HAMPSHIRE COUNTY COUNCIL

Decision Report

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

Contact name: Louise Berridge

Tel: 01962 826986 **Email:** louise.berridge@hants.gov.uk

1. Executive Summary

1.1 The purpose of this paper is to seek approval for the implementation of infrastructure improvements and bus priority measures on the A32 Fareham Road and Brockhurst roundabouts, at a cost of £690,000.

1.2 The scheme will deliver the following measures:

- A new bus lane on the southbound A32 from the approach to the Brockhurst roundabouts bypassing the north roundabout, at the A32 Fareham Road/Rowner Road junction, and up to the Brockhurst south roundabout, at the A32/Elson Road/Military Road junction.
- The use of the existing southbound toucan crossing on the A32 Fareham Road, between the two Brockhurst roundabouts, to provide bus priority through Selective Vehicle Detection (SVD) on the Elson Road approach to the Brockhurst south roundabout.
- The use of the existing northbound toucan crossing on the A32 Fareham Road, between the two Brockhurst roundabouts, to provide bus priority through SVD on Rowner Road.
- A Toucan crossing on Rowner Road, 20 metres to the west of the new Brune Medical Centre access, an identified scheme in the Local Transport Plan (LTP).
- Widening of the existing footway on the north east side of Rowner Road, between the Brune Medical Centre and the Brockhurst north Roundabout, and conversion to a shared use footway/cycleway, connecting Rowner Road cycle route with the A32 network.

- The upgrade of four bus stops in the vicinity of the two Brockhurst roundabouts with new shelters, 24 hour CCTV and real time bus, train and ferry times, together with local information, news and weather.

1.3 This paper seeks to explain the background and the development of the two schemes, and the benefits and details of the proposed infrastructure measures.

2. Background and Objectives

2.1 The first phase of the South East Hampshire Eclipse Bus Rapid Transit (*Eclipse* BRT), opened in April 2012. *First Hampshire & Dorset* (*First Bus*) bus services, E1 and E2 (previously routes 86 and 82) use the new *Eclipse* BRT bus-way for part of their journey. It enables those buses to bypass the worst of the congestion and thus offer fast, reliable journey times between Gosport and Fareham. Service 10 also uses the bus-way for parts of its journey to enable as many people as possible to benefit from the dedicated route. The Eclipse bus-way is a 3.3km dedicated bus-way, 'Henry Cort Way', between Redlands Lane and Tichborne Way. At both ends of the route, in Fareham to the north and Gosport to the south, the buses rejoin the on-road network. Extension of the wider BRT network is essential to enhance and improve connections for the bus-way.

2.2 The first phase of BRT has produced a 16% increase in bus patronage on the *Eclipse* E1 and E2 bus routes, operated by *First Bus*. An overall increase of 6% in bus patronage has been achieved in Gosport. The *Eclipse* E1 and E2 routes into Gosport leave the Eclipse bus-way at Tichborne Way, then pass through the Brockhurst roundabouts and continue to the Gosport ferry.

2.3 *First Bus*, as of 18 November, revised bus route provision in the region. The off-peak X88, which used part of the bus-way between Redlands Lane and Wych Lane has been replaced with Route 10. This is an hourly service from Monday to Saturday, between the Fareham rail station and the Gosport ferry. Route 10 buses, although not full *Eclipse* standard, are fitted with Selective Vehicle Detection (SVD) tags and Real Time Passenger Information (RTPI), and therefore benefit from the bus priority proposals on the bus-way and the wider area. The bus services using the *Eclipse* routes are as follows:

E1 Route – A32 Fareham Road, Brockhurst roundabouts, Elson Road, Grove Road, The Crossways, Forton Road, Lees Lane North/Lees Lane, Whitworth Road, Bury Road, Stoke Road, Creek Road, Gosport ferry.

E2 Route -Tichborne Way, Rowner Road, Brockhurst Medical Centre, Brockhurst roundabouts, Brockhurst Road, Ann's Hill Road, Bury Road, Stoke Road, Creek Road, Gosport ferry.

10 Route – Wych Lane, Nobes Avenue Shops, Carisbrooke Road, Brockhurst Medical Centre, Brockhurst roundabouts, Brockhurst Road, Forton Road, Spring Garden Lane, Creek Road, Gosport ferry.

2.4 A prioritised matrix of wider BRT networks and routes is undergoing development for the sub-region. Extending the Eclipse Bus-way, from Tichborne Way, into Gosport, is considered a high priority to improve accessibility to, from and within Gosport. Expanding the BRT network in the town could provide an alternative to the private car and assist in relieving the peninsula of existing congestion and delay.

2.5 Further BRT Bus-way and on-road proposals are proposed to link the existing extent of the Eclipse Bus-way, from Tichborne Way to the Gosport ferry. Bus-way extensions north to Fareham and south from Tichborne way to Rowner Road are currently being developed. Planning permission is in place to extend the Bus-way bus route south, on the disused railway line, to Military Road, in Gosport. However, the most viable location to terminate the route would be at Rowner Road, rather than further south at Military Road, with a new, at-grade, traffic controlled junction. The future proposals to extend the dedicated bus-way south from Tichborne Way to Rowner Road mean that improvements to the A32 Brockhurst roundabouts will still be required, hence the proposed works package will have short and longer term benefits.

2.6 The '*BRT Phase 3 Military Road to Gosport ferry Feasibility Report*' (November 2011), produced by Hampshire County Council Engineering Consultancy, recommended three preferred routes for on-road BRT, from the southern end of the Eclipse Bus-way, at Tichborne Way, to the Gosport ferry. Two of these routes are the existing E1 and E2 routes and will be developed further. This report also recommended possible improvements at a number of locations on these preferred routes, in order to improve bus journey time reliability. One of these key locations on the existing E1 route is at the A32 Forton Road/The Crossways and Lees Lane North junction. Proposals to deliver this scheme are also in development.

2.7 The '*BRT Phase 1B Tichborne Way to Military Road and Improvements to Rowner and Brockhurst roundabouts Feasibility Report'* (December 2011), produced by Hampshire County Council Engineering Consultancy, recommended, in the short term, improvements at the Brockhurst north and south Roundabouts on the A32 and along the other selected BRT routes. This will enhance connectivity for all Eclipse BRT buses (E1 and E2 services) from the bus-way rejoining the on-road network, accessing the different areas of Gosport, including the town centre and the Gosport ferry.

2.8 Following consultation with the *First Bus*, and having undertaken the relevant studies and surveys, possible BRT routeings and existing problems on the proposed Gosport BRT network have been identified. One of the locations on the existing *Eclipse* and proposed BRT routes found to cause delay to buses, which could be enhanced significantly by introducing bus priority measures, is on the A32 Fareham Road, at the north and south Brockhurst roundabouts.

2.9 To improve traffic flow for BRT and for other bus services through the Brockhurst north and south roundabouts, options were investigated to improve bus priority during peak time traffic periods. Traffic survey results demonstrated the roundabouts worked reasonably efficiently off-peak, but

queues developed on the A32 Fareham Road southbound approach, to the Brockhurst north roundabout and on the Elson Road arm of the Brockhurst south roundabout, between 4.30pm and 6.00pm. Investigations demonstrated that the provision of bus priority measures at both the Brockhurst roundabouts would improve bus journey times and reliability through the junctions during the peak traffic flow periods.

2.10 In March 2012 Transport for South Hampshire (TfSH) was successful in securing £4.5m from the Better Area Bus Fund (BBAF) for measures which increased bus patronage in urban areas and contributed to targets in creating growth and reducing carbon emissions. It was decided that the proposals on the A32 Fareham Road and Brockhurst roundabouts, and the aforementioned proposals at the A32 Forton Road/ The Crossways/ Lees Lane junction, (subject to a separate Project Appraisal) were relatively easy to deliver and identified as being in the right order of cost for funding through the BBAF. Hence, as part of this award, £1.1m was secured towards infrastructure measures to improve BRT provision on the A32. The funds have been specifically secured towards the A32 measures to implement BRT bus priority measures and on-road improvements in Gosport. The funding cannot be transferred, or used for other proposals without approval from BBAF Board or the Department for Transport. It is hoped that the contracts for these two schemes can be let together.

2.11 There is a good existing cycle route network in the vicinity of the north and south Brockhurst roundabouts. On the A32 Fareham Road there are on and off-road cycle lanes both sides of Fareham Road, north of the Brockhurst-north Roundabout, and new shared use off-road cycle tracks provided on both sides of Fareham Road, between both Brockhurst roundabouts. Off-road cycle facilities are also present on Rowner Road.

2.12 Widening the existing footway on the north east side of Rowner Road, between the Brune Medical Centre and the Brockhurst north Roundabout, to a shared use footway/cycleway will provide a missing section of cycle route to connect with the A32. This will also remove the cyclists from the carriageway and help reduce delay to all traffic. The inclusion of the new Toucan crossing on Rowner Road, to the west of the Brune Medical Centre access, will improve access to the Brune Medical Centre, Brune Park Community College, and also enhance connectitivity to the shared use footway/ cycleway routes.

3. Need for the Scheme

3.1 The South East Hampshire sub region has a constrained transport network, with strategic links congested in peak periods. In 2008 BRT was identified as an important transport measure which could provide a realistic and viable alternative to the private car. The first phase of BRT opened in April 2012. To continue the positive momentum achieved by Eclipse and improve connectivity with the existing route, the expansion of BRT into a wider network is critical. An outline wider network, connecting areas within the sub-region, has been developed.

3.2 Bus priority measures are required on the A32 Fareham Road, between the Brockhurst roundabouts, to allow BRT to avoid congestion after rejoining the on-road network, particularly during the peak traffic flow periods. The proposed measures are the most viable options available to address the delays currently experienced by buses. This, combined with other future improvements on the proposed Eclipse bus routes, including proposed measures at the A32 Forton Road/The Crossways/Lees Lane North junction, will improve bus journey times and reliability in Gosport.

3.3 The principal objectives for the proposed future BRT network, and therefore for the improvements on the A32 Fareham Road between the Brockhurst roundabouts, are:

- To provide a sustainable, modern, viable and high quality public transport.
- To improve journey time reliability.
- To offer greater public transport alternatives to the private car, with bus priority and connections between residential, employment and commercial and key strategic sites, such as Strategic Development Areas.
- To provide a catalyst for economic growth for South Hampshire, whilst contributing to a reduction in environmental harm.
- To assist in meeting environmental target requirements, such as Air Quality Management Areas (AQMAs).

3.4 The proposed toucan crossing, to the west of the Brune Medical Centre, is required to improve pedestrian and cyclist connections between the medical centre, Brune Park School and the surrounding residential areas in Rowner.

4. Alternative Options – Considered and Rejected

4.1 The '*BRT Phase 1B Tichborne Way to Military Road and Improvements to Rowner and Brockhurst roundabouts Feasibility*' (December 2012) report recommended the provision of a bus lane on Rowner Road, from the entrance of the Brune Medical Centre to the Brockhurst north roundabout, and between the Brockhurst north and south roundabouts. Further investigations identified that less than 10% traffic turns left, north-bound, from Rowner Road onto the A32 Fareham Road. Buses do not make this turn left either: all buses turn right, from Rowner Road at the Brockhurst north roundabout.

4.2 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.

4.3 Locating the toucan crossing on Rowner Road, to the east of the Brune Medical Centre, was considered. However, concerns were raised that the existing westbound bus lay-by on Rowner Road, approximately 50 metres to

the west of the Brockhurst north roundabout, could reduce the visibility of those using the crossing when a bus is using the lay-by. Therefore, the crossing will be located to the west of the entrance to the Brune Medical Centre.

4.4 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, adjacent to the east and westbound bus stops. Here, 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 cause unnecessary aggravation to other road users. In the proposed scheme, the bus will activate SVD, once departing the stop; therefore, any traffic queues will quickly disperse and the bus will not be significantly inhibited.

5. Measures of Success

5.1 *'Strategis'* provides a journey time appraisal method, which calculates congestion and delay on the road network, by comparing the average journey time for a given period with data collected during free-flow traffic conditions (during the night-time period). Data taken between September 2009 and September 2010, showed traffic delay at the north and south Brockhurst roundabouts, in the AM (7am – 9am) and off-peak (10am – 12pm) periods, was present on all approaches to both roundabouts, with the greatest delays recorded on the Military Road and Elson Road approaches to the Brockhurst south roundabout and on the A32 Fareham Road, exit north, from the Brockhurst north roundabout. In the PM peak (4pm – 6pm), traffic delay was the greatest on the southbound and eastbound approaches to the Brockhurst north roundabout, the A32 Fareham Road northbound exit, from the Brockhurst north roundabout, and on the Elson Road approach to the Brockhurst south roundabout. In the off peak time period, traffic delay was negligible.

5.2 The success of the scheme will be denoted by improved bus time reliability through the Brockhurst roundabouts. The scheme will provide improvements for BRT and other bus services, without compromising general traffic capacity. Therefore, the scheme could potentially improve the attractiveness of bus travel, encourage modal shift and increase bus patronage.

5.3 The A32 Fareham Road, north and south Brockhurst roundabout junctions were traffic modelled using Assessment of Roundabout Capacity And Delay (ARCADY) software. The results showed the scheme proposals slightly improved the capacity of the A32 Fareham Road southbound approach to the north roundabout, but did not affect any of the other approaches. The modelling demonstrated the operation of the Brockhurst south roundabout would be unaffected by the proposed scheme.

5.4 'Before' surveys measured delays to buses on all approaches to both roundabouts. Trials undertaken to replicate the operation of the existing staggered toucan crossing on the A32 Fareham Road, between the north and south Brockhurst roundabouts, with SVD, were undertaken by Hampshire Council's Intelligent Transport Systems Group, (ITS) in June 2012. The results demonstrated savings to buses travelling from Rowner Road to Elson Road could be achieved in peak hours.

5.5 A PV^2 assessment value, for a controlled crossing, was undertaken on Rowner Road, outside the Brune Way Medical Centre between 7am – 7pm on Friday 4 March 2011. The survey recorded a measurement of 0.56×10^8. This meets the Hampshire County Council criteria for a signal controlled crossing of 0.5×10^8.

5.6 An increase in pedestrians and cyclists, using the section of new shared use route, on the north side of Rowner Road and the new toucan crossing on Rowner Road, would also demonstrate the success of the scheme.

5.7 Accident data for all the approaches to both the Brockhurst roundabouts and on Rowner Road, Elson Road and Military Road, and on the A32 Fareham Road between the two roundabouts, shows 33 slight and 2 serious injury accidents, between 01/09/07 and 31/08/12. None of the accidents involved buses, but 10 of the slight injury accidents and 2 serious accidents involved cyclists. One of the serious injury accidents involved a child.

5.8 A reduction in the number of recorded personal injury accidents in the vicinity of the Brockhurst roundabouts, would also provide a significant benefit.

5.9 Post scheme monitoring will be achieved by comparing the 'before' surveys with similar 'after' surveys, following implementation and settlement of the scheme.

6. Finance

6.1

Estimates	£'000	% of total	Funds Available	£'000
Design Fee	55	8	Better Bus Area Fund	354
Client Fee	20	3	Local Sustainable Transport Fund	150
Supervision	10	1	Local Resources	186
Construction	600	87		
Land	5	1		
Total	690	100	Total	690

6.2	Revenue Implications	£'000	% Variation to Committee's budget
	Net increase in current expenditure	42	0.038
	Capital Charge	42	0.032
	Total Expenditure	84	0.070

7. Scheme Details

7.1 Location plans and general arrangement drawings, for the A32 Fareham Road Brockhurst north and south roundabout are attached in Appendix A. A map showing the latest *First* bus routes is also included.

7.2 The scheme will provide a new bus lane on the A32 Fareham Road southbound approach to the Brockhurst north roundabout, at the A32 Fareham Road/Rowner Road junction and continuing on towards the Brockhurst south roundabout at the A32/Elson Road/Military Road junction. It includes a new toucan crossing on Rowner Road, to the west of the Brune Medical Centre, and uses the existing toucan crossing on the A32 Fareham Road, between the two roundabouts, to provide SVD for buses. The scheme also includes the widening of the existing footway on the north east side of Rowner Road, between the Brune Medical Centre and the Brockhurst north Roundabout, to a shared use footway/cycleway facility.

7.3 A new 140 metre long, by 4 metre wide, bus lane commences approximately 60 metres north of the Brockhurst north roundabout, on the southbound A32 Fareham Road and continues to tie in to the existing Fort Brockhurst bus stop and lay-by, approximately 30 metres north of the Brockhurst south roundabout. Here, buses will rejoin the carriageway at the Give Way line, located at the end of the bus lay-by at the Brockhurst south roundabout. Cyclists, emergency and breakdown services, and community safety vehicles will be permitted to use the bus lane. However, taxis will be exempt.

7.4 To the north of the Brockhurst north roundabout, the adjacent shared use footway/cycleway will be separated from the bus lane by a proposed grass verge area. Access to the existing uncontrolled crossing on the northern splitter island will be maintained with a section of footway construction across the verged area.

7.5 The existing splitter island on the A32 Fareham Road, to the north of the Brockhurst north roundabout, will be altered and a section of the island to the east converted to carriageway. This will provide the required traffic lane widths and retain the correct vehicle deflection on the roundabout.

7.6 In order to accommodate the proposed bus lane and maintain the adequate traffic lane width and vehicle deflection on the Brockhurst north roundabout, a section of the existing central island will be converted to new carriageway.

7.7 Where the bus lane commences, the existing on-road cycle lane will be removed and cyclists will be permitted to use the new bus lane, or the existing off-road shared use footway/cycleway facility on the east side of the A32 Fareham Road.

7.8 An existing communications mast, on the A32 Fareham Road, approximately 35 metres to the north of Brockhurst north roundabout, has been identified and confirmed as redundant. This will be removed as part of the works.

7.9 A new toucan crossing will be located on Rowner Road, approximately 20 metres to the west of the entrance to the Medical Centre. This will replace the existing pedestrian refuge located in this area. The required tactile paving will be laid at crossing points, and buff high friction surfacing will be laid for approximately 50 metres on the east and western approaches to the new toucan crossing. This is to be funded from developer contributions.

7.10 A total of four existing bus stops will be upgraded. New 3-bay *Eclipse* bus shelters will be provided at the east and westbound bus stops on Rowner Road, both approximately 15 metres east of the Brune Medical Centre entrance and at the north and southbound bus stops on the A32 Fareham Road, between the Brockhurst north and south roundabouts. 24 hour Real Time Information (RTI) for the bus, train and ferry, and CCTV facilities, will be provided at all the stops.

7.11 On the north side of Rowner Road, to the east of the entrance to the Brune Medical Centre, the existing footway will be widened to a 3 metre shared use footway/cycleway, and will connect into the existing shared use facility on the A32 Fareham Road to the east, and also to the cycle route network to the west of the junction. A new 1 metre grass verge, to the north of the new shared route, will also be created.

7.12 The new section of shared use footway/cycleway will be incorporated into the Highway network under Sections 65 and 66 of the Highways Act 1980.

7.13 The existing vegetation located at the back of the proposed new shared use footway/cycleway, will be trimmed back. Following consultation and agreement with the Gosport Borough Council Tree and Landscape Officer, there is sufficient space to accommodate a 3 metre wide cycleway and 1 metre verge, without any tree loss. The line of broad leaved lime, ash, and prunus trees at the back of the existing footway will be crown lifted, with basal/trunk growth removed to accommodate the minimum crown clearance from the ground level of 3 metres. The trees, once pruned, can be maintained to continually ensure the cycleway/footway is kept clear without any detrimental impact upon the trees.

7.14 The existing bus stop on the north side of Rowner Road, between the Brune Medical Centre and the A32 Fareham Road will be removed and a new Eclipse bus shelter, equipped with CCTV and Real Time Information (RTI), relocated to the back of the new shared use footway/cycleway.

7.15 A second communications mast, located on Rowner Road, to the east of the existing bus shelter, will be relocated just to the west, clear of the line of established trees. This will improve the signal and remove the need to prune established trees, which currently surround the mast, in the future.

7.16 To assist the operations of *Eclipse* bus services and Route 10, and improve journey time reliability through the A32 Fareham Road and Brockhurst Roundabouts and into Gosport, the use of Selective Vehicle Detection (SVD) is proposed.

7.17 Utilising the existing toucan crossings on the A32 Fareham Road, between the Brockhurst north and south roundabouts, is considered the only viable option for providing bus priority for buses approaching the Brockhurst north roundabout from Rowner Road, and approaching the Brockhurst south roundabout from Elson Road, in the morning and evening peak periods. This method of bus priority employs SVD to detect the buses as they approach the roundabouts. The toucan crossings are provided for the north and southbound dual carriageways separately. Buses approaching from Elson Road will activate the toucan crossing lights to change to red on the southbound carriageway, thereby delaying the southbound traffic on the A32 Fareham Road at the toucan crossing. This will improve the ability of traffic to leave Elson road and through the Brockhurst south roundabout. Similarly, buses approaching the Brockhurst north roundabout will activate the SVD and change the lights to red on the northbound toucan crossing on the A32 Fareham Road. This will hold the traffic at the lights, allowing the buses and traffic free access onto the Brockhurst north roundabout. The use of this facility may only be employed during peak traffic periods and will be monitored to assess performance and establish future requirements.

7.18 Options for providing SVD are due to be finalised by Hampshire Council's Intelligent Transport Systems Group. SVD will be provided by one of the following options:

- TagMaster - Proximity card
- RTEM - Loop profiling system
- Global Positioning System (GPS) - Virtual loop based systems which uses GPS/local radio.

7.19 The Tagmaster Selective Vehicle Detection is an above ground detection system provided by Siemens. The system uses automatic Radio Frequency Identification (RFID), to selectively detect suitably tagged vehicles. The uniquely identified tag is mounted in the windscreen of the bus and the tag reader is mounted on a wide range of existing poles or lamp columns. The second system, from RTEM, uses detector loops in the carriageway. These

will identify the type of vehicle approaching the junction by its chassis profile and activate a priority call when it detects a bus. The third option under consideration is through the use of a Global positioning system. The location of the bus is configured by the on-bus software, therefore negating the requirement for physical detection. The bus informs the traffic signal controller and requests priority at a given location, prior to the junction.

7.20 To facilitate the bus priority systems, it will be necessary to link the existing toucan crossing signal controller, located on the southbound A32 Fareham Road between the Brockhurst roundabouts, with the bus detectors on Elson Road. The toucan crossing signal controller located on the A32 Fareham Road, northbound, will be linked to the bus detectors on Rowner Road.

7.21 The street lighting on Rowner Road and A32 Fareham Road was recently upgraded, under the 25 year Private Finance Initiative contract, to provide and maintain street lighting in Hampshire.

7.22 A solar lighting bollard will be provided on the A32 Fareham Road splitter island, north of the Brockhurst north roundabout.

7.23 Two new lighting columns are required. One on the west side of the A32 Fareham Road, to the north of the Brockhurst north roundabout, and another on the new section of widened shared use footway/cycleway, on the north side of Rowner Road.

7.24 Four lighting columns on the east side of the A32 Fareham Road and two on the north side of Rowner Road will require relocation.

7.25 The design of landscaping, following the proposal to reclaim a section of the existing Brockhurst north roundabout for additional carriageway, has been agreed with the ‘Streetscene’ Officers at Gosport Borough Council. The roundabout is sponsored by Sodexho, who are ground maintenance contractors to Gosport Borough Council.

7.26 A Traffic Regulation Order (TRO) is required for the following aspects of the scheme proposal at this location:

- A 140 metre long by 4 metre wide bus lane and cycle Lane, on the southbound A32, from approximately 60 metres north of the Brockhurst north roundabout, to the existing Fort Brockhurst bus stop. Taxis will be exempt. However, emergency and breakdown services and community safety vehicles will be permitted to use the bus lane.

7.27 Police approval has been obtained for the preparation and advertisement of the TRO. Approval from County Members will be acquired in December 2012. A letter drop to residents and local businesses will be undertaken in January and the TRO advertised in February, for 21 days.

8. CDM

8.1 The project was notified to the Health and Safety Executive on 2 April 2012.

9. Departures from Standards

9.1 The proposals have been designed to comply with Department for Transport and Hampshire County Council standards for highway improvement schemes.

9.2 Safety Engineering have been consulted during the feasibility work and a Safety Audit undertaken. Any issues raised were addressed in the detailed design. A further safety audit will be undertaken on completion of construction.

10. Community Engagement

10.1 A number of Councillor briefings have been undertaken to inform the five relevant County Members and local Gosport Councillors of the proposals. Requests for additional information, relating to the effect of the proposals on the traffic delay and for minor alterations to be undertaken to the design, were received for the proposals on the A32 Fareham Road, at the north and south Brockhurst roundabouts. Once this has been completed, consent for approval will be given. This work will be completed and approval obtained in December 2012.

10.2 The local Hampshire County Council Highways Office and Passenger Transport Group at Gosport Borough Council were consulted on the scheme. Any comments received were considered and incorporated in the design, where applicable.

10.3 Neighbourhood notification to inform residents and local businesses of the proposals will be undertaken in January 2013, before publication of the Traffic Regulation Order in February 2013.

11. Statutory Procedures

11.1 Planning consent will be required for relocation of a telecommunications mast.

11.2 A Planning Application will be submitted for the land required from Gosport Borough Council for the widening and conversion to an off-road, shared use footway/ cycleway, on the north side of Rowner Road, between the Brune Medical Centre and the A32, Fareham Road. The Planning Application will not apply to the wider improvement scheme, only the cycle scheme. If the Planning Application is unsuccessful, the cycleway could be progressed on-road, or progressed in the future. Hence, the progression of the wider scheme will not be compromised.

11.3 A TRO will be required for the new bus lane on the southbound A32 Fareham Road and the contra flow bus lane, together with changed parking arrangements on Lees Lane North and Lees Lane.

12. Land Requirements

12.1 In order to convert the existing footway to a 3 metre wide shared use cycleway and provide a 1 metre adjacent verge on the north side of Rowner Road between the Brune Medical Centre and the Brockhurst north roundabout, a strip of land amounting to approximately 209 sq m is required to be dedicated for highway purposes by Gosport Borough Council. A licence will also be required permitting the County Council entry to undertake the construction works and to use adjacent land for a temporary compound and working area.

12.2 The Borough Council is supportive of the proposals, and its Economic Development Board on 12 December 2012 gave its approval to dedicating the land and grant of licence.

12.3 All costs associated with the dedication of land and grant of licence by Gosport Borough Council will be met from funds available to Environment and Transport for the scheme.

12.4 Subject to this Project Appraisal being approved, the dedication of approximately 290 sq m of land (and grant of associated licences) by Gosport Borough Council for footway widening on the north east side of Rowner Road shall be included in the Schedule of Routine Transactions to be submitted by the Director of Culture, Communities and Business Services to the Executive Member for Policy and Resources on 24 January 2012.

13. Maintenance Implications

13.1 The proposed new bus lane, toucan crossing and shared footway/cycle route will generate maintenance costs, which have been incorporated in the revenue implications. Bus shelters excluding CCTV and RTPI will be owned and maintained by Gosport BC under the terms of their advertising contract with Clearchannel. Bus shelters, CCTV, RTPI and associated power/data supplies and operational costs to process CCTV images and annual service costs are to be funded by revenue budgets. The materials selected in the design are standard highway materials to match those existing at the sites.

14. Recommendations

14.1 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.

14.2 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.

CORPORATE OR LEGAL INFORMATION:

Links to the Corporate Strategy

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	yes
Corporate Improvement plan link number (if appropriate):	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document	Location
	Engineering Consultancy Major Schemes

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

1.1 The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. An assessment of the impacts on developing Hampshire's highways network and transport systems can be viewed on the County Council's website.

It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

2. Impact on Crime and Disorder:

2.1. The provision of CCTV at the upgraded bus stops on Rowner Road and the A32 Fareham Road, are expected to have a positive effect on reducing crime rates in the vicinity of the bus stop.

3. Climate Change:

3.1. **How does what is being proposed impact on our carbon footprint /energy consumption?**

The current policy of Reduce, Recycle, Reuse will be implemented, such that excavated material, where possible, will be reused as sustainable material on future schemes.

3.2 **How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?**

The scheme proposals are expected to have a positive effect on climate change by improving facilities and infrastructure for bus services, cycle and crossing facilities, thereby offering a healthy alternative travel opportunity.

LTP3 Priorities and Policy Objectives

3 Priorities

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire ☒
- Provide a safe, well maintained and more resilient road network in Hampshire ☒
- Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods ☒

14 Policy Objectives

- Improve road safety (through delivery of casualty reduction and speed management) ☒
- Efficient management of parking provision (on and off street, including servicing) ☒
- Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points) ☒
- Work with operators to grow bus travel and remove barriers to access ☒
- Support community transport provision to maintain 'safety net' of basic access to services ☒
- Improve access to rail stations, and improve parking and station Facilities ☐
- Provide a home to school transport service that meets changing curriculum needs ☐
- Improve co-ordination and integration between travel modes through interchange improvements ☐
- Apply 'Manual for Streets' design principles to support a better balance between traffic and community life ☐
- Improve air quality ☒
- Reduce the need to travel, through technology and Smarter Choices measures ☒
- Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school ☒
- Develop Bus Rapid Transit and high quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability ☒
- Outline and implement a long term transport strategy to enable sustainable development in major growth areas ☒

Other

Please list any other targets (i.e. National Indicators, non LTP) to which this scheme will contribute.