- M27 Junctions 3-12 Managed Motorway
- A27 Segensworth to Fareham, capacity improvements
- B3385 Newgate Lane - North
- B3385 Newgate Lane - South
- B3385 / B3354, Peel Common Roundabout improvements.
- Western access to Gosport (Stubbington By-pass)
- BRT route extensions

Minor revisions

- Since the Transport statement adoption in 2012 the new community north of Fareham (NCNF) has been officially named Welborne. In this document Welborne has replaced the term NCNF.
- The STIP has been included as a Policy context document.
- Paragraph 3.2 relating to the Stubbington bypass has been removed.

GOSPORT BOROUGH TRANSPORT STATEMENT

1. Introduction

1.1. This report sets out the Gosport Borough Transport Statement which consists of the Transport Strategy and the proposed package of transport measures which includes, but not exclusively, sustainable measures to improve accessibility and modal choice required for the Gosport Borough Council (GBC) area. The Transport Statement provides the following:

- a comprehensive local transport policy framework for the Borough;
- a framework to assist with the prioritisation of transport investment;
- a sound basis for land use and development planning;
- assistance to the local planning authority with infrastructure planning in support of the Gosport Borough Local Plan the preparation of a Community Infrastructure Levy (CIL) Charging Schedule and the application of the Transport Contributions Policy (TCP) in the interim period until the CIL Charging Schedule is adopted.

1.2. The Transport Statement is a Hampshire County Council (HCC) document and has been developed in consultation with GBC. The Statement covers the period up to 2029, which conforms with the timeframe of the Gosport Borough Local Plan 2029¹ and its supplementary documents. The Transport Statement will be a “living document” and will be updated and amended to support updated policies and strategies, emerging development opportunities, and subsequent changes to the status of the various schemes that make up the proposed package of transport measures.

1.3. The Transport Statement links to current economic priorities, including those being developed by the Partnership for Urban South Hampshire (PUSH), and the Solent Local Enterprise Partnership (LEP). It also

¹ <http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/local-development-framework/gosport-borough-local-plan-2029/>

builds on existing transport related documents covering the borough, notably the Strategic Transport Infrastructure Plan, Local Transport Plan 3 (LTP) and the Strategic Access to Gosport (StAG), and informs the emerging *Gosport Borough Local Plan 2011 -2029*.

- 1.4. Within this context, the transport vision for the borough Transport Statement is to help deliver 'safe, efficient and reliable ways to get around, helping to promote a prospering and sustainable area', In particular, the priorities and proposals outlined in this Transport Statement look to:
 - Promote economic growth by maintaining a safe and efficient highway network, reducing casualties and tackling congestion on the transport network;
 - Improve access to jobs, facilities and services by all types of transport;
 - Facilitate and enable new development to come forward;
 - Reduce carbon emissions and minimise the impacts of transport on the environment.
- 1.5. New development will create additional travel demand and these additional trips and travel needs require to be mitigated against in terms of Capacity, Operation and Safety of the Highway network.

2. Policy Context

- 2.1. The Transport Statement has been prepared against the framework provided by national transport policies and other county and borough transport policies and relevant strategies and plans. The Transport Statement should be read in conjunction with these documents.

National Policy

- 2.2. The DfT White Paper published in January 2011 entitled '*Creating Growth, Cutting Carbon, Making Sustainable Local Transport Happen*',² sets out the Government's vision for a sustainable local transport system that supports the economy and reduces carbon emissions.
- 2.3. Central government has recently published the National Planning Policy Framework, which provides national strategy and guidance for land-use planning policy and practice. It identifies how planning can achieve sustainable development and includes a section on promoting sustainable transport. This supersedes the earlier guidance and statements used in developing planning policy, and assessing the impact of developments.
- 2.4. Manual for Streets 1 and 2 places an emphasis on better design in public spaces, and provides best practice in design of the urban environment.

Local Policy (County Level)

- 2.5. At a county level the relevant transport document is the Local Transport Plan 3 (LTP3) which is in two parts with Part A containing the long term strategy between 2011 and 2031 and Part B the Implementation Plan for the next three years of 2011-2014. The transport strategy for South Hampshire, which Gosport area forms part,

² <http://www.official-documents.gov.uk/document/cm79/7996/7996.pdf>

is set out in Chapter 7 of the LTP 3 and is called the South Hampshire Joint Strategy (SHJS). The transport strategy has been developed by the three Local Transport Authorities of HCC, Portsmouth City Council and Southampton City Council working together as Transport for South Hampshire (TfSH). The LTP3, including the SHJS has been further refined by TfSH with the adoption in June 2010 of the Strategic Access to Gosport (StAG 2010-2026) transport strategy for the Gosport peninsular.

- 2.6. The SHJS contains fourteen theme-based policies which will be used to underpin the four core policy objectives as detailed in section 4 for each of the borough Transport Statements that are located within the South Hampshire sub-region and are part of the HCC administrative area. This policy framework will therefore apply to the Transport Statements for Eastleigh, Fareham, Gosport and Havant.
- 2.7. The SHJS also contains the transport Vision for South Hampshire which is to create “A resilient, cost effective, fully integrated sub regional transport network, enabling economic growth whilst protecting and enhancing health, quality of life and environment”. Whilst the StAG study ³ defines the overall focus as deliverable measures which could contribute to the management of issues related to journey delays and accessibility by all modes, within the context of combating climate change, supporting the economy and accommodating the planned growth up to 2026
- 2.8. The challenges set out in the LTP3 SHJS for the Highway Authorities, GBC and our partners in delivering this transport vision for Gosport are:
 - Securing funding to deliver the identified transport improvements
 - Ensuring the timely delivery of the transport infrastructure to support housing and employment growth and regeneration opportunities

³ http://www3.hants.gov.uk/stag_report.pdf

- Maintaining the existing transport network and its resilience to the effects of extreme weather events
- Widening travel choice to offer people reasonable alternatives to the private car for everyday journeys, and reducing the need to travel, moving towards a low carbon economy
- Managing the existing highway network to ensure that journey time reliability is maintained and improved to help support economic competitiveness, regeneration and growth
- Mitigating the adverse impacts of transport activity on people and habitats

2.9. Hampshire County Council's land supply surveys provide an annual stock-take of land with development potential in each local borough. Information is set out on forthcoming housing, industrial land and office floor space, retail and leisure uses. The 2011 surveys are available on line.⁴

2.10. TfSH has developed a Sub-Regional Transport Model (SRTM). The SRTM is being used to develop a Long Term Strategic Implementation Programme (LTSIP) which will outline the transport measures required to enable the planned growth in South Hampshire. The development of the SRTM has been guided by a steering group including the Department for Transport, Highways Agency and Network Rail and this group will continue to guide the development of the LTSIP.

2.11. Countryside Access Plans (CAP); The [Solent CAP](#) includes the Borough of Gosport and is one of seven area plans which, together with an eighth 'County Overview' CAP, form the Rights of Way Improvement Plan (ROWIP) for the county of Hampshire. A ROWIP is intended to provide the means by HCC will manage and improve its rights of way network to meet the Government's aim of better provision for walkers, cyclists, equestrians and people with mobility problems.

⁴ <http://www3.hants.gov.uk/factsandfigures/land-supply.htm>

ROWIPs are closely linked with the LTP, with the aim of delivering a more integrated approach to sustainable transport in rural and urban areas. The CAP identifies the main issues and suggests what should be done to improve access to the countryside and support better access to services and amenities. A key proposal is to develop a new Alver Valley country park on the former landfill site between Cherque Farm on the edge of Lee-On-The-Solent and Rowner.

Local Policy (Borough Level)

2.12. There are a number of local planning and transportation documents developed or commissioned by GBC which have had a significant input to this Transport Statement and contribute to the identification of the transport strategy, policy and package of sustainable transport measures for Gosport⁵ :

- *Strategic Access to Gosport (StAG)* – TfSH on behalf of the PUSH commissioned Mott Gifford's to undertake a transport planning study that identified high level actions and measures to improve strategic access on the Gosport Peninsula up to 2026. This study is called and referred to as Strategic Access to Gosport (StAG). This study also relates to parts of Fareham Borough Council on the Gosport peninsula.
- *Daedalus Supplementary Planning document (SPD) 2011* - will be used to help inform future planning decisions made by GBC. It provides a greater element of certainty both to developers and the local community whilst providing sufficient flexibility to bring forth innovative solutions including transport. The site on the former Daedalus Airfield has the potential to create a significant number of new local jobs and has been identified by the government as an Enterprise Zone. This status recognises the site as a key area for business and economic growth within South Hampshire and a national priority. Accordingly the StAG has been reviewed and a transport statement adopted to provide better local access via

⁵ <http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/local-development-framework/local-development-scheme-lds/>

sustainable modes and to prioritise improvements to the Newgate Lane corridor.⁶

- Gosport Cycle Strategy – Was approved by the Planning and Transportation Committee in 1997 and identifies the proposed cycleway network.
- Gosport's *Assessing the Evidence*, commuting and employment study⁷ from MVA associates 2009, aimed to improve the understanding of the linkages between employment opportunities, out commuting and levels of congestion; provide evidence for the Borough's Local Development Framework; and offer guidance on how to maximise development opportunities at key employment sites within the Borough.
- *Transport Assessment - Assessing the Impact of the Harbour Authorities, Peter Brett Associates July 2008*, LDF Proposals on the Strategic Highway Network. This assessment was commissioned by the four local authorities of Portsmouth, Havant, Gosport and Fareham to investigate the transport impacts on the strategic and local highway networks of development proposed in their combined LDF's
- Future development in the borough and current planning policy for the Borough is set out in the saved policies in the Gosport Borough *Local Plan Review* which was adopted in May 2006. This document is incorporated into the Local Development Framework (LDF) group of documents which includes the draft *Core Strategy DPD*. Following the publication of the National Planning Policy Framework the Borough council has published a new local Development Scheme which indicates its intention to prepare a local plan. The Borough Council will incorporate the previous work on the Core Strategy into a single Borough-wide Local Plan covering the period 2011 – 2029. A consultation draft is expected to be available in December 2012 with submission expected in towards the end of 2013, and eventual adoption envisaged in mid

⁶ Report to TfSH Joint committee, 29/05/12 – Support for Daedalus.

⁷ www.gosport.gov.uk/EasySiteWeb/getresource.axd?AssetID=15243

2014. This document will be accompanied by transport studies.

The Borough Council also intends to produce its Community Infrastructure Levy (CIL) schedule at the same time.

- The GBC 2011 *Annual Monitoring Report* provides information on past completions and the expected phasing and location of potential future housing development⁸.

- *Strategic Transport Infrastructure Plan* –

This HCC document updates and expands upon previous strategy documents and recent reports relating to access to Fareham and Gosport. The plan provides an interim position regarding potential infrastructure requirements. It highlights and takes into account recent key issues.

⁸ <http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/annual-monitoring-report/>

3. Transport Context and Issues in Gosport

3.1. Aside from the Gosport Ferry all access routes to and from the Borough are through Fareham Borough to the north. The A32/B3385 corridor converging in Fareham to the north and the B3334 to the west are the only access roads connecting the Borough to the wider strategic road network of South Hampshire. Both access roads operate at capacity for long periods beyond traditional peak hours over much of their length from their respective junctions with the A27 and M27. Particular bottlenecks in the road network, most of which are within Fareham Borough include:

- M27 junctions 9 and 11;
- Quay Street junction A32 /A27;
- Salterns Lane /A32 Gosport Road junction;
- Wych Lane / A32 Fareham Road Junction
- Longfield Avenue / B3385 Newgate Lane junction;
- Peel Common Roundabout B3334 / B3385; and
- Stubbington Village.

3.2. With relatively low house prices, compared with other parts of South Hampshire and its attractive coastal environment Gosport is a popular place to live. However growth in housing numbers has coincided with a decline in traditional employment opportunities in the marine, manufacturing and defence industries. A lack of new employment development, has created an over supply in working population resulting in high levels (around 64% of employed GBC residents⁹) of out-commuting¹⁰. The 2008 MVA study "*assessing the Evidence*"¹¹

⁹ <http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/local-development-framework/core-strategy/>

¹⁰ http://www3.hants.gov.uk/stag_report.pdf

¹¹ www.gosport.gov.uk/EasySiteWeb/getresource.axd?AssetID=15244...

commuting and employment study in Gosport found that many out-commuting journeys start before 06:30, with 70% of these journeys occurring before 08:00. Congestion on the strategic routes creates unreliable journey times for both the car and public transport users. Additional local employment sites, such as the Daedalus Enterprise Zone, are needed to increase containment and reduce out-commuting.

Passenger Transport

- 3.3. Bus journey unreliability reduces their attractiveness and also hampers any attempt at inducing modal shift. Due to the current economic climate bus service provision is also dependent on commercial viability. The bus network on the Gosport Peninsula provides very few direct services with most services terminating in Fareham or Gosport town centres. This makes it unattractive and impractical for journeys to destinations outside of the main areas especially for those residents who are remote from the main bus routes.
- 3.4. In summary the local public transport network serving the Gosport peninsula has:
- No direct rail service serving Gosport. The nearest rail stations are Portsmouth Harbour (via the Gosport Ferry) or Fareham;
 - A local bus network which mainly links Gosport to Fareham via local residential areas. Operating hours provide good service coverage during the core day time hours, although journey time reliability during peak periods is severely compromised by A32 congestion;
 - The level of service provision on Newgate Lane and the B3334 corridor is less comprehensive, with generally three services per hour Monday to Saturday and no services on a Sunday.
 - Ferry links are well used, but do impose an interchange time penalty to trips between Gosport and Portsmouth.

Bus Rapid Transit (BRT)

3.5. The new BRT services (branded as "Eclipse") provides a step-change in bus quality, with a modern attractive fleet in combination with dedicated and priority features on the highway network. BRT is being developed to:

- open up new opportunities for travel,
- remove the transport constraints to economic growth,
- improve journey time reliability on the Gosport peninsula,
- improve the overall public transport travel experience.

The scheme aims to provide improved accessibility to both key existing retail and employment destinations including Portsmouth and the Queen Alexandra Hospital and also proposed new strategic sites including Welborne.

3.6. A successful Community Infrastructure fund bid enabled the completion in April 2012 of the first phase of a dedicated bus / cycle way along the disused railway track between Redlands Lane in Fareham and Tichborne Way in Gosport. In order to build upon the successful opening of Phase 1 and to maximise the value of the asset, it is intended to extend both north and south along the railway corridor before reverting to on-highway running. Priority measures on the highway will be developed to enhance connections with destinations beyond the dedicated busway corridor.

Cycling

3.7. With favourable topography, climate and work travel patterns cycling has traditionally been a popular travel mode for Gosport residents. The 1991 census showed that 14.4% of Gosport's population cycled to work, however by the 2001 census this had declined to 10.7%.

- 3.8. It is considered that there are two main reasons for a reduction in cycle use. The first of these is a trend toward longer distance commuting patterns as a result of the decline in employment opportunities on the peninsula, and secondly, there are concerns over the safety of cycling due to increased traffic levels on the peninsula's local road network¹².
- 3.9. Despite the reductions in cycle use, the percentage of Gosport residents cycling to work remained higher than both the Hampshire (3.5%) and national (2.8%) average¹³. These statistics show how important cycling continues to be within and to and from Gosport.¹⁴

Ferry and Water borne Transport

- 3.10. Gosport's waterfront provides access to the Portsmouth harbour ferry service providing a quick, reliable access to The Hard in Portsmouth, with links to the city's shopping, large employment areas, and heavy rail to London and services east and west.
- 3.11. The ferry provides an alternative to driving around the peninsular, though the attraction of the ferry reduces where the final destination of the journey is a distance away from The Hard and there are difficulties of on-commuting.

Passenger transport interchange

- 3.12. Gosport's passenger interchange with buses, ferry and taxis is in a convenient contained area adjoining to the Town Centre on the waterfront. Recent upgrades to the ferry pontoon, taxi rank layout, and cycle / moped parking have improved transitions between modes. The existing bus station, although functional, looks tired and unattractive. The Waterfront area will be subject to a GBC Master Plan for a comprehensive redevelopment, which includes the transport interchange area.

¹² Local Transport Plan 2006 , Ch3, C.108

¹³ Such statistics have been reported in a number of documents, notably LTP 2 and Towards Delivery.

¹⁴ Local Transport Plan 2006 , Ch3, C.108

Air Quality

- 3.13. Monitoring and computer modelling undertaken by GBC has indicated that the current mean annual objective set by the Government for the air pollutant, nitrogen dioxide, is being met and therefore no Air Quality Management Areas (AQMA) have been declared. The forecast growth (*Assessing the Evidence 2008*¹⁵) in traffic volumes and subsequent increases in emissions could force GBC to declare AQMA's. Near to the borough boundary on the A32 Gosport Road Fareham Borough Council has declared an AQMA. The main source of this pollutant is traffic exhaust emissions from high levels of traffic congestion. The Highway Authority is working in partnership with FBC and GBC to identify and implement highway and transport measures to bring about an improvement in air quality.

Road safety

- 3.14. The Highway Authority is actively addressing the existing road safety issues on Gosport's road network through continuing coordinated programmes of engineering measures coupled with road safety education, training, publicity, awareness and enforcement.
- 3.15. Proposed development within Gosport and the adjoining districts will add additional traffic onto the highway network, and road safety will be a key consideration in the design of the highway mitigation measures required to accommodate new development.

Maintenance

- 3.16. The performance of Gosport's road network is critical to sustaining both the productivity and competitiveness of the borough's economy. The Highway Authority's existing construction and maintenance, policies and standards have changed to meet the new pressures that the road

¹⁵ www.gosport.gov.uk/EasySiteWeb/getresource.axd?AssetID=15243

network will face from climate change and to minimise the disruption and costs caused by climate change in the future.

4. Transport Objectives and Delivery Priorities

4.1 The Transport for South Hampshire LTP Joint Strategy will guide the development of transport networks in this area until 2031 and contributes to the Partnership for Urban South Hampshire (PUSH) Economic Development Strategy. The 14 policies in the LTP joint strategy set out the policy framework through which the TfSH authorities, including Gosport, will seek to address the local and strategic transport issues and represent the delivery priorities for the transport statement.

4.2 The four overarching objectives of the Gosport Borough Transport Statement are presented below and for each objective the relevant LTP policies / Transport statement delivery priorities are listed. This provides a comprehensive local transport policy framework for Gosport Borough. Table 1 presents the full schedule of local transport scheme proposals and indicates how each scheme relates to local transport policy framework

Figure 1: SHJS Policy Framework

	Objectives			
	1	2	3	4
LTP South Hampshire Joint strategy Policies / Transport Statement Delivery Priorities	Promote economic growth by maintaining a safe and efficient highway network, reducing casualties and tackling congestion on the transport network.	Improve access to jobs, facilities and services by all types of transport	Facilitate and enable new developments to come forward	To reduce carbon emissions and minimise the impacts of transport on the environment.
A To develop transport improvements that support sustainable economic growth and development within South Hampshire.	√	√	√	
B Work with the Highways Agency, Network Rail, ports	√	√		

	Objectives			
and airports to ensure reliable access to and from South Hampshire's three international gateways for people and freight.				
C To optimise the capacity of the highway network and improve journey time reliability for all modes.	√	√	√	
D To achieve and sustain high-quality, resilient and well-maintained highway network for all.	√			
E To deliver improvements in air quality.				√
F To develop strategic sub-regional approaches to management of parking to support sustainable travel and promote economic development.		√	√	√
G To improve road safety across the sub-region	√			
H To promote active travel modes and develop supporting infrastructure		√		√
I To encourage private investment in bus, taxi and community transport solutions and where practical, better infrastructure and services.		√	√	√
J To further develop the role of water-borne transport within TfSH area and across the Solent.		√	√	√
K To work with rail operators to deliver improvements to station facilities and, where practical, better infrastructure and services for people and freight		√	√	√
L To work with Local Planning Authorities to integrate planning and transport.			√	
M To develop and deliver high-quality public realm		√		√

	Objectives			
improvements.				
N To safeguard and enable the future delivery of transport improvements within the TfSH area.		√	√	

5 Implementation & Funding

5.1 The proposals identified in Table 1 are at various stages of progress, ranging from concept to implementation. While funding is a major consideration for delivery it is one part of a complex process. Management is required during the stages which typically includes preliminary design, consultation, detailed design, tendering and construction. This delivery is largely undertaken within the integrated capital programme by Hampshire County Council officers. Close co-operation, partnership and assistance from Gosport Borough Council, transport operators, developers and the local community remain a vital component in delivering these transport improvements.

5.2 The delivery and phasing of the proposals will depend on funding available from a range of different sources. These sources are briefly summarised below in five main group:

i) *Funds from local resources.* These are funds that have been allocated at a local level from Hampshire County Council to support delivery of the highway maintenance programme. These funds complement the capital grant funds allocated for maintenance from the Department of Transport.

ii) *Funds from land-use development:* In accordance with planning policy, development contributes towards the cost of transport improvements necessary to meet the travel demands and mitigate cumulative impacts arising from development. Currently transport contributions are secured in accordance with the County Council's Transport Contributions Policy (TCP), which was adopted by the Borough Council in 2007.

Once a CIL Charging Schedule has been adopted by Gosport Borough Council the Transport Contributions Policy will become inoperable and

so it is expected that a number of transport infrastructure projects will be included on the Charging Schedule and may be supported by CIL receipts. This Transport Statement is intended to provide additional information to assist the Borough Council in preparing the CIL charging schedule. The Borough Council intends to introduce the Community Infrastructure Levy along with the Local Plan.

In some cases, particularly with major developments, some specific transport infrastructure will need to be secured through Section 106 or Section 278 agreements to be delivered to meet the needs of the development. After 6 April 2014 developer contributions secured through S106 agreements can be pooled from no more than 5 planning applications.

iii) Funds from Department for Transport (DfT): There are currently four funding streams available from the DfT that can be expected to help fund transport schemes in Gosport:

- Local Sustainable Transport Fund (LSTF) which is in the form of capital and revenue expenditure.¹⁶ Gosport will benefit from future additional funding coming from a successful bid for the South Hampshire Sub-Region: entitled 'Better connected in South Hampshire'.
- Integrated Transport and Maintenance Capital Grants: This is block funding from central government for transport. It includes funds for highways maintenance schemes, and funding for smaller-scale transport improvements, including highway improvements, traffic management schemes, and accessibility schemes. HCC decides how to spend these funds, including some in Gosport.

16

<http://www3.hants.gov.uk/hantswebnewslst?id=480423&pagetitle=Funding%20boost%20for%20Hampshire%20transport%20initiatives>

- Major Schemes Funding: This is capital funding for transport schemes over £5 million in value. Until recently this has been administered as a competitive process from the DfT. However, central government has recently set out consultation on devolving prioritisation and funding for these schemes to a more local level, with a new role proposed for Local Transport Bodies and LEPs in this process.
- Pinch-point Fund: This is funding that has been identified by central government for highway improvements on the strategic road network. Approximately £220 million has been identified for growth related schemes which cost under £10 million and which help ease local bottlenecks and improve safety and road layout. The fund, administered by the Highway's Agency, is anticipated to fund improvements over the next 3 years.

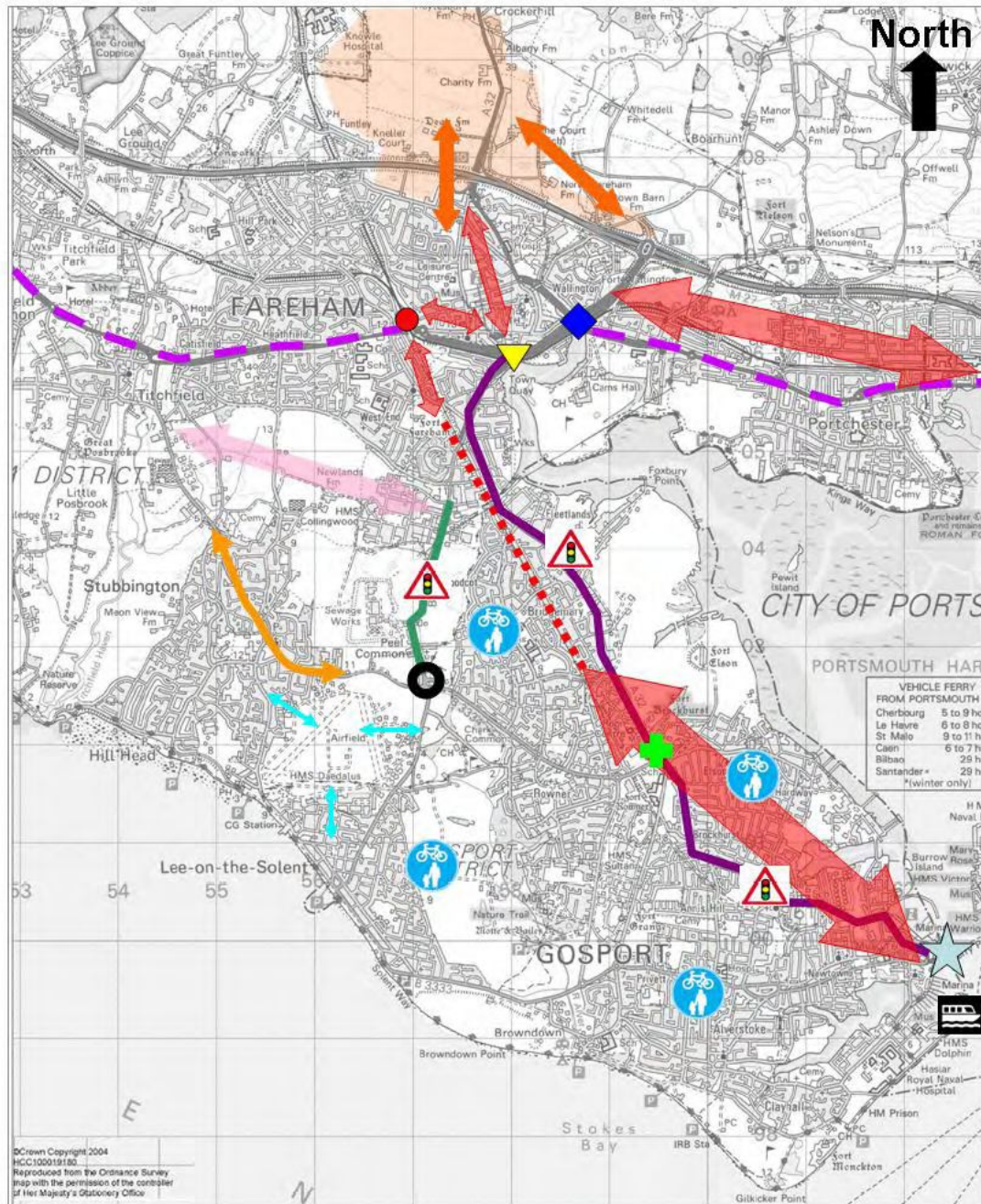
iv) LEP Funding: As Gosport is part of the Solent LEP area significant opportunities are emerging for funding of transport schemes. The Growing Places Fund has indicatively allocated up to £12 million towards infrastructure improvements in this LEP area. Part of this fund could be used to help implement a number of strategic transport schemes within Gosport, helping open up business and development opportunities.

v) Other Funding: There are also other emerging sources of funding, which will involve joint working between authorities and businesses, and have the potential to assist with delivery of the proposals in the Borough. Of particular potential is Tax Increment Funding and the New Homes Bonus, which aim to gain benefit from emerging developments. Other funding opportunities for improvements arise via public transport operators, or opportunistic funding allocated to groups such as Sustrans from Government.

5.3 The proposed schemes listed in Table 1 include an indication of the likely funding source, where this has been identified. However, for

several of the sources the level of funds available and the criteria for their application has not yet been confirmed.

- 5.4 Whilst the Transport Statement timeframe is up to 2029, it is not expected that all the schemes listed in Table 1 will be deliverable within this time period. Future funding is uncertain, particularly in the current economic climate, and the global sum likely to be available for transport in the next 15-20 years is unknown. The table of schemes will be periodically reviewed and updated. The identification of schemes for progression will take place in conjunction with key partners and will be informed by a range of factors currently unconfirmed, including economic pressures, finalised development allocations and availability of funding. Therefore, the schemes listed represent long, medium and short term policy aspirations of HCC and GBC. Delivery will be subject to future prioritisation, satisfactory design and consultation and the development of a sound business cases to justify delivery.
- 5.5 A comprehensive review of strategic transport schemes will be completed in 2012 through the development of the TfSH Long Term Strategic Implementation Plan (LTSIP). LTSIP will be developed utilising the TfSH Sub-Regional Transport Model and following the LTSIP adoption, the list of strategic schemes will be updated.



No	Measure	Symbol	No	Measure	Symbol	No	Measure	Symbol
1a / b	Newgate Lane roundabouts / widening		7	Phase 1 –Bus Rapid Transit (BRT)		13	Stubbington Village Centre Improvements	
2	Peel Common Rbt		8	New transport interchange at Gosport Waterfront		14	A27 Bus Priority and Traffic Management	
3	Quay Street / Fareham AQMA		9	Western access to Gosport		15	Access to North Fareham Strategic Development Area	
4	Access to Daedalus		10	A32 Access to Gosport		16	Fareham Rail Station	
5	ITS Strategy		11	Portsmouth to Southampton Ferry		17	Walking and Cycling Improvements (Gosport)	
6	Brockhurst Rbt		12	Delme Roundabout		18	BRT Vision / Future Phases	

Figure 2 – Policy measures as identified in the StAG report.