

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	B3333 South Street / Dock Road, Gosport Proposed Junction Signalisation

Contact name: Brandon Breen

Tel: 01962 846239

Email: brandon.breen@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the details of the B3333 South Street / Dock Road, Gosport Junction Signalisation, as set out in this paper.
- 1.2 That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £242,000 to be funded from district contributions and LTP.

2. Reasons for the decision:

- 2.1. There has been a persistent injury accident problem at this location over the last fifteen years, primarily involving pedal cyclists. The Safety Engineering Team has previously implemented two low cost casualty reduction schemes during this period with varying degrees of success; however it has been noted that the accidents reduce for a time but generally return with similar patterns.
- 2.2. This site previously ranked joint 1st in terms of pedal cycle injury accidents at any single location on the Hampshire road network (excluding the unitary authorities of Southampton and Portsmouth), over the five year period 2009-2013. The other location was Peak Lane / Longfield Avenue roundabout in Fareham, however, this location has recently been subject to low cost casualty reduction measures (November 2013). Thus the Dock Road / South Street junction remains a priority for funding from the Safety Engineering Team.

3. Other options considered and rejected:

An option was designed to allow pedestrians to cross on an all red phase. However this would mean that traffic was halted on all arms and could be criticised against the need to maintain traffic flow on B3333 South Street.

4. Conflicts of interest:

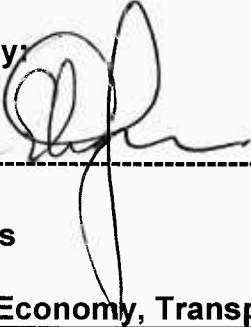
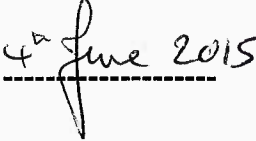
4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None

5. Dispensation granted by the Head of Paid Service:

5.1. None

6. Supporting Information:

None

Approved by:	Date:
----- 	 -----
Stuart Jarvis Director of Economy, Transport and Environment	

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Director of Economy, Transport and Environment
Title:	B3333 South Street / Dock Road, Gosport Proposed Junction Signalisation

Contact name:

Tel: 01962 846239

Email: brandon.breen@hants.gov.uk

1. Executive Summary

1.1. The scheme proposes to signalise the existing junction of B3333 South Street and Dock Road providing a three arm signalised T- junction. The scheme will incorporate two Puffin pedestrian crossing points and these will include two pedestrian islands to be constructed in the centre of the carriageway in both South Street and Dock Road. An additional uncontrolled pedestrian refuge island will also be provided on the B3333 South Street between the junction of Shaftsbury Road and Dock Road.

1.2. This configuration will also provide sufficient capacity to accommodate potential future traffic growth.

1.3. Alternative Options Considered and Rejected:

An option was designed to allow pedestrians to cross on an all red phase. However this would mean that traffic was halted on all arms and could be criticised against the need to maintain traffic flow on B3333 South Street.

1.4. The success of this scheme will be based on monitoring of the personal injury accident record post implementation to ensure that the annual accident rate is the same or less than that for any other comparable automatic three arm signal controlled junction.

2. Background

2.1. Dock Road is located in the south of Gosport and provides access to a small residential area, and an industrial estate within which there is an Asda superstore. The majority of vehicular and pedestrian movements to the area are accessed via a 'T' junction with the B3333 South Street. The B3333 is one of only two major routes, the A32 being the other, serving the town centre and costal recreational areas to the south. South Street is used as a cycle commuter route, with a high percentage of cyclists using the route's on-road cycle lanes to gain access to the town or to use the ferry terminal to travel to Portsmouth.

- 2.2. The speed limit is 30mph and the location is street lit. The majority of movements in and out of the junction are generated by the Asda superstore.
- 2.3. There has been a persistent injury accident problem at this location over the last fifteen years, primarily involving pedal cyclists. The Safety Engineering Team has previously implemented two low cost casualty reduction schemes during this period with varying degrees of success; however it has been noted that the accidents reduce for a time but generally return with similar patterns.
- 2.4. This site previously ranked joint 1st in terms of pedal cycle injury accidents at any single location on the Hampshire road network (excluding the unitary authorities of Southampton and Portsmouth), over the five year period 2009-2013. The other location was Peak Lane / Longfield Avenue roundabout in Fareham, however, this location has recently been subject to low cost casualty reduction measures (November 2013). Thus the Dock Road / South Street junction remains a priority for funding from the Safety Engineering Team.
- 2.5. In the most recent five year recording period from March 2010 – February 2015 there has been five personal injury accidents, 3 of which were serious and 2 were slight. All five accidents involved pedal cycles and four involved cars turning left from Dock Road into South Street, the other involved a car turning right from the junction and hitting a cyclist.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	21	8.8	OLA contribution	42
	Client Fee	5	2		
	Supervision	6	2.4	LTP	200
	Construction	210	86.8		
	Land	0	0		
	Total	242	100	Total	242

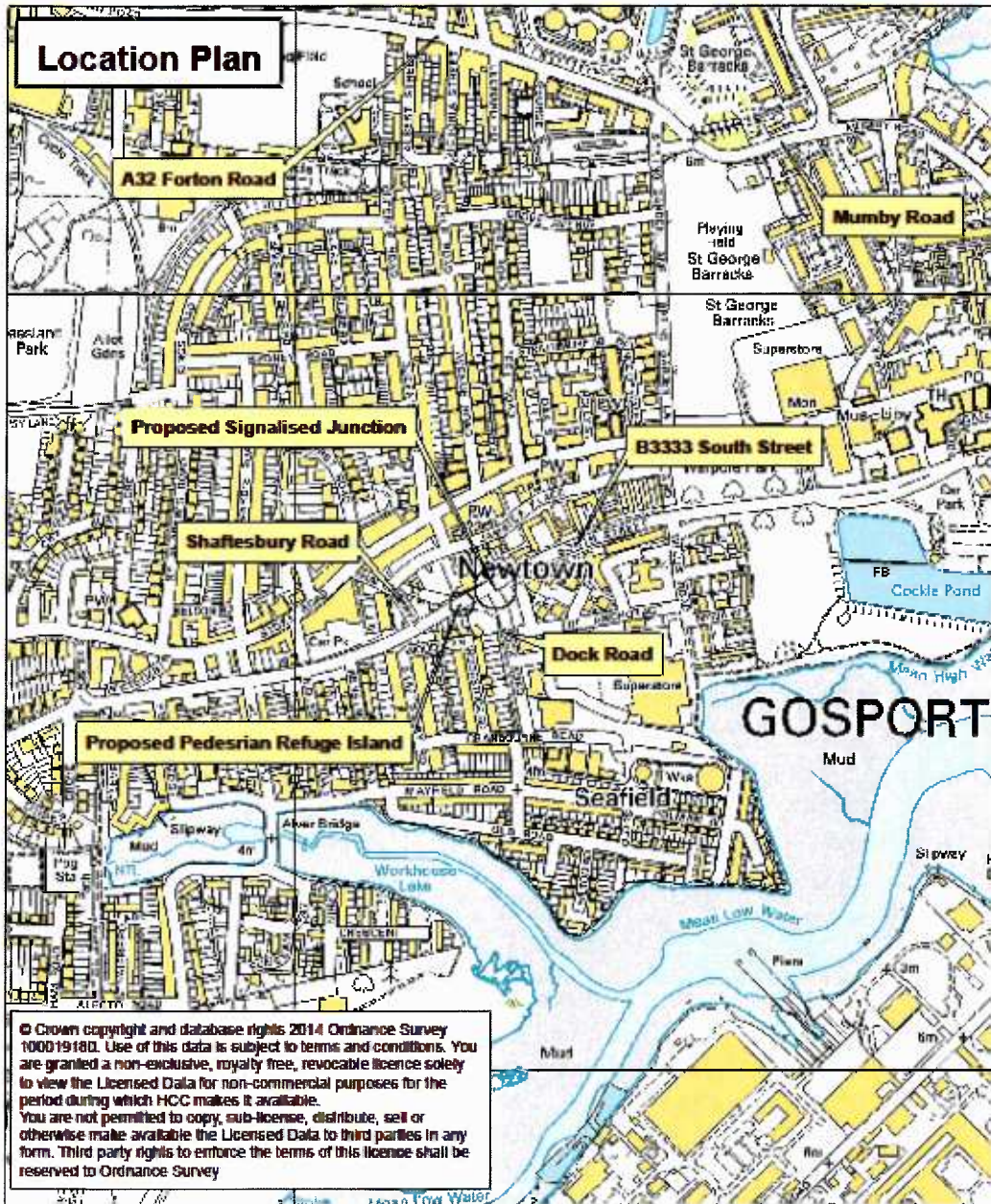
3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	8.5	0.007%
	Capital Charges (Depreciation and notional interest charges)	12.0	0.008%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	06/15	07/15	08/15	08/16

5. Scheme Details

- 5.1. A location plan is attached at the end of this section.
- 5.2. The scheme proposes to signalise the existing junction of B3333 South Street and Dock Road providing a three arm signalised T- junction. The scheme will incorporate two Puffin pedestrian crossing points and these will include two pedestrian islands to be constructed in the centre of the carriageway in both South Street and Dock Road
- 5.3. An additional uncontrolled pedestrian refuge island will also be provided on the B3333 South Street between the junction of Shaftsbury Road and Dock Road.
- 5.4. The introduction of the 'sheep pen' style islands in the centre of the carriageway on both the B3333 South Street and Dock Road will use the existing hatched area of the carriageway in order to further separate motor vehicles and cyclists.
- 5.5. The proposed configuration of the traffic signal junction will also provide sufficient capacity for potential future traffic growth.



**TITLE: B3333 South Street / Dock Road Gosport
Proposed Traffic Signalised Junction**

**DIRECTOR OF ECONOMY, TRANSPORT
AND ENVIRONMENT**

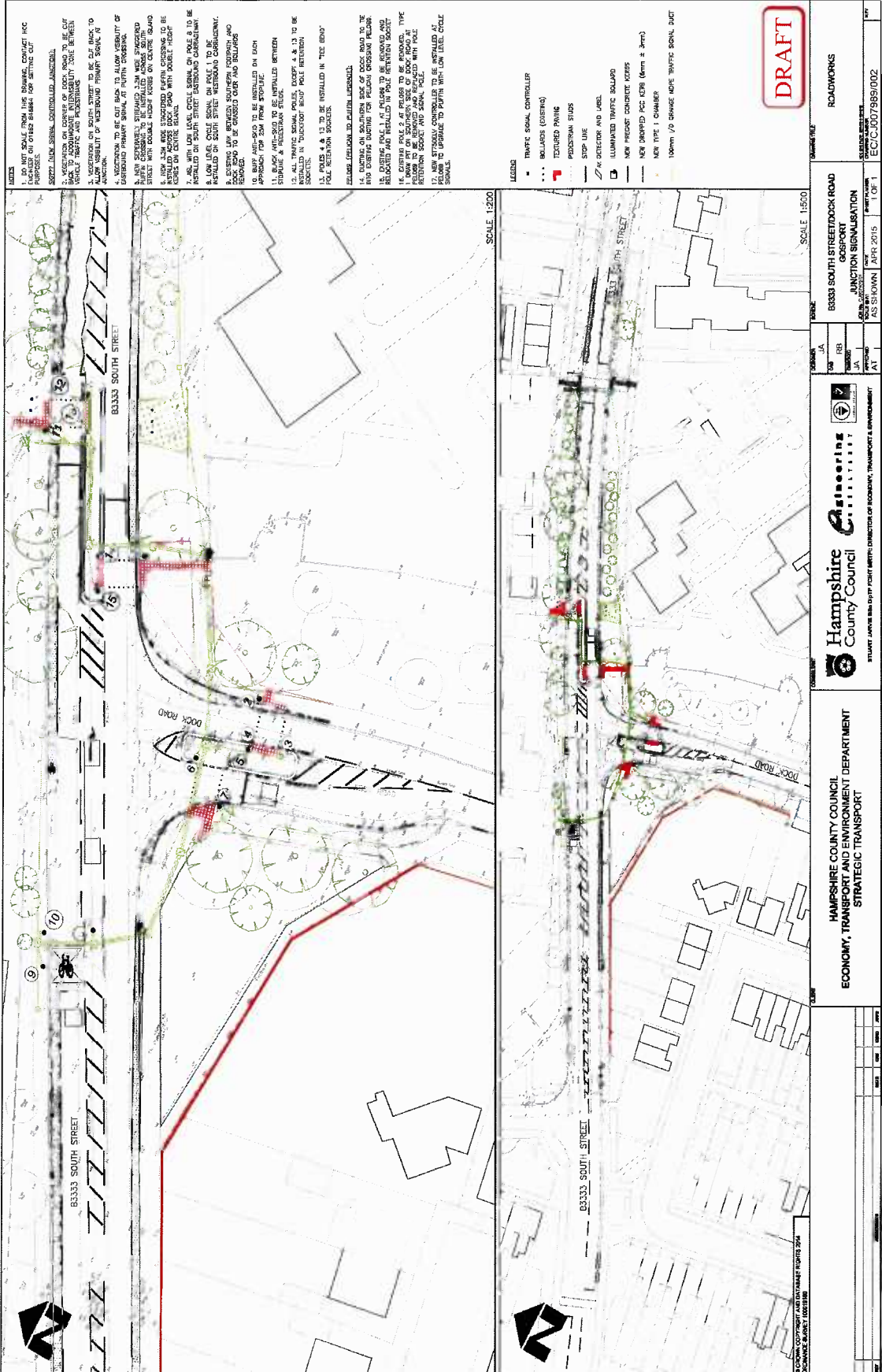
May 2015

Scale: 1:7,000

FS21845

**Hampshire
County Council**
Economy, Transport and Environment

Drawn by: BB



- NOTES**
1. DO NOT SCALE FROM THE DRAWING. CONTACT HCC FOR CLARIFICATION ON OTHER SHEETS OF SETTING OUT.
 2. TRAFFIC SIGNALS TO BE INSTALLED AT THE INTERSECTION OF SOUTH STREET AND DOCK ROAD.
 3. TRAFFIC SIGNALS TO BE INSTALLED AT THE INTERSECTION OF SOUTH STREET AND DOCK ROAD.
 4. TRAFFIC SIGNALS TO BE INSTALLED AT THE INTERSECTION OF SOUTH STREET AND DOCK ROAD.
 5. TRAFFIC SIGNALS TO BE INSTALLED AT THE INTERSECTION OF SOUTH STREET AND DOCK ROAD.
 6. TRAFFIC SIGNALS TO BE INSTALLED AT THE INTERSECTION OF SOUTH STREET AND DOCK ROAD.
 7. TRAFFIC SIGNALS TO BE INSTALLED AT THE INTERSECTION OF SOUTH STREET AND DOCK ROAD.
 8. TRAFFIC SIGNALS TO BE INSTALLED AT THE INTERSECTION OF SOUTH STREET AND DOCK ROAD.
 9. TRAFFIC SIGNALS TO BE INSTALLED AT THE INTERSECTION OF SOUTH STREET AND DOCK ROAD.
 10. TRAFFIC SIGNALS TO BE INSTALLED AT THE INTERSECTION OF SOUTH STREET AND DOCK ROAD.
 11. TRAFFIC SIGNALS TO BE INSTALLED AT THE INTERSECTION OF SOUTH STREET AND DOCK ROAD.
 12. TRAFFIC SIGNALS TO BE INSTALLED AT THE INTERSECTION OF SOUTH STREET AND DOCK ROAD.
 13. TRAFFIC SIGNALS TO BE INSTALLED AT THE INTERSECTION OF SOUTH STREET AND DOCK ROAD.
 14. TRAFFIC SIGNALS TO BE INSTALLED AT THE INTERSECTION OF SOUTH STREET AND DOCK ROAD.
 15. TRAFFIC SIGNALS TO BE INSTALLED AT THE INTERSECTION OF SOUTH STREET AND DOCK ROAD.
 16. TRAFFIC SIGNALS TO BE INSTALLED AT THE INTERSECTION OF SOUTH STREET AND DOCK ROAD.
 17. TRAFFIC SIGNALS TO BE INSTALLED AT THE INTERSECTION OF SOUTH STREET AND DOCK ROAD.

- LEGEND**
- TRAFFIC SIGNAL CONTROLLER
 - BOLLARDS (CONCRETE)
 - TEXTURED PAVING
 - PEDESTRIAN STOPS
 - STOP LINE
 - 7.5M DETECTOR AND LAMP
 - ILLUMINATED TRAFFIC BOLLARD
 - NEW PAVED CONCRETE KERBS
 - NEW DRAINED PCC KERB (6mm ± 3mm)
 - NEW TYPE 1 CHAMBER
 - 100mm / Ø CHANGE ABOVE TRAFFIC SIGNAL DUCT

DRAFT

SCALE 1:200

83333 SOUTH STREET
GOSPORT
HANTON SIGNALISATION
APR 2015

Hampshire County Council
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT

ROADWORKS

EC03/007/989/002

6. Departures from Standards

6.1. None

7. Community Engagement

7.1. There are no plans for any formal consultation, although plans will be made available online and letters detailing the proposals will be sent to local businesses in Dock Road as well as those properties within the close vicinity. The local County Members Peter Edgar and Christopher Carter both support the scheme. Gosport Borough Council is aware of the proposals and their local members will also be informed of the scheme.

7.2. The management of Asda supermarket are aware of the proposals and supports the need for improvements to the junction.

8. Statutory Procedures

As there are no Traffic Regulation Orders required for this scheme, no other statutory procedures will be needed. The local County Members Peter Edgar and Christopher Carter support the scheme.

9. Land Requirements

9.1. None

10. Maintenance Implications

10.1. There will be a minor increase in overall long term maintenance cost due to the addition of a pedestrian refuge island, two puffin crossings (incorporating two 'Sheep Pen' style central islands) and associated traffic signal equipment. In the short term, maintenance will be reduced given the improvements being undertaken as well as the use of new materials including kerbing, road markings and tactile paving.

11. Recommendation(s)

11.1. That the Director approves the details of the B3333 South Street /Dock Road, Gosport junction signalisation, as set out in this paper.

11.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £242,000 to be funded from district contributions and LTP.

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

None

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>
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.)

DocumentLocation

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 developing Hampshire's highway network and transport systems.
- 1.2. Statutory considerations:

Impact	
Age	Medium
Disability	Medium
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None
Pregnancy and maternity	Medium
Other policy considerations	
Poverty	None
Rurality	None
Other factors	None
Geographical impact	Gosport

The provision of puffin crossings on two arms of this T- junction, together with an additional pedestrian refuge, will improve crossing opportunities and safety for all pedestrians particularly those with mobility difficulties.

2. Impact on Crime and Disorder: None

3. Climate Change:

The provision of improved crossing facilities will increase safety at this junction and encourage pedestrians to use this route.