

HAMPSHIRE COUNTY COUNCIL

Decision Report

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| Decision Maker: | Executive Member – Economy, Transport and Environment |
| Date: | 11 July 2014 |
| Title: | Project Appraisal: A27 Station Roundabout and Gudge Heath Lane Junction Improvements |
| Reference: | 5925 |
| Report From: | Director of Economy, Transport and Environment |

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1. Executive Summary

1.1 The purpose of this Project Appraisal is to seek approval to implement improvements on the A27 in Fareham, at two critical junctions and the connecting carriageway links namely: the Station Roundabout and Gudge Heath Lane junction. The scheme aims to improve traffic capacity, provide enhanced inter-connectivity between Bus Rapid Transit and rail, and to provide improvements for pedestrians and cyclists. This report follows a decision made by the Executive Member for Economy, Transport, and Environment on the 7th October, 2013, whereby approval in principle was given to a scheme to improve the two junctions, for further development of the project, and for the submission of a full business case to the Solent Local Transport Body for funding.

1.2 The report seeks approval to:

- (a) procure and spend and enter into necessary contractual arrangements to implement the scheme at an estimated cost of £6.6m, subject to funding confirmation from the Solent Local Transport Body of Local Transport Body funding;
- (b) pursue any necessary processes required for the acquisition of any third party land required for the scheme;
- (c) advertise any appropriate Traffic Regulation Orders.

2. Scheme Outline

- 2.1. This scheme will improve two key, adjacent junctions on the A27 near Fareham town centre and railway station. Gudge Heath Lane junction and the Station Roundabout both currently suffer from congestion and limited vehicle movements in the area.
- 2.2. The scheme will provide the opportunity to better manage traffic in this heavily congested area, removing a critical delay point at the start of the A27 Corridor in central Fareham, and will help start to remove transport barriers to economic growth.
- 2.3. At Gudge Heath Lane the A27 westbound lane will be widened from one lane to two, retaining the dedicated right hand turn into Gudge Heath Lane. The removal of this “bottleneck” will also improve the flow of westbound traffic through Station Roundabout in the evening peak period, and remove the need to significantly modify that junction.
- 2.4. The scheme will improve the modal interchange between the Eclipse and other bus services and trains at Fareham Station, and will enhance the connection from Fareham Station to West Street in Fareham. In addition, a new cycleway will be provided from both the railway station and West Street to Fareham College. A new Toucan Crossing across the A27 will be provided at the A27 Gudge Heath Lane junction.
- 2.5. The scheme in its entirety forms just the first Phase of the proposed A27 Corridor Improvements and improvements for Gosport Western Access that will help facilitate growth in the area.

3. Funding Bid to Solent Local Transport Body

- 3.1. In June 2013 a funding bid was submitted to the Solent Local Transport Body (Solent LTB). In July 2013 the scheme became one of four transport schemes prioritised by the Solent LTB. The bid was accepted and a full and proportional transport business case was submitted to the LTB on the 19th May 2014 requesting a 75% funding contribution for the scheme. A final decision regarding funding will be made by the Solent Local Transport Body, in September following completion of their ongoing public consultation exercise.

- 3.2. A link to the Solent Local Transport Body web page is provided below:-

<http://www3.hants.gov.uk/transport-planning/solent-local-transport-body.htm>

- 3.3. A requirement of the Solent LTB funding award is that the funding has to be spent in 2016/17 and by March 2017. The requirement to meet this programme has necessitated bringing forward this Project Appraisal now when there is still a degree of uncertainty about costs, ecological issues, and land. If necessary, a further report will be submitted to the Executive

Member for Economy, Transport and Environment to update on these matters.

4. Alternative Options Considered and Rejected

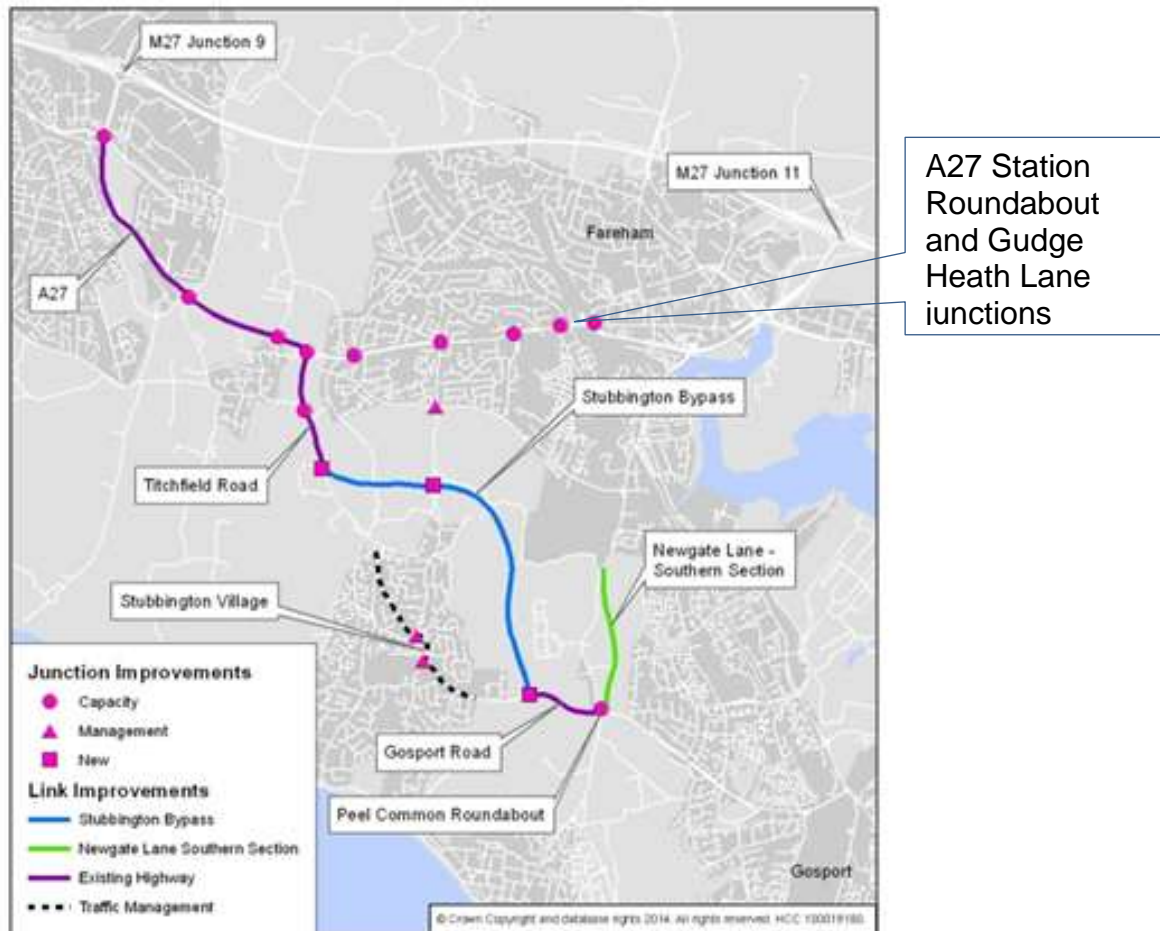
- 4.1. Alternative junction designs were considered during the development of the Feasibility Design. The main alternatives were as follows.
- 4.2. At Station Roundabout, numerous signalised junction layouts were considered but rejected for various reasons including land availability and that the layouts did not provide sufficient capacity.
- 4.3. Numerous alternative junction layouts were considered at Gudge Heath Lane but were rejected due to insufficient capacity. Some of these options included changing allowed turning movements at the junction to allow traffic to turn right from Gudge Heath Lane on to the A27 westbound, and also allowing the A27 eastbound traffic to turn right in to Redlands Lane. These options were rejected as they compromised the operational effectiveness of the junction.
- 4.4. A roundabout option was also considered at Gudge Heath Lane. This was rejected as it did not operate effectively due to imbalanced flow patterns and the requirement for more land than the preferred option.

5. Measures of Success

- 5.1. Quantitative:- measures of success include reduced delays and improved journey times to be measured using from Strat-e-Gis traffic data, and improved safety monitored using on-going accident records.
- 5.2. Qualitative:- Improved perception of safety by pedestrians and cyclists using the shared facilities and signalised crossing points.

6. Background

- 6.1. In January 2014 a £90m bid was submitted to the Solent Local Enterprise Partnership (LEP) for a package of measures to improve access to Fareham and Gosport. The package builds upon the first phase of the A27 improvements and includes improvements on the A27 west of Titchfield Gyratory towards Segensworth roundabout as the second phase of planned improvements for the A27. The bid was well received and has been submitted by the Solent LEP as a priority package forming part of the Strategic Economic Plan forwarded to the Government for funding from 2015/16. The second phase of improvements along the A27 will help add value to the first phase, by removing blockages and helping to keep traffic moving, particularly in peak periods. The A27 improvements are entirely consistent with the overarching objectives to improve access to Fareham and Gosport set out below.



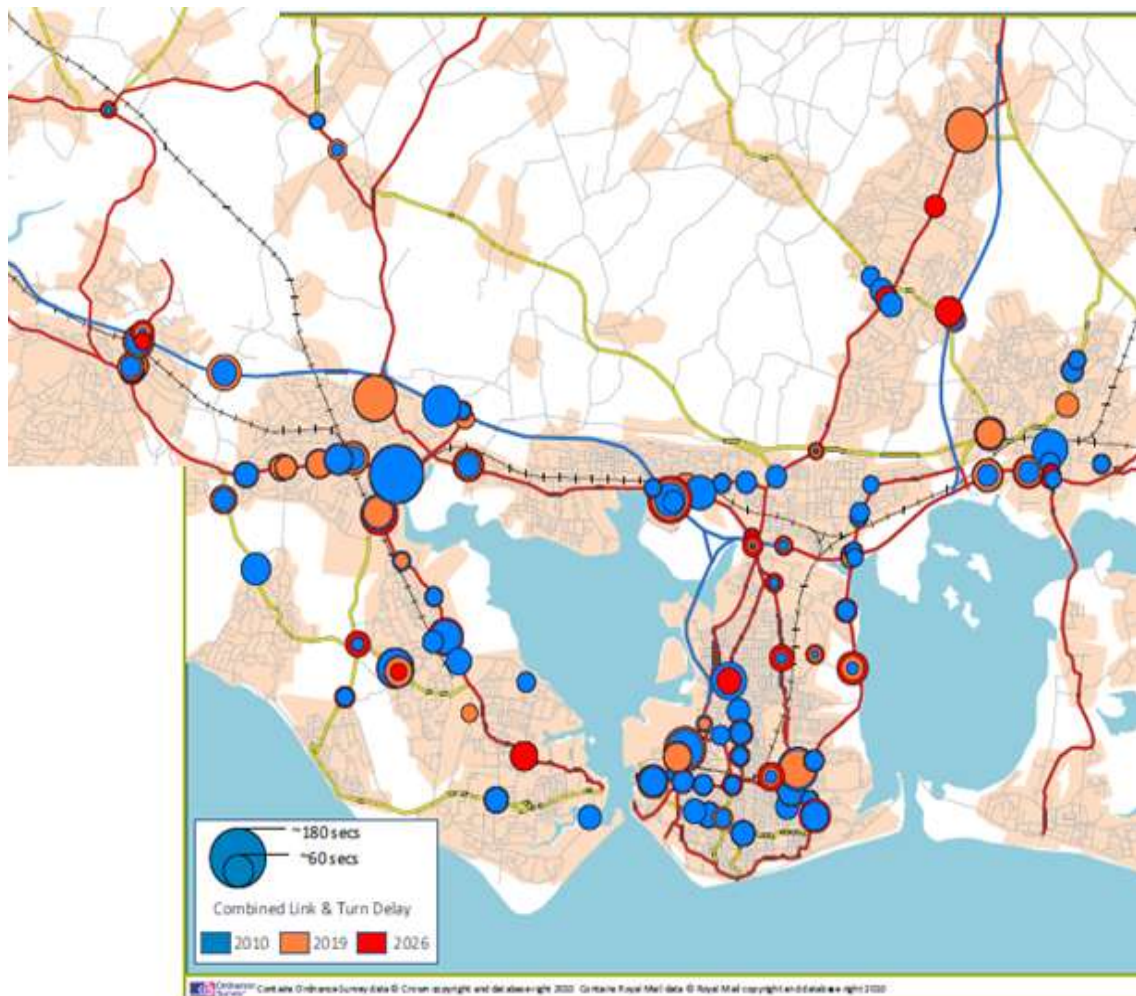
6.2. The material presented in the recent bid for Solent LEP funding to improve access to Fareham and Gosport builds on that previously presented to the LTB in relation to this scheme, as included in the initial June 2013 submission for funding. The Solent LEP included the proposed improvements for Fareham and Gosport, including the A27 Corridor, as a priority scheme in the Solent Strategic Economic Plan, published in March 2014.

7. Problems Identified

- 7.1. Both Fareham town centre and the Gosport peninsula are built up urban areas in the South East Hampshire linear, coastal environment. The area is dominated by a heavily congested transport network and little scope for improvement due to geographical and urban area constraints.
- 7.2. North / south access roads onto and off the peninsula are limited, and outbound traffic generally needs to travel along the critical east to west A27 artery through central Fareham.
- 7.3. Alongside the M27, the A27 caters for the majority of east-west movements for both local journeys and journeys to wider south Hampshire. Congestion

on the M27 and its associated junctions means that the A27 is heavily used and is performing as a strategic road as well as a local distributor feeding this densely populated residential area. Shorter distance movements are characteristic along the A27. Both corridors suffer with peak hour congestion and have limited scope for capacity improvement. In particular the A27 has a mixture of single and dual carriageway widths, causing congestion each time the route narrows, as well as numerous junctions that have limited capacity and currently perform inefficiently, all of which exacerbates delays and causes a stop / start, slow moving journey for commuters. Peak hour blockages and congestion points impact heavily upon the effectiveness of the route as a viable alternative to the motorway.

7.4. The Transport for South Hampshire (TfSH) Sub Regional Transport Model (SRTM) was developed as a multi-modal assessment tool which could be used to support a wide ranging set of interventions across the TfSH sub-Region, helping to produce the evidence base for strategy documents including the **Transport Delivery Plan (TDP)**. The following extract from Working Paper 8 helps to highlight the issues set out in the previous paragraph by showing the congestion bottlenecks along the A27 through the am peak period for the base (2010) and forecast years of 2019 and 2026.



- 7.5. The TDP used the SRTM to evidence the need for the A27 Capacity Improvements (Fareham - Segensworth – Windhover) and accordingly included an overarching scheme within the Plan in February 2013 which is available to view at :

<http://documents.hants.gov.uk/transport-for-south-hampshire/TransportDeliveryPlan.pdf>.

- 7.6. Congested road networks discourage investment and new employment and cause retention difficulties for existing employment with businesses moving out of the area. The peninsula is under-performing economically, linked to the decline of the MOD presence in the area and high levels of public sector job losses. Significant levels of out-commuting from Gosport (in 2001 Gosport had 7,610 in-commuters and 18,140 out-commuters) compound peak hour transport problems in the central Fareham area through which the majority of peninsula traffic passes. Out-commuting exacerbates congestion on the two main north – south accesses onto the peninsula. The north – south access roads all interface with the A27, which acts as a barrier to traffic wishing to exit both the Gosport and Hamble peninsulas, and critically impacts upon the economic development of these areas with business retention becoming more problematic as the situation worsens.
- 7.7. Improved multi-modal transport infrastructure, encouraging the use of sustainable transport modes and helping car drivers transfer to bus and rail, is essential to help overcome current problems in an area where there is little scope for highway capacity improvements. However, improvements which facilitate the best use of existing highway infrastructure for all transport modes are also necessary.
- 7.8. There are a number of additional local issues, aside from congestion, that this scheme will seek to address. These include poor drainage and consequent flooding of the footpath to the station car park from the Station Roundabout, conflict between bus movements and other road users, and poor interchange between bus and rail.

8. Effects of Taking No Action

- 8.1. Without improvements, congestion and blocking back through central Fareham would continue and become exacerbated by future traffic growth serving to further discourage new development and investment. Inaccessibility of the station would also impact upon the attractiveness of the area to new investors.

9. Scheme Aims and Objectives

- 9.1. Given the problems identified above, the following scheme objectives were identified:

- To reduce congestion at this critical town centre and transport interchange to help remove the transport barriers which currently discourage investment, growth, and retention of existing employment;
- To further facilitate the movements of BRT Eclipse buses through the Gudge Heath Lane junction, and onto Redlands Lane to link with the dedicated busway, whilst not compromising the running capacity for general traffic;
- To encourage much needed re-development to the rear of, adjacent to, and at the western end of West Street, by improving the urban environment;
- To reduce perceived car dominance and to create new space for urban realm improvements in the vicinity of the station and to the western end of the high street;
- To significantly enhance the interface between BRT Eclipse, bus and rail, and non-car modes through improvements to the station access, bus stop provision, and specification and improved provision for pedestrians and cyclists;
- To build upon the ongoing short and medium term bus lane improvements to the east of the station roundabout;
- To provide the opportunity to better manage traffic and prioritise A27 flows over town centre flows in order to make best use of existing transport infrastructure;
- To provide a safe connection along the A27 and through the junction for cyclists from the railway to Fareham College as part of the cycling network to link key destinations;
- To provide two lanes straight ahead for all vehicles on the westbound approach to the Gudge Heath Lane junction;
- To provide the opportunity to better manage traffic and prioritise movements at the junction; and
- To minimise the impacts upon third party land.

10. Finance

| 10.1 | <u>Estimates</u> | <u>£'000</u> | <u>% of total</u> | <u>Funds Available</u> | <u>£'000</u> |
|------|-----------------------|--------------|-------------------|------------------------|--------------|
| | Design Fee | 513 | 7.76 | LTB funding | 4,958 |
| | Client Fee | 25 | 0.38 | HCC LTP | 1,553 |
| | | | | PRIP | 100 |
| | Supervision | 343 | 5.19 | | |
| | Construction and Land | 5,730 | 86.67 | | |
| | Total | <u>6,611</u> | <u>100.00</u> | Total | <u>6,611</u> |

| 10.2 | <u>Revenue Implications</u> | <u>£'000</u> | <u>% Variation to Committee's budget</u> |
|------|-------------------------------------|--------------|--|
| | Net increase in current expenditure | 4 | 0.003% |
| | Capital Charge | 438 | 0.274% |

11. Programme

11.1. The key dates of the programme are:-

| | |
|---|------------------|
| Detailed Design; | May 14 to May 15 |
| Acquiring land for the project; | May 14 to Aug 16 |
| Advance Statutory Undertaker Diversions | Nov 15 to Feb 16 |
| Tendering | Dec 15 to Mar 16 |
| Construction Station Roundabout | Mar 16 to Mar 17 |
| Construction A27 east of Gudge Heath Lane | Mar 16 to Sep 16 |
| Construction A27 west of Gudge Heath Lane | Oct 16 to Mar 17 |

11.2. A key risk to the project is not being able to acquire the necessary land from Network Rail and residents adjacent to the project. Therefore a period of 27 months has been allowed to undertake this work.

12. Scheme Details A27 Station Roundabout

A plan of the preferred scheme is shown on the attached drawing **EC/CJ008212/003** in Appendix 1. A plan showing all land required for both permanent and temporary works is shown on the attached drawing **EC/CJ008212/070** in Appendix 2. A visualisation of the scheme is shown below.



Scheme Visualisations, Aerial view from West (L) and Aerial view from South West (R)

- 12.1. The details of this element of the scheme are as follows:
- 12.2. **Station roundabout** - The proposed scheme modifies the shape of Station Roundabout, creating more balanced traffic movements and capacity enhancements without compromising the operational effectiveness of the junction. Shared use urban realm enhancements on the northern side of the roundabout will provide a link for pedestrians and cyclists from West Street to the railway station. The proposed works create a bus lane and additional shared use space. Taxis and cyclists will also be permitted to use the bus lane. The scheme also improves bus stop facilities and makes improvements to the station access for non-car modes in accordance with the Station Travel Plan. The scheme requires modifications to the existing subway.
- 12.3. **Bus Stop Improvements** - At present eastbound passengers wishing to connect to Fareham Railway Station have to use a bus stop located on the western end of West Street. The proposed scheme provides a new eastbound high quality bus stop on the A27 The Avenue at the A27's entry to Station Roundabout. This revised location halves the distance that passengers have to travel from the Railway Station to the bus stop.
- 12.4. **Bus lane** - A new dedicated bus lane will be provided adjacent to the bus stop. This is located above one of the existing ramps and steps to a subway that connects either side of the A27 The Avenue.
- 12.5. **Subway**- The scheme will require the extension of the existing subway and the provision of a new ramp to connect to a widened footway. It is proposed that the footway is changed to a shared use cycleway / footway. It is planned that a safe connection is provided for cyclists from Fareham Railway Station to Fareham College. The subway will also be used to connect to the westbound bus stop on the westbound carriageway of the A27 The Avenue.
- 12.6. **Retaining Wall** - To create the space necessary for the relocated subway and the widened footway, a new retaining wall will be constructed along the southern edge of Station Approach. This will also require the realignment of a section of the existing footway on the south side of Station Approach. The detail design will consider whether it is better to provide an off road footway/cycleway or whether cyclists should use Station Approach. Land acquisition from Network Rail will be required for the construction of the retaining wall (early indications are that Network Rail are supportive of the proposals).
- 12.7. **Station steps** - It is also considered that the existing steps connecting the A27 The Avenue with Fareham Station forecourt, which are narrow and steep, can be widened and improved. In Appendix 1, drawing reference **EC/CJ008212/003** shows one possible arrangement.

- 12.8. It is also proposed that the existing footway that runs on the northern side of the A27 from the Station steps to the new bus stop is widened to become a shared use space.
- 12.9. These concepts can be developed with further discussions with Network Rail during the detail design process.
- 12.10. **Improvements to the Station Access-** Investigations are underway to identify if it is possible to improve the pedestrian footway from West Street to the Station Forecourt via a footway on the northern side of Station Approach. Widening and improving the footway at the station forecourt is being considered and it is planned to resurface the existing Station Approach up to the Station Forecourt. Further discussions will be held with Network Rail to consider if other improvements can also be incorporated into the scheme.

13. Scheme Details West Street

- 13.1. **Improvements to West Street-** As part of extensions to the urban realm scheme, which has recently been installed by Fareham Borough Council on the northern side of West Street, this scheme proposes improvements to the southern side of the road and also in relation to the junction itself. A plan of the proposed changes to West Street is shown on the attached plan **EC/CJ008212/004** in Appendix 3. The existing westbound entry onto Station Roundabout from West Street will be reduced to a single lane to help prioritise movements on the A27. The existing kerb line will be modified creating more urban realm space on the south side of West Street. The footways on the south side of West Street will be improved to the same standard as the existing footway on the northern side of West Street. See photograph below.



13.2. View looking east at the western end of West Street

14. Scheme Details - A27 / Gudge Heath Lane Junction and A27 carriageway link improvements:

Existing Road Layout

- 14.1. The existing road layout at the junction of Gudge Heath Lane and the A27 The Avenue and Redlands Lane provides a single lane for westbound traffic along the A27 with a right hand lane for traffic turning right from the A27 The Avenue into Gudge Heath Lane. Generally the right hand lane between Station Roundabout and Gudge Heath Lane is only used by vehicles wanting to turn right at Gudge Heath Lane. The provision of only a single lane going westbound between Station Roundabout and Gudge Heath Lane causes severe traffic congestion in the evening peak periods. Traffic queues back a considerable distance across the Station roundabout and along the A27 Western Way on the westbound approach to Station Roundabout.
- 14.2. There are two lanes provided for eastbound traffic. The left hand lane, of the eastbound carriageway of the A27 The Avenue on the approach to the junction at Gudge Heath Lane is dedicated for traffic turning left into Gudge Heath Lane.
- 14.3. A puffin crossing is provided for pedestrians on the western side of the junction. In addition *Eclipse* buses travel to and from Redlands Lane onto the A27 The Avenue, and are given priority at the junction through Select Vehicle Detection (SVD).
- 14.4. Not all movements are permitted at the junction. At present vehicles are not allowed to turn right out of Gudge Heath Lane and travel eastbound onto the A27 The Avenue. Also vehicles cannot turn right from the A27 The Avenue into Redlands Lane.

Proposed Preferred Road Layout

- 14.5. The proposed road layout is illustrated on drawing **EC/CJ008212/002 Rev A** which forms Appendix 4.
- 14.6. Two lanes are proposed to be provided for both westbound and eastbound traffic whilst also providing a right hand turning lane for westbound traffic wishing to turn into Gudge Heath Lane. This layout will provide enhanced capacity to help reduce the significant delays caused by this junction and will also enable traffic flows to be managed carefully at this point.
- 14.7. The new road layout will have the same restrictions on turning movements as the existing layout, namely: vehicles will not be allowed to turn right out of Gudge Heath Lane and travel eastbound onto the A27 The Avenue. Also

vehicles will not be allowed to turn right from the A27 The Avenue into Redlands Lane.

- 14.8. The puffin crossing on the western side of the junction will be upgraded to a Toucan crossing, thereby enabling cyclists and pedestrians to cross at this point. It is also intended to provide a cycle link from Fareham Railway Station to Fareham College. To do this the footway on the northern side of the A27 The Avenue will be converted to a shared use footway / cycleway from the proposed Toucan crossing eastwards. It is then proposed that the shared use footway / cycleway will continue on the southern side of the A27 The Avenue to Fareham College. The scheme by Fareham College is illustrated on drawing number **EC/CJ008212/001** which forms Appendix 5.
- 14.9. The creation of a new lane on the A27 will impact upon third party land and require the loss of several trees. This impact will be minimised as far as possible.
- 14.10. The improvements have been designed to be constructed in two phases:
 - a) firstly, the eastern section and the part of the western section which does not require any third party land; and
 - b) secondly, the remainder of the western section, which would involve third party to enable the benefits to be more fully realised and the preferred scheme to be fully delivered.

A plan of the first phase of the scheme without any third party land is shown on the attached drawing **EC/CJ008212/010**, which forms Appendix 6.
- 14.11. Subject to land acquisition the second phase, to enable the completion of the preferred scheme, would follow on from the first. The second phase would provide an additional west bound straight ahead lane, to improve capacity. The scheme would improve the junction layout to reduce delays, improve capacity, and improve traffic flow. The scheme upgrades the crossing facilities for pedestrians and cyclists linking in with new connections for cyclists between the station and the college. A plan of the second phase of the scheme is shown on the attached drawing **EC/CJ008212/002 Rev A** in Appendix 4. A plan showing all land required for both permanent and temporary works is shown on the attached plan **EC/CJ008212/060** in Appendix 7.

15. Departures from Standards

- 15.1. To minimise the need to acquire land from adjacent properties along the A27, at some locations lane widths have been reduced in width from the standard 3.65 metres to 3.25 metres. A Departure from Standard will be required for the lane widths used on the A27 at Gudge Heath Lane.
- 15.2. The scheme layout may have a reduced width central reserve which would require a Departure from Standard.

- 15.3. Initial discussions have indicated that the proposed Departures from Standard should be acceptable.

16. Community Engagement

- 16.1. High level consultation has taken place on schemes included within the Transport Delivery Plan during several rounds of consultation which resulted in 3 related schemes being included for implementation: BRT further network development; the station interchange enhancements; and also the A27 corridor capacity and widening scheme.
- 16.2. Fareham Borough Council has conducted thorough consultation both on its Core Strategy, adopted in August 2011, and through its emerging Local Plan Part 2 'Development Sites and Policies'. Detailed policies and development sites in Part 2 of the Local Plan were consulted upon through an issues and option stage in January 2008 for 6 weeks, and again more recently between 15 October and 26 November 2012.
- 16.3. As part of recent consultation on the Fareham Local Plan high level consultation has taken place regarding the principle of the 3 proposals included in the Transport Delivery Plan (TDP) listed above.
- 16.4. Meetings have been held with most of the directly affected land owners in June 2014. In addition, an overarching public consultation event has commenced and will continue until August, setting the scheme in the context of the wider improvement strategy for the A27, and of improving access to Fareham and Gosport.
- 16.5. The proposed business case for the scheme is available on the Solent Local Transport Body website. The public can comment on the scheme between Tuesday 27 May 2014 and Tuesday 19 August 2014.
- 16.6. Councillors Latham, and Ringrow are aware of the scheme, have been updated on recent developments and support the scheme.
- 16.7. Regular meetings have been held with Network Rail, South West Trains, Fareham Borough Council and the bus operator First Buses.

17. Statutory Procedures

- 17.1. Permanent Traffic Regulation Orders will be required to provide for the short section of bus lane within the roundabout. Temporary Traffic Regulation Orders will be needed to facilitate the construction.

18. Land Requirements

- 18.1. At Station Roundabout land is required from Network Rail for the provision of the new retaining wall supporting the link to the bus stop and extension of the subway. Land is also required for other retaining walls and the

proposed widening of the steps adjacent to the Station. The exact land required to be dedicated still needs to be negotiated with Network Rail. Network Rail have indicated their support for the proposals in principle. Land is also required for a new footway running in front of Fareham Fire Station. Discussions with the Land Owner and lessee have in principle been positive. Detailed plans showing the proposed changes to the land are being prepared by to enable this matter to be progressed.

- 18.2. At the A27 Gudge Heath Lane junction, land is required to deliver the preferred scheme on the north west side. Discussions are commencing with the affected land owners regarding this matter.
- 18.3. All land transactions will be funded from the overall scheme budget.
- 18.4. Subject to this Project Appraisal being approved, the acquisition, dedication or licence of any interest in land and/or easement required to implement the proposals 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 .
- 18.5. If necessary a Compulsory Purchase Order (CPO), will be required, in order to secure all third party land interests needed to implement the proposals. The CPO procedure would be progressed in the event that negotiations to acquire all land interests by agreement are unsuccessful. The land owned by Network Rail that is required for the scheme will have to be secured by agreement as Network Rail land cannot be included in a CPO. The time required to implement the CPO procedure has been included in the timescales for the delivery of the scheme.

19. Maintenance Implications

- 19.1. The scheme will result in higher maintenance costs in respect of increased areas of carriageway and footway and additional lengths of drainage. Standard footway, carriageway, and drainage will be used in the majority of cases. Block paving will be provided at the bus stop at Station Roundabout.
- 19.2. A high quality bus shelter and an information broadcast unit will be provided at the new bus stop. These will be maintained by existing Framework Contractors.

20. Recommendations

- 20.1. That approval is given, subject to Solent LEP Board approval of Local Growth funding, to procure and spend and enter into necessary contractual arrangements, to implement the proposed improvements to the A27 Station Roundabout and Gudge Heath Lane Junction, as set out in the supporting report, at an estimated cost of £6.6m with £1.65m to be funded from the County Council's capital programme and £4.95m from the Solent Local Transport Body element of the Local Growth Fund.

- 20.2. That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport, and Environment in consultation with the Executive Member for Economy, Transport, and Environment.
- 20.3. That the Executive Member for Economy, Transport, and Environment recommends to the Executive Member for Policy and Resources that approval be given for the acquisition of any third party land required for the delivery of the scheme and to making a CPO if required.
- 20.4. That approval is given to process and advertise appropriate Traffic Regulation Orders.

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

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): | |

Other Significant Links

| Links to previous Member decisions: | | |
|--|------------------|----------------|
| <u>Title</u> | <u>Reference</u> | <u>Date</u> |
| EMETE A27 Station Roundabout and Gudge Heath Lane Junction, Fareham to Segensworth Executive Decision Final Report - A27 Station Roundabout and Gudge Heath Lane Fareham | | 7 October 2013 |
| Direct links to specific legislation or Government Directives | | |
| <u>Title</u> | <u>Date</u> | |
| | | |

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.)

| <u>Document</u> | <u>Location</u> |
|-----------------|-----------------|
| None | |

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. The website contains a summary [assessment of the impacts](#) on Keeping Hampshire Moving.
- 1.3 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. It is considered that there could be potential benefits for crime or disorder as a result of this scheme proposal, with improved accessibility to the rail station and Fareham College for pedestrians and cyclists and enhanced urban realm to uplift the station environs. Direct links between bus and rail will mean less waiting time and shorter walk times.

3. Climate Change:

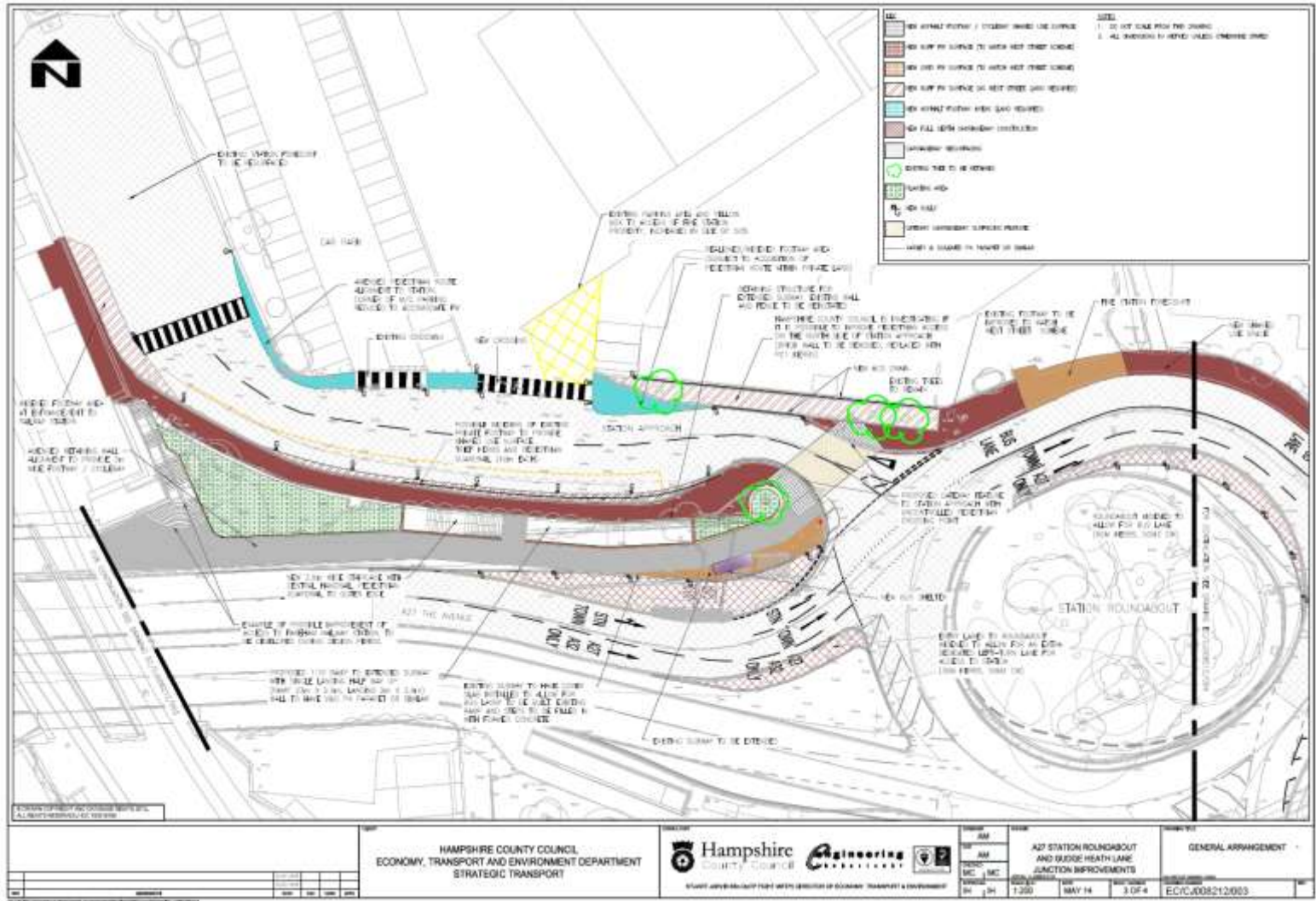
- 3.1. How does what is being proposed impact on our carbon footprint / energy consumption?

Improving the capacity and efficiency of the A27's operation will reduce delays to traffic. This should reduce the energy used and the pollution produced by traffic being stationary in queues.

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

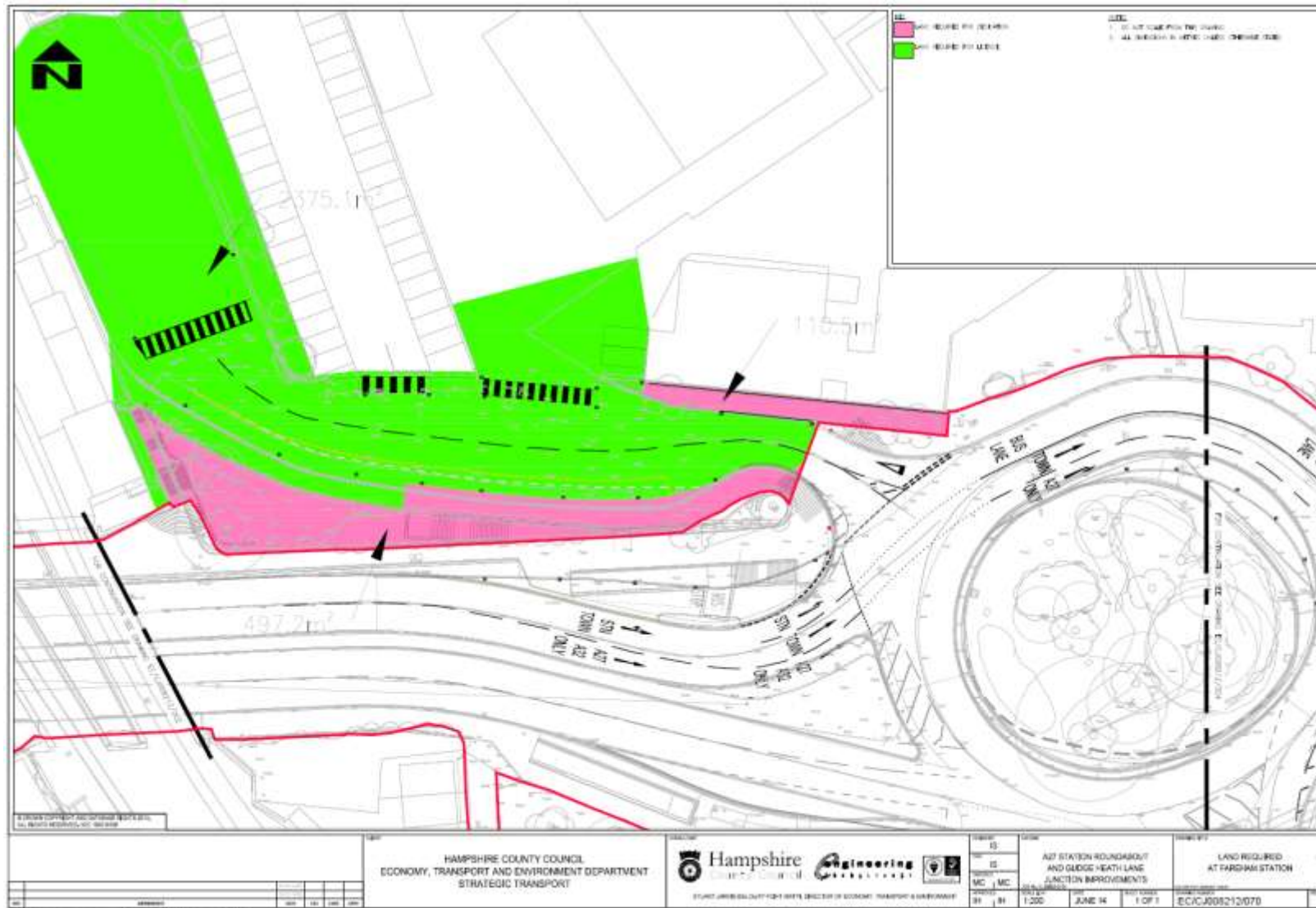
Providing improved pedestrian and cycle facilities between Fareham railway station and Fareham College should encourage some people to make local journeys in these ways instead of using the car.

In addition, the improved bus stop facilities close to Fareham Railway Station should encourage some people to use buses and trains instead of using the car. This would reduce the carbon footprint / energy consumption and assist in being more resilient to the longer term impacts of climate change.



APPENDIX 1

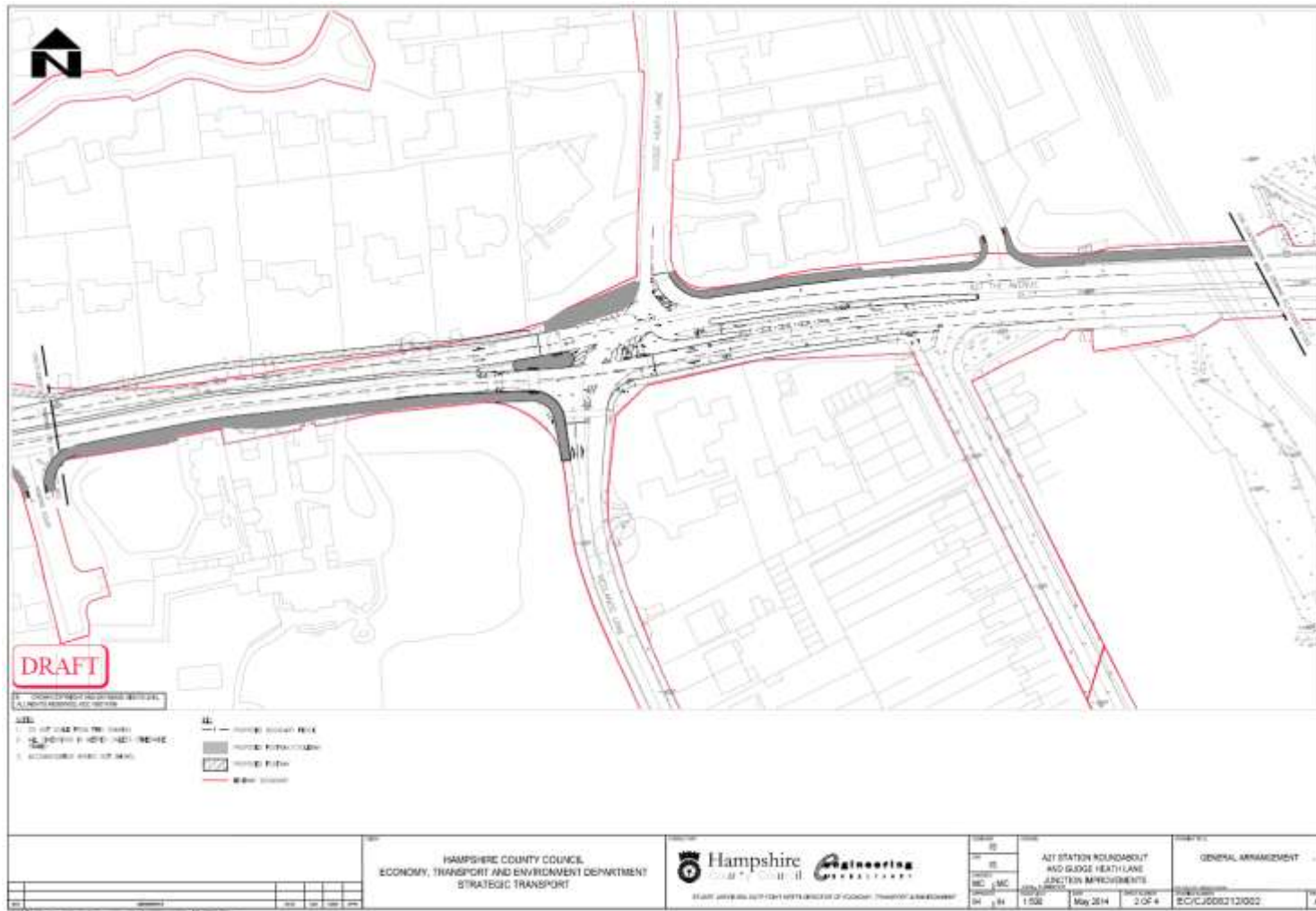
Drawing EC/CJ008212/003 – General Arrangement – Station Roundabout



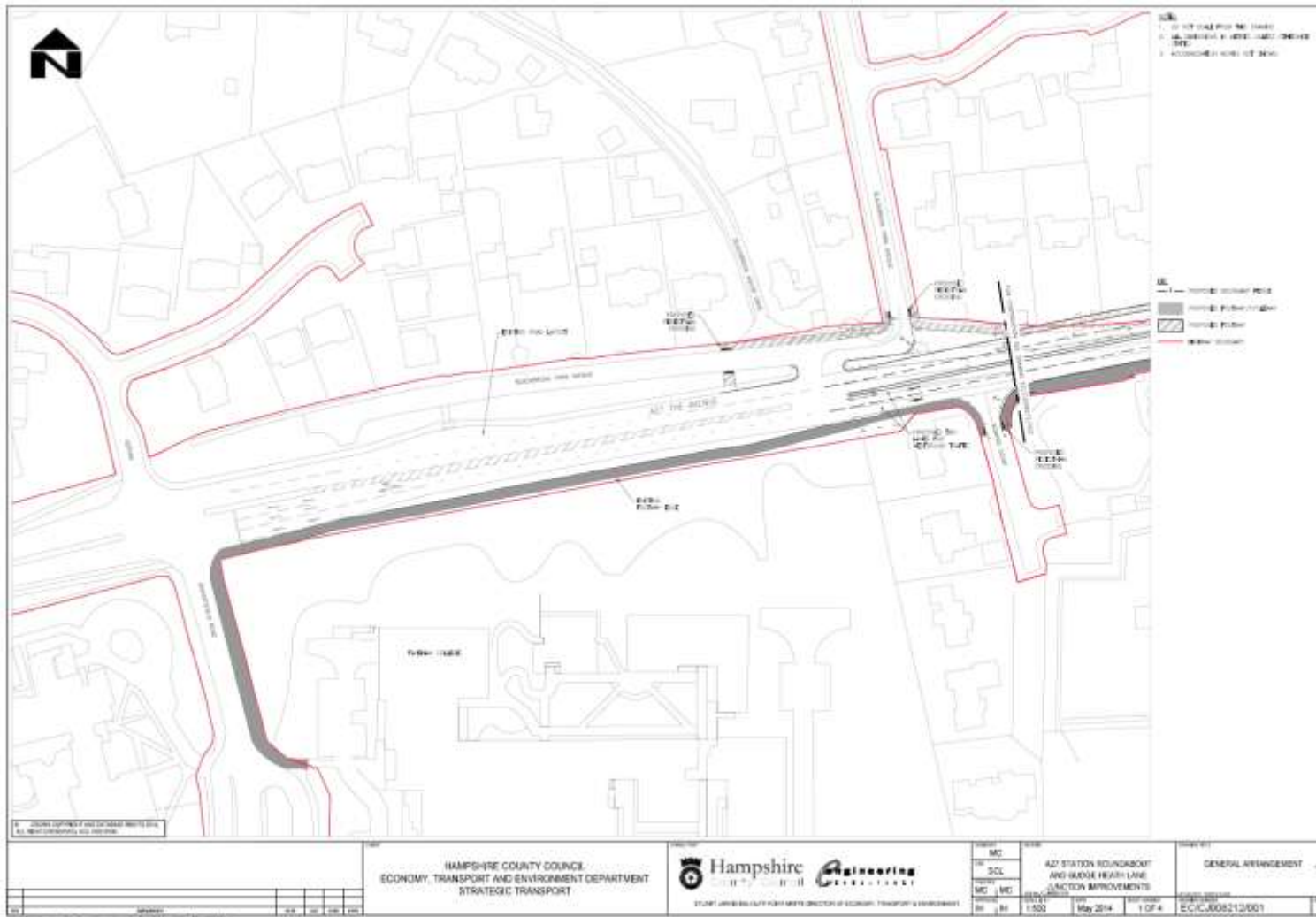
APPENDIX 2 Drawing EC/CJ008212/070 – A27 Station Roundabout – Land Plan



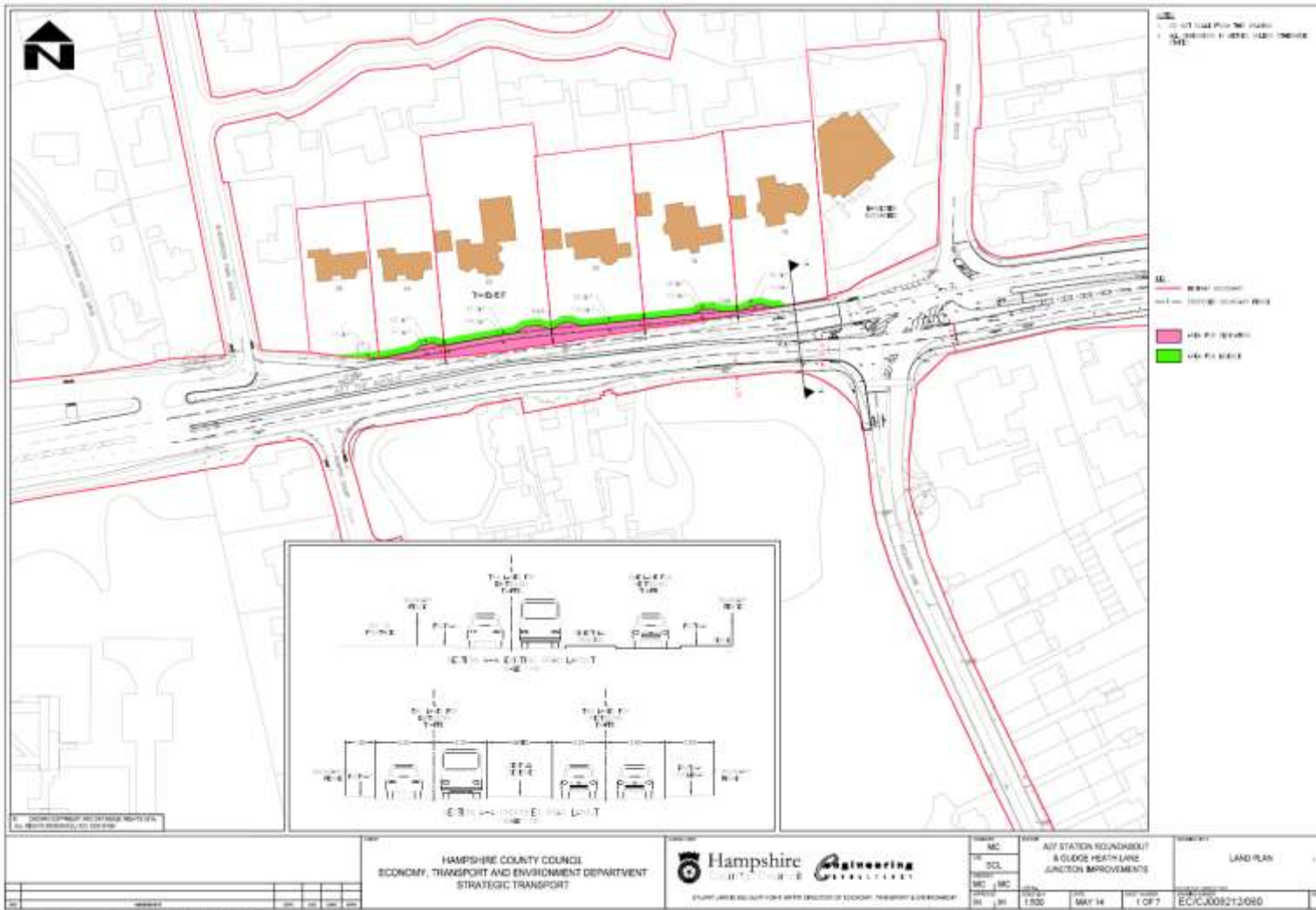
APPENDIX 3 Drawing EC/CJ008212/004 – General Arrangement – West Street



APPENDIX 4 Drawing EC/CJ008212/002 Rev A – Gudge Heath Lane Junction Preferred Scheme General Arrangement (including first and second phases)



APPENDIX 5 Drawing EC/CJ008212/001 – General Arrangement – Bishopsfield Road to Romyns Court



APPENDIX 7
only)

Drawing EC/CJ008212/060 – A27 Gudge Heath Lane Junction Improvements – Land Plan (second phase