

**P/13/0547/DP/A**

**SARISBURY**

HAMPSHIRE COUNTY COUNCIL

AGENT: MR PETER BOUSTRED

TO ENABLE A TRIAL OPENING OF THE BUS GATE FOR ONE YEAR FROM DATE OF DECISION SO THE EFFECTS OF THE BUS GATE OPENING TO ALL TRAFFIC (WITH THE EXCEPTION OF HEAVY GOODS VEHICLES) CAN BE MONITORED BY HAMPSHIRE COUNTY COUNCIL AS HIGHWAY AUTHORITY (VARIATION OF CONDITION 2 P/05/1533/FP):DETAILS PURSUANT - CONDITION 4 (MITIGATION MEASURES)

YEW TREE DRIVE FAREHAM

***Report By***

Richard Wright Ext 2356

***Site Description***

The site of the bus gate/ link is between Botley Road and Yew Tree Drive.

***Description of Proposal***

An application (P/13/0547/VC) to vary condition 2 of Planning Permission P/05/1533/FP to allow the bus gate on Yew Tree Drive to be opened to all traffic (with the exception of heavy goods vehicles) for a temporary period of one year was granted at the Committee on 14th August 2013 subject to conditions. Condition 4 of that permission required full details of the mitigation measures to be agreed in writing with this Council and undertaken before the three month formal trial period commenced.

This application seeks Members' approval of the detailed mitigation measures pursuant to condition 4. It has been submitted promptly with a request that the details be considered at this Committee meeting in order to ensure that adequate time is available to agree and implement the measures before the commencement of the formally approved trial period. The proposals set out the details of the mitigation measures outlined within the 'Mitigation Strategy' forming part of planning permission P/13/0547/VC and comprise the following:

- Speed cushions on the length of Yew Tree Drive from its junction with Botley Road to its junction with Rookery Avenue. This is considered by the Highway Authority to be the most appropriate type of traffic calming for the road type and usage.
- Toucan crossing - a new signal controlled pedestrian and cycle crossing at an existing crossing place to the south of Gull Coppice, where the school crossing patrol currently operates. This will ensure a crossing facility is available all day and not just at school time.
- Experimental Heavy Goods Vehicle ban - creation of a vehicle weight restriction, for all vehicles exceeding 7.5 tonnes on Yew Tree Drive between its junctions with Botley Road and Clydesdale Road (the Yew Tree Drive Bus Gate). The Traffic Regulation Order will ban all Heavy Goods Vehicle movements through the bus gate even for access. This restriction will be experimental and monitored as part of the trial.
- Experimental Heavy Goods Vehicle ban - creation of a vehicle weight restriction, except for access, for all vehicles exceeding 7.5 tonnes on Yew Tree Drive between its junctions with Rookery Avenue and Clydesdale Road. The Traffic Regulation Order will allow for

Heavy Goods Vehicles in excess of 7.5 tonnes to access Yew Tree Drive to serve residential areas etc. but will not allow Yew Tree Drive to be used as a through route. Access to Yew Tree Drive will only be allowed via Rookery Avenue. This restriction will be experimental and monitored as part of the trial.

- Additional white lining on Swanwick Lane - the introduction of carriageway edge lines and the removal of centreline markings along Swanwick Lane. The new edge of carriageway lining and removal of the centre line will start west of Anglers Way, cease at the existing road markings designating the turning lane at Sopwith Way and then continue again to the junction of Botley Road. This measure will create a change in the road environment aimed at reducing vehicle speeds. The impacts will be monitored as part of the formal trial.

- Pedestrian refuge island on the western end of Swanwick Lane at the eastern end of the lay-by near to the playground. This will provide a safer and more convenient pedestrian crossing for people wishing to access the recreational facilities and provide a traffic calming effect.

- Uncontrolled crossing on Botley Road to the north of Station Road - measures include new dropped kerbs, tactile paving, reflective bollards and a coloured road surfacing strip, designed to highlight the crossing point and to provide a traffic calming effect.

- Uncontrolled crossing on Botley Road near Beacon Bottom - measures include new dropped kerbs, tactile paving, reflective bollards and a coloured road surfacing strip, designed to highlight the crossing point and to provide a traffic calming effect.

- Pedestrian refuge island on Botley Road midway between Rookery Avenue and Calabrese. This will provide a safer and more convenient pedestrian crossing for people and provide a traffic calming effect.

- Relocation of bus stops on Yew Tree Drive near Gull Coppice - relocation of the bus stop to the east of Sweethills Crescent to improve visibility of on-coming vehicles for pedestrians wishing to cross Yew Tree Drive ; relocation of bus stop east of the Gull Coppice entrance to allow waiting buses to be clear of the informal crossing point.

- Speed cushions on the currently uncalmed arm of Sweethills Crescent. This will complement the existing speed cushions already in place along Sweethills Crescent.

- 20mph speed limit on Yew Tree Drive in the vicinity of Gull Coppice to include the proposed Toucan crossing. This will complement the speed cushions proposed along Yew Tree Drive to ensure vehicle speed are reduced especially in the vicinity of the school.

- Six speed limit reminder signs have now been installed on Botley Road, Swanwick Lane and Yew Tree Drive. Their locations will be monitored and can be relocated along each of the three roads where required to maintain their effectiveness. Hampshire County Council will work with Fareham Borough Council regarding any relocations.

### ***Planning Considerations - Key Issues***

The proposed mitigation represents a comprehensive suite of measures to be carried out over a wide part of the highway network local to the bus gate. These measures are aimed towards ensuring that any harmful impacts of opening the route are mitigated as far as possible given the constraints of works being within the highway boundary and budgets

available. The implementation of these measures prior to the formal trial period will enable the controlled monitoring of the trial.

Officers are of the view that the proposed measures are acceptable, and should be approved pursuant to condition 4 of P/13/0547/VC.

***Recommendation***

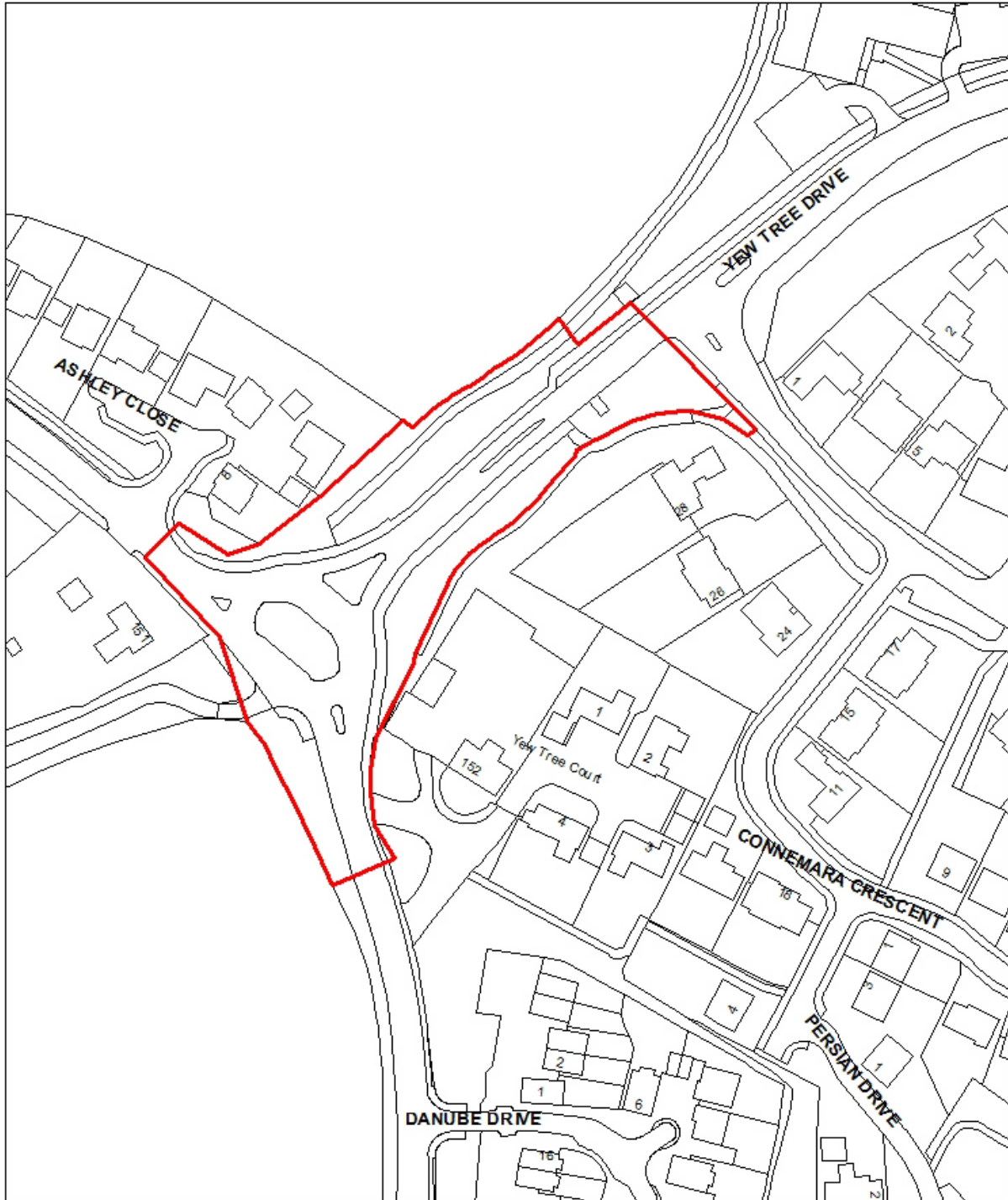
The mitigation measures submitted on the 27th August and detailed above be APPROVED as details pursuant to Condition 4 of P/13/0547/VC

***Background Papers***

P/05/1533/FP; P/13/0547/VC

# FAREHAM

## BOROUGH COUNCIL



Yew Tree Drive  
Scale 1:1250

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