

Fareham Town Access Plan

Final Draft for Adoption

July 2012

DRAFT

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1 Introduction

Purpose of the Fareham Town Access Plan

1.1 The Fareham Town Access Plan (TAP) is a strategy document which sets out a shared vision for how access to facilities and services within Fareham will be improved. It has been jointly prepared by Hampshire County Council and Fareham Borough Council

1.2 The TAP describes the current accessibility of the town, the transport provision already in place and the relevant policy context.

1.3 The barriers or obstacles to improved town centre accessibility are highlighted and specific schemes or solutions have been identified which will improve and facilitate access for all. From this an action plan outlining issues and measures (section 5) is being developed. This action plan will be used to direct funding secured via the County Council's Transport Contribution Policy (TCP), and other sources, in a way that responds to the accessibility needs within, through and to/from the town. The TCP will become inoperable when Fareham adopts its CIL charging schedule expected in January 2013. The TAP will be used to ensure delivery of accessibility improvements, improved permeability within and to the town and the successful integration of new development.

1.4 The TAP is an evolving document and when complete will be monitored and reviewed on a regular basis. The TAP will also act as an evidence study which will support planning documents being prepared for a Fareham Local Development Framework Core Strategy, in particular the Fareham town Centre Area Action Plan.

Scope of the Plan

1.5 The TAP covers the Fareham Town Centre Action Area Plan area and a surrounding buffer area (see Figure 1). It does not extend beyond this buffer area in order for the plan to focus on localised issues and improving access to key destinations within the town. It is acknowledged that transport issues by their nature are not necessarily limited to the boundaries shown. Where the issues and potential schemes to overcome them extend over the boundary into adjoining areas they are included within the plan.

1.6 The impact of the proposed Strategic Development Area (SDA), north of Fareham, a new community of between 6,500 and 7,500 dwellings and up to 90,750 sqm of employment floor space has not been included in the Town Access Plan at this time. It is however acknowledged that access to and from the SDA to the town centre, the railway and bus station will be a key component of the TAP in the future. An Emerging Transport Strategy for the SDA was identified within the Core Strategy. The transport strategy considered the likely traffic generated by the proposed new community, its impact on the adjoining local and strategic highway networks and the mitigation measures required to accommodate this additional development

traffic in terms of capacity, operation and safety. The strategy is currently being tested using the Sub-Regional Transport Model (SRTM). The SRTM will identify the exact nature of impacts on the surrounding transport networks including those relating to Fareham town centre. The testing will show the cumulative impact of development together with the redistribution of traffic generally when development trips are loaded onto the network. Following the testing, modifications will need to be made to the transport strategy, and there will be a clearer idea of necessary mitigation throughout Fareham. Mitigation which is identified relating to the SDA but within the TAP boundary will need to be included within the TAP when development comes forward in future years, however it would be inappropriate to include measures relating to the SDA at this point in time prior to impacts and mitigation being clearly defined.

1.7 The Eclipse South East Hampshire Bus Rapid Transit (BRT) scheme runs through the TAP area, connecting Gosport to Fareham rail and bus stations and onto Portsmouth. The scheme will also connect the proposed North Fareham SDA with the town centre. Priority measures will be required within Fareham town centre to ensure the successful delivery of Eclipse. In the short term measures will be limited to: improvements to the signal controlled junction of the A27 with Redlands Lane which will provide for bus priority but will also improve the movement of all vehicles at this location; and the trial provision of bus priority measures along Western Way and Portland St to assist bus movements in the west bound direction. In the longer term measures will also be reflected in the TAP at the appropriate time as the scheme and associated delivery timescales become more clearly defined..

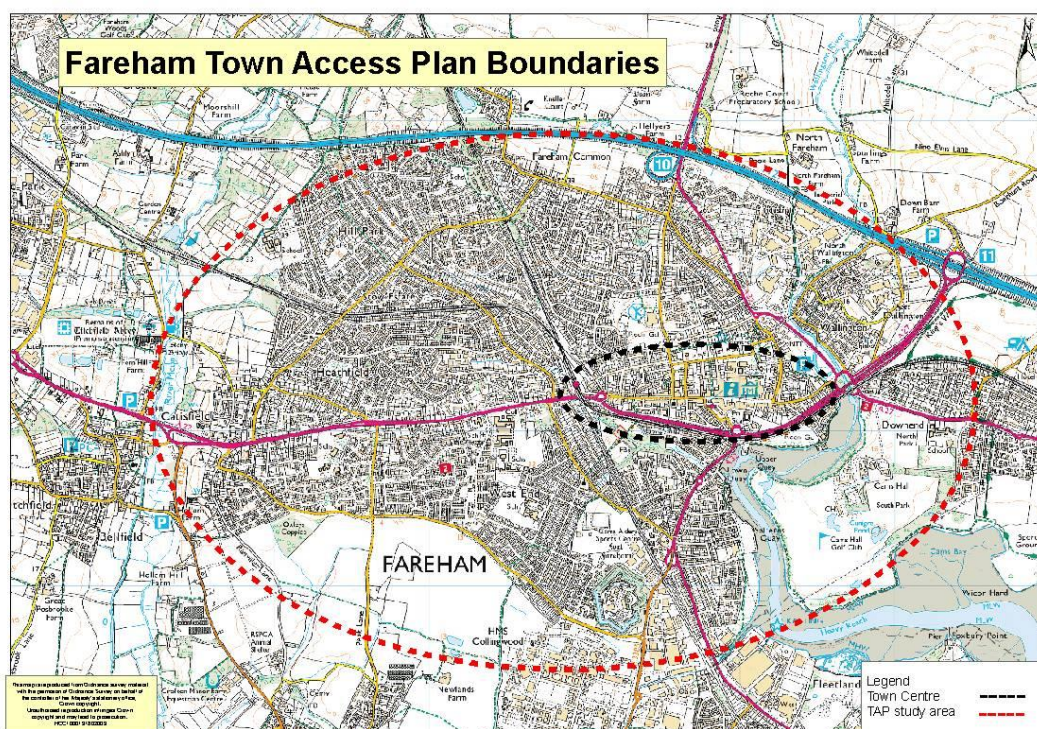
1.8 Fareham is the regional centre and is the main focus for facilities and services in the Borough. The majority of these are located within the town centre within the civic/cultural quarter, shopping and employment areas spread around the town. There are also bus and railway stations in the town centre which provide public transport to the nearest main centres of Portsmouth, Southampton and Winchester.

1.9 The TAP will look at access to all modes of transport and at accessibility of key destinations from the main residential areas.

1.10 The TAP seeks to:

- Inform an agreed list of future transport schemes for which funding can be sought and for which contributions can be collected under the TCP.
- Manage car travel demand within, through and outside of the town maximising the use of existing assets.
- Reduce journey length and the need to travel outside of the town.
- Promote clean vehicle technologies to reduce carbon emissions.
- Encourage greater use of more sustainable modes of transport.
- Improve access to public transport.
- Improve personal safety for all highway users and especially pedestrians and cyclists.
- Reduce severance caused by main roads and railway lines.

- Encourage the development of a town wide network of cycle and pedestrian facilities.
- Encourage healthier and more active lifestyles.
- Enhance and protect the character and setting of Fareham, and
- Support enhancements to Fareham’s urban public realm underpinning the future economic strength of the town.



(Figure 1 Areas covered by Town Access Plan)

Relationship of the Town Access Plan to Other Policies and Plans

1.11 Town Access Plans have their origin in the second Local Transport Plan (LTP) 2006-2011. The LTP set out a strategy for addressing accessibility based on the concept of reducing travel, managing the demand and investing where need and demand could not be satisfied. Improving accessibility was one of the LTP’s key objectives and there was a target of producing Town Access Plans in key areas of Hampshire during the period of the LTP, including one for Fareham.

1.12 The TAP reflects other key strategies both at the County and local levels. Figure 2 shows the relationship of the TAP to the various documents prepared by Hampshire County Council and Fareham Borough Council and others.

1.13 The County Council’s Corporate Plan and Hampshire Strategic Partnership’s Community Strategy will influence the content of the document

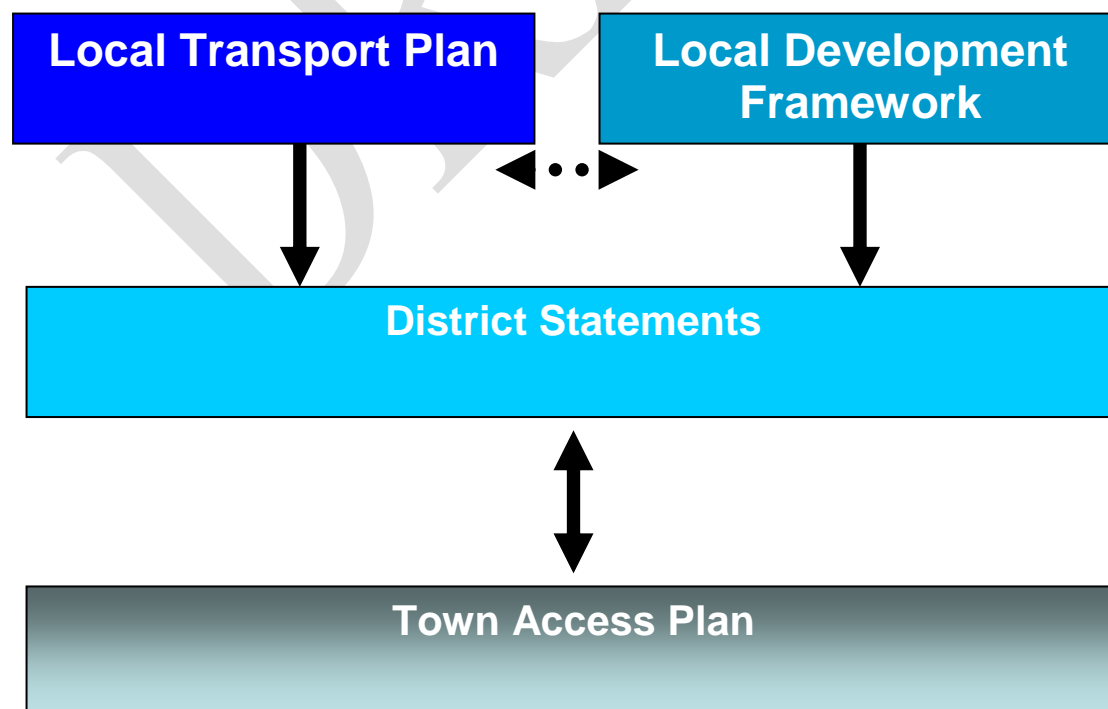
as will local aspirations and concerns that have and will emerge such as those expressed through the consultation processes for the TAP and the Fareham Borough Council's Local Development Framework.

1.14 Both Hampshire County Council and Fareham Borough Council are committed to reducing CO2 emissions and promoting sustainability. The measures contained within the Fareham TAP reflect these aims by seeking to improve public transport and make better provision for pedestrians and cyclists thus encouraging more people to use these modes.

1.15 The TAP provides a useful bridge between higher level strategies setting out the general direction of the policies and the development of specific local transport schemes to meet local concerns and needs. It has consulted with the local community and their views are reflected in the decisions made regarding the allocation and commitment of financial resources.

The Town Access Plan, Local Development Framework and the Transport Contributions Policy

1.16 The mechanism for securing funding from developer's contributions to implement the TAP is the Transport Contributions Policy adopted by the County Council as Highway Authority. The policy sets out the levels of contributions sought from development based on size, land use and multimodal trips generated. (Appendix 1). Fareham Borough Council approved the TCP for development control purposes in November 2007. The TCP will become inoperable when Fareham adopts its CIL charging schedule expected in January 2013.



(Figure 2 Relationship of the TAP to other documents)

2 Fareham - Background Information

Fareham's Development

2.1 With a history dating back to Norman times, Fareham town centre combines an historic High Street and waterfront, a modern pedestrianised central shopping area and a secondary shopping street leading to the railway station. Fareham's compact, level and pedestrianised aspect makes achieving accessibility for all a realistic target.

2.2 Fareham began to take shape as a substantial settlement by the 10th century, on the high ground above the River Wallington. In the 16th century some shipbuilding took place in the Lower Quay area, which was later linked to the town centre with a bridge over the Gilly Creek. In the late 17th century, the buildings and stores on the quayside of Fareham Creek were used as hospitals for sick and wounded sailors, and became known as 'Hospital Yard'. The 18th and early 19th century were economically vibrant, when vessels of up to 200 tons would arrive in Fareham Creek to discharge their cargo of imported granite, timber, milling grains and coal from around Europe, whilst chimney pots and Fareham Reds bricks were exported all over the world.

2.3 By the later part of the 18th century, Fareham was a well-established market town with a population of approximately 3,000. A successful open-air market still continues in the town centre today, every Monday, with a farmers market on the first Saturday of every month.

2.4 To the east of Fareham town centre is an historic High Street, which contains some fine examples of Georgian architecture, as well as one of the oldest timber-framed roof structures still in existence at no. 15. The original timber building is believed to date back to 1280-1312.

2.5 In the 13th century, the town was granted a two-day cheese, horse and cattle fair which took place in High Street on 29 and 30 June. The fair continued annually in Fareham until 1871. The island between Union Street and High Street was once the site of regular market stalls. High Street is now home to two hotels (Lysses House Hotel and The Red Lion), The Golden Lion pub, Trafalgar Guest House, several quality restaurants and a number of specialist retailers and other businesses.

Demographic Profile

2.6 The population of the five main Fareham Town Centre Wards was estimated at 34,637 (ONS Census Data 2001) 35,275 in 2003 (FBC population data).

The population is expected to reduce slightly even as small new housing developments take place, because the number of residents in each household is expected to fall in line with national trends.

The 1991 and 2001 Census data (See Table 1 below) indicates that within the five main Fareham town centre wards there is a high car ownership compared with regional and national data, though multiple vehicle ownership, although higher than national data, is slightly lower than the regional trend.

Table 1

| % of households with: | Fareham | | Hampshire | | England | |
|-----------------------|---------|-------|-----------|-------|---------|-------|
| | 1991 | 2001 | 1991 | 2001 | 1991 | 2001 |
| No car | 22.39 | 19.23 | 19.33 | 15.65 | 32.42 | 26.84 |
| With 1 car | 47.17 | 45.34 | 44.81 | 41.96 | 43.63 | 43.69 |
| With 2 cars | 24.82 | 28.36 | 29.04 | 32.99 | 19.77 | 23.56 |
| With 3 cars or more | 5.62 | 7.07 | 6.82 | 9.4 | 4.18 | 5.91 |

2.7 The 2001 Census (See Table 2 below) indicated that there is a high car usage for journeys to work, however within the town car usage is significantly lower than for trips in and out of the town. There is a high level of walking within the town and a good level of cycling.

Bus usage is both low within, in and out of the town but a significant amount of commuters into Fareham use the Bus. Train usage from Fareham station is low compared to the private car, but remains a significant transport option with over 1.5m tickets in 2009/10 (Office of Rail Regulator).

Table 2

| | Lives and Works within Fareham Wards | Lives in Fareham Wards and Works Elsewhere (Out Commute) | Lives Elsewhere and Works within Fareham Wards (In Commute) |
|--------------------------------------|--------------------------------------|--|---|
| Works mainly from or at home | 21.15 | 0 | 0 |
| Underground, metro, light rail, tram | 0 | 0.06 | 0 |
| Train | 0.41 | 5.22 | 1.75 |
| Bus, minibus or coach | 3.58 | 3.31 | 8.67 |
| Taxi | 0.73 | 0.46 | 0.32 |
| Car - driver | 40.44 | 75.46 | 73.22 |
| Car - passenger | 6.52 | 6.81 | 7.11 |
| Motorcycle etc | 1.01 | 2.48 | 2.03 |
| Bicycle | 5.91 | 3.8 | 4.12 |
| On foot | 19.62 | 1.84 | 2.31 |
| Other | 0.63 | 0.57 | 0.48 |

| | Lives and Works within Fareham Wards | Lives in Fareham Wards and Works Elsewhere (Out Commute) | Lives Elsewhere and Works within Fareham Wards (In Commute) |
|---|--------------------------------------|--|---|
| Number of Commuters Aged 16-74 in Employment | 6147 | 10343 | 11357 |

2.8 The number of elderly residents is increasing, again in line with national trends, which is significant since they tend to rely on walking and community and public transport more.

Services and Facilities

2.9 There are a wide range of services and facilities provided within the town which can meet many of the needs of the local population.

2.10 Fareham has a vibrant indoor shopping centre with a wide range of shops, services and major retailers. Fareham's original main street is now pedestrianised and also offers a range of retailers in a pleasant outdoor shopping environment, often enhanced with specialist events and a weekly market. Overall Fareham has a variety of shops including two department stores, several national multiples and numerous independent retailers. The majority are in the immediate town centre but other local shops are also available along the non pedestrianised length of West Street. The town centre includes a major supermarket and two other supermarkets are within a short distance.

2.11 The town centre has a post office, a number of banks, building societies, estate agents, solicitors, hairdressers, travel agents and other services. There are health facilities including dentists located within the town centre and a health centre including a large doctor's practice. The library, job centre, theatre and council offices are within easy walking distance just to the rear of the shopping centre.

2.12 Park Lane recreation ground is just to the north west of the town centre incorporating Fareham leisure centre, and Fareham bowling club. The leisure centre provides swimming, tennis, sport halls, squash, gym and pitches. Smaller play areas and open spaces are located throughout the residential and historic areas of the town.

2.13 Along the town centre's Georgian High Street there are numerous quality independent restaurants, retailers and services. Additional pubs, restaurants, and a night club are located around the southern edge of the town centre. Ferneham Hall and the Ashcroft Arts Centre in the town centre, regularly provide venues for concerts and live entertainment. There are a

number of community halls and private clubs catering for a range of local functions throughout the town.

2.14 There are employment areas located on the immediate eastern and southern edges of the town centre at Broadcut, Speedfields and Palmerston Industrial Estates. Fareham is well provided with schools close to the town centre including three secondary schools. Local provision for education post 16 is at Fareham college at the western end of the town centre, and local children also travel to a number of other local colleges not within the Fareham boundaries.

2.15 There is a bus station within the town centre and bus services are available to Southampton, Portsmouth, Winchester and Gosport and other destinations en-route. Fareham town centre is on the new BRT Eclipse route and is proposed that it will provide interchange to the BRT routes connecting Gosport, Fareham and onwards towards Portsmouth and other destinations. The railway station is a fifteen minute walk along West Street, with regular services to Portsmouth, Southampton, Eastleigh, Winchester, London, West Sussex, and the West Country.

2.16 There are good links to the surrounding countryside and coastal areas including country parks, rights of way, long distance footpaths and nature reserves. Fareham is also surrounded by attractions related to the areas naval and military heritage.

3. Accessibility in Fareham

3.1 Accessibility describes the ease with which a person can access or use services and activities such as jobs, education, leisure facilities and shops. It is determined by a number of factors that range from the location of services and the means of transport available to reach them, to individual factors such as a person's physical mobility and fitness and their ability to pay for transportation. This TAP considers these issues in Fareham in order to identify and address barriers to access, thereby promoting good accessibility for all to a range of services and destinations.

3.2 Improvements to accessibility are particularly important to the young, the elderly, those who are less mobile and those without access to a car. Improving access to key facilities can provide a choice of travel modes which in turn promote and support sustainable travel, and assist in maintaining and enhancing healthy, vibrant and prosperous communities.

Improving Accessibility

3.3 In order to improve accessibility in Fareham it is necessary to identify the transport issues and barriers that currently exist and how these impact on the ease with which people can reach destinations in the town. Several sources of information and methods of investigation have been used to inform the Council's understanding of these issues.

Consultation

3.4 The community of Fareham has been widely consulted on transport issues over recent years. There have been a number of different surveys carried out by the County and Borough Councils which have contained transport elements within them. Further consultation has also been undertaken as part of the preparation of this document in the form of County and Borough member and local interest group contact, a public exhibition and online web site information and survey.

Qualitative Assessment

3.5 The geography of the area, resident's perceptions and detailed information on local factors will influence accessibility to different destinations. Some local knowledge of these is an important part of being able to identify the range of difficulties and barriers which individuals may encounter in reaching their destinations. Information has been gathered through a range of informal consultations held with different services responsible within the County Council and Borough Council and wider consultation.

Travel Surveys

3.6 The County Council commissioned a travel survey in 2004 which provides information about travel behaviour in Fareham (Atkins 2004 Transport Report). The County Council also keeps data on accident records and traffic counts in the area. Further information on travel is available from the national Census and Department for Transport 2010 National Travel Survey. Monitoring of Travel Plans submitted by businesses is also carried out by the County Council.

Fareham Movement and Access Review

3.7 A West Street Transport Study was undertaken in 2007 to evaluate traffic options to improve West Street in the town centre. The review included the undertaking of a series of traffic surveys including automatic traffic counts, manual turning counts and number plate matching surveys. A further study was undertaken in 2011 to evaluate traffic options within the town centre building on the earlier 2007 study.

Fareham Rail Station Surveys

3.8 The Office of Rail Regulation data shows that based on ticket sales Fareham railway station was used by 1,511,092 passengers in 2009/10 an increase on the 1,492,026 passengers in 2008/09. Railway usage surveys were undertaken in 2010 as part of the evidence gathering for the South Hampshire Multi-Modal traffic model. The information was obtained relating to modes of travel to and from the station and station usage.

Fareham Bus provision

3.9 For more than a decade, Hampshire County Council has had a strong track record of partnership working with local bus operators and neighbouring local authorities, to invest in improvements to the principal local bus corridors. In many urban areas, new vehicles, bus priority measures and improved passenger facilities have resulted in growing passenger numbers and increased route frequencies.

3.10 The opening of the Eclipse Bus Rapid Transit services in April 2012 has seen a major improvement to bus journeys on the key Fareham-Gosport corridor, with reduced journey times and increased passenger comfort. There is considerable potential to expand this into other parts of the Fareham area in the future. (See section 3.33)

3.11 The County Council will continue to work with the bus operators to identify and minimise delays to bus services in Fareham and the surrounding area, and thereby improve access without requiring the use of a car.

Current Provision

3.12 Transport links have been key to Fareham's development and an effective transport network remains a prominent feature today. Fareham's road network and parking provides reasonable access for car travel to the town centre and for trips around the town. The good provision for cars is reflected in the modal split with 80%¹ of trips in Fareham being made by car, compared to a national average of 64%². In total, 91% of all work business trips are made by car by Fareham residents.

3.13 The second most used trip mode to the car, is walking. Eleven percent of trips in Fareham are made on foot, while only six percent are made by public transport (Bus 4% and Train 2%) and two percent by cycling. Statistics also indicate a high degree of self-containment with regard to the trips made by Fareham residents, 70% of working residents are employed within the town and over a quarter of all trips made are under a mile in length. This suggests that there is the potential for more non-car trips.

3.14 The following paragraphs set out a summary of the current position for different modes of transport within the town.

Roads and Traffic

3.15 Access within the town by car is generally good, there is adequate road capacity and minimum congestion during the working/shopping day. However, there are major congestion problems during the weekday morning and evening peak hour periods on the adjoining strategic (M27) and adjoining

¹ Atkins, 2004 Transport Report

² Department of Transport, 2010. *National Travel Survey*

local highway network (A27 & A32). The result of this congestion is that traffic “rat runs” through the town centre to avoid this congestion. This element of traffic now accounts for in excess of 70% of traffic on the town centre road network during these peak periods. As a consequence bus journey time reliability and access to/from the bus station is compromised particularly during the morning and evening peaks. The A27 immediately to the south of the retail centre acts as a by-pass for through traffic. However, the road is subject to congestion as it also provides the main access/egress for Gosport peninsula traffic (A32), provides access to/from the M27 via junction 11 and access to/from the town centre and those settlements that abut the A27 to the east and west of the town centre. As a consequence, the A27 experiences major congestion during weekday morning and evening peak periods due to its roundabout junctions at West Street/Fareham Railway Station, A32 Quay Street and A27 Delme Arms being unable to cater for the traffic demands placed upon them. Constraints on the A27 west of the town centre relating to signalised junctions and sections of reduced link capacity are also material in contributing towards peak hour congestion in central areas.

3.16 Due to geographical constraints, historic viaducts, road and rail infrastructure, the built environment, environmental considerations, air pollution and financial constraints it is not possible or desirable to provide the extra physical capacity required to cater for the present traffic flows at these roundabout junctions or on their approaches. Therefore, the Highway Authority will be investigating the opportunity to introduce traffic control measures to manage the traffic demands in a more efficient manner thereby improving journey time reliability.

3.17 A junction improvement scheme at the A27 Market Quay roundabout was completed in November 2011 to facilitate the Tesco store development on the old foundry site. The aim of the roundabout improvement is to improve traffic flows through the junction, help to accommodate traffic from the Tesco development and provide improved pedestrian and cycle crossing facilities.

3.18 Traffic congestion has contributed to poor air quality on the A32 Gosport Road northbound approaches to the A27 Market Quay roundabout and within the town centre at Portland Street resulting in these locations being designated as Air Quality Management Areas.

3.19 Fareham Borough Council acts as parking authority under agency agreement with Hampshire County Council. Fareham Borough Council are therefore responsible for administering and enforcing parking regulations within the borough. Fareham Borough Council operates a total of 2380 off street parking spaces within the town, and numerous district centre and coastal car parks.

Within the town there are 1868 short-stay off-street spaces that are aimed at shoppers and other short-duration visitors and 512 long-stay off-street spaces that are for use by commuters and other visitors wishing to stay longer than five hours. Staying longer than five hours in the short stay car parks is currently prohibited in order to make spaces available for shoppers.

3.20 Under current FBC policy short-stay car parks are charged at £1.00 an hour, except Market Quay which is £1.50 per hour. If stay duration is longer than five hours a penalty charge is levied. The long stay car parks enable visitors to stay all day for £3.50. There is currently no charging regime active in the coastal or district centre car parks.

There is also some on-street parking available mostly in limited waiting bays for which there is no charge. Many of the residential streets surrounding the town centre are now subject to residents parking schemes, which prevent non-residents parking on them unless they have a visitors' permit. This has reduced the number of commuters parking on street.

3.21 Enforcement is carried out by Fareham Borough Council Civil Enforcement Officers, who are authorised to issue Penalty Charge Notices (PCNs) to motorists in breach of parking regulations.

Fareham Borough Council is in the process of developing a new Fareham Borough Parking Strategy that will set out the parking policy for the Borough for the next five years. As the content of this strategy becomes apparent any relevant schemes will be included as part of the TAP.

3.22 Highway maintenance is carried out by Hampshire County Council Highways. Along with normal Highway maintenance and reaction to minor reported defects issues a longer term strategic plan is in place for the longer term improvement of the road network. This programme of works is known as Operation Resilience and details of the forward programme can be found on www.hants.gov.uk.

Walking

3.23 Walking is the most popular means of travel after the car. Residents choose to walk for a number of reasons but generally because it is more convenient, saves money and has health benefits.

3.24 The provision and condition of footways and footpaths within the town varies. In the town centre, particularly in the older streets, some of the footways are very narrow. Greater priority has been given to pedestrians in the main shopping area of West Street between Quay Street and Harper Way. The remaining sections of West Street from Hartlands Road westwards to Crescent Road, and Quay Street eastwards to High Street were enhanced in 2008 and 2011 respectively. The enhancement schemes included increasing footway widths and surfacing, providing crossing points, improved street lighting and reducing vehicle speeds. The remaining section of West Street from Crescent Road to the railway station however has not been improved yet and here the provision for pedestrians could be enhanced to make the area more attractive to those who are walking, particularly at the station roundabout and the station's access road. Although pleasant and attractive the area around the historic High Street conservation area has instances of

sloping footways due to historic street levels, poor crossing facilities and wide areas of highway separating the businesses.

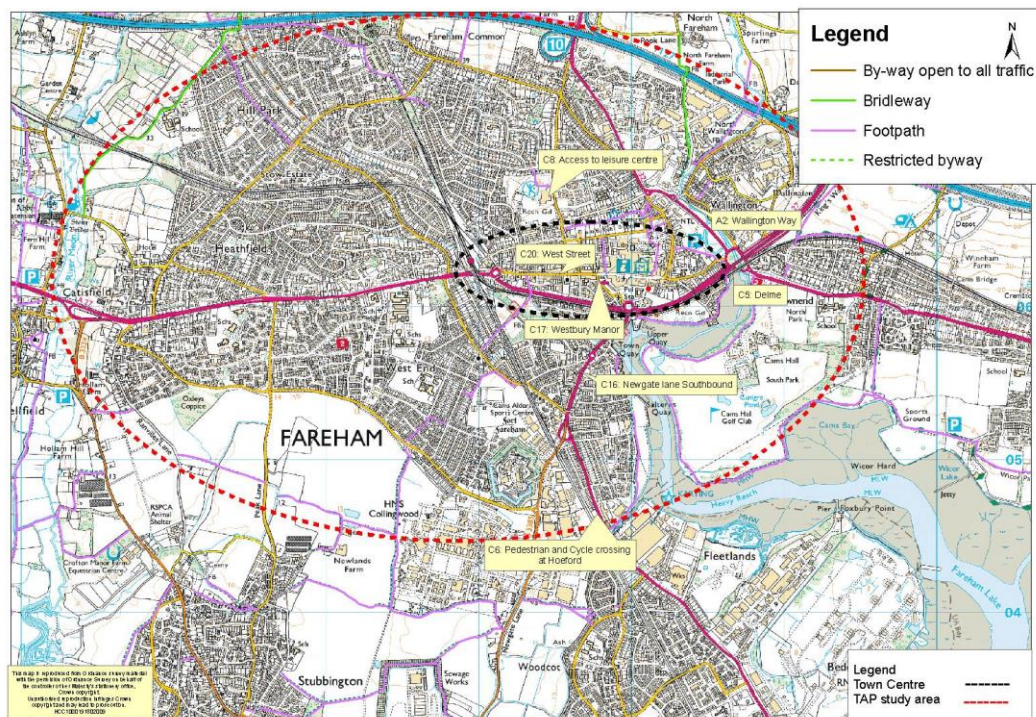
3.25 The section of West Street from the western end of the pedestrianised area to Hartland's Road suffers from problems with LGV and HGV unloading, vehicle circulation, passenger drop off and pick up, unauthorised waiting and Taxi egress from the rank. This results in significant vehicular and pedestrian conflict and a reduced quality of experience for pedestrians. There is a need to improve the management of this environment. There is also an issue of severance with the south side of West Street due to desire line crossing of Hartlands Road.

3.26 As part of the FBC led town centre improvements new signage has been included to aid walking to key destinations.

3.27 The town benefits from some segregated footpaths linking the outer residential areas to the town centre. Some of these are located alongside waterfronts with the opportunity to provide a safe, and pleasant pedestrian environment away from the busier roads. The route alongside the Wallington river into the town centre would benefit from work to upgrade it with improved surfacing, better lighting and new dropped kerbs/ramps to make it more accessible and attractive. Crossing points are also required in some areas to aid crossing busy roads. Access through the subways under the A27 and railway which provide useful pedestrian and cycle links could be enhanced.

3.28 The types of footways within the residential areas vary depending on the time when they were built, but some of the older estates such as West End and parts of Hill Park could benefit from an upgrading of the pedestrian environment. Other routes are in need of the provision of standard dropped kerbs in appropriate locations. There can also be problems associated with the number of dropped kerbs for driveways and entrances in some areas where the resultant undulating camber along the pavement can be difficult for pedestrians and mobility impaired users to negotiate. Footways should be provided which are suitable for use by all members of the public.

3.29 Maintenance of the footways is also an issue with some routes in need of repair, vegetation clearance, improved drainage and better surfacing. Certain groups of pedestrians such as the elderly or those with mobility impairments particularly require a good, even, slip resistant surface to make access easy and safe.



(Figure 3: Proposed walking scheme locations, as listed in Chapter 5, Implementation plan)

Cycling

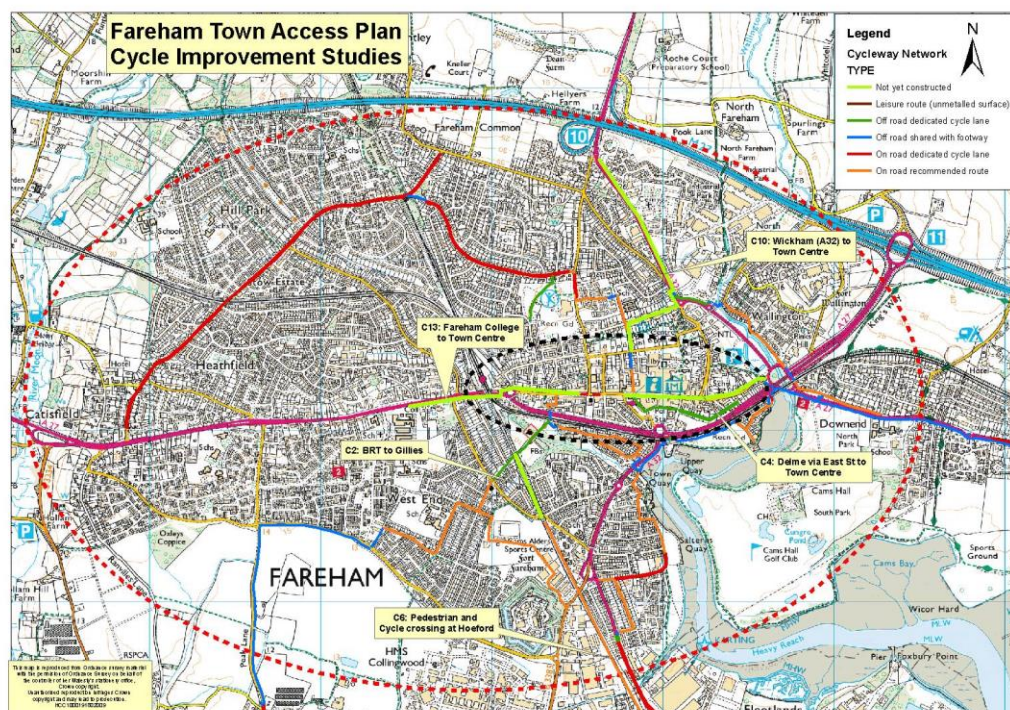
3.30 Fareham Borough Council will be undertaking a review of its “Cycle Strategy 2005-2011”. The existing cycle strategy’s vision is:

“To have a network of roads, dedicated routes and facilities throughout the Borough which enable cycling to be a safe, attractive and enjoyable mode of transport, where people will choose to cycle for commuting, travelling to school, shopping and recreational purposes.”

The strategy seeks to promote cycling within the borough through the provision of a number of key routes. The town is fairly compact and most residents are within easy cycling distance of the centre and the majority of the area is relatively flat and easy for cycling. However, due to the railway line and the volumes of traffic using the A27 and A32 this can act as a deterrent to cycling to access the town centre for certain residential areas adjoining the town centre.

3.31 The existing network consists of both utility and leisure routes within settlements and linking them along major roads. Some of the routes are purpose-built schemes for cyclists, others are shared paths with pedestrians, and some are on road advisory schemes. Some cyclists are confident using the roads whilst others prefer more protected off road routes where it is busy and/or there is fast moving traffic. The strategy seeks to cater for a range of abilities and requirements.

3.32 Within Fareham there are a number of schemes which have been implemented which provide important sections of the network including the A27 cycle route linking Portchester to the town centre, The Gillies cycle route along with the recently completed A27 Market Quay roundabout improvements which provides safe and segregated cycle access for those residential areas south of the A27 to the town centre. The central area with narrow roads makes provision of separate cycle ways difficult and reducing speeds of traffic and altering the priority away from motor vehicles in these areas is likely to be the best way forward. Routes out from Fareham along the A27 The Avenue and along the A32 Wickham Road are potentially important routes for cyclists. These routes require investigation to ascertain whether meaningful cost effective cycle infrastructure can be provided to unlock the latent cycle demand for using these routes.



(Figure 4: Proposed Cycle scheme locations)

Eclipse Bus Rapid Transit

3.33 Eclipse Bus Rapid Transit is a high specification form of public transport that combines the image and performance of light rail with the cost and flexibility of a bus. Eclipse provides a viable alternative means of transport for residents in Gosport and Fareham avoiding lengthy delays on the A32 and around the Market Quay roundabout and providing direct links to both existing and proposed key destinations. Eclipse has already been provided on the dedicated busway south from Redlands Lane to Tichborne Way in Gosport with on highway links south to Gosport town centre and north to Fareham town centre via Redlands Lane onto the A27 and east to the railway station and along West Street to the bus station. Eclipse runs through the centre of

the TAP area providing connectivity to the wider urban area beyond. In order for the Eclipse scheme to be as successful as possible priority measures will be required in Fareham town centre, including the trial provision of bus lanes on Western Way and Portland Street to assist westbound bus movement. The bus lanes will enable buses to have reliable journey times between the bus and rail station and will provide connectivity for linked trips. The exact nature and location of any potential additional measures are currently being investigated. For more information on Eclipse please see www.eclipsebus.co.uk

Rail

3.34 In the last few years the station has seen an increase in passenger numbers. The station buildings and general environment around the area has been improved with the provision of a new footbridge and lifts erected to the north of the station buildings and canopies. The lifts now allow the station to comply with the 1995 Disability Discrimination Act, allowing wheelchair access to all platforms. Related work has included tactile strips to all three platforms. The ticket office has been refurbished with a new entrance to the platform and automatic ticket barriers have been installed. A new station shop has recently been constructed to the end of the station building on Platform 3. "Sheffield stand" style cycle parking is available along much of the length of platform 3, and individual lockable cycle storage units are available near to the station entrance.

3.35 The station forecourt is quite cramped as it accommodates a 12 space taxi rank, 10 motorcycle spaces, 4 drop and go spaces, 8 thirty minutes collection spaces (one disabled), and passenger surface parking for 187 spaces including 4 dedicated blue badge spaces. The Station roundabout entrance also provides access to a number of businesses including an aggregates depot, a tool hire firm, a garage repair business and fire station and a recently provided, privately operated, public surface car park on the site of the previous "Prague Junction" night club providing an additional 61 spaces. Mainly due to the access issues off Station Roundabout and the tight turning circle, no public service buses use the station forecourt. Bus stops serving the railway station are located on West Street and A27 The Avenue. Pedestrian access to the station forecourt is relatively poor when approaching from the Station Roundabout and A27. Steep steps lead to/from the A27 and there is much vehicular/pedestrian conflict from the station roundabout as a result of the various businesses that operate from the access and the station parking and pedestrian movements.

3.36 Previous South Hampshire Rapid Transit and current Eclipse Bus Rapid Transit studies have identified that the Fareham railway station should ideally become a transport interchange with a direct link from Eclipse Phase 1 along the railway corridor either over or under the A27 and with a further crossing of the railway line directly accessing the railway station forecourt to drop and pick up railway passengers. Discussions with operators and stakeholders have identified a preference to enhance stopping facilities and connectivity between

bus and train for pedestrians directly from the A27, possibly involving much larger stop shelters and lifts up to the station from the A27, plus a reconfiguration of the station roundabout to traffic signal controlled which will free up space for pedestrians and enable Eclipse buses and traffic to be much better managed through this critical junction. The significant infrastructure costs and complexities of providing a link across the rail line and A27 and the difficulties with actually going into the station with the consequent journey time delays mean that a bus route into and out of the station is unlikely to be favourable. Any forecourt improvements which may be developed through the Fareham Borough Council Area Action Plan should seek to provide modal interchangeability and improved facilities for pedestrians and cyclists.

Community Transport

3.37 There are a number of community transport services which play an important role for those who have mobility problems. Dial a Ride provides door to door transport for those who find it difficult or impossible to use ordinary bus services or for those who live more than 400 metres from a bus stop and serves Fareham and the surrounding areas. The Fareham Dial a Ride service is provided by Fareham Community Action. There are other voluntary organisations who also provide community transport schemes.

Smarter Travel Choices

3.38 Smarter travel choices encompass a range of measures that seek to give better information and opportunities, helping people to choose to reduce their car use whilst enhancing the attractiveness of alternatives. Such measures include travel planning (school, workplace and residential) information provision, personalised journey planning, awareness campaigns, car clubs, car sharing and flexible working. The Department for Transport estimates that the potential benefit from such measures is significant and that they compare favourably in terms of cost to other capital schemes. They can therefore help to reduce car traffic and encourage more active travel, thereby supporting the objectives of this plan.

3.39 Both the County and Borough Councils promote and encourage the use of healthier and more sustainable modes of travel. The aim is to promote a change in travel patterns and behaviour by securing well designed developments underpinned by robust and effective travel plans. A travel plan seeks to deliver a package of measures to widen travel choice and reduce unnecessary car use by encouraging the use of other modes. All of the schools in Fareham have a travel plan, and four of the larger employers in the town have travel plans. The new community proposed at the SDA north of Fareham will also have a residential and employment travel plan.

Freight

3.40 The management of freight around the town can be a problem given the location of some of the industrial estates in relation to delays from peak congestion. Whilst the new retail development within the town centre provides

off street servicing facilities the remaining retail and business developments do not have such good provision and this can result in on street servicing which can be exacerbated by servicing using inappropriate sized vehicles. This can cause problems of obstruction due to loading within the town centre pedestrianised area. This has been alleviated to some extent by informal negotiations with some retailers to change timing of deliveries.

Planned Development

3.41 The proposal for up to an additional 6,500 to 7,500 homes at the SDA on the northern boundary of the town includes retail, employment, community and open space provision to support the new community. The new housing will be linked to existing services and facilities within Fareham town centre and good transport links will be provided to ensure good accessibility for the new residents particularly by BRT and walking and cycling routes. A residential travel plan will help to promote the use of sustainable transport and improved transport infrastructure will be provided.

3.42 Fareham Borough Council's Town Centre Area Action Plan (TCAAP) and Site Allocation Development Management Development Planning Document (SADM-DPD) will identify future opportunities for additional residential, commercial and leisure development in the town centre and on sites adjoining the town, to meet future needs and demands over the next 15-20 years. Any development will be expected to promote and contribute to sustainable modes of transport and enhance existing links to the town where applicable. Travel plans will also be required.

Trends

3.43 In addition to the planned development in Fareham there are three key trends which are likely to contribute to future challenges to transport provision.

- Increasing car ownership and increasing car use is forecast to lead to significant growth in traffic with predictions suggesting that traffic may grow nationally by 29% by 2015 and 38% by 2030 compared to 2000 levels, while traffic on Hampshire's local road network is growing at around 1% a year. Whilst the recent rises in petrol costs and the current recession may have an effect on these predictions, (and increased car ownership does not necessarily mean increased car usage), it is likely that some traffic growth will occur at the national and county levels and this will be reflected in Fareham unless measures are taken to reduce it and provide viable alternatives. Increasing car use can lead to increasing congestion and can lead to reduced road safety, less reliable journey times and associated public health issues.
- The age profile of the population is likely to change broadly in line with projected trends for Hampshire. An increase of around 50% in the number of people aged 65 or over is expected between 2001 and 2026. This will have implications on patterns and purposes of people's trips and many people may become less able or willing to drive as

they age. It will become increasingly important to ensure that appropriate walking, public and community transport facilities are available.

- Climate change is likely to lead to a number of changes to weather patterns with potential effects for transport planning. New developments and transport schemes will need to consider what these impacts may be in the future and possibly be designed to account for higher temperatures, episodes of high rainfall and flood risk.

4 Improving Accessibility in Fareham

4.1 The current trends identified and the additional development permitted in Fareham will lead to increases in traffic movements in future years. It could reduce the attractiveness of other forms of travel such as public transport walking and cycling. For example without priority measures buses will get delayed due to congestion, roads may become more difficult to cross for pedestrians and cyclists as a result of negotiating busy traffic. Those without access to a car may find greater difficulty in accessing jobs, services and facilities.

4.2 The TAP can be used to identify ways to improve the ease with which people can use public transport, walk and cycle around the town to encourage their usage. This would then produce less congestion and more reliable journey times for those journeys which need to be made by car.

4.3 Good accessibility within the town will encourage individuals to walk and cycle more frequently to use facilities nearby helping to reduce car dependency and associated road congestion. In practice this means ensuring that footpaths and cycleways, particularly to local key destinations, are direct, attractive, safe, and that road crossings are in the right position to reduce problems of severance. Improvements to accessibility are particularly important to those vulnerable groups such as the young, elderly, less mobile and those without access to a car. New developments and improvement schemes should ensure appropriate access for all of the population including mobility impaired users. Improving access can provide choice in travel behaviour which will in turn promote and support sustainable travel, ensure inclusiveness, and enhance and maintain vibrant, healthy communities and prosperous places to live and work.

4.4 Schemes which are implemented to improve accessibility should consider measures to enhance and protect the environment, including having regard to conserving the ecology of the area. Retaining and where possible enhancing a pleasant and interesting local environment will help to encourage more people to walk and cycle and to enjoy their surroundings. Fareham already benefits from having interesting historic buildings and spaces as well as interesting wildlife habitats particularly around the towns waterfronts. The enhancement of the environment and network of green infrastructure both in the town and leading out to the countryside should be sought in the implementation of new schemes.

4.5 This approach supports a range of policy objectives of both Councils, especially:

The Borough Council's Sustainable Community Plan which aims to reduce traffic congestion, adapt to the impact of climate change, improve the overall sustainability of the borough and reduce carbon emissions.

The County Council's Local Transport Plan 3 Policy Objective 12: Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being.

4.6 There are a number of barriers to access which can be identified and are set out in table 3 below. Not all of these are physical and there will be a range of different measures needed if accessibility is to be improved.

Table 3 Barriers to Good Access

| | |
|---------------------------------------|---|
| Lack of appropriate facilities | A variety of facilities are required to assist and facilitate access, such as dropped kerbs for those with mobility difficulties or children's buggies, or a direct bus service from origin to destination or a surfaced path for those walking to work/school. |
| Physical barriers | These will vary from large scale barriers such as a main road, motorway, railway or river, to small scale such as steps or badly undulating pavements for those with buggies, cycles or mobility difficulties. |
| Safety & security | Individual's perception about the built environment will have a strong influence on whether they walk/cycle. Lighting and the overlooking of paths by buildings and the wider community is a factor when making a decision about how to travel. |
| Information & awareness | The availability of information about alternative modes is key when deciding how to travel. Signage, the availability of public transport times, real time information and route planning offer choice and confidence when making a journey. |
| Cost | Cost is often a barrier to the use of motorised forms of transport, including the car. There are households which do not have access to a car in Fareham. Such families are therefore more reliant upon the provision of public transport which itself can be a cost barrier. |

5 Town Access Plan

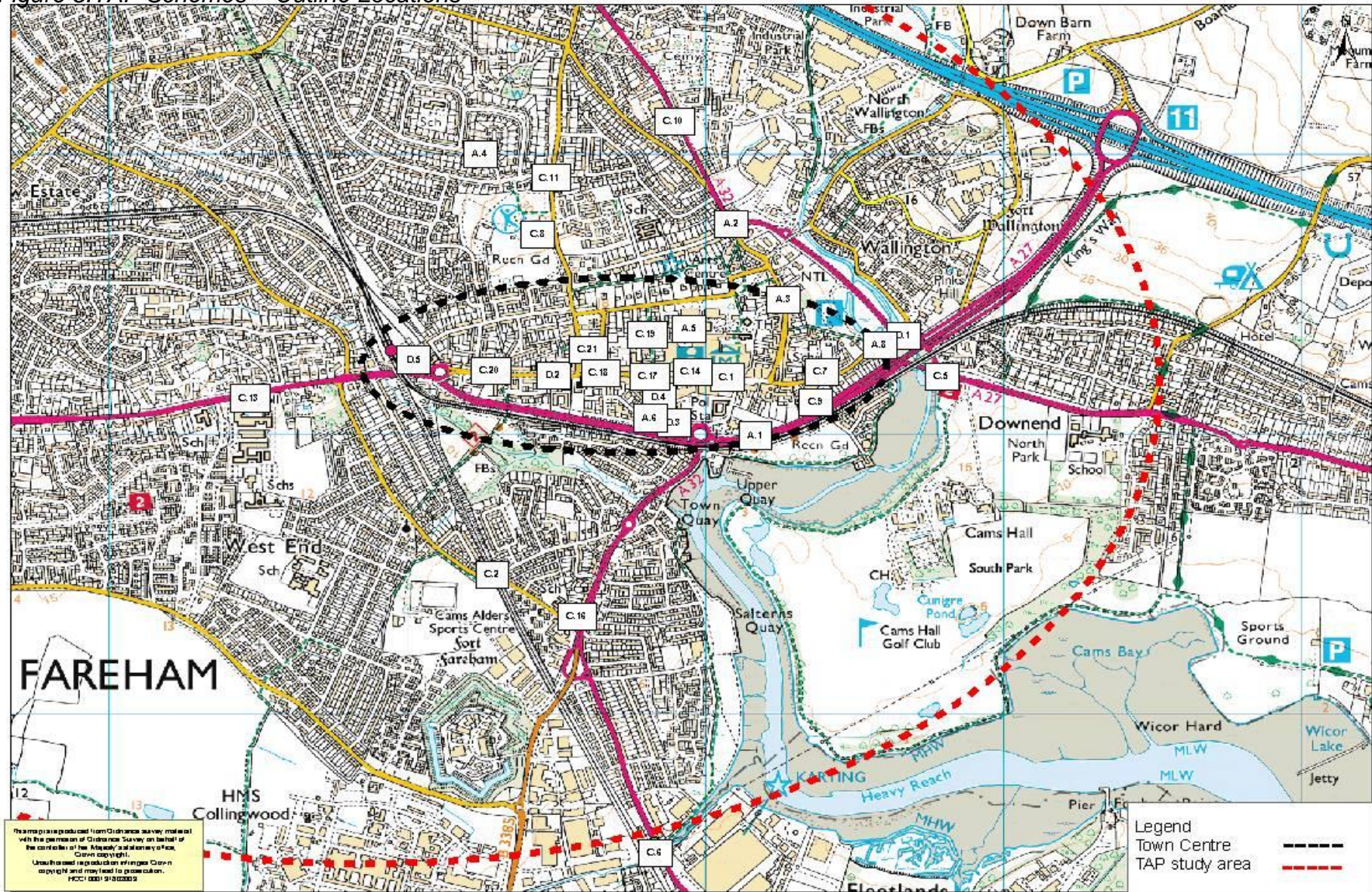
Issues and Measures

5.1 As a result of the various consultations and technical studies that have been carried out a number of schemes have been identified. These have been set out in the tables which follow. The locations of some of the schemes are shown on Figure 5.

5.2 The suggested improvements to the transport infrastructure could be funded from a number of different sources. The main source is likely to be the contributions negotiated in association with new development based on the County Council's Transport Contributions Policy (TCP) and forthcoming CIL. In addition schemes may be funded from the Capital programmes of both Councils and where possible through bids for central government funding or grants from other sources.

5.3 The schemes have been divided into short term which have funding already identified, and longer term, where funding has yet to be identified. Those in the short term tables are considered to be likely to be implemented within one to four years. Those in the longer term tables, particularly relatively minor schemes, may be brought forward if funding becomes available earlier. Some of the issues identified have yet to be considered in detail to identify whether a viable solution is feasible

Figure 5: TAP Schemes – Outline Locations



Implementation Plan

List of Road and Traffic Schemes

Traffic management can contribute to improving accessibility in a number of ways. It can help to direct and control the movement of road traffic to ensure that drivers can reach their destinations in the quickest and easiest manner. Managing traffic also plays an important role in making non-motorised modes of transport safer and more attractive by ensuring that traffic travels at the most appropriate speeds along the most suitable routes.

Short term

| ID | Issue | Proposed Measure | Status | Funding |
|-----|---|--|---|--|
| A.1 | Vehicle conflicts at the merge of Eastern Way | Traffic management or Safety Engineering Scheme | To Commission review 2012/13 | TAP, minor works or safety budget dependant on outcome of review |
| A.2 | Safety concerns at Wickham Road Roundabout | Simple traffic management or Safety Engineering Scheme | To Commission review 2012/13 | TAP, minor works or safety budget dependant on outcome of review |
| A.3 | Junction Layout at Civic Way and High St. | Simple traffic management or Engineering Scheme | To Commission review 2012/13 | TAP or minor works |
| A.4 | Traffic in residential areas | 20 mph residential zones | Awaiting HCC policy guidance and pilot schemes outcomes | TAP or developer funded |
| A.5 | Delivery of smarter choices to reduce congestion, increase active modes and patronage of public transport | Travel plans Bike Schemes Car Share Smart Tickets | Opportunities to be explored as part of TAP, and LSTF bid | LSTF bid |

Long Term

| ID | Issue | Proposed Measure | Status | Funding |
|-----|-----------------------------------|--|--|--|
| A.6 | Congestion delays on the A27. | Consider junction improvements Including Delme, Quay St, Station Rbt, Redlands Signals, The Avenue, Peak Lane, Catisfield, Titchfield Gyrotory and St Margaret's | Corridor study regarding the various junctions and congestion spots. | No funding currently identified, but developer funded where funding becomes available. |
| A.7 | Congestion around Stubbington | Western access to Gosport. | Environmental impact and cost makes its implementation unlikely in the short term, however Enterprise Zone developments at Daedalus may result in a review of Highway improvements in this area. | No funding available |
| A.8 | Trinity Street one way congestion | Reverse or remove Trinity Street one way | To Review previous studies and Traffic management options | No funding available |

List of parking control and management measures

The availability, location and cost of parking is critical in determining accessibility by car. Providing good quality and appropriately located parking is important to support services and facilities in the town. There also needs to be appropriate management of the level of parking and routing of traffic to prevent traffic congestion and excessive parking in inappropriate locations such as residential streets. Adequate provision of disabled parking is essential to ensure that those individuals with limited mobility are able to access the services and facilities they desire.

Parking stock, enforcement and residents scheme are generally the responsibility of Fareham Borough Council under their agency agreement with Hampshire County Council. No specific schemes related to parking have emerged from the Town Access Plan that can be solely progressed by Hampshire County Council, though should schemes arise from FBC that require HCC support then they could be assessed for inclusion in the scheme list.

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Schemes for Improving walking and cycling

Providing high quality facilities for pedestrians and cyclists will improve accessibility and enable the growth of the area in a way which minimises the impact of additional vehicle trips. It is particularly important that new development ties into the existing infrastructure to encourage sustainable travel patterns. Good facilities will encourage more people to choose walking and cycling and these active travel modes support a range of objectives:

- Improve the accessibility of local services and facilities helping to support the local economy
- Provide a free means of travel which is available to all people of sufficient mobility thus reducing social exclusion
- Can provide an alternative to car use for local journeys and help to tackle congestion and improve safety
- Are emission free and do not contribute to air pollution, climate change or noise.
- Provide exercise and therefore improve people’s health and wellbeing, and enable face to face contact which can assist with social cohesion.

Short Term

| ID | Issue | Proposed Measure | Status | Funding |
|-----|--|--|--|---------------------------------------|
| C.1 | Lack of cycle parking around town centre, and cycle prohibition along West Street bus lane | Provide additional cycle storage in the pedestrianised area, along with a review of the cycling restrictions | FBC traffic management and HCC proposals to be submitted to gain local members approval. | TAP funds and FBC traffic management. |
| C.2 | Missing North South cycle links from BRT at Redlands Lane into Fareham Town centre. | Consider the continuation of the cycle route to link with the existing cycle provision at the Gillies | Study to complete missing link to be commissioned 2012/13 | TAP funded |

| ID | Issue | Proposed Measure | Status | Funding |
|-----------|---|--|---|---|
| C.3 | Peak Lane cycleway emergence at Titchfield Road, and review of Peak Lane cycle crossing points | Consider Improved road markings, junction arrangements and crossing points | Improvements study to be commissioned 2012/13 | TAP or Developer contributions |
| C.4 | Cycle route from Delme roundabout has no legal exit onto East Street | Provision of simple highway scheme to create exit for cycleway | Maintenance led scheme commissioned mid 2012 | Highways minor works |
| C.5 | Cams Hill shared use cycle way and pedestrian severance around Delme Rbt | Review existing provision and crossing opportunities as part of BRT bus priority measures. | BRT route studies have been commissioned, awaiting results during 2013 | Cams Mill Development and BRT Delme Junction improvements |
| C.6 | Difficulty crossing the A32 at Hoeford to access Salterns Quay open space, BRT stop, and cycleways. | Consider Toucan Crossing at A32 Hoeford | Design and cost commissioned 2012 | TAP / LTP |
| C.7 | Difficulty crossing wide bell mouth at Upper Bath Lane | Simple refuge scheme, or narrowing of Upper Bath Lane entrance | Redevelopment of land at rear of Tesco's now has this as a planning condition. | Developer funded |
| C.8 | Fareham Leisure Centre accessibility | Conduct street audit with leisure centre management and local disability forum to produce a list of measures | Study to be commissioned 2012/13 | TAP or development funded |
| C.9 | Review of A27 Underpasses | Check underpasses for condition, and suggest improvements | Some underpass refurbishment is being carried out as part of BRT works. Walking audit to check condition of others during 2012/13 | Minor works or from maintenance budget |

Longer Term

| ID | Issue | Proposed Measure | Status | Funding |
|------|---|---|--|---|
| C.10 | Wickham to Fareham cycle routes along A32 and Wickham Road. | Provide off road cycleways where possible and additional on-road facilities on the approach to the town centre. | Options study to examine missing links and opportunities for North South cycle provision to be commissioned during 2012/13 | TAP or Developer contributions potentially related to SDA |
| C.11 | Park Lane Cycle provision | Improve connectivity from Miller Drive along Park Lane , Including access to Leisure Centre | Options study to examine missing links and opportunities to be commissioned during 2012/13 | TAP or Developer contributions |
| C.12 | Cycle routes connection from Cams Hill through Portchester to link with Portsmouth network. | Consider signs, lines and facilities to aid cycling along the suggested route by Castle Industrial estate. | Options study to examine missing links and opportunities to be commissioned during 2012/13 | TAP or Developer contributions |
| C.13 | Fareham College to railway station cycle route | Consider on road, or shared use cycleway | Options study to examine missing links and opportunities to be commissioned during 2012/13 | TAP or Developer contributions |

| ID | Issue | Proposed Measure | Status | Funding |
|------|--|--|--|---|
| C.14 | Fareham East West cycle network. | Missing links and improvements study From Delme Roundabout, East Street, Quay Street, Bath Lane, Tesco's development, Osborne Road, West Street, Gordon Road, to rail way station. | Options study to examine missing links and opportunities to be commissioned during 2012/13 | TAP or Developer contributions |
| C.15 | Newgate Lane - Online widening and cycle provision | Straighten and widen the lower section of Newgate lane to include better traffic management and provide off road shared use for pedestrians and cyclists | Studies have been commissioned, and delivery anticipated during 2013/14 | Centrally funded with additional developer funding. |
| C.16 | Newgate Lane southbound footways from Redlands Lane to Speedfields, and crossing opportunities | Pedestrian phases at proposed Longfields & Speedfields traffic signals and footway accessibility audit | Studies have been commissioned, and delivery anticipated during 2013/14 | Centrally funded with additional developer funding. |

| ID | Issue | Proposed Measure | Status | Funding |
|------|--|---|---|---|
| C.17 | Around Westbury Manor and Hartlands Rd the formation of the pedestrianised area has resulted in concentrated turning and movements of Taxi's, HGVs, and pedestrians. Issues of pedestrian safety, crossing opportunities & vehicle movements | Consider additional crossing points or extending the existing pedestrianised area. Remove the conflict by resolving the access for Taxi's and deliveries via major redevelopment. | Longer term FBC redevelopment plans or short term Traffic management scheme. | No funding identified until Fareham Town Centre redevelopment plans are realised. |
| C.18 | Pedestrian severance around Fareham Town Centre Gyrotory. | Technical team to review pedestrian phase of traffic signals. | Further review of traffic signal phases 2012/13 | No funding identified |
| C.19 | Pedestrian severance caused when Fareham shopping Centre is closed. | Review of available alternative routes including Westbury Path and Civic Way / church footpath. | The FBC Town Centre Area action plan looks to enhance the evening economy and facilities associated with redevelopment opportunities. | No funding identified until Fareham Town Centre redevelopment plans are realised |
| C.20 | West of West Street environmental Improvements | Public realm design improvements will include de-clutter initiatives, and consultation with access groups and other stakeholders. | FBC led initiatives to improve the west of West Street public realm and street improvements. Implementation anticipated during early 2013 | Fareham BC and HCC partnership working. Funding from FBC, and HCC identified. |

| ID | Issue | Proposed Measure | Status | Funding |
|-----------|-----------------------------------|---|--|-----------------------|
| C.21 | Trinity St narrow footway | Consider reversing the one way or restrict traffic to a single lane thus allowing a widened footway | The resulting restriction in highway capacity would need to be modelled to ensure knock on effects are not detrimental to town centre flows. | No identified funding |
| C.22 | Cycle Parking Arundel Drive shops | Cycle racks by Arundel Drive Shops | Investigate highway extent and design of suitable racks | TAP scheme |
| C.23 | Additional Lighting Church Path | Additional street lighting along church path | To be investigated with PFi | TAP Scheme |

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List of Public and Community Transport Schemes/Measures

Public and community transport plays a key role in providing access, particularly for those people who do not have access to a car or who have limited mobility. Good public transport provision gives people an alternative choice to car ownership and car journeys. This can reduce levels of car use and ensure that people do not suffer from social exclusion because they are unable to own or drive a car.

Short Term

| ID | Issue | Proposed Measure | Status | Funding |
|-----|--|--|--|-----------------------|
| D.1 | Reduce public transport delays on the A27 Corridor, including congested westbound approach to Delme Rbt during evening peak. | Consider Bus priority measures , including junction priority, bus lanes, and automated traffic signals | Ongoing BRT studies are reviewing options along this corridor. Fareham to QA Hospital bus priority study has been commissioned by TfSH. Interventions may emerge from this study and implemented subject to BRT phases and funding | BRT funded |
| D.2 | Bus delays along West St, | Consider Bus gate & Bus priority, with enforcement | Study Commissioned late 2011, and schemes may emerge from the study looking towards implementation by April 2012. Scheme abandoned | BRT funded |
| D.3 | Bus delays exiting station and Market Quay | Bus priority around Fareham bus station and Market Quay Roundabout | Trial bus lanes implemented for review late 2012. | BRT funded |

| ID | Issue | Proposed Measure | Status | Funding |
|-----|---|---|--|---------------------------------------|
| D.4 | Accessibility improvements at Fareham bus station | Bus station may be subject to a layout review and real-time information provision as part of BRT works. | Some layout changes completed as part of BRT provision | BRT and developer contribution funded |
| D.5 | Improvements to rail station interchange and BRT links to town centre | . | Works to Fareham station will be undertaken as part of the BRT proposals and are likely to involve the provision of improved facilities on the A27 adjacent to the station in the short term with enhancements and integrated access with the station for pedestrians developing in the longer term. | Longer term BRT funded. |

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Schemes for delivering new smarter choices initiatives

Encouraging the use of public transport and active travel such as walking or cycling have been shown to be a cost effective way of managing traffic levels and impacting on travel patterns within a town. Evidence from sustainable travel towns project in Darlington, Peterborough and Worcester indicates that a combined intensive package of smarter choices can have a significant impact on travel patterns in a town.

Short Term

| | Issue | Proposed Measure | Status | Funding |
|-----|---|---|--------------------|---------|
| Sc1 | Delivery of smarter choices could help to reduce car traffic and increase public transport patronage and use of active modes. | Encourage development of workplace travel plans for existing employment sites | Being progressed | LSTF |
| | | Monitor implementation of travel plans and provide support in their implementation. | Ongoing | LSTF |
| | | Continue to promote events to encourage changes to travel habits such as Bike Week and National Lift share Day. | Being progressed | LSTF |
| | | Provide walking and cycling maps for Fareham | Maps to be printed | FBC |

6 Next Steps and Review of TAP

How this document will be used

6.1 The document will be used by development management and transport officers from both Councils to inform the allocation of funds sought from developers via the Transport Contributions Policy. The document will also be used by developers in assessing the anticipated level of financial contribution sought by the authorities when mitigating development and what those funds will provide.

6.2 Following public consultation the TAP will be adopted by Hampshire County Council and endorsed by Fareham Borough Council and will be used to inform decisions on where funding should be sought and which schemes should be implemented. Further public consultation on individual schemes will take place.

Responsibility for the implementation of TAP Action Plan Measures

6.3 The TAP is a jointly prepared document and will seek to be adopted by Hampshire County Council and endorsed by Fareham Borough Council, and as such the responsibility for implementation of TAP schemes will be shared.

Likely and possible sources of funding for schemes

6.4 The plan is largely reliant upon developer contributions obtained through the Transport Contributions Policy and forthcoming CIL. The Plan will serve as a document to be used in the negotiations between developers, the Highway Authority and the Planning Authority.

6.5 There may be the opportunities to direct other sources of funding towards the access plan as the pooling of funds may enable the delivery of schemes. This may include LTP funds, capital funds from FBC or HCC or other key stakeholders investing in the town such as the Department for Transport and Public Transport operators. Further sources of funding may be available in the form of grants or matched funding for particular schemes.

How implementation of this TAP will be monitored and reviewed

6.6 The TAP will be reviewed jointly on an annual basis. The progress of The Implementation Plan and those schemes commissioned will be reported to Council Members. Outstanding issues will be reviewed and new priorities added as necessary and account will be taken of

- Revisions to policy context at a local level
- New information on transport/access issues in Fareham
- The impact of new development ; and
- Changes to the transport network
- Changes to wider policy at County or National level