

Improving Access to Fareham and Gosport

1. Welcome

Hampshire County Council welcome you to our exhibition on road proposals for improving access to Fareham and Gosport.

What does this Exhibition provide?

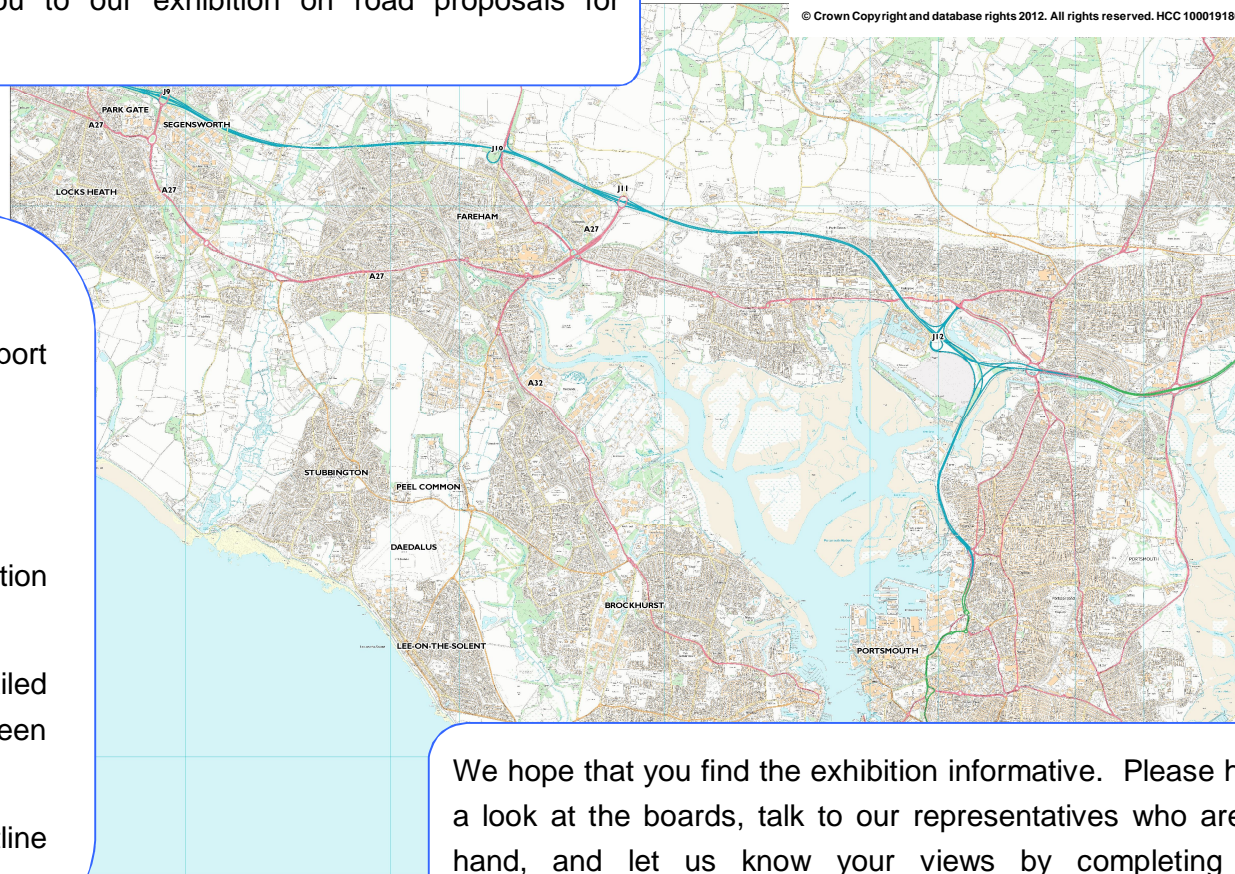
Following an overview of the transport strategy this exhibition covers:

Western Access to Gosport:

- **Stubbington Bypass:** possible routes
- **A27 Titchfield to Segensworth:** junction and carriageway improvements

Newgate Lane Northern Section: detailed proposals for improvements between Palmerston Drive and Tanners Lane

Peel Common Roundabout: outline proposals for interim improvements



We hope that you find the exhibition informative. Please have a look at the boards, talk to our representatives who are on hand, and let us know your views by completing the questionnaire, preferably using the mobile devices provided.

This is a printer friendly version and some items that are on the webpage or in the exhibition have been removed to reduce the file size and print requirements.

Improving Access to Fareham and Gosport

2. Current Traffic Situation in Fareham and Gosport

M27

Caters for long distance traffic movements and provides access for businesses and residents in Fareham and Gosport to wider markets in the UK and beyond.

A27

Caters for local east-west traffic movements within Fareham and Gosport and provides access to homes, jobs, schools and leisure facilities.

A32, B3385 Newgate Lane, and B3334 Titchfield Road

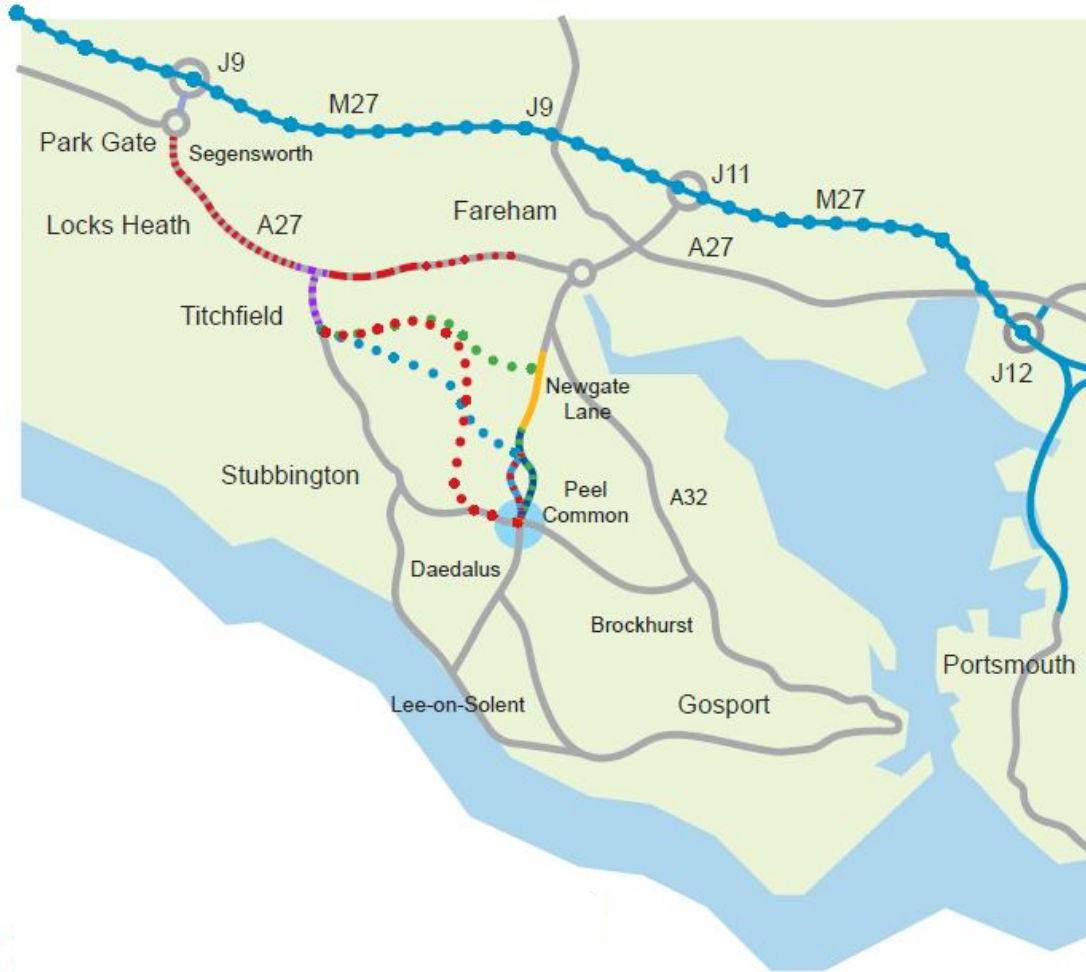
Cater for local north-south traffic movements linking the Gosport peninsula to the A27.

Constraints

- **M27** clogged with local traffic junction hopping and avoiding congestion on local roads
- **A27** has alternating dual and single carriageway sections that together with junction bottlenecks cause traffic congestion and stop/start delays
- Existing traffic routes on and off the peninsula are constrained with limited opportunities for improvement

Improving Access to Fareham and Gosport

3. What Are We Doing About It? 1 of 2



Overview of Strategy for Access to Gosport and Fareham

Key

- Newgate Lane Northern Section
- Stubbington Bypass – Newgate Lane Option A
- Stubbington Bypass – Newgate Lane Option B
- Stubbington Bypass – Blue
- Stubbington Bypass – Green
- Stubbington Bypass – Red
- Potential future managed motorway
- A27 Corridor Improvements Phase 1
- A27 Corridor Improvements Phase 2
- A27 Corridor Improvements Phase 3
- Potential improvements from Stubbington Bypass
- Peel Common Roundabout – Interim Proposals

Improving Access to Fareham and Gosport

4. What Are We Doing About It? 2 of 2

Western Access to Gosport

We are bringing forward the development of scheme proposals for a new Western Access to Gosport, incorporating a **Stubington Bypass** and an upgrade of the section of **Titchfield Road** leading to Titchfield Gyratory.

We are developing scheme proposals for improvements along the **A27** between Titchfield and Segensworth.

Newgate Lane

- We are delivering the funded improvements of the Northern Section of the B3385, **Newgate Lane**, starting early in 2014
- We are developing and delivering an interim improvement at **Peel Common Roundabout**

We are also developing proposals for improving the **A27** Corridor between Titchfield and Fareham.

Working with the HA we are investigating potential options for improving and managing traffic flows on the **M27** Junctions 5 to 12.

We continue to work with operators to develop patronage of the Fareham to Gosport Eclipse **Bus Rapid Transit** system.

Western Access to Gosport

5. Stubbington Bypass 1 of 3

Three corridors of interest have been identified for possible routes of a Stubbington Bypass and are illustrated on the next panel.

Blue Corridor – from a new junction on B3385, Newgate Lane (north of the sewage works) heading west to a new junction on B3334 Titchfield Road

- Advantages – shorter than red corridor, with least impact on Stubbington and Fareham residential areas
- Disadvantages – may require major improvement to southern section of Newgate Lane that could impact on property

Green Corridor – from a new junction on Longfield Avenue heading west to a new junction on B3334, Titchfield Road

- Advantages – shortest corridor
- Disadvantages – may affect properties on Longfield Avenue or HMS Collingwood and may overload Newgate Lane which is constrained by existing development on the northern section

Red Corridor – from a new junction on B3334 Gosport Road, heading north then west to a new junction on B3334 Titchfield Road

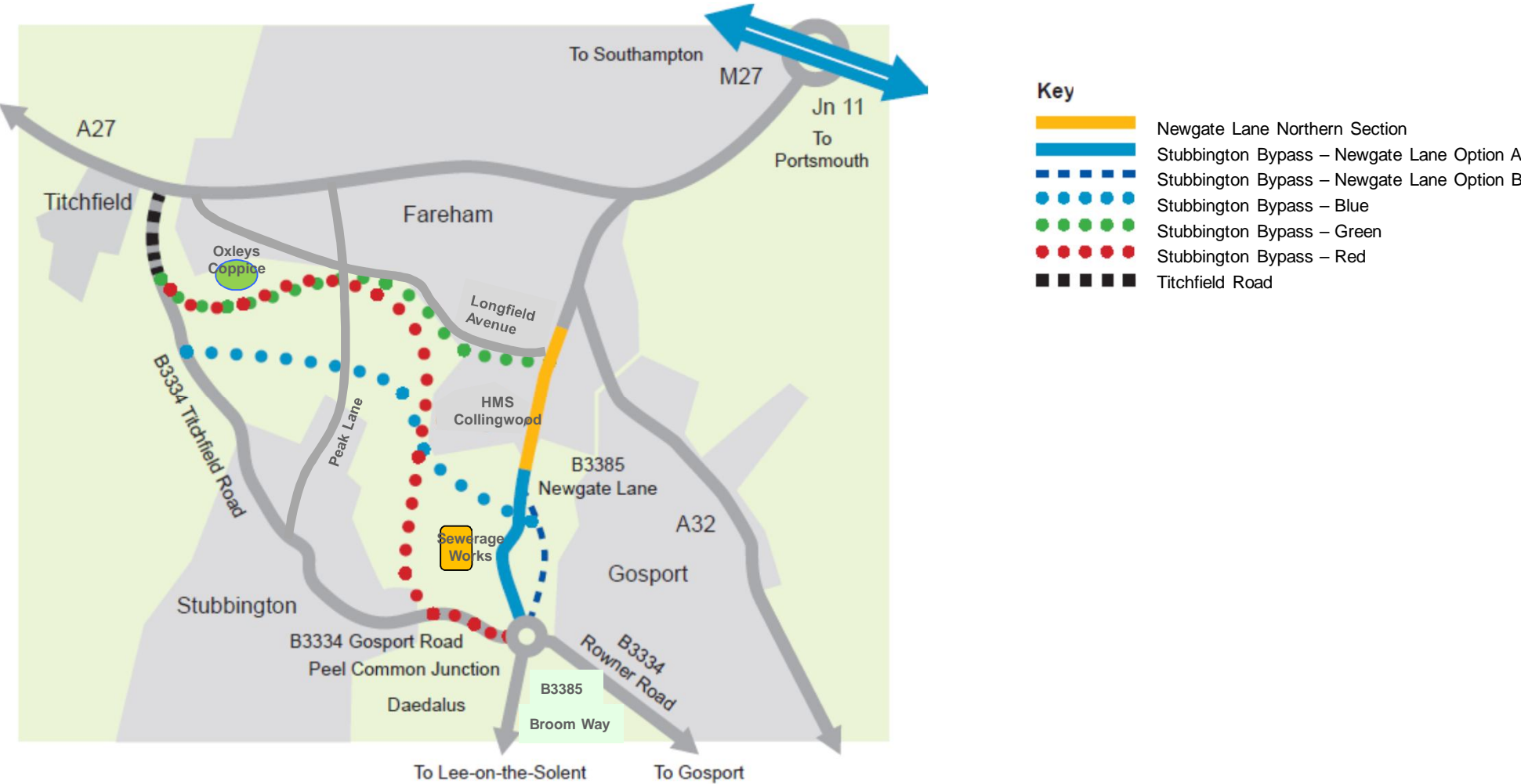
- Advantages – keeps Stubbington Bypass traffic separate from Newgate Lane traffic
- Disadvantages – longest corridor with greater potential for environmental impact

It is possible to interchange the eastern and western sections of each corridor. Each corridor is likely to require improvement to existing roads linking back to Peel Common roundabout and to Titchfield Gyratory on the A27.

The costs and benefits of each corridor will need to be thoroughly assessed in terms of the environment, local setting and views, existing properties, engineering feasibility, value for money as well as overall monetary cost.

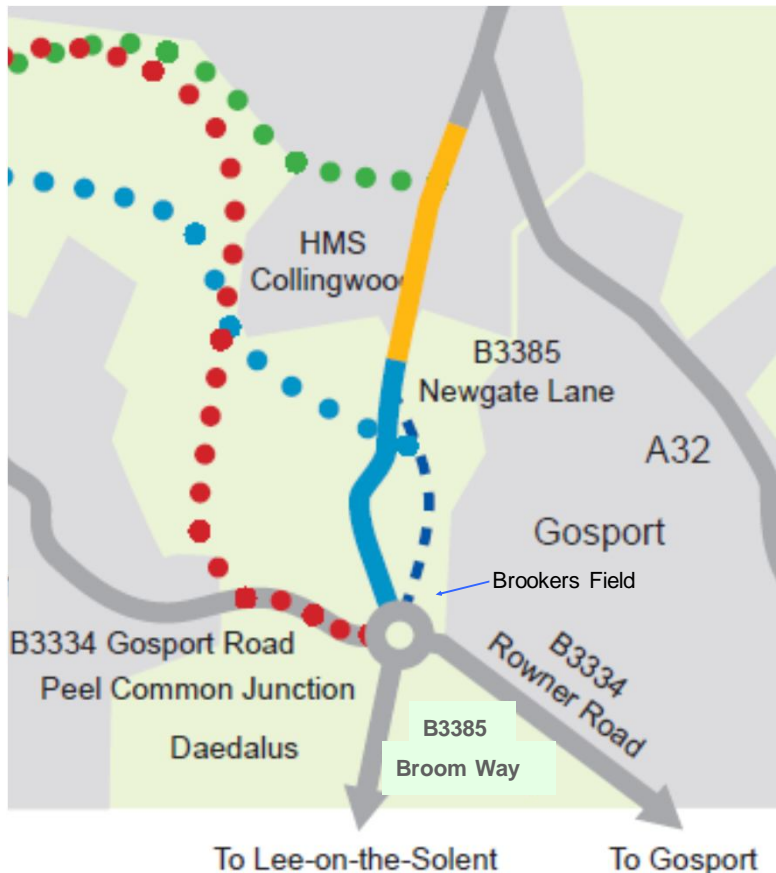
Western Access to Gosport

6. Stubbington Bypass 2 of 3









Western Access to Gosport

7. Stubbington Bypass 3 of 3



Key

-  Newgate Lane Northern Section
-  Stubbington Bypass – Newgate Lane Option A
-  Stubbington Bypass – Newgate Lane Option B
-  Stubbington Bypass – Blue
-  Stubbington Bypass – Green
-  Stubbington Bypass – Red

Both the Blue and the Green Routes of the Stubbington Bypass would join the southern part of Newgate Lane. There are two potential options identified on the plan

Option A – on-line improvement with service road

- Advantages – reduces new build and has lesser environmental impact
- Disadvantages – traffic remains close to properties, separates the Newgate Lane community

Option B – a new route adjacent to Brookers Field, existing road remains to service properties

- Advantages – easier to construct, further away from properties on Newgate Lane
- Disadvantages – environmental impacts on agricultural land, moves the road closer to Peel Common estate

Western Access to Gosport

8. A27 Titchfield to Segensworth 1 of 2

Existing Situation

The A27 east - west corridor forms a critical part of the Western Access to Gosport strategy. Congestion on the A27 is caused by the tailback of traffic merging from dual carriageway sections into single carriageway sections, along with localised delay at key junctions.

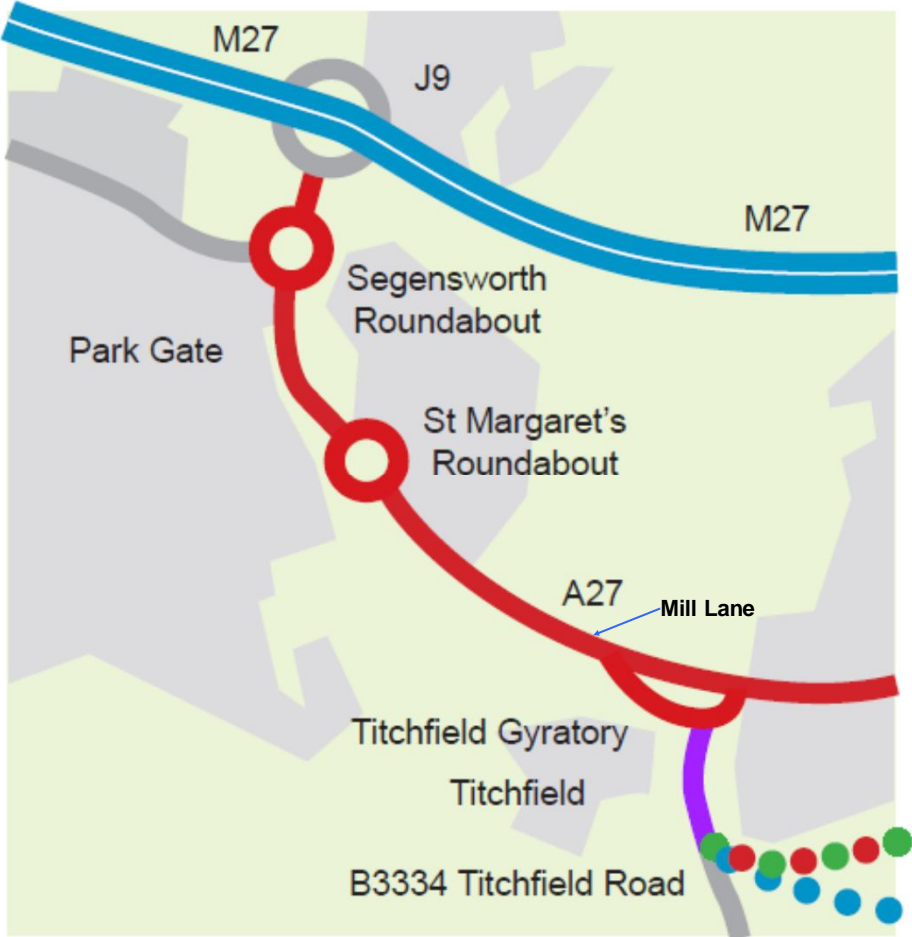
Proposals

In order to improve the Western Access to Gosport it is necessary to improve the flow of traffic from the M27 and along the A27 in order to keep traffic moving. As part of a phased strategy for the A27, options are being investigated for potential dualling of single carriageway sections and upgrading junctions to help remove bottlenecks, reduce delays and improve safety for all. Key junctions between Titchfield and Segensworth include:

- St Margaret's roundabout
- Titchfield gyratory, including Mill Lane junction.

Western Access to Gosport

9. A27 Titchfield to Segensworth 2 of 2



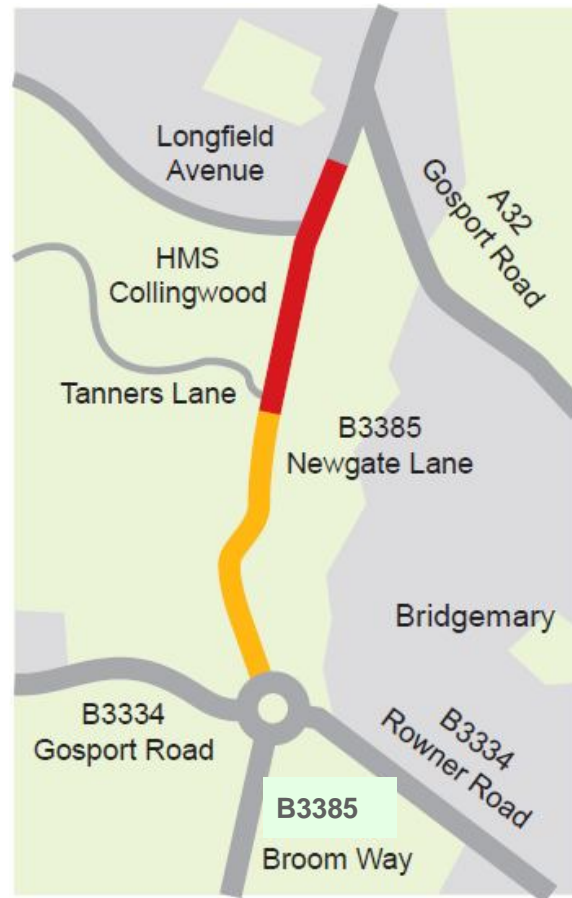
- Key**
- ● ● ● ● Stubbington Bypass – Blue
 - ● ● ● ● Stubbington Bypass – Green
 - ● ● ● ● Stubbington Bypass – Red
 - ▬ A27 Corridor improvements Phase 1
 - ▬ Potential improvements from Stubbington Bypass proposals

Newgate Lane Northern Section

10. Existing Situation

The B3385 Newgate Lane is one of the main roads linking the Fareham and Gosport areas, and forms a busy road link between the A32 Gosport Road in Fareham and the roundabout at Peel Common.

The northern section of Newgate Lane is the section between Palmerston Drive and Tanners Lane. This section is urban in nature and provides local access to the adjacent retail and industrial areas, and the military base at HMS Collingwood, with busy roundabout junctions at Longfield Avenue and Speedfields Park.



The route currently experiences typical traffic flows in excess of 25,000 vehicles per day (24 hour/5 day average), with the heaviest flows experienced between the Longfield Avenue and Speedfields Park roundabouts. The flows are expected to increase as new residential and business developments on the Gosport peninsula come forward.

The road is busy throughout the day but has heavy traffic flows in the morning and evening peak hours, which are typically northbound in the morning and southbound in the evening. Queues regularly form on the approaches to the Longfield Avenue and Speedfields Park roundabouts, which create delays and affect journey time reliability.

Newgate Lane Northern Section

11. Objectives of the Proposals

Objectives

The scheme aims to improve conditions on this section of Newgate Lane, in terms of traffic capacity, journey time reliability and pedestrian and cycle accessibility.

Traffic

New road schemes are designed to take into account existing and predicted traffic flows including additional traffic from planned development.

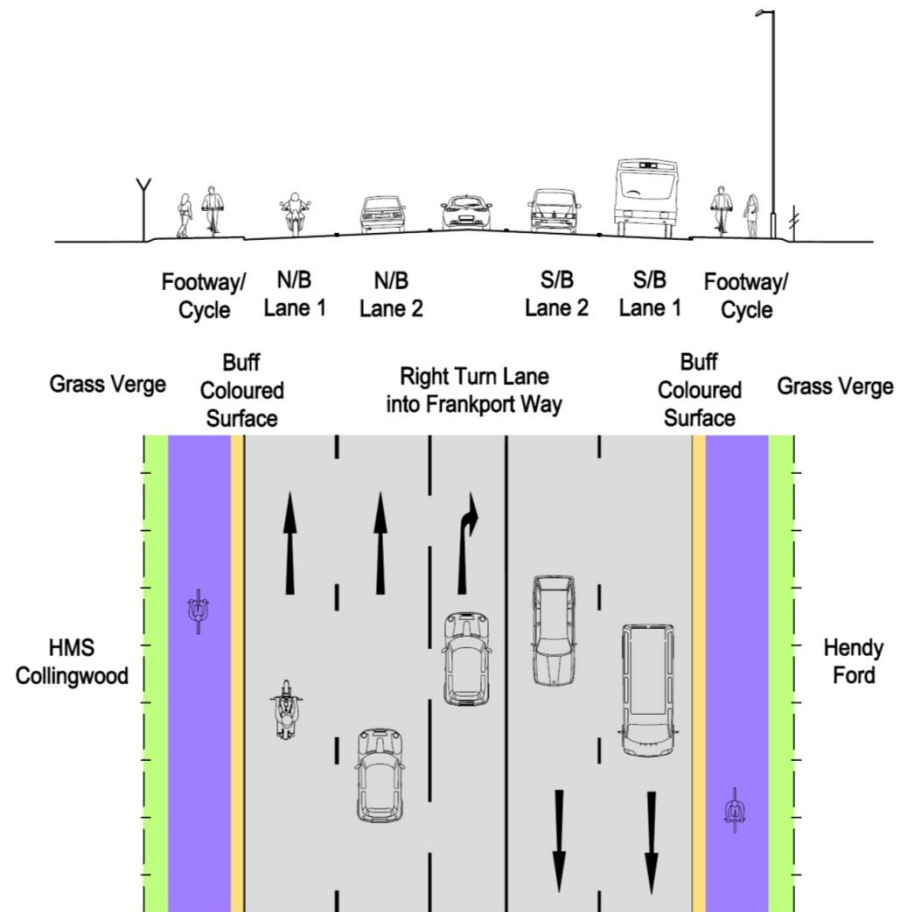
The Northern Section design has been tested using computer models to ensure that it can cope with the predicted traffic.

Newgate Lane Northern Section

12. Description of the Proposals

The Northern Section is to be widened to two lanes in each direction between Speedfields Park roundabout and Longfield Avenue roundabout as shown on the next slides. A new junction with traffic lights is to be provided for access to HMS Collingwood, south of Speedfields Park roundabout. A dedicated northbound lane is provided to bypass Speedfields Park roundabout. Longfield Avenue roundabout is to be enlarged and will include an arm for Elliotts, the builders merchants. The Longfield Avenue approach provides a dedicated left turn lane and an additional right turn lane. In addition to the two lanes in each direction extra lanes will be provided on Newgate Lane for the following:

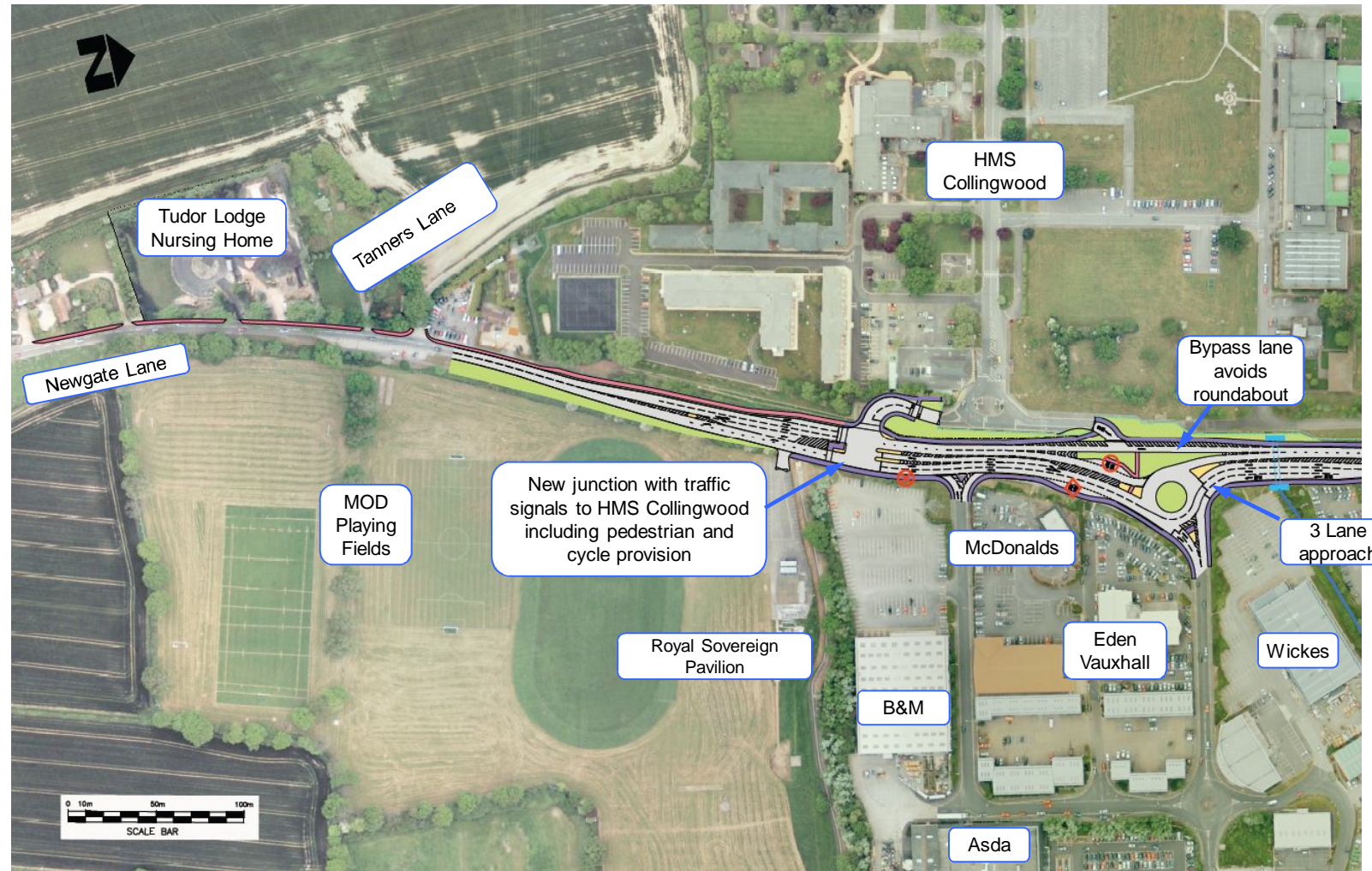
- Left turn lane from Newgate Lane (northbound) to HMS Collingwood
- Right turn lane from Newgate Lane (southbound) to HMS Collingwood
- Left turn lane from Newgate Lane (southbound) to Speedfields Park at Speedfields Park roundabout
- Right turn lane from Newgate Lane (northbound) to Frankport Way.



Section through Newgate Lane looking North




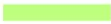



Newgate Lane Northern Section

13. Plan 1 of 2



Imagery copyright Digital Millennium Map Partnership 2006

Key

-  New carriageway
-  New 2.5m wide shared use footway and cycle track
-  New footway
-  Grass verge / Landscaping
-  Existing bus stop to remain
-  Existing bus stop to be removed
-  Proposed bus stop

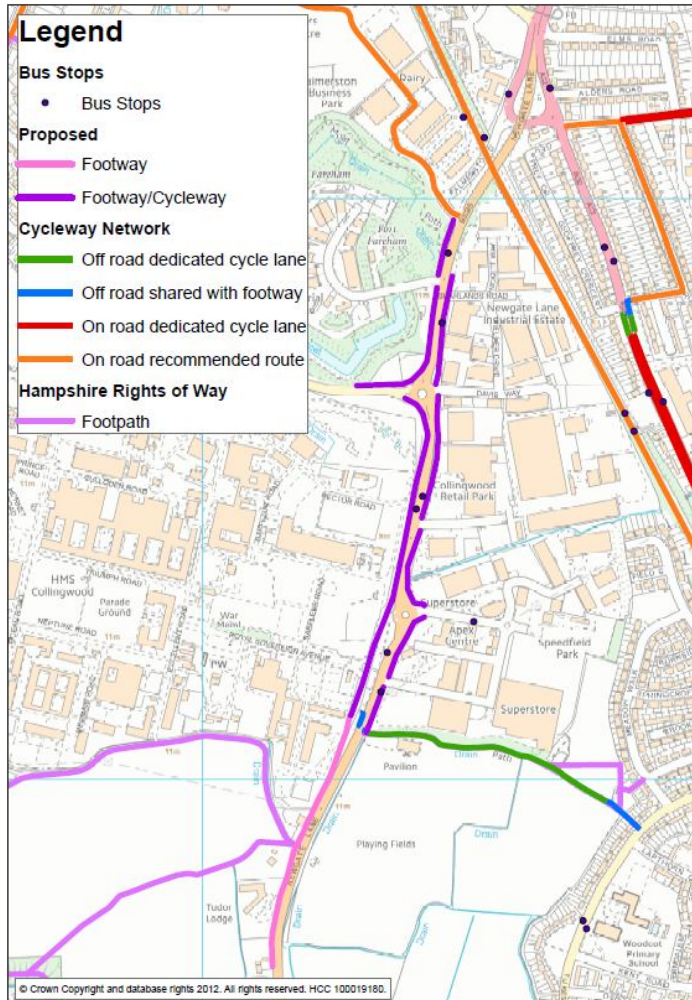
Newgate Lane Northern Section

14. Plan 2 of 2



Newgate Lane Northern Section

15. Non Motorised Users



Cycleways: 2.5m wide shared use footway and cycle tracks are to be provided. These will link the off-road cycleway from Bridgemary, to the south, with the on road cycle route along Palmerston Drive.

Footways: A continuous footway will be established along the whole length of the west side of Newgate Lane, by providing a new section that passes Tudor Lodge.

Crossings: The existing pelican crossing, between Tanners Lane and Speedfields Park, is to be replaced by crossing facilities incorporated at the new traffic signals at HMS Collingwood. Crossing points are to be provided to the north of Frankport Way, to the south of Sharlands Road, and to the north of Palmerston Drive, along with crossing points at the roundabouts.

Bus Stops: It is proposed to move the existing southbound bus stop outside the B&M store to a new location outside McDonalds so that it does not restrict the operation of the new HMS Collingwood junction.

All the other bus stops will remain in their current locations.

The bus stops will be improved to include raised kerbs and new shelters, where needed.

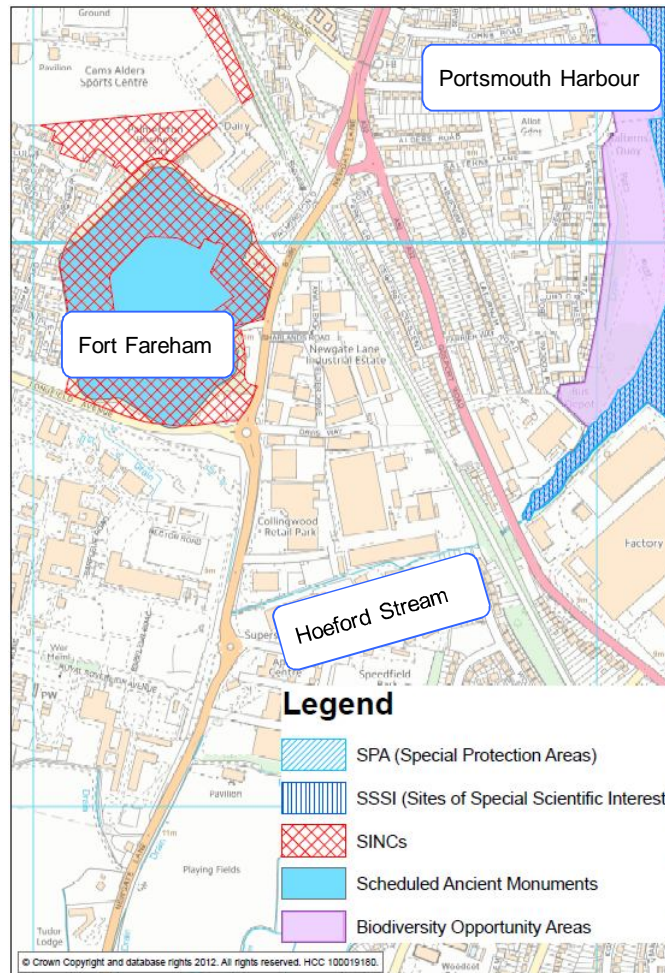
Newgate Lane Northern Section

16. Environmental Considerations 1 of 2

Fort Fareham is a Scheduled Monument dating back to 1861, although much was demolished in 1974. It is also a Site of Interest for Nature Conservation. English Heritage and Natural England have been consulted with regard to the new works and the setting of the fort.

Air Quality Background concentrations of nitrogen dioxide and other traffic related pollutants in the area of Newgate Lane are well below the EU limits.

Protected Species Although the urban area of Newgate Lane Northern Section does not provide habitat for protected species we shall be ensuring that the design and works are sympathetic to the natural environment.



Water Courses Hoeford Stream, classified as a Main River by the Environment Agency (EA), runs eastwards between Hendy Ford and Wickes, connecting to Portsmouth Harbour Special Protection Area. We are working with the EA to ensure that the design does not adversely affect Portsmouth Harbour.

Drainage ditches are the responsibility of HCC, and these will be dealt with so as not to increase water flows into Main Rivers.

Street Lighting The street lights will be moved for the widened road and will provide low energy and dimmable lighting for the scheme.

Newgate Lane Northern Section

17. Environmental Considerations 2 of 2

Townscape

The Northern Section passes through a corridor defined by the MOD's HMS Collingwood to the west of the road and commercial development to the east. This includes supermarkets, car show rooms, DIY and industrial premises. The scheme ends at Fort Fareham an archaeological site which is surrounded by fine mature trees.

Effect of the Scheme

The proposals will result in the loss of much of the grass verges and replacement with hard surfacing.

Mitigation

The detailed design of the scheme will seek to:

- Minimise the loss of trees and vegetation
- Provide planting where appropriate, using suitable species and mixes to replace lost vegetation and also to enhance the existing landscape and to provide visual screening
- Use locally occurring native plants in the species selection to ensure that the planting is in keeping with the setting. In order to improve biodiversity, stock of local provenance will be used where possible
- Improve the street scene in areas adjoining the scheme including removing unnecessary traffic signs

Newgate Lane Northern Section

18. Delivery Programme

Funding – The £8.5m budget for Newgate Lane includes contributions from the Solent Local Enterprise Partnership "Growing Places Fund", the Daedalus developer and the County Council's own capital resources. This will enable full implementation of the Newgate Lane Northern Section and the interim Peel Common roundabout schemes. The design and costing of a scheme for the southern section of Newgate Lane can proceed once a decision has been reached on the preferred route for a Stubbington Bypass.

Programme for Northern Section of Newgate Lane

- Site Clearance e.g. tree felling – Winter 2013/14
- Services e.g. electricity and gas diversions – Early 2014
- Main works – Spring 2014 to Spring 2015

During Construction – Hampshire County Council will appoint an on-site team headed by a full-time Engineer who will oversee the construction on site.

Traffic Management – To minimise the impact to traffic, sections of this work will be carried out during restricted hours (9:30am to 4:00pm), at night, and at weekends – subject to environmental constraints.

Peel Common Roundabout

19. Context and Objectives of the Outline Proposals

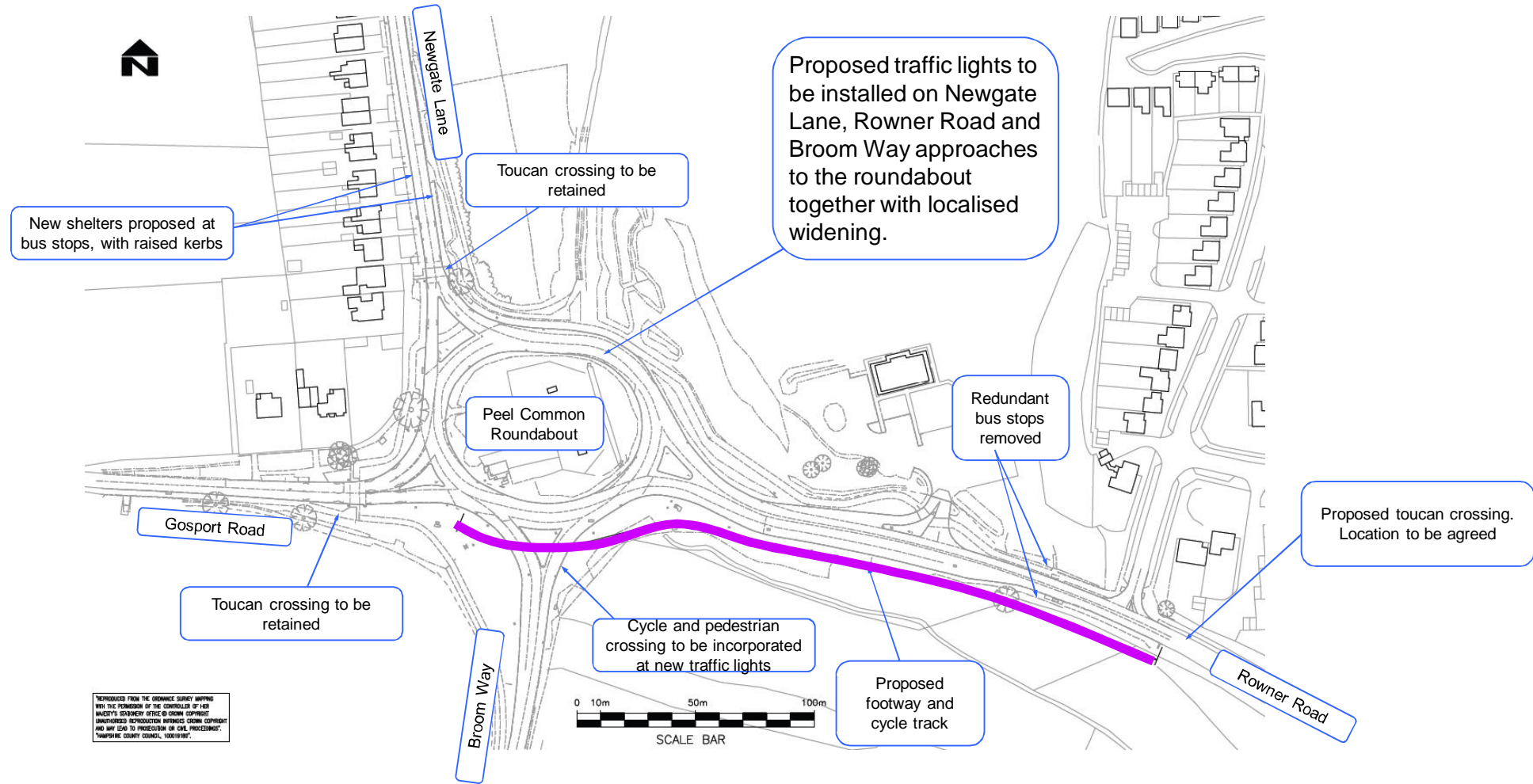
The objectives of the outline proposals are to:

- balance and improve traffic flows in the morning peak period between Rowner Road and Broom Way
- improve the facilities for pedestrians and cyclists, including better linkage between the existing shared use footway and cycle tracks
- improve the facilities for bus users at the roundabout

A longer term solution at Peel Common roundabout will have to await a decision on the routing of a Stubbington Bypass. We have identified some possible interim measures that could be delivered now to address current traffic problems at the roundabout and improve access to the Solent Enterprise Zone.

Peel Common Roundabout

20. Outline Interim Proposals



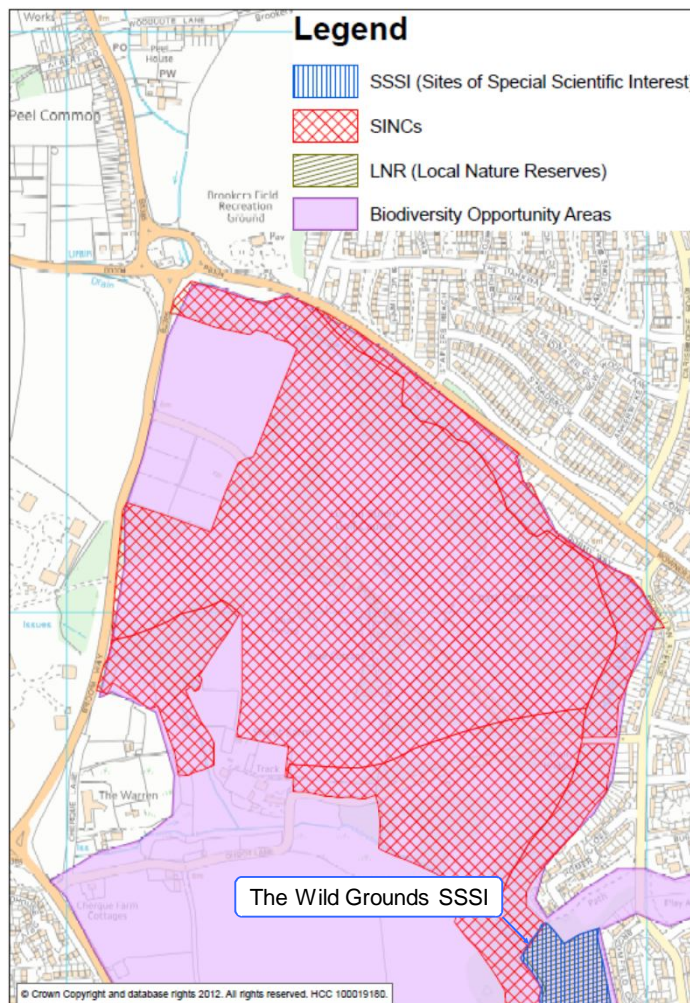
Peel Common Roundabout

21. Environmental Considerations

Protected Species All of the proposed works will be carried out within the existing highway boundary. However, the design and works will still be sympathetic to the natural environment.

The Wild Grounds have been designated a Site of Special Scientific Interest (SSSI) by Natural England. These are a Local Nature Reserve managed by Gosport Borough Council.

There are several local Sites of Importance for Nature Conservation (SINC) adjacent to the River Alver.



The River Alver is classified as a Main River by the Environment Agency, it runs to the east of Newgate Lane across Peel Common roundabout before heading in a more easterly direction around Lee-on-the-Solent golf course. The proposals will have no impact on the River Alver.

Air Quality Background concentrations of nitrogen dioxide and particulate matter in the area of Newgate Lane are, and will remain, well below the EU limits.

Street Lighting The street lights will be moved for the widened road and will provide low energy and dimmable lighting for the scheme.

What Happens Next

22. Have Your Say

Please let us have your views on:

The Western Access to Gosport

- Stubbington Bypass route options
- A27 proposals

The Newgate Lane Northern Section proposals

The Peel Common roundabout interim proposals

How you can let us know your views:

☰ Complete the on-line questionnaire at:

www.hants.gov.uk/stubbingtonbypass

Have a smart phone? Then link direct

from the **8 July** until **9 September 2013**



✉ Write or telephone us at the address shown in the side panel.

✉ E-mail us at: acesstogospport@hants.gov.uk

📄 Please can we have all comments back as soon as possible and by **9 September 2013** at the latest, when the consultation will close.

What happens next?

- Your comments will be considered and taken into account in the detailed design of the Newgate Northern Section scheme
- Work on Newgate Lane Northern Section will start early in 2014
- Your comments on the Peel Common roundabout interim proposals will be considered and we will consult locally on more detailed proposals early in 2014
- Your comments on the Western Access to Gosport will be considered by the County Council later this year alongside the necessary environmental and technical assessments

Who to contact for further information:

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Winchester
Hampshire
SO23 8UD

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Keeping You Up to Date - Design, Planning and Build Phases

For the latest news on scheme progress and to view and download the latest scheme drawings please visit the scheme website:-

www.hants.gov.uk/stubbingtonbypass



There you can register for e-updates where you will receive automated notifications.