

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	BRT Additional Bus Stops, Vian Close Gosport

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 BRT Additional Bus Stops, Gosport, 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 £95,550, to be funded from BRT profit share scheme.

2. Reason(s) for the decision:

- 2.1. To improve access to the BRT network for those local residents wishing to utilise the BRT service.
- 2.2. To increase overall patronage of the existing BRT service and encourage the use of more sustainable travel modes.

3. Other options considered and rejected:

- 3.1. Due to the expansion of the core service of the BRT service, there has been several requests from local residents and the County Councillors to provide further stops along the route. As a result of these requests, other bus stop locations were considered at Brewers Lane Bridge and Bridgemary Way. Due to limited funding it was felt that Vian Close could be implemented and once further funding is identified the other bus stop locations could be provided.

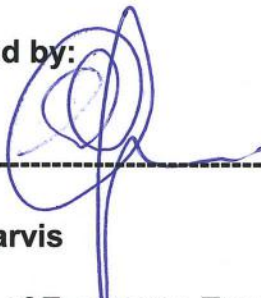
4. Conflicts of interest:

- 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: None

6. Supporting Information: Not Applicable

Approved by:

A handwritten signature in blue ink, consisting of a large, stylized 'S' followed by a horizontal line and a vertical stroke.

Date:

6/5/19

Stuart Jarvis

Director of Economy, Transport and Environment

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Director of Economy, Transport and Environment
Title:	BRT Additional Bus Stops, Gosport

Contact name: Brandon Breen

Tel: 01962 846239 **Email:** brandon.breen@hants.gov.uk

1. Executive Summary

- 1.1. The purpose of this paper is to provide details of the proposed additional bus stop for the BRT service at Vian Close, Gosport.
- 1.2. A new bus stop location including two new bus shelters will be provided along the existing BRT route (Henry Cort Way) with access via Vian Close.
- 1.3. Alternative options considered were to provide two further bus stop locations along the BRT service route. One was to be located at the Brewers Lane Bridge and the other was Bridgemary Way. Due to limited funding it was decided to only progress the Vian Close proposal as this has been requested by local residents and the local County Council Member.
- 1.4. The success of the scheme will be measured by reviewing the passenger usage as well as any additional revenue that is generated as a result of any increase in passengers. This will be undertaken by the BRT project board.

2. Background

- 2.1. The Eclipse Busway provides a priority public transport route connecting Fareham in the north to Gosport in the south. The existing route, completed in 2012, is largely off-road with a dedicated section following the line of a former railway. A further proposed 1km southern extension will follow the disused railway corridor between Tichborne Way / Hutfield Link and Rowner Road in Gosport and forms one component of a wider package of measures for improving access to Fareham and Gosport. The existing route is judged a great success and proposals have long existed to extend the route so that it benefits a wider catchment area.
- 2.2. The core service continues to expand with plans for greater frequency, and extended hours to attract more passengers. Following representations by residents and Councillors, the BRT board has also been asked to consider additional stops on the BRT bus way.

- 2.3. Residents have asked for more direct access to the BRT service as the existing stops can only be accessed by circuitous routes around the housing estate roads. It is not possible to access the existing stops directly by walking along the busway as there are no pedestrian facilities.
- 2.4. Once the BRT extension route is complete, the Eclipse service operator First Hampshire and Dorset will invest in a fleet of seventeen new high specification, low-emission buses and introduce a new Eclipse Extra service to the nearby Daedalus Enterprise Zone. The renewal of the bus fleet will also reduce emissions to help address known air quality issues in the Fareham Air Quality Management Area (AQMA).

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	16	17	BRT profit Share Funding	96
	Client Fee	6	6		
	Supervision	3	3		
	Construction Land	71	74		
	Total	<u>96</u>	<u>100</u>	Total	<u>96</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	4.9	0.004%
	Capital Charges (Depreciation and notional interest charges)	9.0	0.006%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	04/19	06/19	06/19	06/20

5. Scheme Details

5.1. The scheme consists of the measures summarised below and shown in Appendix C of this report:

- 1) Provision of a new bus stop in Henry Cort Way, Gosport (with pedestrian access from Vian Close).
- 2) Provision of two new Eclipse style bus shelters to be located on either side of the proposed bus stop location in Henry Cort Way.

6. Departures from Standards

6.1. None

7. Community Engagement

7.1. The local county member Councillor Stephen Philpott has been contacted with regard to the proposals and is supportive of these. The scheme was originally requested by the previous county member and local residents.

8. Statutory Procedures

8.1. Statutory consultation was undertaken between 24th August 2018 and 14th September 2018 for the amendment to the existing traffic regulation order which prohibits pedestrians from using Henry Cort Way. As a result of the consultation, no objections or representations were made. The amendment will see pedestrians authorised to use a small section of Henry Cort Way to access the proposed bus stop via Vian Close.

9. Land Requirements

9.1. None, all the proposed work will be undertaken within the public highway.

10. Maintenance Implications

10.1. The improvements will have an impact to future years maintenance budgets and this is anticipated to be approximately £4,900 per year. Asset Management and Passenger Transport teams have been consulted on the proposals and have agreed to the materials and equipment being proposed.

11. Recommendation(s)

11.1.1 That the Director approves the details of the BRT Additional Bus Stops Vian Close, Gosport, as set out in this paper.

11.1. That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £96,000, to be funded from BRT Profit Share fund.

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.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	no
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	no
People in Hampshire enjoy being part of strong, inclusive communities:	no

Other Significant Links

Links to previous Member decisions:	
<u>Title</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.)

<u>Document</u>	<u>Location</u>
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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	none
Disability	none
Sexual Orientation	none
Race	none
Religion and belief	none
Gender Reassignment	none
Sex	none
Marriage and civil partnership	none
Pregnancy and maternity	none
Other policy considerations	
Poverty	none
Rurality	none
Other factors	none
Geographical impact	Gosport

2. Impact on Crime and Disorder: None

3. Climate Change:

- 3.1 The proposed improvements outlined within this report will improve accessibility for pedestrians wishing to use the Eclipse BRT bus service which will help to reduce the dependency on car journeys for short distances.

Appendix C

