

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	4 November 2014
<b>Title:</b>	Improving Access to Fareham and Gosport – Report of Consultation
<b>Reference:</b>	6154
<b>Report From:</b>	Director of Economy, Transport and Environment

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### 1. Executive Summary

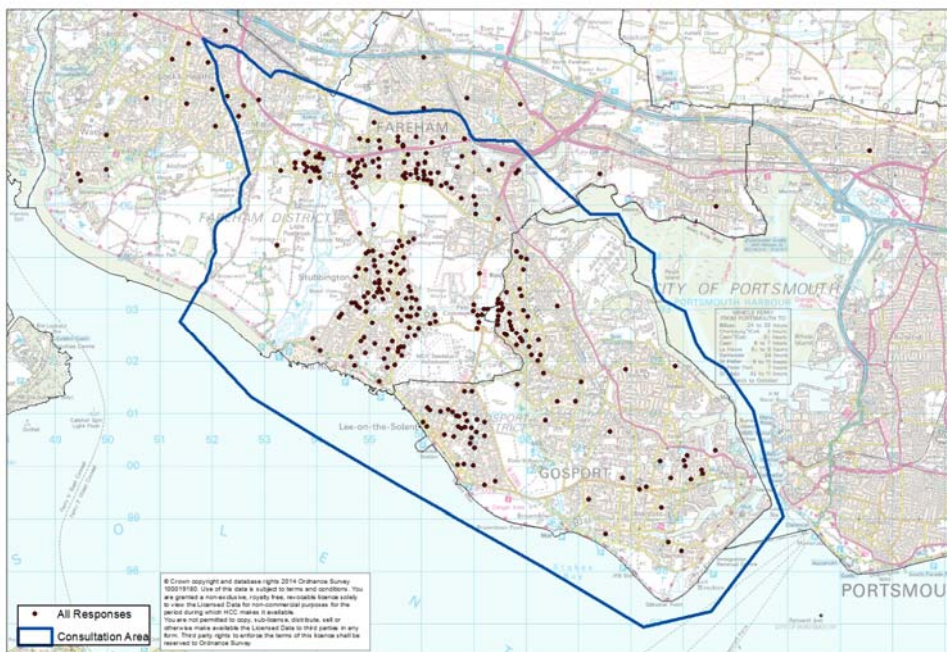
- 1.1. On 17 March 2014 the Executive Member for Economy, Transport and Environment approved a further round of public consultation for a raft of schemes aimed at 'Improving Access to Fareham and Gosport', which followed previous public consultation in summer 2013. The further public consultation was undertaken in June and July 2014 and covered the following schemes:
- Peel Common roundabout;
  - Stubbington Bypass and associated improvements;
  - Newgate Lane southern section; and
  - the A27 Corridor.
- 1.2. This paper summarises the consultation process, and the quantitative and qualitative responses received. It also summarises the key issues and concerns for residents and highlights areas where further work is now required. The report identifies a majority support for the proposals and confirms the preferred schemes as shown on the plans attached at Appendix 1.
- 1.3. The paper also seeks delegated approval to progress the preferred schemes in light of the response to the consultation, to prepare full business cases for all schemes, to prepare and submit planning applications for Stubbington Bypass and Newgate Lane southern section, and to seek the early implementation of the schemes subject to securing appropriate funding.

## 2. Introduction

2.1 A substantial publicity campaign was organised in order to advertise the public consultation to ensure that local residents were made aware of the event and had the opportunity to come along to exhibitions, if they wished or to respond online to the proposals. The consultation included a series of nine manned exhibitions which were undertaken throughout June and unmanned exhibitions which were maintained throughout June and July. An 8 week window was provided for members of the public to respond. The public consultation sought views relating to:

- the overarching strategy for improving access to Fareham and Gosport and the preferred scheme options;
- the more detailed matters specific to each scheme, to assist the progression of design work moving forward; and
- outstanding concerns prior to the completion of scheme designs and in advance of the submission of a planning application.

2.2 A relatively high proportion of residents for this type of survey chose to attend the public exhibitions or respond online to the questionnaire, indicating that transport is a topical issue in the area. The map below shows the distribution of residents responding to the consultation as being widespread throughout the area but shows greatest interest, as would be expected, from the neighbouring communities in Stubbington, South Fareham, Lee on the Solent and Peel Common, where congestion is a daily reality for those seeking to access and egress the peninsula to get to work elsewhere.



2.3 490 residents completed a questionnaire answering the questions provided and this information is recorded as quantitative data. 321 out of the 490

returned questionnaires included either one or more comments, all of which have been independently logged as part of a qualitative data record.

- 2.4 This report provides a high level summary of the quantitative results and qualitative responses and provides officer comments on the issues raised.
- 2.5 A number of independent responses were also received from interested parties, including two long lists of names. A high level summary of these will also be provided in this report in section 8.

### 3. Summary of Findings

#### Overall Response to the Package of Improvements

- 3.1 The initial question on the questionnaire sought to gauge support for the overall approach taken at the exhibition towards improving access to Fareham and Gosport. The quantitative data identified that 78 % of respondents supported the approach taken. Of those who did not support the overall approach the biggest concern was a loss of the Strategic Gap.

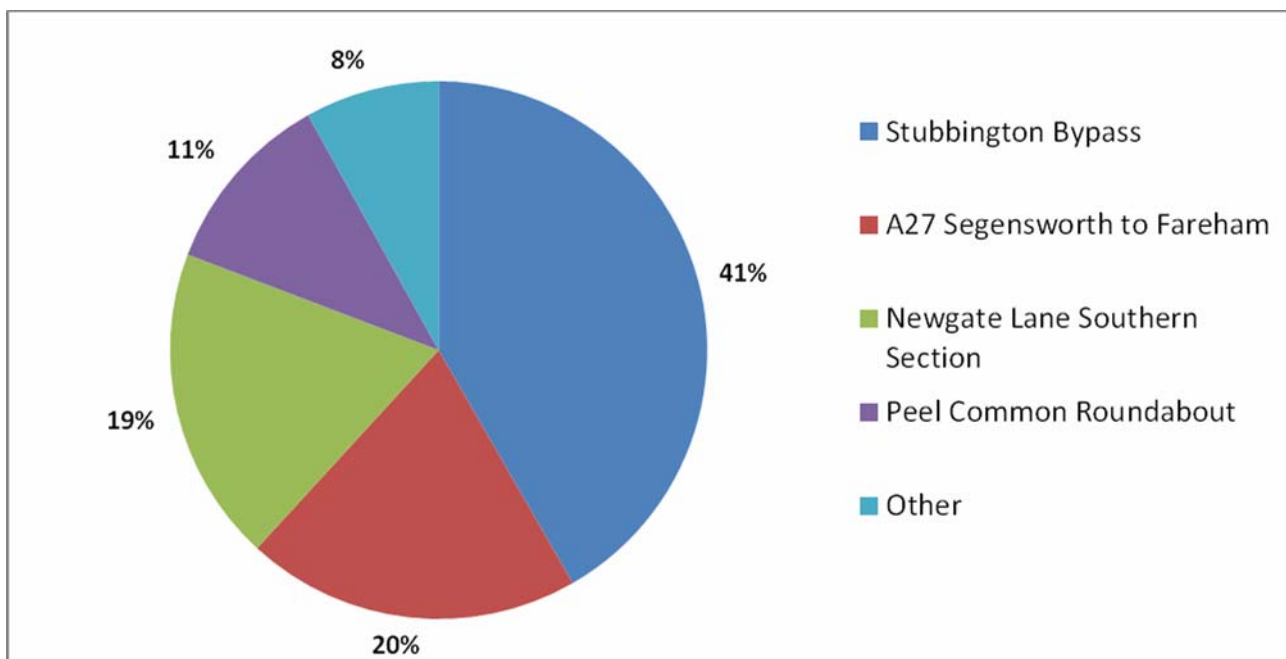
#### Key issues

- 3.2 Analysis of the qualitative data or comments has to be viewed as less definitive than the quantitative data as not everyone provided comments and some of those that did provided many comments, hence single respondents may be disproportionately represented if they made a number of points and hence don't necessarily reflect majority perspectives when viewed independently. Notwithstanding the above, it is worth noting that all comments are important and some common themes emerged irrespective of which scheme was being referred to and these are outlined below with a high level officer response.

Category	General Comments – High Level Officer Response
<i>May not Reduce Congestion</i>	<ul style="list-style-type: none"> <li>• Predictions show substantial decreases in congestion through Stubbington and improved access to both M27 junction 9 at Segensworth via an improved A27 and M27 Junction 11 via an improved Newgate Lane. The improvements are planned to address existing congestion hotspots and to take into account additional traffic from the Solent EZ and Welborne.</li> </ul>
<i>Other Alternatives Preferred</i>	<ul style="list-style-type: none"> <li>• All practical alternatives that don't involve property demolition have been considered – the coastal location, limited access and egress points and built up nature of the peninsula means that space is an issue.</li> </ul>
<i>Environmental Impacts</i>	<ul style="list-style-type: none"> <li>• Scheme impacts will be fully assessed as part of the Full EIA and mitigation will be developed in accordance with associated statutory requirements, in conjunction with adjoining land owners and residents preferences</li> <li>• Mitigation will include: measures to address impacts upon wildlife and habitat, landscape and visual screening with either planting or earth bunds or fencing if appropriate; noise attenuation etc where appropriate</li> <li>• Studies are just commencing and discussions with adjacent land owners</li> </ul>

	and residents will inform the way forward;
<i>Support Proposals</i>	<ul style="list-style-type: none"> <li>• Support welcomed.</li> </ul>
<i>Improved Facilities for Non-Motorised Users (NMU) Required</i>	<ul style="list-style-type: none"> <li>• All existing rights of way will be maintained with alternative provision made to accommodate routes where they are crossed by the new bypass. In addition new provision will be provided for pedestrians, cyclists and horses, where feasible, to accommodate desire lines identified in the consultation, subject to discussions with land owners. A dedicated pedestrian, cycle way will be provided alongside the bypass and provision for pedestrians and cyclists is being taken into account for all other proposals. Discussions with key interest groups and land owners will take place as part of the next steps.</li> </ul>
<i>Concerns over Increased Development</i>	<ul style="list-style-type: none"> <li>• FBC is the Local Planning Authority. Development of employment uses at the Solent Enterprise Zone is key to returning jobs to Gosport. Housing development in the Strategic Gap is not supported by the BCs planning policies. The road is needed to cater for existing traffic movements.</li> </ul>
<i>Problems with Consultation</i>	<ul style="list-style-type: none"> <li>• The consultation process and approach is considered robust.</li> <li>• Different residents groups have different perspectives a balanced view needs to be taken across the peninsula.</li> </ul>
<i>Through Traffic in Communities</i>	<ul style="list-style-type: none"> <li>• The need for traffic management measures in Stubbington are to be reviewed on completion of the scheme once new traffic patterns have settled down.</li> <li>• Traffic modelling has not identified any increase in traffic through Titchfield as a result of the proposals.</li> </ul>
<i>Perceived Impact on Properties</i>	<ul style="list-style-type: none"> <li>• Mitigation will be provided in consultation with residents adjacent to each part of the route. Landscape screening bunds or planting etc could be agreed or fencing if appropriate.</li> </ul>
<i>Issues with Traffic Sigs and/or r/bouts</i>	<ul style="list-style-type: none"> <li>• Updated traffic lights will help ensure traffic flows are better managed to reduce unnecessary delays and to keep traffic moving.</li> </ul>
<i>Improve Other Transport Links</i>	<ul style="list-style-type: none"> <li>• Road improvements are not a panacea they need to be considered as part of a wider package and in addition to improved public transport measures including BRT, Rail and ferry.,</li> </ul>
<i>Flooding and Drainage Issues</i>	<ul style="list-style-type: none"> <li>• Drainage design will be progressed as part of the next steps. It is likely that balancing ponds will be required and these can be designed to fit in with landscape planting and circular walks to provide additional mitigation in lieu of the new road schemes, subject to agreement with land owners.</li> </ul>

3.3 The emerging themes outlined above become more specific when analysing the data sets in relation to each particular scheme. The scheme specific quantitative responses are summarised in the following sections along with a summary of the qualitative data or comments and a high level officer response. The pie chart below shows the proportion of comments which were made in relation to each scheme indicating the level of interest for each in relative terms.



#### 4. Peel Common Roundabout

4.1 The quantitative data identified that 85% of respondents supported the planned improvements to Peel Common Roundabout programmed for delivery in 2015/16. The support was distributed across the peninsula with the main clusters of support located in Stubbington Village and around the southern end of Newgate Lane and Peel Common areas.

4.2 A lower number of comments were received in relation to the proposed improvements at Peel Common roundabout possibly due to its being a relatively smaller scale scheme with less of an impact upon nearby properties. As part of the qualitative data analysis, 51 respondents made comments that were recorded. Some respondents made more than one comment and these were all recorded additionally. The largest number of comments related to a preference for alternative solutions, followed by concerns that the scheme would not reduce congestion, followed by environmental matters and comments supporting the proposals. The table below draws out a few key issues, and provides an officer response to say what is being done to address these issues (issues already covered in the generic table at 3.2 are not repeated):

<b>Category</b>	<b>Peel Common Roundabout Officer Response to Key Issues</b>
<i>Other Alternatives Preferred</i>	<ul style="list-style-type: none"> <li>Several options have been investigated for Peel Common roundabout based upon the existing network and looking forward to enable the development of Newgate Lane and Stubbington Bypass in the future. Difficulties of altering the layout are due to the gas and water works in the centre of the roundabout which mean that options are limited.</li> </ul>
<i>May not Reduce Congestion</i>	<ul style="list-style-type: none"> <li>Improved capacity at Peel Common roundabout will help reduce delays and better manage traffic through the roundabout during all times of the day but particularly at peak periods. Further improvements will be forthcoming at the roundabout and Gosport Road when the southern section of Newgate Lane and Stubbington Bypass are progressed.</li> </ul>
<i>Environmental Impacts</i>	<ul style="list-style-type: none"> <li>There is only a small environmental impact at Peel Common roundabout potential impacts have been designed out – no third party land is required for this scheme.</li> </ul>
<i>Support Proposals</i>	<ul style="list-style-type: none"> <li>Support welcome</li> </ul>
<i>Issues with Traffic Signals</i>	<ul style="list-style-type: none"> <li>Traffic is set to increase at Peel Common roundabout and capacity improvements are required to cater for existing problems as well as future growth. Additional capacity is required to improve access to the Solent EZ. Traffic lights will help provide additional capacity and further lights will be provided at the Gosport Road arm when Stubbington Bypass comes forward</li> </ul>
<i>Improved Provisions for Non-Motorised Users (NMU) Required</i>	<ul style="list-style-type: none"> <li>Improved pedestrian and cycle facilities are a fundamental part of the scheme additional links beyond the roundabout will be investigated as part of ongoing proposals for the southern section of Newgate Lane and Stubbington Bypass.</li> </ul>
<i>Flooding &amp; Drainage Issues</i>	<ul style="list-style-type: none"> <li>Drainage mitigation is being provided utilising the existing highway drainage systems.</li> </ul>
<i>Works Cause too much Disruption</i>	<ul style="list-style-type: none"> <li>The proposed scheme for Peel Common allows for future upgrades as and when improvements come forward for Newgate Lane and Stubbington Bypass which will build upon this scheme. Schemes need to progress in a logical order and when funding opportunities permit.</li> </ul>

## 5. Stubbington Bypass and Titchfield Road

- 5.1 The quantitative data identifies that 75% of respondents supported the preferred route for the Stubbington Bypass. The support was distributed across the peninsula with the main clusters of support located in Stubbington Village and around the southern end of Newgate Lane and Peel Common areas. Objection to the scheme included only one cluster of objection in Ranvilles Lane.

At least 70% of respondents were generally satisfied that the main issues of traffic, drainage, environment, ecology, landscape, proximity to properties, design, and accessibility identified in the questionnaire had been taken into account, notwithstanding additional comments which may have been made seeking clarification or identifying areas of concern. The biggest concern was the proximity of the route to properties.

Respondents were asked if they would support new and improved pedestrian and cycle routes and bridleway access. Not everyone completing a questionnaire completed this section. Of those that did some responded in relation to several routes and modes. The majority of responses related to a wish for more cycle routes with the greatest demand totalling 218 responses seeking a route connecting Titchfield Road to Newgate Lane; new and improved walking routes were also very much supported with the highest demand for circular routes for dog walking totalling 203 responses. Fewer numbers responded in relation to bridleway provision, the greatest demand with 47 responses was for circular routes.

- 5.2 As part of the qualitative data analysis 178 respondents made comments on Stubbington Bypass that were recorded. Several respondents made more than one comment and these were all recorded additionally. The largest number of comments related to environmental matters, followed by those supporting the proposals, followed by those concerned about increased development. The table below draws out a few key issues, and provides an officer response to say what is being done to address these issues (issues already covered in the generic table at 3.2 are not repeated):

Category	Stubbington Bypass - Officer Response to Key Issues
<i>Noise Impacts</i>	<ul style="list-style-type: none"> <li>Noise mitigation will be provided for affected local residents. A before and after noise study will be commenced shortly which will help quantify the impacts. Following which discussions with local residents will take place to agree what sort of mitigation might be appropriate for each area. Discussions will take place with Crofton School as part of this exercise.</li> </ul>
<i>Impact upon visual amenity</i>	<ul style="list-style-type: none"> <li>Landscape screening, earth bunds and planting will be designed to add value to the local area in liaison with impacted local residents and will be introduced alongside drainage mitigation ponds and new routes for pedestrians, cyclists and horse riders, where feasible and subject to agreement with land owners.</li> </ul>

<i>Flooding &amp; Drainage Issues</i>	<ul style="list-style-type: none"> <li>• Drainage design is recognised as a key issue for local residents. The strategy will provide mitigation at the appropriate level for the bypass and will take the form of swales and retention ponds, which will be integrated with landscape features and pathways.</li> </ul>
<i>Perceived Impacts on Properties</i>	<ul style="list-style-type: none"> <li>• The preferred route for the bypass has been determined based upon a number of criteria. A key consideration was to minimise the impact upon as many properties as possible. The route takes a central route through the area seeking to reduce impacts as far as is practical. Nevertheless some properties particularly in Marks Road, Stroud Green Lane and Titchfield Road are closer than others to the route. In liaison with residents and land owners screening can be provided to help reduce impacts as far as possible.</li> </ul>
<i>Improved Provisions for Non-Motorised Users (NMU) Required</i>	<ul style="list-style-type: none"> <li>• Facilities for pedestrians, cyclists and horse riders are currently being investigated. Survey data is being collected to establish existing use patterns and liaison will shortly take place with user groups. Subject to agreement with land owners it is the intention to provide an enhancement in provision for non car modes, maintaining the status quo would be an undesirable minimum provision. The treatment of crossings will need to be investigated as part of forthcoming detailed work.</li> </ul>
<i>May not Reduce Congestion</i>	<ul style="list-style-type: none"> <li>• There is no panacea to solve traffic congestion in built up areas which have limited accessibility. The identified package of improvements will help keep traffic moving with improved routes off the peninsula to the M27, improved capacity at junctions and improved junction operation. (Including key junctions such as Titchfield Gyratory) The provision of a new route to avoid congestion in central areas will free up the existing roads in Stubbington creating a less traffic dominated centre.</li> </ul>
<i>A27 Improvements need to take place first</i>	<ul style="list-style-type: none"> <li>• It is important that improvements are made to the A27 between Titchfield Gyratory and Segensworth prior to the bypass being constructed in order for the bypass to function effectively. As part of this enabling work Titchfield Gyratory will be improved.</li> </ul>
<i>Through Traffic in Communities</i>	<ul style="list-style-type: none"> <li>• The route for Stubbington Bypass and its junctions connecting into the existing network, along with modifications to junctions through Stubbington have been designed to encourage the use of the bypass and not to generate through traffic in villages such as Titchfield. Traffic modelling work has been used to refine proposals in this respect.</li> </ul>
<i>Titchfield Road</i>	<ul style="list-style-type: none"> <li>• Design work is progressing to fully understand the issues along Titchfield Road and discussions will take place with residents shortly.</li> </ul>
<i>Ranvilles Lane</i>	<ul style="list-style-type: none"> <li>• There will be no access to the bypass from Ranvilles Lane, which will remain closed to through traffic.</li> </ul>



## 6. Newgate Lane South

- 6.1 The quantitative data for the southern section of Newgate Lane identified that 81% of respondents supported the preferred route. The support was distributed across the peninsula with the main clusters of support located in Stubbington and around the southern end of Newgate Lane and in areas of Titchfield and along the A27. Objection to the scheme was high along Woodcote Lane (being most directly impacted by the scheme) and also along Ranvilles Lane (more remote from the scheme).

At least 75% of respondents were generally satisfied that the main issues of traffic, drainage, environment, ecology, landscape, proximity to properties, design, and accessibility identified in the questionnaire had been taken into account, notwithstanding additional comments which may have been made seeking clarification or identifying areas of concern. The biggest concerns related to access for pedestrians, cyclists and horse riders, and drainage issues.

Residents of Newgate Lane were asked how they would like to see the existing connection between Peel Common Roundabout and Newgate Lane managed when the new connection is put in place. The highest proportion of respondents stated a preference for limited or no access. Further consideration is currently being given to this issue to enable a fuller understanding of the implications of the various options and further liaison will be undertaken with impacted residents.

- 6.2 As part of the qualitative data analysis 81 respondents made comments on the southern section of Newgate Lane that were recorded. Several respondents made more than one comment and these were all recorded additionally. The largest number of comments were concerned that the improvements may not reduce congestion, followed by a request for improved provision for non motorised users and a concern about environmental impacts and a preference for alternative routes. However key issues are set out in the table below along with a high level officer response outlining what is being done to address the issues raised (issues covered in the generic table at 3.2 are not repeated):

Category	Newgate Lane Southern Section Officer Response to Key Issues
<i>Impact upon residents at Woodcote Lane</i>	<ul style="list-style-type: none"> <li>It is recognised that the preferred route lies close to properties at the eastern end of Woodcote Lane and every endeavour is being made to minimise this impact as far as possible. Noise mitigation, landscape bunds and tree screening can be provided subject to discussion with neighbouring properties and land owners.</li> </ul>
<i>May not Reduce Congestion</i>	<ul style="list-style-type: none"> <li>Improvements to Newgate Lane are not a panacea to solving the congestion on the peninsula but are part of an over arching strategy. Newgate Lane is a key artery into and out of the peninsula with significant peak hour congestion. The improvement will help the movement of traffic by providing additional capacity, removing the</li> </ul>

	blockages caused by turning traffic and providing additional capacity at Peel Common roundabout.
<i>Improved Provisions for Non-Motorised Users (NMU) Required</i>	<ul style="list-style-type: none"> <li>The need to make provision for non motorised users is a key objective of the scheme and the intention is to use the old road as a safe route. Connections with the wider pedestrian / cycle networks will be provided where possible.</li> </ul>
<i>Environmental Impacts</i>	<ul style="list-style-type: none"> <li>Noise mitigation will be provided and can include fencing, earth bunds, landscape planting etc subject to discussion with impacted adjacent land owners. Drainage mitigation will be designed to take account of impacts upon the River Alver and tributaries and will consist of retention ponds and swales etc which will be designed with landscape planting to provide a comprehensive mitigation package. Liaison will take place with local residents.</li> </ul>
<i>Other Alternatives Preferred</i>	<ul style="list-style-type: none"> <li>Alternatives have been investigated as part of the optioneering process and ruled out for various reasons defined in the consultation.</li> </ul>
<i>Flooding &amp; Drainage Issues</i>	<ul style="list-style-type: none"> <li>Drainage mitigation will be provided for the scheme and will also take into account existing flooding issues where appropriate to provide an overarching mitigation strategy. Discussions will take place with residents along Woodcote Lane as part of the next steps.</li> </ul>

## 7. A27 Corridor

7.1 The quantitative data for the A27 was collated in relation to specific junctions and links and provided the following levels of support for each:

- A27 Station Roundabout and Gudge Heath Lane Junction - 88% support;
- A27 Titchfield Gyrotory – 85% support;
- A27 St Margarets Roundabout - 87% support;
- Dualling the single carriageway sections of the A27 between Titchfield Gyrotory and Segensworth roundabout – 88% support.

7.2 As part of the qualitative data analysis 86 respondents made comments on the A27 Corridor schemes that were recorded. Some respondents made more than one comment and these were all recorded additionally. The largest number of comments were concerned that the improvements may not reduce congestion, followed by various suggested alternatives. However key issues are set out in the table below along with a high level officer response outlining what is being done to address the issues raised (issues covered in the generic table at 3.2 are not repeated) :

Category	A27 Corridor Officer Response to Key Issues
<i>May not Reduce Congestion</i>	<ul style="list-style-type: none"> <li>• There is no panacea to solving congestion in Gosport and Fareham. An overarching approach has been developed which will help reduce delays and improve journey times to strategic sites and areas of employment. Junctions and links will need to be improved to help remove bottlenecks and the blocking back that occurs at present. Traffic signals will be updated to ensure that operational effectiveness at junctions is achieved.</li> </ul>
<i>Improved Provisions for Non-Motorised Users (NMU) Required</i>	<ul style="list-style-type: none"> <li>• Improved crossing facilities will be provided for pedestrians and cyclists being integral with junction upgrades wherever practical. Cycle lanes are being provided along the route and will seek to connect with the wider network wherever possible. Consultation with local CTC and Sustrans will be undertaken over the next few months.</li> </ul>
<i>Environmental Impacts</i>	<ul style="list-style-type: none"> <li>• Mitigation works will be designed to replace and create new areas of planting and as part of this discussions are taking place with Titchfield Primary School in relation to the treatment of their frontage.</li> <li>• Air Quality and Noise impacts are being assessed and appropriate mitigation will form part of the scheme.</li> <li>• Drainage design will take into account existing areas of flooding around Bridge Street and Titchfield Road and will need to mitigate this as part of the proposed scheme.</li> </ul>
<i>Concerns over Increased Development</i>	<ul style="list-style-type: none"> <li>• Improvements to the A27 are designed to accommodate existing traffic flows as well as forecast changes relating to the development of sites at Welborne and the Solent EZ.</li> </ul>
<i>Through Traffic in Communities</i>	<ul style="list-style-type: none"> <li>• A study of traffic movement through Titchfield is being undertaken to help provide an understanding of how the proposals may impact upon the village. Traffic is less likely to rat-run if viable alternatives are provided however there will always be a demand for traffic from Gosport to cut through Titchfield to get to Warsash.</li> </ul>
<i>Concerns over Speed and Safety</i>	<ul style="list-style-type: none"> <li>• Provision of a dual carriageway along the A27 between Titchfield gyratory and Segensworth will provide route continuity and reduce the number of pinch points caused by merging from dual to single; in itself this is likely to improve safety overall. Traffic speeds and flows will be managed by carefully timed junction control.</li> </ul>
<i>Improve other Transport Links</i>	<ul style="list-style-type: none"> <li>• An overarching public transport strategy focused around the further development of the successful BRT network forms a key part of the strategy to improve access to the peninsula.</li> </ul>

## 8. Other Comments

8.1 Other independent responses by means other than a returned questionnaire comprised:

8.2 Late Questionnaires

Four questionnaires were received after the 4 August closing date, which have not been included in the main data analysis, as they were too late. Of these four, two supported the County Council's overall approach towards Improving Access to Fareham and Gosport; the proposals for the Stubbington bypass; the Newgate Lane southern section; the Peel Common roundabout; and the A27, with one exception however, who did not support the proposed improvement at St Margaret's roundabout.

Of the two other questionnaires received late, neither supported the County Council's overall approach towards Improving Access to Fareham and Gosport or the proposals for the Stubbington bypass. However one supported the proposals for Newgate Lane southern section; and both supported the proposals for the Peel Common roundabout. These responses did not support the A27 proposals; however one supported the improvement to the A27 Station roundabout/Gudge Heath Lane junction.

8.3 Responses received from Fareham and Gosport Borough Councils respectively:

- A written response to the public consultation was received from the Director of Planning and Development at Fareham Borough Council in a letter dated 30 July 2014. This followed the matter being brought before the Council's Executive Meeting on 7 July 2014, where a Briefing Paper was presented, and where it was resolved to support the integrated programme approach being developed by the County Council. The letter and Briefing Paper can be found in Appendix 2 of this report.
- A written response to the public consultation has been received from the Chief Executive of Gosport Borough Council, in a letter dated 23 July 2014. The letter confirms that overall the Council welcomes and supports the proposed measures to Improve Access to Fareham and Gosport, and provided comment on some of the detailed aspects of the consultation. The letter can be found in Appendix 2 of this report.

8.4 Lists of Names Received by the County Council:

- Following the decision by the Executive Member for Economy Transport and Environment on 17 March 2014, 12 identical letters of objection to the Stubbington Bypass were received by the County Council's Economy Transport and Environment Select Committee. These letters were answered by County Councillor Wheale as Chairman of the Economy Transport and Environment Select Committee, and forwarded

to the Executive Member for Economy Transport and Environment, and the Director of the Economy Transport and Environment Department.

- A list of names on sheets entitled 'The Stubbington Bypass – A Road to Nowhere' was received as part of the June /July 2014 consultation. The sheets expressed opposition to the building of the Stubbington Bypass. Unfortunately no covering letter was received with the list so its receipt could not be acknowledged. The list included 143 signatories. Two additional sheets described opposition to 'The road proposed between Newgate Lane, Peel Common and the Titchfield Bypass', which has been taken to mean the Stubbington Bypass. This included a further 8 signatories, making 151 in all.

The names all signed under the points summarised below:

- Traffic congestion moved on, not resolved. Problem of A32 and Newgate Lane not solved. (Money should be spent here).
- Noise and pollution would be much worse near where hundreds live
- Quiet green fields (the strategic gap between settlements), would be destroyed. Dog walks ruined.
- Fragment wildlife habitats and the wildlife corridor to Titchfield Haven
- The village nature of Stubbington and Titchfield ruined forever. Property would lose value.
- Land would be vulnerable to development – Solent City becomes reality.

#### 8.5 Other correspondence received

A number of other letters were received from organisations including;

- The Segensworth Business Forum –representing the businesses based on the Segensworth industrial estates, supporting the County Council's proposed programme of transport schemes to improve access to Fareham and Gosport. The main focus of their response concerns the proposals for the A27 between Junction 9 of the A27 and St Margaret's roundabout, where the Forum support improvements to the A27 and its main junctions and enhanced pedestrian and cycle facilities. The Forum is concerned, however, at the potential for disruption during the construction phases, which should be minimised as far as is reasonably practicable.
- The Fareham Society – The Fareham Society has provided a response to the consultation expressing their overall support for the Stubbington Bypass, qualified with the following reservations; concern at the proximity of the southern end of the route to housing near Gosport Road, Stubbington, where mitigation measures will be required; concern about widening of the Titchfield Road in the vicinity of the listed Hollam House; querying access to farmland from Ranvilles Lane and the future use of Ranvilles Lane; querying how existing rights of way will be affected; the future viability of farmland if sub-divided, and; the extent of traffic reduction in Stubbington as a result of the Stubbington Bypass.

- The Titchfield Village Trust – The Chairman of the Titchfield Village Trust and the Vice-Chair of the Governors at the Titchfield Primary School has provided an initial response concerning the proposals to widen/ dual the section of the A27 Southampton Road adjacent to the Titchfield Primary School. Enquiring whether it is possible to consider the provision of air quality monitoring equipment and a landscape planting scheme to help protect the school from the effects of increased traffic levels.
- 8.6 About 20 further items of correspondence about the proposals were received from companies and private individuals, either by letter or email. Some sought copies of the consultation material, whilst others sought clarification of the available information. Other representations made alternative route suggestions and gave suggestions about how to 'Improve Access to Fareham and Gosport', responses have been sent and dialogue is continuing or will commence shortly where appropriate.
- 8.7 Included in this group of respondents most notably is correspondence from Hallam Land Management on behalf of the land owners at Newlands Farm supporting the principle of the bypass.

## **9. Where Next**

- 9.1 This report confirms the progression of the preferred schemes as shown on the appended plans and seeks delegated authority to progress to early implementation, subject to securing the necessary approvals and funding. Next steps will include the more detailed aspects of design and particularly mitigation to be progressed in liaison and discussion with impacted local residents. Ongoing work streams include the following key areas of work for each scheme:
- Peel Common Roundabout – completion of detailed design, submission of a Project Appraisal, the completion of a Full Business Case, vegetation clearance and utility diversions during winter 2014/15 and commencement of works late Spring, subject to funding approval;
  - Stubbington Bypass and Titchfield Road – progression of design work including any refinements following ongoing survey work and consultation feedback, in liaison with impacted landowners, drainage design, environmental mitigation including mitigation to be discussed and agreed with impacted local residents, measures for pedestrians, cyclists and horse riders in liaison with interested parties. The completion of a Full Business Case, Environmental Impact Assessments and Transport Assessments and submission of a Planning Application in Spring 2015. Subject to securing Planning Permission and funding, work could commence in 2017/18.
  - Newgate Lane southern section – progression of design work including any refinements following ongoing survey work and consultation feedback in liaison with impacted landowners, drainage design,

environmental mitigation including mitigation to be discussed and agreed with impacted local residents , measures for pedestrians, cyclists and horse riders in liaison with interested parties. The completion of a Full Business Case, Environmental Impact Assessments and Transport Assessments and submission of a Planning Application in Spring 2015. Subject to securing Planning Permission and funding, work could commence in 2017/18.

- A27 St Margaret's roundabout - completion of detailed design, submission of a Project Appraisal, the completion of a Full Business Case, land acquisition, vegetation clearance and utility diversions early Spring 2015 and commencement of works late Spring, subject to funding approval;
- A27 Corridor – progression of design work including any refinements following ongoing survey work and consultation feedback, in liaison with impacted landowners, drainage design, environmental mitigation if and where appropriate, potential measures for pedestrians, and cyclists in liaison with interested parties. The completion of a Full Business Case and, subject to approvals, commencement of works in 2016/17.

## **10. Finance**

- 10.1. The proposed schemes included in this report all form part of a package of transport measures aimed at encouraging economic growth in the area. The package was submitted to the Solent Local Enterprise Partnership (Solent LEP) for inclusion in their Strategic Economic Plan earlier this year in order to seek and secure Local Growth Funding from the Government. As part of the Solent Growth Deal £10.7million has been allocated for local road improvements in Fareham and around Welborne. This funding commitment will enable works to commence on the A27 as preparation for the Stubbington Bypass.
- 10.2. A second report to this Decision Day entitled ‘ Local Enterprise Partnerships – Transport Funding for Major Schemes Update’ provides full details regarding the funding arrangements for the schemes included in this report along with other Local Enterprise Partnership funded schemes.

## **11. Recommendations**

- 11.1. That the feedback from the public consultation and overall positive response to the preferred schemes summarised in this report be noted and that where appropriate comments received are taken on board.
- 11.2. That the preferred schemes as outlined in this report be approved as Council policy, are formally safeguarded and are progressed with immediate effect.
  - **Peel Common Roundabout** - 2015/16,

- **Stubbington Bypass and associated improvements to Titchfield Road, Gosport Road, and further improvements to Peel Common roundabout** - 2017/18 (subject to securing Planning Permission)
- **Newgate Lane southern section and further improvements to Peel Common roundabout** –2017/18; (subject to securing Planning Permission)
- **A27 between Titchfield Gyrotory and Segensworth roundabout - phased work package** - commencing with the implementation of improvements at: St Margaret's roundabout in 2015/16; followed by improvements to the A27 east from St Margaret's roundabout to Titchfield Gyrotory, then west from St Margaret's roundabout to Segensworth roundabout in 2016/17.

11.3 That authority be delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member for Economy, Transport and Environment, to progress work for the preferred schemes listed above, as defined at the public consultation and on the attached plans, and to prepare Full Business Cases and secure funding, to help facilitate early implementation.



**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):	

**Other Significant Links**

<b>Links to previous Member decisions:</b>		
Title	Reference	Date
1. EMETE – Improving Access to Fareham and Gosport – Report of Consultation	5178	7.10.13
2. EMETE –Improving Access to Fareham and Gosport	5707	17.3.14
3. EMETE – LEP Funding Scheme Update	6197	4.11.14
<b>Direct links to specific legislation or Government Directives</b>		
<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.)

<u>Document</u>	<u>Location</u>
Consultation Findings Report	EII Court West, 2nd Floor, Winchester

## **IMPACT ASSESSMENTS:**

### **1. Equality Duty**

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

**Due regard in this context involves having due regard in particular to:**

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

### **1.2. Equalities Impact Assessment:**

The proposals will have no or low impact upon groups with protected characteristics. The proposals are accessible to all road users. Pedestrians, cyclists and horse riders will be catered for as part of the proposals to improve access to Fareham and Gosport and mitigation will be identified to add value in terms of accessibility over and above the existing provision.

### **2. Impact on Crime and Disorder:**

2.1. Not applicable

### **3. Climate Change:**

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

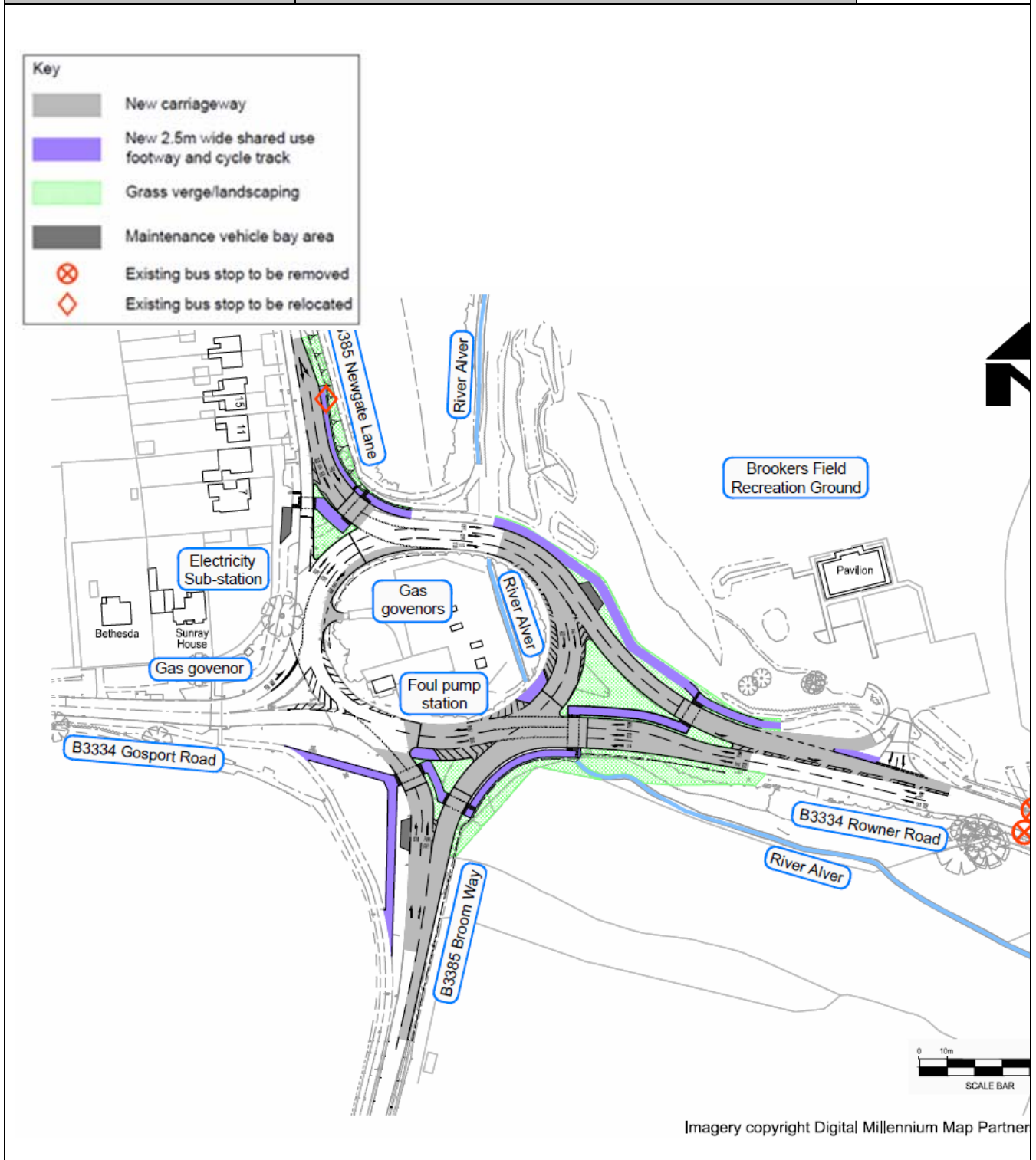
The proposed strategy to improve access to Fareham and Gosport seeks to reduce congestion and journey time delay, particularly in central areas

including through Stubbington and in Fareham. As traffic problems reduce investment will be attracted into the area which will help generate jobs and residents will be able to travel shorter distances to work.

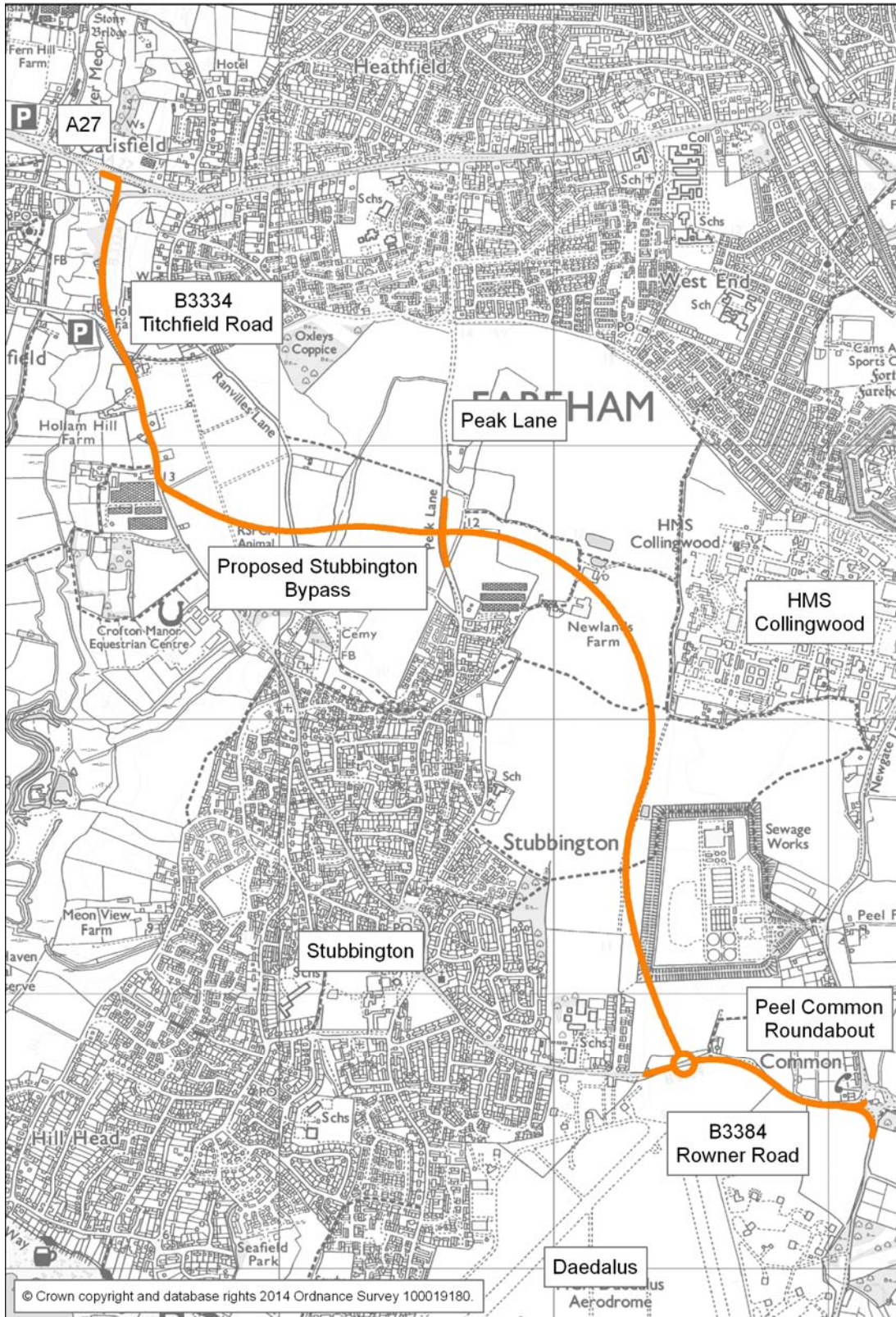
- 3.2. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

Areas where traffic levels reduce will also experience significant benefit in terms of reduced air pollution

SCHEME	B3334 / B3385 Peel Common Roundabout, Fareham	<b>APPENDIX 1</b>
DELIVERY TIMESCALE	2015/16	

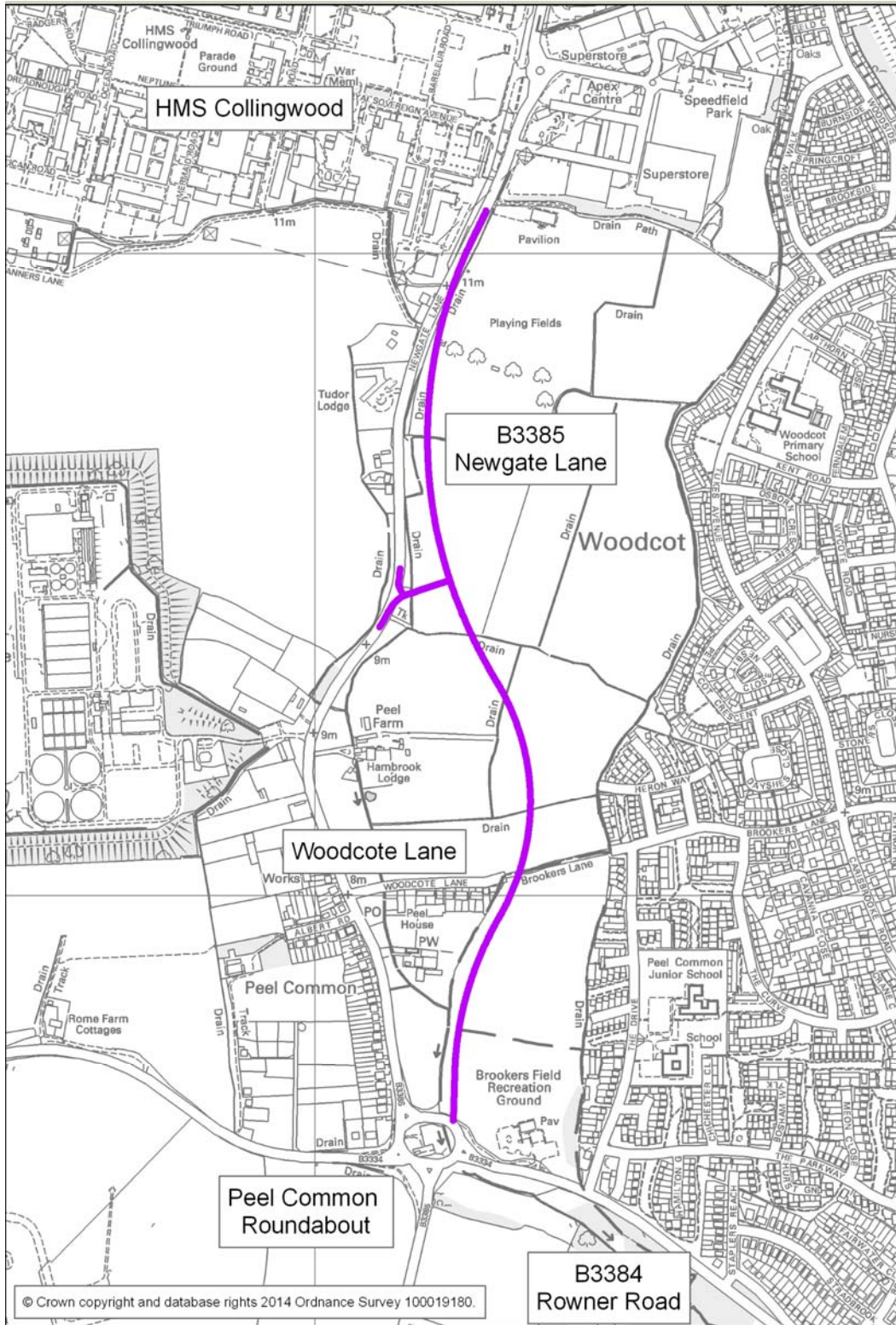


SCHEME	Stubbington Bypass	APPENDIX 1
DELIVERY TIMESCALE	2017/18- 2018/19	

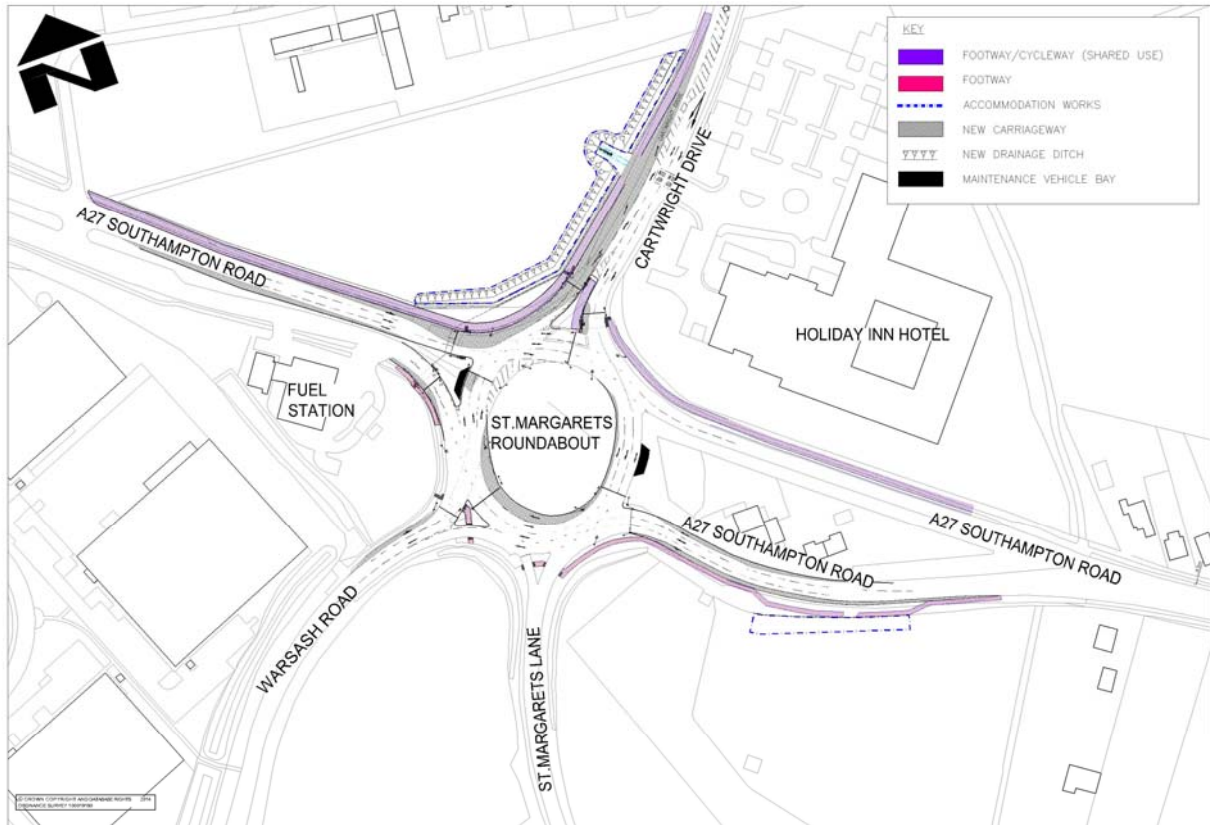




SCHEME	B3385 Newgate Lane	APPENDIX 1
DELIVERY TIMESCALE	2017/18- 2018/19	



SCHEME	A27 St Margarets Roundabout A27 Corridor Improvements	APPENDIX 1
DELIVERY TIMESCALE	2015/16 and 2016/17	



Strategic Transport Major Project Team  
Economy, Transport & Environment Department  
Hampshire County Council  
The Castle  
Winchester  
SO23 8UD

*Please ask for:*

Ian Lycett

*Direct dial:*

(023) 9254 5201

*E-mail:*

ian.lycett@gosport.gov.uk

23<sup>rd</sup> July, 2014

Dear Sirs,

## **RE: IMPROVING ACCESS TO FAREHAM & GOSPORT CONSULTATION**

I am responding on behalf of Gosport Borough Council to your consultation on the preferred options for the following strategic highway schemes to improve access to Fareham and Gosport:-

- Stubbington Bypass
- Newgate Lane southern section
- Peel Common roundabout
- the A27 Corridor, Fareham to Segensworth

I note these proposals arise from your appraisal of the public consultation events in June 2013, and subsequent design and assessment works considered in the report to the Executive Member for Economy Transport & the Environment of 17<sup>th</sup> March, 2014 at the following link :-

[http://www3.hants.gov.uk/councilmeetings/advsearchmeetings/meetingsitemdocuments.htm?sta=&pref=Y&item\\_ID=5707&tab=2&co=&confidential=\)](http://www3.hants.gov.uk/councilmeetings/advsearchmeetings/meetingsitemdocuments.htm?sta=&pref=Y&item_ID=5707&tab=2&co=&confidential=)

In giving my response I refer to the consultation documents at the links below which were used for nine public exhibitions held in June this year:-

<http://www3.hants.gov.uk/stubbingtonbypass>  
<http://documents.hants.gov.uk/transport-consultations/stubbington-bypass/consultation-document-june-2014-v2.pdf>



## **Stubbington Bypass**

I am pleased to note that the preferred route selected for the Stubbington Bypass is a combination of the blue and red route between Titchfield Road and Gosport Road as advocated by the Borough Council in our response to your initial consultation. I re-affirm our support for reasons as set out in my letter of 20<sup>th</sup> September, 2013.

## **A27 Improvements**

Your proposals for complimentary improvements to the Titchfield Gyratory and the A27 to Segensworth, including improvements to the St Margaret's roundabout and dualling of single carriageway sections, are also welcomed. They will improve western access, particularly to employment in Segensworth and Whiteley, and to the motorway (M27 junction 9).

## **Newgate Lane South**

The Borough Council has safeguarded a route for re-alignment of Newgate Lane in Local Plans since 1995 and supports the preferred route identified by the County Council. We do however have some concerns and seek your assurance that the following matters will be addressed:-

- The design will minimise the encroachment of the road corridor upon Brookers Field and will enable the retention of the sports pitches with little or no modification.
- Sports fencing will be provided as and where required.
- Noise fencing, bunding or other attenuation measures will be employed to mitigate the noise impact upon the residents of Peel Common and the users of Brookers Field.
- Landscaping will be provided to soften the visual impact of the fencing, restore the amenity of Brookers Field and provide some replacement habitat for the area lost to the scheme.
- There is fairly substantial mature landscaping within Brookers Field screening most properties in Peel Common from the proposed road, but this should be reinforced where necessary in consultation with the Council and residents.

The re-alignment of Newgate Lane will afford a considerable improvement in the environment for Newgate Lane residents and the removal of heavy traffic enables the old road to be used for servicing and a cycle track. This is supported as it will enhance the existing cycle network and release a demand for cycling between Gosport and Fareham currently suppressed by the challenging traffic conditions on Newgate Lane. I would ask that you consider traffic management measures as necessary to ensure it is attractive to cyclists and not available for through traffic.

I would advocate that bus services are run along the new road in preference to the old. This will enable the layout of the Peel Common junction to be optimised for maximum traffic flow and will avoid potential traffic management problems commonly associated with bus gates. It will also afford the best conditions for cycles circulating the roundabout. Bus stops in lay-bys should be provided on the new road near Brookers Lane so they are accessible to both Newgate Lane and Peel Common residents. This will maximise potential patronage, which is important given the vulnerability of existing services.

Some improvements to Brookers Lane are desirable to provide a better route for cyclists and pedestrians. This is likely to become more popular and the design should enable the future provision of a controlled crossing to replace the proposed refuge if needs be.

## Conclusions

Overall my Council welcomes and supports the proposed measures which have the potential to deliver a comprehensive improvement in western access to Fareham and Gosport and will address the current traffic impacts upon Stubbington Village and the wider ranging problems of congestion. The measures will assist in the retention and promotion of local employment which is essential to promote the economic welfare of the Borough.

If you would like to discuss any matters please contact David Duckett, my Head of Transport and Traffic on 02392 545424, or email [david.duckett@gosport.gov.uk](mailto:david.duckett@gosport.gov.uk).

Finally I would welcome clarification of the results of the recently announced Growth Deal and the implications for the delivery of these schemes.

Yours sincerely



IAN LYCETT  
CHIEF EXECUTIVE

# FAREHAM

## BOROUGH COUNCIL

Heather Walmsley  
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Hampshire County Council  
Economy, Transport & Environment  
Department  
Elizabeth II Court West  
The Castle  
Winchester SO23 8UD

Director of Planning  
and Development  
Richard Jolley

Contact: Richard Jolley

Ext.: 4388

Date: 30 July 2014

### EMAIL LETTER

Dear Heather

#### Improving Access to Fareham and Gosport consultation

Further to your letter dated 5 June 2014 to Peter Grimwood, Chief Executive of Fareham Borough Council, I have pleasure in enclosing the Council's response to the current consultation exercise on the Improving Access to Fareham and Gosport consultation.

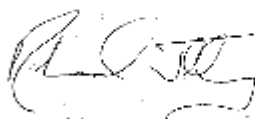
An Executive Briefing Paper entitled "Response to Consultation – Stubbington Bypass" was brought before the Council's Executive Meeting on 7 July 2014.

A copy of the Briefing Paper together with background information and Record of Decision, which includes agreement to sending the response to Hampshire County Council before the end of the Consultation period, can be found under Item 9 "Planning and Development" of the Meeting Agenda via the following link to Fareham Borough Council's website:

<http://moderngov.fareham.gov.uk/ieListDocuments.aspx?CId=129&MId=2844&Ver=4>

I trust that this provides the necessary information but should you require further details then please do not hesitate to contact me.

Yours sincerely



Richard Jolley  
Director of Planning and Development

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