

## HAMPSHIRE COUNTY COUNCIL

### Executive Decision Record

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| <b>Decision Maker:</b> | Executive Member for Environment and Transport  |
| <b>Date:</b>           | 22 January 2013   |
| <b>Title:</b>          | Project Appraisal: A32 Fareham Road/ Brockhurst Roundabouts, Gosport - Junction improvements and priority measures for Bus Rapid Transit. |
| <b>Reference:</b>      | 4551  |
| <b>Report From:</b>    | Director of Economy, Transport and Environment  |

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#### 1. The decision:

- (a) That, subject to approval of the Traffic Regulation Order, approval be given to the Project Appraisal for a package of bus priority measures and infrastructure to improve the reliability of bus journey time on the A32 Fareham Road, at the north and south Brockhurst roundabouts, in Gosport. The scheme also includes toucan crossing facilities on Rowner Road and a section of footway widening, from the Brune Medical Centre to the A32 Fareham Road. The estimated works package cost is £690,000.
- (b) That the new section of shared use footway/cycleway on the north side of Rowner Road, between the Brune Medical Centre and the A32 Fareham Road, be incorporated into the Highway network under Section 65 and Section 66 of the Highways Act 1980.

#### 2. Reasons for the decision:

- 2.1 To improve the journey time reliability of BRT buses through these congested double roundabouts on the strategic A32 road to Gosport without compromising the general capacity available for other road users. The scheme involves the provision of a north - south bus lane on the A32 and will provide prioritised detection for buses through the junction, improved infrastructure and a toucan crossing on Rowner Road.
- 2.2 To enhance and build upon the success of the recently completed *Eclipse* BRT Bus-way from Redlands Lane to Tichborne Way. Expansion into a wider network is critical to improve connectivity with Gosport and other areas of the sub-region. The scheme will further improve the reliability of bus journey time for Eclipse BRT buses rejoining the on-road network, at

Tichborne Way, travelling through Gosport to the Gosport ferry from the *Eclipse* Bus-way.

- 2.3 The proposals aim to enhance the attractiveness of using the Eclipse BRT and other bus services with superior bus stop upgrades at specific locations, with the provision of 24 hour CCTV for passenger security and real time bus, train and ferry times, together with local information, news and weather.
- 2.4 The scheme also includes a toucan crossing facility on Rowner Road, just to the west of the Brune Medical Centre access, thereby improving access to the medical centre and Brune Park School.
- 2.5 The scheme has positive benefits for all traffic, improving provision and priority measures for buses without compromising the running capacity for other road users.
- 2.6 Approval of the scheme will contribute towards the Corporate Strategy:
  - (i) 'Making Hampshire safer and more secure for all', by providing improvements to the bus, cycle and pedestrian network that will help those more vulnerable to access local facilities;
  - (ii) 'Maximising well-being' by improving opportunities and the ease with which people can access local facilities and services;
  - (iii) 'Enhancing our quality of place' by improving access in this area of Gosport and enhancing bus services.

### **3. Other options considered and rejected:**

- 3.1 Alternative layouts were explored and rejected due to a variety of reasons, including geometric site constraints and operational difficulties which would cause greater congestion. Specific details are contained in 3.2 to 3.7 below.
- 3.2 The '*BRT Phase 3 Military Road to Gosport ferry Feasibility Report*' (November 2011), identified the option for the provision of a bus lane on Rowner Road, from the entrance of the Brune Medical Centre, to the Rowner roundabout. Further investigations identified that less than 10% of traffic turns left, (north-bound), from Rowner Road onto the A32 Fareham Road. Buses do not make this turn left either and all turn right, from Rowner Road at the Brockhurst north roundabout.
- 3.3 A bus stop is located just past the entrance to the Brune Medical Centre, on Rowner Road. At that point the road is only one traffic lane wide with a central island. The road does not widen to two lanes until approximately 10 metres to the east of the bus stop. Therefore, buses stopping in the bus lay-by, to pick up or drop off passengers, could hold up some of the traffic behind, allowing any traffic queues on the approach to the Brockhurst north roundabout to disperse, before the bus moves off. The provision of a left turn bus lane would therefore provide minimal benefit. Due to this and the

requirement to fell semi mature trees, to enable widening of the carriageway for the proposed bus lane, this option was not progressed .

- 3.4 Locating the toucan crossing on Rowner Road to the east of the Brune Medical Centre, was considered. However, concerns were raised that the existing west-bound bus lay-by, on Rowner Road, approximately 50 metres from the Brockhurst north roundabout, could reduce the visibility of those using the crossing when a bus is using the lay-by. Therefore, it is proposed that the crossing be located to the west of the entrance to the Brune Medical Centre.
- 3.5 Consideration was given to providing a new traffic island approximately 12 metres to the east of the entrance to the Brune Medical Centre, on Rowner Road and adjacent to the east and westbound bus stops. At that point the road is only one traffic lane wide with the road not widening to two lanes until approximately 10 metres to the east of the bus stop. Providing a traffic island opposite the two bus stops would hold up any traffic behind buses stopping at the eastbound bus stop and allow any traffic queues on the approach to the Brockhurst north roundabout to disperse, before the bus moves off. However, holding back the traffic behind the bus, while it was stopped, could cause blocking of the medical centre junction and unnecessary aggravation to other road users. As part of the proposed scheme, the bus will activate Selective Vehicle Detection (SVD), once departing the stop; therefore, any traffic queues will quickly disperse and the bus will not be significantly inhibited.

**4. Conflicts of interest:**

- 4.1 Conflicts of interest declared by the decision-maker: None
- 4.2 Conflicts of interest declared by other Executive Members consulted: None

**5. Dispensation granted by the Conduct Advisory Panel: none.**

**6. Reason(s) for the matter being dealt with if urgent: not applicable.**

**7. Statement from the Decision Maker:**

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| <b>Approved by:</b><br><br>-----  | <b>Date:</b><br><br><b>22 January 2013</b> |
| <b>Executive Member for Environment and Transport<br/>Councillor M J Kendal</b> |  |