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</table>
1. Approach and background

1.1 Approach

This Transport Strategy has been devised in conjunction with the Preferred Concept Masterplan for the New Community North of Fareham (NCNF).

The Fareham Core Strategy policy CS13 relates to the North Fareham Strategic Development Area and sets the policy context within which the Masterplan has been developed. In transport terms, the CS13 refers to a series of key principles related to containment, sustainable travel, the integration of BRT and the importance of minimising impact on the local and strategic highway network, in particular the M27.

Policy CS13 was informed by an ‘Emerging Transport Strategy’ which pulled together a number of transport studies and strategies in to a single document. As the title implies this was always seen as a living document, and the expectation was that it would be revised and updated as the plan for the New Community progressed. This Transport Strategy is therefore the latest iteration in this process, and again the expectation is that this document will be refreshed as the plan progresses.

An NCNF Plan is being developed which will set in more detail the policy framework for the New Community, taking the main points of this Transport Strategy forward in policy.

The vision for the New Community set out in the adopted Core Strategy states the following:

“[The new community] will have an integrated movement system connecting it with its surrounding settlements and destinations. It will incorporate footpaths, cycle ways and vehicular traffic in a way that encourages walking and cycling, provides excellent public transport and feels comfortable and safe to use.”

The New Community, although separate to Fareham, will have strong connections with the rest of the Borough, connected through transportation, workplace destinations, higher order shopping and leisure attractions.

Central to this vision is the Transport Strategy to ensure the New Community is as sustainable as possible in transport terms whilst maintaining strong links to the local and strategic highway network.

In developing this strategy, we have considered and evaluated the large amount of existing evidence and studies that have been undertaken.

Our Strategy is underpinned by five key principles:

- Transport and land use integration
- Network of streets and routes
- Embedding sustainable transport
- Governance and travel planning
- Managing wider impacts

These have been developed through an understanding of national and local policy, best practice guidance and discussion with stakeholders.

These principles form the basis and structure of this strategy.

Chapter Two provides more details of these principles with examples and case studies used to illustrate the benefits of the proposed approach.

Chapter Three sets out the detail of the Transport Strategy based upon these principles.

Throughout the strategy, we have sought to make use of informed and directly relevant case studies to demonstrate precedents and examples of best practice – forming a detailed supporting evidence base. The strategy covers transport both internal to the New Community and how it connects to the wider Fareham area – highlighting the importance of the existing A32 link as the main connection to the wider borough. This link and its interaction with both the site and the M27 is fundamental to the success of this strategy. A detailed study has been carried out as to the optimum layout for the proposed all movements Junction 10 to ensure what is delivered is a solution for both the New Community and the wider Fareham area.

Alongside hard infrastructure and layout measures, is a strategy for governance and travel planning, identifying an approach to implementing smarter choices and behavioural change measures to achieve optimum results. This focuses on the importance of influencing travel habits at an early stage in the development, identifying points of transition when change can be affected in travel behaviour most successfully.

Out of this strategy, a detailed list of projects has been identified which will be taken forward as part of the NCNF Plan which is provided in Chapter Four of this Strategy.
1.2 Policy guidance

Over the last decade, the thrust of national policy guidance on transport has advocated the need to pursue more sustainable transport outcomes for UK towns and cities to reduce transport impacts on the environment and improve people’s quality of life. Most notable are the White Paper on Transport 2001 and the more recent Eddington and Stern Reviews of transport in the context of UK economy and climate change respectively and many of these messages now form the basis of the National Planning Policy Framework (DCLG 2012).

The Department for Transport’s ‘Delivering a Sustainable Transport System’ (DfT, 2008) provides policy guidance on the issue, and is linked into a funded programme of national and regional studies looking at how a more sustainable transport system can be achieved for particular areas and corridors over the next decade and beyond. Manual for Streets (2007) and the second volume of the Manual further contribute to the issue of what constitutes a more sustainable transport system from a perspective of street layout and design.

The DfT’s ‘Building Sustainable Transport into New Developments (April 2008) provides further guidance on the ‘sustainable transport’ response to the national challenge of delivering an additional three million homes in the UK by 2020, and relates directly to the government’s policy to deliver growth in nominated growth points. In contrast to traditional approaches, this document sets out how transport needs to be considered within the framework of wider settlement planning decisions, with the ethos of green travel embedded in the layout, design and management of new development both within and beyond the area in question.

Alongside funding growth point and the former eco-town initiatives across the country, the government has been very actively pursuing best practice in smarter travel by funding case studies. Three ‘Sustainable Travel Demonstration Towns’ of Darlington, Peterborough and Worcester have completed 5 years of investment in smart measures including infrastructure, education and travel marketing.

They have all achieved an approximate 10% reduction in car journeys with associated uplifts in movement by other modes. This is a significant success and showcases what can be achieved through smarter choices. Yet what is also clear is that smart measures are not sufficient on their own to address more fundamental problems with unsustainable urban structure. The success of the sustainable travel towns has led to the recent Local Sustainable Transport Fund (LSTF) which seeks to deliver travel change through a package based approach to smarter choices and travel planning.

Despite a growing recognition of the need to consider transport in the context of wider decisions on settlement location, density, mix and form (eco towns policy Guidance, 2007 and 2008), it would seem that transport strategies are often developed in response to a masterplan for a single development site or extension, leaving transport professionals in a situation where they are unable to influence the root cause of the transport demand problem – the spatial arrangement of land use that generates the demand in the first place.

This strategy provides guidance on the fundamental urban structure of the new community, in terms of development layout, quantum, mix and density, along with the more traditional transport strategy components. Where appropriate we have sought evidence from urban extensions and new communities across the UK, and draws on key lessons learned.
Approach and background

1.3 Review of previous work
A range of studies have been undertaken to assess aspects of the New Community. These studies are summarised below:

<table>
<thead>
<tr>
<th>Report title</th>
<th>Summary of content</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Hampshire Sub-Regional Study, North of Fareham SDA Initial Feasibility Study, Nov 2006</td>
<td>This study, commissioned by Partnership for Urban South Hampshire (PUSH), considered the feasibility of the South East Plan policy for the development of the North Fareham SDA. In transport terms, it identified existing capacity issues on the M27, and outlines three scenarios – maintaining existing motorway access; link road to Junction 11; or creation of an all movements Junction 10.</td>
</tr>
<tr>
<td>Setting Strategic Direction, North Fareham SDA, Dec 2007, MVA (for TfSH)</td>
<td>This document, commissioned by TfSH, considers the transport implications of the SDA in the context of other nearby developments at North Whiteley and North/North East Hedge End. It highlights that public transport links are critical, along with high levels of containment. It identifies links to Junction 11 as the preferred option for access to the SDA.</td>
</tr>
<tr>
<td>Fareham SDA Capacity Analysis Study, Jan 2009, David Lock Ass.</td>
<td>This study examined the capacity of the SDA identified land to accommodate up to 10,000 dwellings and 121,000m² of employment. This study tested a number of development scenarios and concluded that the SDA would accommodate between 6,500 and 7,500 dwellings depending on the treatment of key constraints and the level of employment required.</td>
</tr>
<tr>
<td>A32 Realignment Options Identification, Jan 2009, Mott Gifford (for TfSH)</td>
<td>This report identifies options for the provision of a link road between A32 Wickham Road and M27 Junction 11 to provide SDA access. This concludes with a cost comparison of each of the options – ranging from £25m to £42m.</td>
</tr>
<tr>
<td>Fareham SDA A32 Realignment Options Sensitivity, Jan 2009, David Lock Ass.</td>
<td>A sensitivity appraisal commissioned on behalf of FBC of the Mott Gifford A32 realignment study. This considers each of the 7 options in relation to visual, environmental, land use and severance implications.</td>
</tr>
<tr>
<td>Fareham SDA Access Study, Feb 2009, Mott Gifford (for TfSH)</td>
<td>A study of the options for providing road access to the proposed SDA, focused on the options for Juncions 10 and 11. This identified a realigned A32 to Junction 11 with Junction 10 remaining unchanged in operation and a dedicated BRT running along the old A32 alignment.</td>
</tr>
<tr>
<td>M27 Interim Corridor Study, June 2010, Mott Gifford (for TfSH)</td>
<td>A study of the cumulative impact on the M27 corridor of the planned development in the South East Plan, focusing specifically on the North Fareham SDA, North/North East Hedge End SDA and North Whiteley. The study identifies a number of options to improve access to the motorway from North Fareham including a link road to Junction 11 and an all-movements operation at Jct 10, depending on the extent of the SDA employment land development.</td>
</tr>
<tr>
<td>Fareham SDA Infrastructure Funding Scoping Study, Feb 2011</td>
<td>A study and review of available funding sources for the provision of necessary infrastructure at the SDA with recommendations for how funding should be secured.</td>
</tr>
<tr>
<td>Fareham SDA Infrastructure Scoping Fact File Compendium</td>
<td>A fact file looking at the available funding sources for the provision of infrastructure with a review of the pros and cons of each mechanism or source.</td>
</tr>
<tr>
<td>Fareham SDA Infrastructure Funding, FBC Position Statement, April 2011</td>
<td>A statement outlining Fareham Borough Council’s position regarding infrastructure funding for the SDA. Regarding transport infrastructure, there is recognition that the need for improved transport links is a priority and funding will need to come from a variety of sources – likely to be a combination of direct grant funding, developer contributions, and other mechanisms such as the Tax Increment Financing.</td>
</tr>
<tr>
<td>Transport Delivery Plan 2012-2026, Dec 2012, TfSH</td>
<td>This report identifies a set of transport schemes proposed for delivery up to 2026 across the South Hampshire strategic area. Included within this plan are the BRT route extensions and proposed links to the New Community.</td>
</tr>
</tbody>
</table>
Existing containment
Census Travel to Work data has been analysed to identify the travel patterns of existing Fareham residents. Table 1 below details the current ‘containment’ of trips within Fareham and the distribution of work trips across the wider area.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fareham</td>
<td>25,120</td>
<td>47.5%</td>
</tr>
<tr>
<td>South Hampshire</td>
<td>24,828</td>
<td>46.9%</td>
</tr>
<tr>
<td>Wider Hampshire</td>
<td>614</td>
<td>1.2%</td>
</tr>
<tr>
<td>Wider South East Region</td>
<td>1139</td>
<td>2.2%</td>
</tr>
<tr>
<td>London</td>
<td>551</td>
<td>1.0%</td>
</tr>
<tr>
<td>Rest of UK</td>
<td>637</td>
<td>1.2%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>52,889</strong></td>
<td></td>
</tr>
</tbody>
</table>

Almost 50% of the working population in Fareham work within the Borough, illustrating that high levels of containment already occur in the local area.

Wider issues
Our work on the wider transport strategy has been influenced by the existing strategic model of the South Hampshire area. The Sub-Regional Transport Model Suite (SRTM) has been developed on behalf of Transport for South Hampshire (TfSH). This model has been developed to provide a strategic overview of the transport network across South Hampshire in order to forecast changes in transport demand and test the impacts of land-use and transport policies.

In 2012, four runs were carried out on the Sub-regional Transport Model in order to assess options regarding the access strategy. These options included improvements to Junction 10 of the M27 and a link road from the development site to Junction 11 of the M27. The results of these runs have been used to inform the transport strategy - both in highways and public transport terms.

The SRTM suggests that at this stage it appears that an all-movements operation at Junction 10 is likely to be a viable option on which to base future testing. A summary of initial testing is as follows:

**Junction 10 option**
- Initial results for the strategic road network show the all moves Junction 10 option has benefits for the M27 by removing existing U-turning at Junction 11 freeing up capacity for development traffic.
- Initial results for the local road network show the Junction 10 option is unlikely to create a significant increase in traffic accessing the junction from the south through northern Fareham. Other than some additional delay on the A27 and at the Kiln Road junction there are no significant other implications.

**Junction 11 option**
- Initial results for the strategic road network show a Junction 11 option results in significant increase in delay on the M27 between Junction 11 and Junction 12.
- Initial results for the local road network show some additional delay on the A27 and at the Kiln Road junction but no significant implications.

Travel planning
For travel planning and smarter choices there is substantial evidence, at both a strategic and local level, that a package of interventions will be essential for creating a sustainable and successful development at the NCNF. The Sustainable Travel Towns Initiative found that car driver trips by residents reduced by approximately 10% as a result of a concerted area wide effort to deliver smarter travel choices.

In 2010, Phil Goodwin undertook a review of the ‘Reduce’ Strategy for South Hampshire, one of three overarching themes of the LTP (the others being ‘Manage’ and ‘Invest’). His report contains some important messages about the scale and funding of smarter choices in relation to the ‘Manage’ and ‘Invest’ elements. His review concluded that the national budget for smarter choices across the wider South Hampshire area was adequate as set out at that time. Funding across South Hampshire was calculated at between £6-£9 per person per year, as compared to £10 per person per year on average which was spent to deliver the Sustainable Travel Towns Initiative.

However, Phil Goodwin made clear that his assertion was based on the assumption that supportive infrastructure and operations improvements are met from the ‘Invest’ and ‘Manage’ budgets. He also recommended the programme be converted into a year-by-year implementation plan, with spending emphasis on the early years of the programme.
Approach and background

Strategic context
In the wider South Hampshire area the local authorities have been progressing the Local Transport Plan (2011 – 2031). Local Sustainable Transport Funding was successfully secured in 2011/2012 to deliver additional smarter choices packages over the next few years to 2015. This involves an ‘integrated corridor’ approach to encouraging behaviour change by linking employment and housing, with 15 corridors identified including Fareham to Gosport, Fareham to Portsdown and Fareham to Southampton. Significant investment is taking place to assist sustainable travel, particularly by public transport along these LSTF corridors. Although these are being developed and implemented in the short term some years in advance of development at the NCNF, their implementation will have implications for the new community in the longer term. It is anticipated that between the NCNF and Fareham town centre similar levels of sustainable travel measures will be introduced. It will be important for the NCNF strategy to be able to respond to these opportunities, for example by making smart ticketing and media available to future residents, by taking a ‘whole journey’ approach to trips within the sub-region and by ensuring any benefits or incentives offered through employer travel plan networks (e.g. - at Daedalus in Gosport or Portsdown near Portsmouth) are understood by and are available to future residents.

At the local level, the North Fareham SDA Smarter Choices and Parking Strategy (ITP and Campbell Reith 2012) looked specifically at the strategy for the NCNF. An area wide package of smarter choices was recommended to deliver a target of 51% car driver mode share by 2031, from an estimated baseline of 66% (2001 Census). To support this ambitious target, the study put forward an inter-related package of measures costed at £2.9m, with phased delivery against the expected development schedule. At the centre of this would be a Framework Travel Plan outlining the workplace, residential and school travel components. This level of funding would fall within the estimate of costs in the 2010 Phil Goodwin study.

Context plan
2. Transport principles

This chapter outlines the transport principles to be applied to the new community. These have been developed through an understanding of national and local policy, best practice guidance and discussion with stakeholders.

1. Transport and land use integration
   > Land use mix
   > Local facilities
   > Compactness

2. Network of streets and routes
   > Directness
   > Continuity
   > Sharing space and placemaking

3. Hardwiring sustainable transport
   > Walkable catchments
   > Route penetration
   > Wider walking and cycling links
   > High quality facilities

4. Governance and travel planning
   > Travel choice
   > Attractive transport
   > High mode share
   > Investment

5. Managing wider impacts
   > Manage strategic access
   > Manage key corridors
Transport principles

2.1 Transport and land use integration

The New community will seek to optimise the type, size and distribution of land uses to maximise containment and opportunities to create a genuine community. This approach will be fundamental to creating the conditions for more sustainable movement and minimising wider transport impacts.

<table>
<thead>
<tr>
<th>Principle</th>
<th>Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide a diverse mix of land uses within the community, through the alignment of population and employment levels to ensure a significant proportion of inhabitant’s needs being accessible with the community and thus achieving a high degree of self containment</td>
<td>Promote patterns of local living and working and reduce the need to travel.</td>
</tr>
<tr>
<td>Provide neighbourhood access to local retail, community facilities and recreational/leisure amenities all within 10 minutes walk.</td>
<td>Establish peoples propensity to use local facilities, and maximise opportunities for social and economic exchange. Encourage sustainable mode share and reduce travel distance.</td>
</tr>
<tr>
<td>Provide compact neighbourhoods.</td>
<td>Better support other land uses such as schools, health care and leisure activities and further benefiting travel containment.</td>
</tr>
</tbody>
</table>

Case study – Poundbury

The spatial planning of Poundbury has focused on creating a place where people can live and work through a rich mix of housing and employment types and the overall alignment of residential and employment populations. This approach has created a neighbourhood which is radically different from many of the large residential urban extensions delivered across the UK in recent years.
2.2 Network of street and routes

Traditional hierarchical transport networks have been proven to create problems for movement by all modes: cars all converge on busy collector and distributor roads; buses are unable to take direct routes; and cycling and walking is generally circuitous and illegible. The new community will be served by a well considered hierarchy of streets, each serving multiple movement functions and fulfilling placemaking.

<table>
<thead>
<tr>
<th>Principle</th>
<th>Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Create direct streets and routes which link key land uses and higher order destinations, whilst balancing local and strategic access, structured through a highly connected and permeable street grid of appropriate size to suit each mode.</td>
<td>Making an efficient network for all transport modes to a range of destinations.</td>
</tr>
<tr>
<td>Ensure modal continuity on streets and routes allowing travel by various modes, on a continuous network for fast and slower modes, allowing varying degrees of prioritisation, to include strong links by various modes into Fareham, to encourage local linkage.</td>
<td>Fostering travel choice by each mode on continuous networks and appropriate hierarchy to suit the journey type.</td>
</tr>
<tr>
<td>Share street space through multi modal design of streets and integration with place functions and ensure the nature of the road space reflects the urban form, hierarchy and local character.</td>
<td>Integrated streets where multiple transport functions are shared and designed with placemaking in mind.</td>
</tr>
</tbody>
</table>

Case study – Upton

Upton in Northampton showcases best practice in street network design, through the creation of permeable street network. The original plan for Upton envisaged a central spine road and roundabouts serving land parcels. The site subsequently underwent a Design Charrette process by English Partnership and Princes Foundation and the resulting masterplan creates a more balanced network of streets and public spaces. This permeable network has successfully created a high quality place providing for people and traffic movement needs. (This case study is extracted from MfS).
## Transport principles

### 2.3 Embedding sustainable transport

It is essential for sustainable transport to be ‘designed in’ to the New Community from the start with transport facilities and services available to the first residents. Sustainable transport measures will be central to the development by making public transport, cycling and walking preferable to the private car for the majority of trips.

<table>
<thead>
<tr>
<th>Principle</th>
<th>Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ensure public transport routes and frequent services are able to penetrate the community.</td>
<td>Provide personal accessibility by sustainable transport and reducing car ownership and usage.</td>
</tr>
<tr>
<td>Ensure the population within a walkable catchment of public transport services is as high as possible, creating high degrees of urban compactness.</td>
<td>Maximise public transport demand, and therefore increase viability and quality of the service offered.</td>
</tr>
<tr>
<td>Ensure high quality facilities are provided in terms of vehicles, waiting environments and information.</td>
<td>Improve user experience and reduce car usage.</td>
</tr>
<tr>
<td>Provision of high quality cycling and walking facilities across the community to ‘knit’ the community into the wider Fareham and connect to new community facilities such as the schools and district centre.</td>
<td>Maximise opportunities for personal mobility, health and wellbeing, whilst reducing vehicle demand.</td>
</tr>
</tbody>
</table>

**Case study – Delft**

An example of well thought out and comprehensive cycle network planning is Delft. The city of Delft in Holland was selected as a model for transport planning in the 1970s. In 1999, a Cycling Action Plan was devised based on a three-level hierarchy of cycle routes:

- ‘Town’ – main ‘superhighway’ routes to centres with heavy flows and a network density of 500m
- ‘District’ – links between strategic locations across network and joining up ‘town’ routes at a density of 200-300m
- ‘Sub-district’ – links between residential areas, often shared with pedestrians at a density of 100m.

The city has seen a 12% increase in daily cycle trips and an overall cycle mode share of 43%.
2.4 Governance and travel planning

To support the new community, an appropriate governance and a package of travel planning and management measures will be developed to ensure that opportunities for sustainable* movement are maximised:

*Sustainable travel, in this context, is defined as walking, cycling, public transport and car sharing, but it also includes video and tele-conferencing and consolidated delivery.

<table>
<thead>
<tr>
<th>Principle</th>
<th>Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ensure travel choices are flexible, integrated and activated from the first phases of the development.</td>
<td>Ensuring that early residents, employees and visitors naturally choose to travel less or by sustainable modes, establishing a long term pattern of behaviour.</td>
</tr>
<tr>
<td>Where travel is required, residents will find it easy and attractive to choose ‘sustainable’ travel.</td>
<td>To ensure long term environmental sustainability and reduce congestion.</td>
</tr>
<tr>
<td>Aim for a lower proportion of car trips and a significantly greater proportion of sustainable travel than has occurred in the wider Fareham area in the past.</td>
<td>Establishing an exemplar for the area and achieving more sustainable development.</td>
</tr>
<tr>
<td>Investment to deliver a Framework Travel Plan (FTP) and support its implementation.</td>
<td>Secure long term strategy, with funding secured to deliver it, through collaborative involvement of residents, employers, employees and schools who will participate in the structure and process.</td>
</tr>
</tbody>
</table>

2.5 Managing wider impacts

The development of such a large community will inevitably impact upon the wider transport networks. These impacts will be managed through the combination of sustainable transport measures and the mitigation of highway impacts, including traffic management, severance reduction, accessibility, road safety and bus priority measures.

<table>
<thead>
<tr>
<th>Principle</th>
<th>Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ensure that highways improvements are provided which prioritise bus and BRT movement to and through Fareham town centre.</td>
<td>To ensure conditions for existing public transport users are unaffected and promote sustainable transport.</td>
</tr>
<tr>
<td>Ensure that capacity enhancements are put in place to manage the impact of growth on the strategic road network</td>
<td>To ensure that appropriate accessibility and operation of the strategic road network is maintained.</td>
</tr>
<tr>
<td>Deliver traffic management and multi-modal corridor improvements on local roads in Fareham, particularly those into the town centre, such as A27 and A32 to manage impacts and provide local benefits where possible.</td>
<td>To ensure that the new community does not have an adverse affect on the transport network within the local area.</td>
</tr>
<tr>
<td>Investment to deliver a Framework Travel Plan (FTP) and support its implementation.</td>
<td>Secure long term strategy, with funding secured to deliver it, through collaborative involvement of residents, employers, employees and schools who will participate in the structure and process.</td>
</tr>
</tbody>
</table>
3. Strategy

This chapter presents the transport strategy to support the new community, building upon the principles outlined in previous chapters. This transport strategy has been closely aligned with the concept masterplan and provides a spatial strategy integral to the concept masterplan prepared by LDA Design/Parsons Brinckerhoff.

The Vision for the New Community is for a significant proportion of the residents’ needs being accessible within the new development. One of the early considerations was whether the New Community should be set apart from Fareham as a stand-alone settlement or whether it should be considered as an extension of urban Fareham. The conclusion was that it should be set apart, albeit with a strong physical connection via a sustainable transport route into Fareham.

3.1 Transport and land use integration
Spatially the new community will be structured around a series of neighbourhoods, focused on three distinct centres, each with a different purpose. The highest order centre will be the district centre and located near the A32 towards the south, serving the whole community. Two further local centres will be provided to the west and north and designed to serve the immediate neighbourhoods, providing local shops, facilities, community and primary schooling. These centres will also provide a hub for transport services. The schedule below indicates the quantum of land use proposed.

### NCNF Preferred Concept Masterplan Preliminary Land Budget - 21 January 2013

<table>
<thead>
<tr>
<th>Use</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employment</td>
<td>23.70</td>
</tr>
<tr>
<td>Green infrastructure</td>
<td>132.12</td>
</tr>
<tr>
<td>Residential</td>
<td>169.28</td>
</tr>
<tr>
<td>Education</td>
<td>20.48</td>
</tr>
<tr>
<td>Recycling centre</td>
<td>2.27</td>
</tr>
<tr>
<td>Other</td>
<td>23.31</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>371.16</strong></td>
</tr>
</tbody>
</table>

Notes
- Capable of delivering 78,650sqm. floor space.
- Further breakdown of open space types to follow.
- Capable of delivering 6,500 homes.
- Based on 3no. primary schools and 1no. secondary school.

The majority of employment areas will be located on land in the southern part of the new community, near the established employment area of Deans Farm and on land east of the A32 close J10 of the M27. Further employment opportunities will be found at the district centre, to the northeast of the site alongside the recycling centre and to some extent at local centres. The employment areas will provide a mix of employment uses, providing for a range of jobs.

The community will be served by a secondary school located to the east of the A32. Three further primary schools will also serve the community, generally one adjacent to the secondary school and the other two located near centres.

### Land use mix
To support the sustainability of the new community, the aim is to create high levels of self-containment.

The New Community will deliver a mix of land uses to ensure opportunities for local living and working are offered and indeed encouraged. Through the alignment of jobs and households, the growth will be delivered in a more sustainable way, through providing opportunities to minimise the need to travel, particularly when compared to housing only development. However, some residents will inevitably work elsewhere; this is evidenced by studying others places such as Kings Hill. An example of the research into levels of site self-containment is described below.

#### Case study – Parsons Brinckerhoff evidence at Kings Hill, Kent

Kings Hill in Kent is a mixed-use development with housing, employment, schooling, retail and community facilities on the same site. Many would imagine the site to achieve high containment, through complementary land uses to reduce the need to travel and promote sustainable modes. However for many journey purposes, and in particular the trip to work, the level of self-containment in Kings Hill is far lower than national averages derived from the National Travel Survey.

Results indicate that Kings Hill’s residents travel considerably further to work than would be expected for a settlement of similar size and setting. Travel distances for non-food shopping and school journeys are also significantly higher than expected. The only exception is food-shopping journeys, which are significantly shorter than the norm. The influences of factors outside the masterplan itself – socio-economics, local and regional geography the type and availability of jobs – were analysed and contributed to the findings.

Given that some employment will leak to other places, site containment needs to be understood at three levels – New Community, wider Fareham and the South Hampshire sub region. The resulting transport strategy needs to be mindful of this and provide sustainable transport links to employment areas within Fareham and wider travel opportunities on strategic networks (M27 and rail) to other employment centres such as Portsmouth, Havant and Southampton.

The strategy also needs to provide access to the new employment areas from surrounding residential neighbourhoods within wider Fareham and further afield.
Strategy

Local facilities
The New Community will provide neighbourhood access to local goods, retail, community facilities and recreational/leisure amenities all within 10 minutes walk or a short cycle ride. These centres have been planned to allow easy walk in access and will double as public transport hubs allowing BRT and local bus access for wider journeys. They will also provide a focus for transport hubs allowing access to transport information, pool cars and taxi.

Creating mixed use facilities and allowing public transport interchange are essential features of Transit Orientated Development and are active ingredients of good placemaking, through increasing people’s propensity to use local facilities, and maximising opportunities for social and economic exchange.

Providing local facilities also reduces travel distance which has a positive effect on travel mode toward walking and cycling, as evidenced through observed travel behaviour (see DfT statistics below). The proper integration of local facilities is therefore a fundamental element for the New Community. Unlike employment, evidence from Kings Hill (above) indicates that new development can be successful in capturing a high proportion of local retail and education trips.

Compact neighbourhoods
A final spatial ingredient is the planning for compact neighbourhoods. This relates to the arrangement of centres in relation to housing and green infrastructure. If located to peripheral parts of the neighbourhood, green space can still be accessible, but pedestrian movement to and through neighbourhood centres is maximised. Alongside this, the Green Infrastructure ‘vision’ will prioritise the open space network with the aim of all households being within 200m of a network of parks and open spaces that will extend to every part of the New Community.

Higher levels of urban compactness better support other land uses such as schools, health care and leisure activities – further benefiting travel containment through their accessible proximity in relation to catchment populations. The plan shows that the nodes for public transport coincide with the areas of highest compactness.

Case study – Travel Trends
Evidence from the National Travel Survey shows a strong correlation between travel distance and travel mode. The graph shows how many trips of up to 1km are walk based. However, between 1-2km there is sharp increase in car usage. Once over 2km the vast majority of trips are car based, some public transport and a very small proportion are walking or cycle. These trends highlight the need to create quality alternatives to the car – creating great streets for walking and cycling, and rapid bus for town wide travel.

![NTS personal Travel by distance and mode](image-url)
3.2 Hierarchy of streets and routes

Network
Fundamentally, the street network needs to create direct routes which link key land uses and higher order destinations, whilst balancing local and strategic access needs. As outlined in the previous section, the New Community seeks to contain trips at 3 scales in order of preference – within the New Community, wider Fareham, South Hampshire sub region.

To maximise containment, the New Community is structured though a number of spine streets allowing direct multimodal access to key land uses including the district, local centres, employment areas and all schools.
Link and Place (L+P) approach to street design

Transport function of streets is not the only consideration, street planning also needs to consider the ‘place’ – a mixture of character, adjoining land use and pedestrian intensity. Bringing together link and place functions through street design will be an essential tool for creating mixed use streets. L+P allows the competing and complex demands for all types of movement, land use needs and context to be considered and given due regard. The resulting street designs will be more fit for purpose.

The approach will form part of the Strategic Design Code and Design and Access Statement and ensure that planning decisions around street design, particularly those for more complex streets are transparent, accountable, and represent the best possible balance between movement and place.

The highest order road near the New Community is the M27 which runs east west below the site. This is intersected by the A32, which forms part of the County Strategic Road Network, which runs north south though the Community. For the purpose of this strategy, these strategic roads will be termed ‘A’ Roads.

Other existing roads in the area include Pook Lane, Knowle Road and Forest Road, however these are mainly cul-de-sacs only providing limited access, except Pook Lane which is continuous but a minor lane connecting to Nine Elms Lane to the east. For an area of its size, the New Community is unusually disconnected from routes meaning the A32 will form the main backbone of the Community and provides for all primary access requirements.

As described earlier, a spine network of ‘B’ roads (shown in orange) will provide for primary access to the district centre, local centre and major employment uses. The spine street will need to cater for mixed traffic including HGVs, general traffic volumes, public transport along with walking and cycling. Importantly, these spines will provide gateways into the Community and its centres, and will be designed to a high ‘place status’ along with correcting moderate to high ‘movement status’. This approach to mixed use streets was once common place to many of our towns, as many places are structured along busy main streets or avenues. The nature of spine streets is more fully described below.
Case study – Sherford

A similar street hierarchy to that proposed has been put forward in Sherford, Devon.

The planned new community, East of Plymouth at Sherford has been designed with a single mixed use main street at its heart, intersected with other main streets to distribute movement needs and structure the whole development. Importantly land use and density have been closely aligned with the larger more accessible streets, putting higher density and mixed land uses on the most accessible streets.

The spine streets will be structured in a ‘box shape’ using the Knowle Road as a component of the box. This will be linked back to the A32 at four locations (including Knowle Road/A32 junction). This configuration allows a new north south route, meaning that users can move through the Community avoiding unnecessary travel on the A32. The box configuration has been planned for optimum movement around the Community, linking all centres.

A lower order network of ‘C’ routes and residential streets will be hung off the spine street network. A key principle of the approach is to ensure street continuity where each street type continues through the network. This requires careful consideration at junctions and crossing of larger streets. The street network illustrates the ‘C’ routes in yellow that are typically designed to provide for walking, cycle feeder routes and slower moving local traffic.

Orange spine roads ‘B routes’ are generally of moderate volume and speed and balance all movement types including a main public transport function and traffic spines. Where traffic function dominates, such as busy ‘A routes’ with a high HGV volume, then single purpose roads are preferable. Where context determines that moderate trafficked ‘A routes’ act as main streets, then mixed use street principles (outlined above) need to employed to create an equitable arrangement of road space and land use and environmental protection.

Public transport spines will follow the main spine road network and thus penetrate through to the heart of the area where there is the highest levels of neighbourhood compactness to maximise service viability. This structure will allow the BRT to operate on a loop around the Community serving all centres. It also allows for buses to operate on a similar loop or divert off the A32 onto the north south spine road (Forest Road – District Centre). Further guidance on bus planning is provided in Section 3.3 below.
The nature of spine streets

The spine streets will enable primary access within the New Community, delivering an important function in the street hierarchy described earlier, by providing access to key land uses, catering for mixed traffic with moderate demand and creating gateways and ultimately helping to deliver a high quality place.

The diagram shows an illustrative example of how the spine street network may be formed to the North East of the New Community. At network level, the spine streets will exhibit a number of properties:

- Provide primary means of movement to and from the New Community through a network of spine streets which form a strong urban structure, mirroring garden city principles. These will interconnect with the green corridors north-south and east-west which are fundamental to the Green Infrastructure plan.
- Form appropriate junctions with other types of road and street depending on the traffic demand and local context. Examples should include – roundabouts or traffic signal at junctions with higher order access roads, but simple priority junctions with more minor roads. In tune with principles in Link and Place, spine streets will respond to their context, particularly through neighbourhood centres.
- Spine streets will provide multiple connections with lower order streets and routes to maximise permeability for walking and cycling, including the use of measures where car traffic is restricted, but other modes are given freedom of movement.

Spine streets will include the following design principles:

- Allowing mixed traffic with moderate flow at steady speeds up to 20-30mph, with priority given to BRT and local buses through a variety of bus priority measures.
- Ensure freedom of pedestrian movement through formal and informal pedestrian crossings.
- Ensure high quality design through design principles within MfS and MfS2, thus creating a more balanced street environment where built frontage, landscape and needs of people are given priority and balanced with the traffic functions.

Case study – Haslemere

A good example of active street frontage in a settlement of comparable size is Haslemere on the Hampshire/Surrey boarders.

Haslemere like many small towns is structured through a series of historic main streets converging on the centre. The 15k population of Haslemere is very similar to that of the NCNF and this provides some evidence for the nature and size of main streets. The photo shows a single carriage street carrying mixed traffic at 30mph with HGV/bus movements parking bays, footways, and continuous frontage.
Strategy

Spine street concept

- Spine Street travelling through local centre, public space, and BRT hub
- Spine Street access with Principal Road
- Multiple connects with minor roads, maximising permeability
- Spine Street and gateway to open space and district centre
**A32 Transformation and local access**
Currently the A32 is fast rural distributor, providing for interurban travel. These traffic functions will remain, but the context for this section of the A32 will change significantly and this chapter outlines some the network and street design principles, which will be employed to handle the changing context.

The future A32 will adopt the following network principles:

**Backbone** – as the New Community straddles the A32, it follows that the A32 will form the backbone of the New Community in tune with current approaches to street design and urban planning. This approach is essential to ensure that key land uses on the eastern side of A32 are properly integrated into the main community to the west side, and don’t become islands of developments, only accessible by car.

**Street character and transition** – the A32 will need to respond to the new urban edge created by the northern part of the New Community, through a staged change in street character and traffic speed. Travelling south, the diagram shows how the speed limit may be reduced from 50mph to 40mph at the most northern roundabout at Forest Lane. At this point, although development will exist to the west it will be mostly screened through structural landscaping, so the character will remain green and rural.

However, the new urban edge will be visible upon arrival at the Knowle Road roundabout and this will mark a further reduction in speed to 30mph and the gateway to the new urban environment.

**Secondary street network integration** – lateral movement needs across the road for pedestrians and cyclists will form important design requirements, particularly the section of A32 south of Knowle Road serving the new schools. The safe movement of street users will need to drive the whole design of this section.

Additionally, the delivery of a high quality urban environment, which has active frontage to improve street safety, provide street trees and public realm will all contribute to creating a successful street environment to integrate the eastern development into the main Community.

**Motorway interface and access** – the New Community will provide for all movements at an upgraded Junction 10. The following chapter deals will the various junction options. All their options will create major change to the A32, particularly the section north of the motorway. Importantly, the A32 should retain its continuity, providing direct access to Fareham and Gosport, whilst allowing a degree of managed access to the higher order route, the M27.

This approach will hardwire the Community to Fareham, first and foremost, but also give the option of access to the motorway network. This approach promotes more local movement patterns and travel reduction which form the basis of national transport policy.

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**Case Study – A30 Stockbridge**
This is an example of where a fast moving rural trunk road changes its character as it travels though a urban area with retail and high pedestrian movement demand, in this case the historic High Street of Stockbridge. Traffic flows are maintained through this urban section, but the traffic speed and behaviour change in accordance with the surroundings. This case illustrates how the nature of distributor roads like the A32 changes along their route to reflect the surround context.
Strategy

The A32 transformation will need to include a number of design principles which draw on guidance from MfS2 and other best practice:

Highway capacity – the A32 will need some capacity enhancement to cater for increases in general traffic usage. Generally the A32 will remain as a single carriageway road, but the southern section will need additional lanes to deal with demand. If this occurs, a boulevard treatment will be appropriate from the M27 northward. Traffic demand drops midway up the development as community traffic diverts into the development. It should therefore be a design aim for the A32, to remain a single carriageway north of the intermediate community access (south of the school) to better integrate eastern development including the school.

Junction Spacing – spine street access from the A32, to the community will be formed at several locations. The diagram shows an illustrative arrangement for these connections. The regular spacing at 300 – 400m along the A32 with a rhythm of junctions will help slow traffic and significantly change the character of the road.

Development Frontage – there will be a need to integrate development frontage and side roads into the layout. This will be achieved by a parallel street to the A32 (westside) allowing residential frontage and ensuring that side road provides continuous access and to allow turning heads to be avoided.

Walking and cycling routes – the A32 will provide high quality landscaped routes along both sides of the A32 with formal crossing points at main junctions and other key locations, for example near the school campus which will require a crossing at-grade and a well designed pedestrian/cycle bridge.

Case Study – Upton A43 Frontage

The Upton case study described earlier provides an excellent example of how trunk road can be redesigned to better suit their context. Here on the A43, the street has been redesigned with a wide boulevard style pavement, street trees and a service road allowing new development frontage in the form a local retail centre. This arrangement will form the heart of a collections of urban extensions and capitalise on passing trade.

Case Study – Tolgus, former A30 Redruth

This case study shows how the severance effects of the former A30 have been overcome to allow the urban expansion of Redruth and the lateral integration with an existing secondary school.

The street project includes the reduction from dual carriageway to single lanes with a wide tree planted central island and formal pedestrian crossings. This project has firm parallels with the A32 proposals and focuses on the safe and efficient integration of a new residential community and secondary school.
Speed limit change
50mph - 40mph

landscaping buffer
NW NF rural edge
Community gateway

Local access to
district centre
Strategic highway
access

Fareham gateway

Main pedestrian route

Pedestrian crossing
- land bridge for pedestrians and cyclists
- key access to secondary school
- additional at-grade facilities

Urban frontage

Boulevard

A32 corridor

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Strategic access
Securing a safe access to the strategic highway network is of key importance for the New Community. Junction 10 of the M27 provides access to the A32, which runs north through the site to Wickham, and south into Fareham. Junction 10 currently only allows access to and from the east. Following initial assessments it was identified that an all movements Junction 10 solution was likely to be a viable option.

At present the preferred option is for improvements to junction 10, including new slip roads and signalling, to be focused at that part of the site which is adjacent to the M27 and A32. This has the advantages in land use and urban design terms of reducing the land take, minimising the impact upon surrounding area and minimising severance.

However, this option places the A32 under considerable pressure, particularly immediately to the north of the motorway junction. Therefore it may be necessary to consider alternative options, where the new slips to and from the west are located further west within the site, which may provide an opportunity to dissipate traffic through the community and reduce traffic pressures on the A32. Further information on alternative options follows.

Legend
- Existing roads
- New roads
- New built form
- Structural landscaping
- Possible traffic queuing
- Traffic signal

Option A
Option B
Option C
Option D
Option A
This option would see a second underpass constructed to facilitate a large conventional roundabout with slip lanes, similar to that seen at many motorway junctions, including Junction 11. The design should accord fully with the Design Manual for Road and Bridges (DBRB). However, this configuration will require 3rd party land to the southside of the M27, which is currently outside the NCNF boundary. A further constraint is the proximity of this layout to the A32/North Hill junction. This option is likely to be the most expensive.

Option B
This option would provide new slip lanes to the west of the New Community. This approach would dilute traffic in the A32 area reducing the size of potential junctions on the A32. However, this configuration would require an east-west spine road designed to trunk road standard and potentially also a north south link through the community designed to high standard. This configuration would restrict north-south and east-west pedestrian/cycle links. Again, this is costly option as it requires a new motorway underpass and extensive lengths of distributor road. Initial testing of this layout suggests it will not provide sufficient capacity.

Option C
This option would provide all the slip lanes at junction 10 location, through a series of traffic signals junctions. This is a potentially more urban solution, but the number of traffic signals required to deal with massive right turning demand will lead to a very complex and large arrangements of signals. The junction is like to be a cheaper option than A and B. The configuration will concentrate all traffic on the A32 and this may result in large junctions and land take to the southern side of the M27.

Option D
This is similar to Option C, and would provide a signalised gyratory to the north side of the M27. This system would better deal with turning conflicts observed in Option C. The junction would have a moderate cost have high land take within the New Community, although the central space could be utilised for landscaping, balancing ponds or even commercial development. Additionally, if landscaped the junction would act as a strong gateway to the New Community, which is in tune with garden city principles.

At present a hybrid solution containing elements of options C and D is forming the basis of an option which is being put forward for further testing. That hybrid option is shown in the base maps for diagrams in this strategy, but it is to recognised that this is proposed as a basis for further testing – it is not a final design.

Case Study – A33 Charlotte Place
This case study from Southampton shows how the space in the centre of the signalised gyratory has been successfully used for a recent hotel development. The design achieves the required operational capacity, but also includes pedestrian crossings to the hotel and vehicle servicing. The design also provides a new landmark and has strong linkage with nearby green space.

Case Study – A33 (The Avenue) Southampton
This example north of Charlotte Place shows how a large gyratory system can be formed in a urban area with a strong focus on trees and landscaping along with 3 traffic lanes in both directions providing for high traffic capacity.
3.3 Hardwiring sustainable transport

Legend
- BRT stop
- BRT Express route
- Local bus

Public transport
Public transport routes and catchments
Public transport will be integral to and ‘hardwired’ into the New Community from the start with services available to the early residents, making public transport preferable to the private car for many types of trips.

The BRT service will have just three stops providing access from the main district and local centres. The limited number of stops will ensure that the service can provide a competitive alternative to the private car in terms of travel time, meaning the BRT service is fundamental to the success of the development in sustainable transport terms.

Bringing public transport to the centre of the development, integrating stops with local and district centres, ensuring short direct walking routes to all land uses are non-negotiable elements of strategy. The walking catchments shown on the plan indicate how the majority of residents will be able to access a BRT route in less than 10 minute walk (800m) and local bus services with 5 minute walk (400m).

BRT nodes located at local centres will be concentrated around areas of higher density or urban compactness reflecting the relative accessibility of these areas.

The BRT service will operate at similar frequencies to the current Eclipse service – a 7-minute headway during peak periods. This will enable a journey time of approximately 10-15 minutes to Fareham Railway Station.

Alongside the BRT service, complementary local bus services will be provided and enhanced. The Route 20 will be upgraded to provide a more frequent service along Knowle Road – at least half-hourly with higher frequencies during peak hours. Additional routes will serve the “Spine Street” through the site along with western areas to provide a comprehensive network.

The wider bus network would be provided through a combination of developer contributions and bus operator investment.

High quality facilities
The future planning and design of streets and access will need to ensure BRT and bus routes are prioritised across the development over car traffic to maximise the benefits of using public transport. In practice this will mean a combination of bus only routes, bus lanes and other forms of bus priority on spine streets.

Eclipse BRT
The Eclipse BRT service runs between Fareham and Gosport providing a frequent rapid bus link, with sections of the route along dedicated busway. The service provides a 7-minute headway during peak periods. Since commencing operation in April 2012, patronage has increased by 16% on new routes E1 and E2 compared with the equivalent routes replaced. Over the Gosport peninsula as a whole, there has been a 6% general increase in bus use.

Example of German bus integration into town square

1Source: Transport for South Hampshire
Strategy

Walking and cycling networks
The New Community will deliver clear and legible cycle and walk routes throughout the community. The Green Infrastructure Strategy, being developed alongside this transport strategy, details a network of green corridors and pedestrian, cycle and bridleway routes through the site. This strategy reflects this network of routes. The overarching ‘vision’ for the New Community is that it will derive its character and identity from the land and countryside surrounding it, bringing everyone in the community closer to nature. The Green Infrastructure strategy and the proposed network of walking and cycle routes reflect the vision by prioritising these routes in the development of the Masterplan.

These will provide connections between local centres as well as providing access to the schools, and nearby communities of Wickham, Funtley and Knowle. A direct cycle link will also be provided north-south through the site to link Wickham with Fareham town centre.

The primary cycle and walking network will be spaced on a 400m grid. To ensure a high quality cycle experience, the primary route network will be segregated from general traffic, through a mixture of measures. The strategic network will provide continuity, ensuring bike routes are continuous as possible.

A secondary network of feeder routes may also be added where necessary, and generally include minor roads where dedicated cycle facilities need not be provided. In general segregated routes will only desirable in some situations but are no substitute for streets that are safe to cycles. The community should therefore seek to create cycle safe streets in an attempt to reduce dedicated infrastructure.

Existing features such as the green corridor through the site provide excellent opportunities to develop high quality green infrastructure for both walking and cycling, and for both leisure and direct travel. These existing features are capitalised upon through the Green Infrastructure Strategy to develop a network of routes across the site. Guidance on delivering pedestrian and cycle friendly routes will be included in the Strategic Design Code for the development.

Creating quality walking environments
In addition to the strategic network discussed above, the community will have a convenient and prominent pedestrian environment in terms of signage, lighting and gradients. Safety from traffic will be ensured by effective traffic calming and street design principles outlined in the Manual for Streets (MfS) and MfS2, which presents pedestrians at the top of the user hierarchy.

The local pattern of footpaths will create high permeability – a choice of routes filtering through the whole area, creating a fine grain network. Routes from homes to local facilities, especially shops, schools and bus stops, should be as direct and pleasant as possible, avoiding steep slopes or steps/kerbs where possible. Longer-distance walks (to the local centre, Wickham, Fareham or for recreation) should be facilitated by a strategic network.

Creating quality cycling environments
Safety will be a prime driver for the design of cycle routes, including provision of segregated facilities where there is conflict with vehicles, particularly at junctions.

Cycle comfort and amenity will be achieved through giving attention to gradients and surfaces, also the design of adjacent buildings and ensuring ensure routes are attractive and well maintained and free from noise, fumes and turbulence of speeding traffic.
What is it about?

In June 2012, Southampton City Council successfully secured £1 million additional transport funding through the Government’s Local Sustainable Transport Fund to introduce the proposed eastern cycle route with links from Hedge End and Botley in the east to Southampton Central Railway Station. The route will be implemented in phases, and it is planned that Phase 1 of the route will be completed by 2015 and the other phases to be implemented as and when future funding becomes available. Phase 1 will include improvements to cycle infrastructure on Itchen Bridge, Central Bridge, Marsh Lane, Evans Street and St Mary’s Place/Kingsway.

We are seeking your views on the selection of the route and whether the proposals will result in more cycle trips being made in future.

Drop-in sessions

We are holding a series of drop-in sessions to give local people an opportunity to view the proposals and make suggestions for the improvement works. We will consider all feedback received from the public. During 2013 we will then undertake the legal process necessary to make changes to traffic and on-street parking arrangements. This will give you a formal right to object or express other views. However, we would like to find out what you think now so that if necessary, we can adapt our plans accordingly before starting the legal process. It should be noted that the proposals will be subject to traffic modelling analysis and land ownership check and confirmation.

This survey is supported by My Journey, a travel awareness campaign delivered by Southampton City Council and partners, with funding from the Department for Transport.

What happens next?

The results of the consultation will be reported to a future Cabinet meeting. A summary report of the results of this consultation will be published on www.southampton.gov.uk/s-environment/future/ccplans/easterncycleroute in April 2013. We will then proceed to the next stage of development with a view to commencing construction work in June 2013. The proposals can be viewed at www.southampton.gov.uk/s-environment/future/ccplans/easterncycleroute or please call 023 8083 2366. Our staff will be available to answer questions about the proposals at the following venues:

- City College (in the Hub), St Mary Street, Southampton SO14 1AR, from 12noon-4pm on Monday, 4 February 2013
- Chamberlayne Leisure Centre (in the Creche), 150 Weston Lane, Southampton SO19 9SJ, from 4-8pm on Tuesday, 5 February 2013
- Central Library, Civic Centre, Southampton SO14 7LW, from 11am-5pm on Thursday, 7 February 2013
- Woolston Library, Portsmouth Road, Southampton SO19 9AF, from 11am-3pm on Wednesday, 13 February 2013
- Central Hall (in Room 3), St Mary Street, Southampton SO14 1NF, from 11am-7pm on Thursday, 14 February 2013

Case study – Southampton Eastern Cycle Highway

A local example of cycle route enhancements is in Southampton.

Southampton City Council is seeking to implement an eastern cycle route connecting Hedge End and Botley with Southampton Central Station.

The scheme will use a combination of on-carriageway lanes, dedicated cycleways, shared footway/cycleways and Toucan crossings to create a direct route from the east into the city centre, avoiding key junctions.

The route is inspired by Dutch-style cycle ways and will be a new branded route, similar to the London cycle superhighway routes.

The route is currently being consulted upon with a view to construction commencing later in 2013.
Other complementary elements
Transport Hubs will be provided at each centre and other key land uses. These hubs will provide secure cycling parking to increase opportunities to cycle in combination with public transport and car sharing.

Strategic walking/cycle links
The presence of the motorway immediately to the south of the community creates a significant severance issue for cycle and walk links with limited opportunities to cross the motorway. It is proposed that all existing connections will be improved and enhanced to allow shared access.

The existing route under the M27 at Junction 10, whilst being improved for highways and public transport access, will also be required to enable safe cycle and pedestrian links.

Cycle links
Cycle routes to Fareham town centre and railway station will make use of existing connections beneath the M27 to provide a direct link north-south through the NCNF up to Wickham. This mainly off-road route will enable existing and future residents to connect with rail services to wider Hampshire from Fareham Station.

Enhancements to cycle facilities at Fareham Station will be secured including cycle parking, and secure locker facilities.

The existing green infrastructure around the edge of the development will be integrated and enhanced to ensure connectivity around all boundaries for walking and cycling, as indicated in the concept masterplan.

Most importantly, the new secondary school must be well connected to the cycle and walk network as it will have a large catchment covering north Fareham, Funtley and Knowle. Travel to the school must be as sustainable as possible for both teachers and pupils. An at-grade crossing is proposed along with a new pedestrian and cycle bridge to ensure safe crossing of the A32 to the school.

Until the new school is provided, the nearest secondary school will be Henry Cort Community College. A number of key cycle links will ensure access to the college from the new community.

Key cycle links identified for the New Community are:

1. **Mayles Lane** – currently provides links a right of way between Funtley Lane and Knowle, and on north to Wickham. The section of Mayles Lane between Funtley Lane and Knowle is private and subject to restricted access. A bus gate is in operation where Mayles Lane reaches Knowle village to prevent through vehicular traffic.

However, it remains a right of way for pedestrians and cyclists and provides a bus only connection between the three villages. Importantly, Mayles Lane provides a crossing point for the railway. It is proposed that cycle and pedestrian routes to the west of the site will tie in to Mayles Lane.

2. **Titchfield Lane** – located to the west of the site, connecting to Funtley Lane, this provides links to the north and Wickham via an existing country lane. There is scope to provide segregated cycle/footway along some sections of Titchfield Lane where there are currently wide verges, particularly on the eastern side of the carriageway.

3. **Pook Lane east** – this country lane currently provides links to the east and on to Junction 11 of the motorway. Although Pook Lane will provide direct vehicular access to the employment land on the eastern side of the A32, it is not suitable for significant increases in vehicular traffic due to its rural nature. Therefore the option of closing this road to through traffic while ensuring adequate access to existing premises will be considered. It will still provide a through link for pedestrians and cyclists.

4. **Pook Lane and south over motorway** – Pook Lane provides a connection to a footbridge over the motorway immediately to the south east of the site which will provide a key pedestrian link from north Fareham to the employment areas and on up towards the secondary school site.

5. **Forest Lane** – provides a link to the northeast of the site along a rural country lane. Forest Lane ultimately connects up to the B2177 which links down to north Portsmouth. No specific improvements are proposed to this existing link.

6. **Kiln Road link under motorway** – a key motorway crossing point exists from Kiln Road to the north. This link will be enhanced to enable a direct cycle and walk link under the motorway and into the site from North Fareham. The relationship this link has with existing residential properties will need to be considered.

7. **Disused Railway** – now a bridleway, the disused railway runs south west from Knowle providing a walk/cycle route under the motorway to north Fareham.

8. **Funtley Road/Funtley Hill** – a further key motorway crossing point, this link will provide a direct cycle and walk route from the southwest of the site to Henry Cort School in north Fareham.
Walking and cycling plan

Legend

- --- Offsite pedestrian/cycle route improvements
- Orange Onsite pedestrian/cycle links
- Dark red Onsite pedestrian/cycle links (Avenues)
- Light brown Onsite pedestrian/cycle links (Drives)
- Gray Existing roads, tracks and paths
- Dashed gray Existing public rights of way
- Green Cycle links
3.4 Governance and travel planning

The emerging strategy for governance and travel planning is based on the following principles:

- A vision and funding for the long term
- Early implementation so as to catch new residents/employees at ‘transition points’
- Flexibility of delivery, with residents and future users able to participate in and tailor measures to suit
- Co-ordination with efforts in the wider area, to maximise benefits. There will be an on-going role for the local authorities to work with the New Community to support measures.

The Framework Travel Plan (FTP) will be the central mechanism for a long term, consistent, smarter choices strategy. This will include ambitious, overarching objectives, targets, measures, monitoring and review procedures. The diagram below illustrates the various ‘layers’ of the FTP, building on the infrastructure provided. The FTP will have associated funding and could be supported by a Strategic Travel Plan Co-ordinator (STPC). Measures (services and facilities) will form the heart of the FTP and will need to be widely promoted.

Key measures are likely to include:
- Multi-modal smart ticketing
- Travel information and marketing (various channels, possibly including a travel information centre within a community facility within the development)
- Real time information boards, delivered in partnership with the transport operators.
- Promotion of smarter working practices (in partnership with the employers)
- Personalised travel planning
- Promotions and events – e.g. ‘bike to work’ week
- Public transport marketing and branding of services
- Car club scheme – e.g. a community based group with vehicles and allocated parking
- Car share scheme (including local car share group for residents to join)
- Electric vehicle charging points
- Monitoring surveys

Figure 1: Framework Travel Plan pyramid
The Framework Travel Plan will be developed in partnership between developers, local authorities, existing residents, community groups and transport operators as part of the proposals that emerge for the NCNF. It should be consistent with the proposals emerging to improve transport in the wider area, supporting the schemes being delivered through the Fareham Transport Town Access Plan (e.g. the local footway, cycleway and public transport improvements being planned). The aim will be to ensure a complete ‘whole journey’ approach to accessibility in the community (e.g. from the NCNF and surrounding areas to Fareham Town Centre, Fareham Station, etc).

To oversee the implementation of the Framework Travel Plan, it is recommended that a Strategic Travel Plan Co-ordinator (STPC) is in place from the beginning of the development, funded by developer contributions for an initial period. The Sustainable Travel Towns Initiative was resourced by 1 FTE staff for every 15,000 residents. The added value that a STPC brings to the process is a focal point for travel planning in the community, providing essential management and co-ordination activities. The STPC would oversee measures, the spending of resources, identify and secure further funding and negotiate on behalf of the residents and site users. The STPC would be responsible for monitoring future travel patterns to and from the NCNF and ensuring continued efforts are made to encourage sustainable travel. The person required will need to have sufficient gravitas to facilitate effective partnerships between different interests and authority to secure funding and manage delivery. To ensure a good calibre of individual, it is important that long term funding is found to support this post over a period of 5-10 years as the development is built out.

Site Specific Travel Plans will be developed by schools and employers locating on the site. A residential travel plan will be developed and implemented by the STPC. As individual developments come forward, these Site Specific Travel Plans will be consistent with the Framework Travel Plan. Future schools and employers will be required to develop and maintain their Travel Plan, ensuring certain measures are in place. Travel Plans will need to cover the detail of how the users of the site will be encouraged to reduce the need to travel and, where travel is involved, ensure it is done sustainably. For example, the detail might include the on-site facilities (e.g. cycle parking, showers, etc) and management arrangements (e.g. staff time to promote information, deliver PTP etc). It is envisaged that Local Travel Plan Co-ordinators could be required as part of this process.

Priorities
Developing the Framework Travel Plan and considering whether a Strategic Travel Plan Co-ordinator is appropriate are essential next steps and therefore priorities for the NCNF. Another important element will be the employer, school and residential Travel Plans which, national evidence suggests, could reduce demand for car travel by 10% or more.

Previous reports have reviewed a broad range of possible measures, identifying costs and potential impacts of different elements. Costs will need to be reviewed, as there may be more cost effective ways to deliver, which developers and stakeholders will need to consider. Flexibility will therefore be needed to tailor the package which evolves over time. However at this point the evidence suggests interventions included within the Framework Travel Plan will be made up of:

- Information and marketing campaigns, to make people aware of different options. This might be particularly beneficial immediately before and after new residents move into their new homes/ employers decide to relocate.
- Site wide incentives such as car share database, car club and a cycle hire scheme. Car clubs can be particularly successful in reducing the need for car ownership (perhaps replacing a second car for a household) and have been shown to lead to an increase in public transport use, as users weigh up costs and evaluate the alternatives. Likewise providing car share software and promoting it amongst people with something in common (e.g. workplace/residential area) can provide a simple and cheap way to encourage car share journeys.
- Intensive approaches such as personal journey planning which has been shown to reduce demand for car travel by up to 9%. This will need to be intensive, can be focussed on the residential area and workplaces and supported by physical links and improved services.
Strategy

Governance

Case study – Northstowe

In Northstowe, Cambridgeshire, a formal community partnership structure has been developed. This has enabled the existing community to comment on the planning applications as they come forward and help shape the proposals, as they evolve. A Community Interest Company is planned, to be funded initially by the developer, with the aspiration that it will eventually be the mechanism for overseeing aspects of the development, which could include travel planning and associated ‘community assets’ (e.g. Community Hall, website, potential car club).

The Framework Travel Plan approach sets out the structure for smarter choices. Alongside this, consideration needs to be given to a mechanism for the delivery of a long term strategy, through effective governance. Developing and delivering smarter choices should rest with the local community, in a partnership with the developers. This is consistent with the values of a Garden City.

This aspiration is for the community to participate in sustainable travel, working with the developers initially to develop the strategy and eventually taking ownership of the strategy, including any community assets (e.g. travel centres, websites, car club etc).

It is recommended that the authorities work with the developers to identify an appropriate Framework Travel Plan, within a structure identified within this strategy and supported by long term funding. There are various stakeholders that could be engaged as part of this process and various options as to how this could be achieved. One option to achieve this would be to use the existing governance structures for the New Community to allow the various parties to respond effectively to the development proposals and shape the FTP as it emerges.

There are various options as to how governance structures might eventually emerge. This might take the form of a Transport Management Association, Community Trust or Social Enterprise.
Case studies – Governance Structures for Travel Planning

Although still relatively new in the UK, there are examples of governance models that have been used to establish the long term ownership and delivery of travel plans.

Several companies at Thames Valley Park have come together on a voluntary basis to establish a site-wide travel plan framework. Having established an action plan of measures, the companies were able to come together to consider a business case for supporting it financially. Alongside this they considered a mechanism for calculating and pooling contributions from each business to ensure its continuity. An independent management company now manages pooled contributions and is accountable to a committee of directors from participating organisations. As well as ensuring continuity, this mechanism allows economies of scale, with each organisation sharing the costs of incentives (e.g. shuttle buses to Reading Station) that might otherwise be prohibitively expensive.

Similarly, companies in north Bristol have come together to form an organisation called North Bristol SusCom to take forward an Area Travel Plan. The Area Travel Plan comprises a number of jointly supported initiatives which promote greater walking, cycling, public transport and car sharing in the area. North Bristol SusCom receives annual subscriptions from its Membership to support delivery of measures. The measures include a Travel Plan Co-ordinator, travel information through a dedicated website, various incentives to assist cycling and a bespoke area wide Travel Map. North Bristol SusCom were successful in securing some LSTF funding, in partnership with the local authorities, to contribute towards this package of measures, plus deliver an improved orbital bus route linking residential areas to key employment sites.

A Transport Management Association (TMA) is currently being considered as an option for delivering a new community at Northstowe, in Cambridgeshire. The TMA would be a separate legal entity, which would exist to deliver the objectives of the new community. It would be independent, transparent and would provide the community with an ongoing mechanism for joint decision making delivering a framework travel plan. The idea is to ensure delivery of smarter choices beyond the initial development.

The potential benefits of establishing a ‘not for profit’ organisation as evidenced in these examples include:

- Continuity for co-ordinating and implementing Travel Plan initiatives
- An identity and focal point for action
- Independence from any one company and transparency for all involved
- A framework for actions
- The ability to act like a company – e.g. an address, employment of staff, managing subscriptions and budgets, applying for loans, discounts and public sector funding, speaking on behalf of the community in negotiations with public transport operators
- Credibility with the general public and the public sector and a conduit for a greater level of joint working than would otherwise be possible
- Reduced costs, through the joint implementation of a range of initiatives and incentives. A business case would be needed to set out the potential for reduced costs.

It is recommended that a Framework Travel Plan is required as part of the development proposals and that funding is sought to deliver it. The Framework Travel Plan and the detail of measures will need to be developed further, initiated by the developers but undertaken in partnership with residents and stakeholders. This will form the basis for a monitoring and review process. Some of the funding could be set aside to support a governance structure to be set up, with the aim of providing a legacy beyond developer involvement and funding.
3.5 Managing wider impacts

The NCNF will inevitably generate significant additional trips outside of the site by all modes.

Congestion is recognised as a problem within Fareham town centre, one which makes bus journey times and reliability a continuing problem. The mitigation measures associated with the NCNF will provide the opportunity to better manage traffic in the central area of Fareham enhancing opportunities for sustainable travel.

Highway and corridor improvements

It is recognised that a package of measures will be required to manage the highways impact of the community on the wider highway network – both locally and strategically. The strategy will build on existing studies and plans in Fareham to develop a comprehensive package of improvements that can be secured through developer contributions and possibly other funding sources.

The existing Town Access Plan identifies a number of highways improvements required to reduce congestion in the town centre, including traffic signal control measures which will be maximised to control, manage and direct traffic away from congested areas wherever possible.

There are a number of significant geographical constraints in Fareham, not least the river estuary, and the concentration of infrastructure between this and the town centre.

A number of junctions have been identified that are likely to require some traffic management and upgrade measures as a direct result of traffic generated by the NCNF.

1. **A32/A334 Fareham Road, Wickham** – This junction lies to the north of the development on the A32. It is a three-arm roundabout junction with two-lane flares provided on all approaches. There may be a requirement to widen the approach lanes on the A32 to accommodate additional traffic generated by the development. Improvements will be required at this junction to enable traffic to be better managed and to help discourage rat-running through Wickham. There would appear to be sufficient carriageway and verge space to realign the carriageway. There is the potential to implement traffic management measures through Wickham to discourage through traffic.

2. **North Hill/Kiln Road** – Kiln Road provides the main link to Funtley from the north of Fareham. The new development is likely to generate additional demand on Kiln Road for traffic travelling to Junction 10 of the motorway, avoiding Fareham town centre. It is likely that traffic calming measures will be required along Kiln Lane to reduce the ‘rat-running’ traffic and control speed of traffic on this residential route. The junction itself is restricted with limited space to provide additional capacity and will require improvements.

3. **A32 Wickham Road/North Hill/Park Lane** – This roundabout junction lies just to the south of Junction 10, providing the main route into Fareham town centre from the north. There is limited carriageway space to the south of the junction and through the roundabout to provide additional lanes for bus priority. However, to the north, there may be scope to provide bus priority for BRT vehicles and buses travelling south.

4. **A32 Wickham Road/Willington Way/Southampton Road** – This junction, comprised of two roundabouts, lies on the A32 and provides access to Broadcut Retail Park and Fareham Industrial Estate. The two roundabouts linked by dual carriageway, present the opportunity for bus priority measures through this section down to the M27 junction.

5. **Delme Roundabout A32/A27** – This large, grade-separated junction links the main A27 to the A32 and connections south to Gosport. The A27 has significant congestion problems due to it acting as a by-pass for through traffic around Fareham along with the main access to the Gosport peninsula. The introduction of an all movements operation at Junction 10 will relieve some of this east-west traffic flow. Potential for traffic management measures will be explored at this junction in order to facilitate BRT movements east to Portsmouth and west to Fareham Station.

6. **A27 Eastern Way/A32 Gosport Road** – This complex junction where the A32 and A27 diverge has recently been upgraded to accommodate access to the new Tesco Superstore. An overpass provides some relief to traffic on the A27; however this is single carriageway creating some congestion. Opportunities for further improvements at this junction will be explored with the highways authority.

7. **Station Roundabout** – Station Roundabout – The direct connection between the NCNF and the station through BRT and bus routes will require interchange between buses, BRT services and rail to be improved. The roundabout will be reconfigured to provide the opportunity for a bus-rail interchange and better manage traffic through the centre of Fareham. Any improvements will be linked to the junction to the west – Gudge Heather Lane – to achieve optimum benefit.
Legend

- Off-site highway improvements

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**Public transport**
Fareham has a comprehensive bus network linking the town to the local employment and retail centres of Portsmouth, Gosport, Southampton and beyond. This includes the innovative ‘Eclipse’ route between Fareham and Gosport, as well as a strong network of local bus services, primarily run by First Group. Hampshire County Council has developed a strong partnership working relationship with operators which has led to a stable bus network with good levels of patronage. Despite this, up to 80% of trips are still made by car by Fareham residents.

The New Community will build upon this foundation and provide additional routes within this network so that residents and employees can access all main destinations by public transport.

**Bus rapid transit (BRT)**
The existing BRT link between Gosport and Fareham town centre is the first stage in the development of a network of routes across South Hampshire. The innovative, high specification service will form a key component of the access strategy for the New Community.

From the new community, the service will provide links to the existing Fareham to Gosport route as well as a new link via the A27 and M27 to Portsmouth, a key employment and retail centre.

A plan of this route is shown opposite:
Legend
- Existing on-carriageway
- Existing dedicated BRT route
- Proposed BRT route
- Opportunities for bus priority
- Existing bus route network

Wider highways plan

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Strategy

**Local buses**
The BRT route through the site will be supplemented by a series of local bus services providing an integrated and coordinated network. Interchange from BRT to local bus services at each of the main BRT stops will be facilitated by the provision of high quality infrastructure and onward travel information.

The additional bus routes or services will serve not only the New Community but also the local villages including Funtley and Knowle, enhancing their connectivity to Fareham town centre.

The site borders the village of Funtley. Bus route 20 currently links Knowle and Funtley villages with Fareham town centre, making use of a bus gate in operation in Knowle village centre. This gate provides links to the west across the railway line, a route that is not accessible to general traffic. Route 20 currently operates on a 70-minute headway, and increases in frequency on this route to half-hourly or better would be of great benefit to both the existing villages and NCNF residents.

The New Community will support additional routes, providing links between NCNF and the local villages of Wickham, Funtley, Botley, Bishops Waltham and Knowle.

Bus priority measures, as discussed above, would be provided for all bus routes where needed, not just BRT services to ensure public transport has a time advantage over private vehicles wherever possible.

Integrated ticketing will enable seamless travel on the public transport network across South Hampshire, facilitated by the LSTF funding detailed above.

**Rail connections**
The community is bounded to the west by the Fareham to Eastleigh rail line. This route is currently single track and the opportunities to develop a new rail halt on this line to directly serve the New Community are limited due to line access, single track operation, level changes, and proximity to the existing Fareham Station.

Network Rail has confirmed that there is no in-principle technical reason why a halt could not be developed, however, the estimated costs is significant, which would need to be funded by the development and could be prohibitive. A new stop would also cause 4-5 minute delay on services which would require the support of South West Trains.

Safeguarding of land in this location is recommended to ensure any future developments are facilitated in the longer term. The Masterplan has been designed with such safeguarding in mind to the west of the site.

Such a proposal may represent a long term vision, potentially with a light rail solution. However, in the shorter term, strong links will be developed from the start between the new community and Fareham Station through the BRT and bus network enhancements. Smart ticketing will be implemented in association with transport operators to provide a seamless journey for passengers, incentivising public transport travel.
This section provides a schedule of transport projects which have emerged from the strategy. These cost, phasing and delivery of these projects has been considered by GVA/AECOM in the parallel study on infrastructure delivery and viability.

<table>
<thead>
<tr>
<th>Project number</th>
<th>Infrastructure item</th>
<th>Location</th>
<th>Lead provider(s)</th>
<th>Phasing/year of trigger</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Highways projects</strong></td>
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<tr>
<td>Project 1</td>
<td>A32 south site access - 3 arm signal junction with 3 lane entry on the A32 (S), 2 lane entry on the A32 (N) and 2 lane entry from the site (E)</td>
<td>NCNF Site</td>
<td>Site Developer and Hampshire County Council</td>
<td>2015</td>
<td>£400,000 (inc. 20% traffic management and 20% contingency)</td>
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<tr>
<td>(Linked to Project 2)</td>
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<tr>
<td>Project 2</td>
<td>A32 central site access of Dean Farm - 3 arm signal junction with 2 lane entry on the A32 (S), 3 lane entry on the A32 (N) and 2 lane entry from the site (W).</td>
<td>NCNF Site</td>
<td>Site Developer and Hampshire County Council</td>
<td>2015</td>
<td>£400,000 (inc. 20% traffic management and 20% contingency)</td>
</tr>
<tr>
<td>Project 3</td>
<td>A32 northern site access opposite Forest Lane - 4 arm signal junction with 2 lane entry on the A32 (S), 3 lane entry on the A32 (N), 2 lane entry from the site (W) and 1 lane entry from Chalk Lane (E).</td>
<td>NCNF Site</td>
<td>Site Developer and Hampshire County Council</td>
<td>2015</td>
<td>£650,000 (inc. 20% traffic management and 20% contingency)</td>
</tr>
<tr>
<td>Project 4</td>
<td>Internal Primary and Secondary Street Network, including provision for pedestrians and cyclists along these routes.</td>
<td>NCNF Site</td>
<td>Site Developer and Hampshire County Council</td>
<td>2015 onwards</td>
<td>£1,440,000 per year over 25 years total cost £36,000,000</td>
</tr>
<tr>
<td>Project 5</td>
<td>Part dedicated Bus Rapid Transit (BRT) lane as part of a loop system around the NCNF, operating in parallel with internal spine street network.</td>
<td>NCNF Site</td>
<td>Site Developer and Hampshire County Council</td>
<td>2015 first phase (BRT link parallel to the A32 between central and northern access junctions) 2030 second phase (BRT link extending further west into the site)</td>
<td>2015 first phase - £3,000,000 2030 second phase -£5,825,000</td>
</tr>
<tr>
<td>Project 6</td>
<td>Adoption of internal street network (Project 4). These streets and junctions are required to be constructed in accordance with the Council’s guidelines and would typically be adopted by way of an agreement between the developer and the Council under section 38 of the Highways Act 1980. The developer will provide a committed sum of money to Hampshire County Council a financial committed sum of money to cover future maintenance of the adopted road network.</td>
<td>NCNF Site</td>
<td>Site Developer and Hampshire County Council</td>
<td>2015</td>
<td>£450,000 per year over 25 years total cost £11,250,000 (Commuted sum assumed to be 25% of the construction costs of the highway works)</td>
</tr>
<tr>
<td>Project 7</td>
<td>A32 street transformation project between NCNF north site access (Knowle Road) and M27 J10 widened to possible dual lanes, with BRT, walking and cycling routes and landscaping.</td>
<td>NCNF Site</td>
<td>Site Developer and Hampshire County Council</td>
<td>2015</td>
<td>£4,400,000</td>
</tr>
<tr>
<td>Project 8</td>
<td>M27 J10/A32 junction improvements including BRT facilitation, including new westbound facing slip lanes and junction improvements to facilitate all directional movements.</td>
<td>Off-site</td>
<td>Hampshire County Council and the Highways Agency</td>
<td>2018</td>
<td>£30,000,000 based on worst case scenario of options being investigated in the NCNF Transport Strategy 2013 (Works costs not including any design, land or commuted sum)</td>
</tr>
<tr>
<td>Project 9</td>
<td>A32 / A334 junction improvements to enhance capacity and promote sustainable movement.</td>
<td>Off-site</td>
<td>Hampshire County Council</td>
<td>2022</td>
<td>£500,000 (inc. 20% traffic mgmt and 20% contingency)</td>
</tr>
<tr>
<td>Project 10</td>
<td>Traffic management and traffic control measures on surrounding rural roads that will be impacted by NCNF development traffic, including A32 North, Forest Road and Pook Lane</td>
<td>Off-site</td>
<td>Hampshire County Council</td>
<td>2022</td>
<td>£1,000,000</td>
</tr>
<tr>
<td>Project 11</td>
<td>Traffic management and traffic control measures on surround urban streets that will by impacted by NCNF development traffic including A32 South, Kiln Lane and Park Lane.</td>
<td>Off-site</td>
<td>Hampshire County Council / Fareham Borough Council</td>
<td>2015</td>
<td>£2,000,000</td>
</tr>
<tr>
<td>Project 12</td>
<td>A27 / A32 / Quay Street / Portland Street (Quay Street Roundabout) Signal Modifications</td>
<td>Site Developer</td>
<td>Hampshire County Council</td>
<td>2022</td>
<td>£100,000</td>
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</tbody>
</table>
## NCNF Transport infrastructure project review

<table>
<thead>
<tr>
<th>Project number</th>
<th>Infrastructure item</th>
<th>Location</th>
<th>Lead provider(s)</th>
<th>Phasing/year of trigger</th>
<th>Cost</th>
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<tbody>
<tr>
<td><strong>Rail projects</strong></td>
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<tr>
<td>Project 13</td>
<td>Cycle parking facility at Fareham Rail Station as this will be the principle interchange for rail access for the NCNF.</td>
<td>NCNF Site</td>
<td>Site Developer and Hampshire County Council</td>
<td>2015</td>
<td>£100,000</td>
</tr>
<tr>
<td>Project 14</td>
<td>Rail halt at Knowle and track enhancements.</td>
<td>NCNF Site</td>
<td>Site Developer and Hampshire County Council</td>
<td>2030</td>
<td>£12,000,000</td>
</tr>
<tr>
<td><strong>Bus projects</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Project 15</td>
<td>Bus infrastructure measures for proposed BRT routes to serve the NCNF.</td>
<td>Off-site</td>
<td>Transport for South Hampshire, Hampshire County Council and the Highways Agency</td>
<td>2020</td>
<td>A32 BRT priority measures between M27 J10 and the High Street - £500,000 • Reconfiguration of Fareham Rail Station Access including improvements to the A27/West Street/Station Access roundabout - £5,000,000 (potential partial contribution) Total £5,500,000</td>
</tr>
<tr>
<td>Project 16</td>
<td>Bus operational subsidy to to implement a new route between the NCNF and Fareham Bus and Rail Stations, which will link the site to the wider BRT route network, with a service frequency of 4 buses an hour.</td>
<td>NA</td>
<td>Transport for South Hampshire, Hampshire County Council and Bus Operators</td>
<td>2016 to 2025 - 9 years at £150,000 per annum, £1,350,000 subsidy • 2025 to 2032 - 7 years at £300,000 per annum, £2,100,000 subsidy Total £3,450,000</td>
<td></td>
</tr>
<tr>
<td>Project 17</td>
<td>Local bus infrastructure with new bus stops on the NCNF site and improvements to existing bus stops on key routes serving the site, including implementing real time information facilities.</td>
<td>NCNF Site and Off-site</td>
<td>Site Developer, Transport for South Hampshire, Hampshire County Council and Bus Operators</td>
<td>2015 – 2 bus stops provided for first phase BRT link 2030 – 4 bus stops provided for second phase BRT link</td>
<td>£50,000 per new bus stop on-site, plus £100,000 allowance for improvements to existing bus stops, total cost £400,000 2015 first phase (includes upgrades to existing bus stops) - £200,000 2030 second phase - £200,000</td>
</tr>
</tbody>
</table>
### Smarter projects

<table>
<thead>
<tr>
<th>Project number</th>
<th>Infrastructure item</th>
<th>Location</th>
<th>Lead provider(s)</th>
<th>Phasing/year of trigger</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project 18</td>
<td>The increasing use of travel planning and softer measures, often identified as “smarter choices” techniques, offers a cost effective method of maximising access and travel opportunities without increasing traffic impact. For NCNF it is envisaged that similar techniques should be applied, with the funding of an Area Wide Travel Plan and related projects from development site contributions. The costs associated with smarter choices techniques should be implementing, running and managing an Area Wide Travel Plan and associated softer measures. It is envisaged that a developer funded Area Wide Travel Plan managed via the Transport Management Association would be in operation from prior to the initial occupation of the NCNF site up to the completion of the site, which is assumed to be fully built out over a 25 year period.</td>
<td>NCNF Site</td>
<td>Site Developer and Hampshire County Council</td>
<td>2016</td>
<td>£190,000 per year over 25 years, total cost £4,750,000</td>
</tr>
</tbody>
</table>

(Based on North Fareham Strategic Development Area Smarter Choices Study, Campbell Reith, January 2012 £2.9m estimate for 15 year build out, pro-rata to 25 year build out).

### Walking and cycling projects

| Project 19 | Pedestrian and cycle linkages into surrounding areas including M27 crossing, Meon Valley trail, Whiteley and Segensworth employment areas to the west, and other links and necessary improvements to the off-site network. | Off-site | Site Developer and Hampshire County Council | 2020 | £5,000,000 |

### Notes

1. For the Highways projects:
   - This estimate exclude Statutory Undertakers diversion costs
   - This estimate exclude Third Party land acquisition
   - This estimate is indicative only and should not be used for budgeting purposes
   - This estimate has not been calculated from engineering drawings and there is approximate only. Further costing will be required at design and tender stages
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