

Box 10.2: Transport improvements that will improve accessibility to and within the Borough

The following schemes have been identified in the Transport Delivery Plan 2012-2026 (Solent Transport (formerly TfSHIoW) 2013), Gosport Borough Transport Statement (HCC 2012) and the Fareham & Gosport Transport Infrastructure Plan (HCC 2013).

- A number of highway improvements including:
 - Newgate Lane Corridor improvements such as straightening, widening and signalisation of roundabouts;
 - Stubbington Bypass and improvements to western access on Titchfield Road and A27 to Segensworth Roundabout;
 - Junction improvements on the A32; and
 - M27 route management.
- Improvements to bus infrastructure and services including:
 - extensions to the Bus Rapid Transit including off-road busway extension to Rowner Road and Fareham Railway Station;
 - development of on-road bus priority measures on A27 from Delme Roundabout to Queen Alexandra Hospital, the A32 and other local bus routes.
 - improvements to the quality, range and frequency of bus services;
- Improved integration of bus, rail and ferry services including integrated ticketing and travel information systems;
- Provision of a high quality convenient transport interchange at the Gosport Waterfront;
- Walking and cycling improvements including:
 - Cycle lanes along Marine Parade;
 - Greater waterfront pedestrian/cycling access on the Haslar Peninsula;
 - Improved links to the BRT corridor and the Gosport Leisure Park;
 - Improvements in and around Gosport Town Centre; and
 - Safer routes to schools.

POLICY LP21: IMPROVING TRANSPORT INFRASTRUCTURE

- 1. The Borough Council will work with the Highway Authority, Highways England, Fareham Borough Council, transport providers, developers and other stakeholders where necessary to promote and provide a transport system that supports development within the Borough and enables sustainable economic growth through a policy of reduce, manage and invest.**
- 2. Development proposals will need to contribute to the delivery of an integrated and sustainable transport network including, where appropriate, measures outlined in the latest Local Transport Plan and Transport Delivery Plan (or equivalent) and supporting documents.**
- 3. Development proposals will not be permitted which prejudice the delivery of transport improvements as identified in the latest Local Transport Plan (or equivalent) and supporting documents.**

EXPLANATION OF POLICY LP21

Overall approach (Point 1 of policy LP21)

- 10.11 To deliver improvements to the Borough's transport network, and improve accessibility, a number of organisations need to work together. Hampshire County Council's Strategy to reduce, manage and invest provides the basis for improving transport in the Borough.

Reduce

- 10.12 The promotion of Smarter Choices¹⁷⁰ and Travel Planning will contribute to the reduce strategy by improving awareness of travel choices and encouraging non car modes. Travel Planning will be promoted to discourage single occupancy car use and to encourage travel by non-car modes. Travel Plans may restrict and / or charge for car parking and encourage walking, cycling, bus and rail use. Car sharing can also make a significant contribution to trip reduction.¹⁷¹ For occasional drivers car clubs can provide access to a car in their neighbourhood without having to own it. Other methods of reducing the need to travel will be encouraged including increased home working through the application of technology such as broadband and cable networks.

Manage

- 10.13 Managing traffic is essential to maximise the efficiency of the existing road network; to improve journey time reliability; and support the efficient and sustainable movement of people and goods. A range of traffic management measures, technological advances in traffic control systems and highway improvement schemes to local junctions can help to ensure that the existing network is working to capacity and optimally for all modes.

Invest

- 10.14 In addition to reduce and manage there will also be the need for further investment in highways, public transport, walking and cycling facilities as set out in Box 10.2. It is accepted that sustainable modes cannot cater for all trips and there will remain a heavy reliance on the car. Local and strategic highway improvements will be required to support development and deliver attractive and competitive local employment sites.

- 10.15 **Highways:** The Local Plan seeks to reduce and manage traffic congestion and promote sustainable travel. However there remains a need to improve strategic highway access to address journey time reliability, to support growth within the Borough and to enable proposed local employment sites to compete with other sites within South Hampshire. In particular it is necessary to improve the Newgate Lane corridor to an appropriate standard to accommodate commercial traffic to the Enterprise Zone at Daedalus and provide a safer and more attractive route for cyclists between Lee-on-the-Solent and Fareham. It is also desirable to provide a bypass to Stubbington Village and improve the Western Access. In addition improvements to

¹⁷⁰ The term Smarter Choices refers to a range of initiatives, also known as 'soft' transport policy measures, which seek to give better information and enhance opportunities for people to reduce their car use and make better use of more sustainable alternatives such as walking, cycling and public transport. Commonly used measures are workplace, school and personalised travel plans; travel planning and awareness campaigns; public transport information and marketing; car clubs and car sharing schemes and teleworking, teleconferencing and home working and shopping.

¹⁷¹ TfSH 2008- Towards Delivery.

Junction 10 of the M27 associated with the proposed Welborne development will be necessary to reduce pressure on junctions 9 and 11.

- 10.16 The Borough supports the findings of Solent Transport's Strategic Access to Gosport Study and the Transport Delivery Plan as amended by the Fareham & Gosport – Strategic Transport Infrastructure Plan. This policy reflects the broad scope of measures identified to improve strategic access to the Gosport Peninsula. The Infrastructure Delivery Plan¹⁷² accompanying the Local Plan provides a summary of the relevant transport interventions.
- 10.17 **Public Transport:** Comprehensive public transport networks are a key requirement to reduce the number of car trips and provide access to jobs, shops, education, health and other essential services for people without a car. Improvements in public transport are required to enhance accessibility within the Borough and to provide realistic travel choices to other parts of South Hampshire.
- 10.18 It is the policy of HCC and Solent Transport to work with bus operators to encourage provision of better bus services to make them a more viable alternative to the private car for everyday journeys. A modal shift to public transport will also reduce the carbon footprint and help prevent further congestion and deterioration in journey time reliability on the main routes.
- 10.19 Bus Rapid Transit (BRT) is being promoted by HCC and Solent Transport. Phase 1a of a dedicated busway on the disused railway line between Gosport and Fareham has been completed and will form part of a wider quality bus network for South East Hampshire. HCC and Solent Transport envisage additional off-road sections towards Gosport Town Centre as well as a number of future routes extending to the proposed Fareham Strategic Development Area (SDA) known as Welborne, Queen Alexandra Hospital and Portsmouth. It is proposed that these routes will be supported by a range of bus priority measures, high quality vehicles, bus stop infrastructure and information facilities. The viability and the priorities for the future phases of the BRT network are currently being considered by HCC and Solent Transport. The priority for the Borough is to extend the BRT towards the centres of Fareham and Gosport to improve connections with rail, bus and ferry services accessing a wider area beyond the peninsula.
- 10.20 In order to encourage more sustainable travel, the interchange between modes should be made as comfortable and convenient as possible. There is scope to improve the interchange facilities in Gosport Town Centre between the bus and ferry services as part of the regeneration proposals for Gosport Waterfront.
- 10.21 Gosport already has good ferry links with Portsmouth and the cross harbour ferry is a major public transport service. The StAG study proposes that new ferry services be considered in the longer term between Portsmouth and Southampton, serving intermediate communities, to widen travel choice and reduce peak hour congestion.
- 10.22 **Walking and Cycling:** Cycling is already popular for trips on the Peninsula and to Portsmouth via the ferry, particularly for journeys to work and school. Peak hour congestion and the favourable topography and climate of the

¹⁷² www.gosport.gov.uk/localplan2029-evidencestudies

Borough provide an incentive for more cycling and walking trips. Further cycle use can be encouraged through improvements in infrastructure and the promotion of travel planning. The Borough Council recognises the importance of providing continuity in cycle facilities and there is a need to fill the gaps in the existing network.

- 10.23 BRT Phase 1a is a shared bus / cycle route extending the existing off road cycle track towards Fareham and offering an alternative to the A32. The future extension of the off road BRT route utilising the Fareham to Gosport disused railway line will continue to provide for cycles. There is a need to incorporate improved cycle routes as part of new development including Daedalus, the Gosport Waterfront and the Haslar Peninsula. Cycling infrastructure between Lee-on-the-Solent and Fareham Town Centre via Newgate Lane is a priority, along with the extension of the existing coastal route westward through Lee-on-the-Solent to Daedalus, which would also contribute to the National Cycleway Network, Route 2. There is also potential for developing recreational routes to the countryside which are included as initiatives in the PUSH Green Infrastructure Strategy¹⁷³ and HCC's Countryside Access Plans¹⁷⁴ (CAP).

Developer provision of new transport infrastructure (Point 2 of policy LP21)

- 10.24 New development will need to contribute to achieving the above proposed transport network improvements as appropriate to the scale and type of development as well as any transport issues related to the development. Sites will need to be served by a range of transport modes, including public transport, walking and cycling to provide appropriate levels of accessibility and modal choice.
- 10.25 In most cases the contribution will be in the form of the Community Infrastructure Levy (CIL). However in some instances for larger developments a Section 106 Agreement or Section 278 Agreement may be required to ensure that there are suitable access arrangements to the site and appropriate on and off-site infrastructure is secured to meet the needs of the development.

Safeguarding land for new transport infrastructure (Point 3 of policy LP21)

- 10.26 If land is required to enable the provision of transport infrastructure it will be necessary to ensure new development does not prejudice the ability to provide it. Strategic proposals such as further phases of the Bus Rapid Transit and the proposed improvements to the A32/Wych Lane junction are identified on the Policies Map. The Borough Council is also aware that land may be required for the proposed Newgate Lane improvements, most of which is located outside of the Borough; however a small section is proposed to run through the Borough at Brookers Field. Accordingly this part of the proposal is identified on the Policies Map. Development will not be permitted which would have a detrimental impact on the Borough's proposals for pedestrian and cycle network improvements. The Council will support the protection of strategic areas for transport improvements outside, but relevant to, the Borough such as the route for the western access to Gosport.

¹⁷³ http://www.push.gov.uk/push_gi_strategy_adopted_june_10-3.pdf

¹⁷⁴ The Solent CAP is most applicable to Gosport and can be viewed <http://www3.hants.gov.uk/countryside/access-plans.htm>