

HAMPSHIRE COUNTY COUNCIL

Executive Decision Record

Decision Maker:	Executive Member for Environment and Transport
Date:	22 January 2013
Title:	Project Appraisal: A32 Forton Road/The Crossways/Lees Lane North junction and Lees Lane, Gosport - Junction improvements and priority measures for Bus Rapid Transit.
Reference:	4490
Report From:	Director of Economy, Transport and Environment

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1. The decision:

- (a) 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 Forton Road, at the junction with The Crossways/Lees Lane North and Lees Lane, in Gosport. The estimated works package cost is £560,000.

2. Reasons for the decision:

- 2.1. To deliver safety and traffic management improvements for all road users at this congestion junction on the strategic A32 link into Gosport through the provision of new more responsive traffic signals; in conjunction with the provision of priority measures for Bus Rapid Transit, involving the provision of a contra-flow bus lane on Lees Lane north.
- 2.2. Buses currently route indirectly through this junction from east to west, causing safety issues when travelling from The Crossways arm of the junction, then southbound on the A32 to turn west onto Lees lane (south) by crossing from the A32 southbound bus lay by across two lanes of heavy traffic to then turn west. The proposed scheme will enable buses to travel straight across the junction from east to west, thus both improving bus journey times and improving safety for all.
- 2.3. To enhance and build upon the success of the recently completed *Eclipse* BRT Bus-way from Redlands Lane to Tichborne Way. Expansion into a wider network is critical to improve connectivity with Gosport and other areas of the sub-region. The scheme will further improve the reliability of bus journey time for Eclipse BRT buses rejoining the on-road network at Tichborne Way, and travelling through Gosport to the Gosport ferry from the *Eclipse* Bus-way.

- 2.4. The proposals aim to enhance the attractiveness of using the Eclipse BRT and other bus services with superior bus stop upgrades at specific locations, with the provision of 24 hour CCTV for passenger security and real time bus, train and ferry times, together with local information, news and weather.
- 2.5. The scheme has positive benefits for all traffic, improving provision and priority measures for buses without compromising the running capacity for other road users.
- 2.6. Approval of the scheme will contribute towards the Corporate Strategy:
 - (i) 'Making Hampshire safer and more secure for all' by providing improvements to the bus, cycle and pedestrian network that will help those more vulnerable to access local facilities;
 - (ii) 'Maximising well-being' by improving opportunities and the ease with which people can access local facilities and services;
 - (iii) 'Enhancing our quality of place' by improving access in this area of Gosport and enhancing bus services.

3. Other options considered and rejected:

- 3.1 The option to provide a bus lane on The Crossways approach to the junction was considered. However, with a Public Realm scheme on Forton Road to widen footways programmed for 2013, providing a bus lane in this location would entail reducing the footway area, and thus was not considered acceptable. It is considered that Selected Vehicle Detection (SVD) will be sufficient to give buses priority, in both directions, through the signal-controlled junction.
- 3.2 During consultation and discussions with *Hampshire First and Dorset*, the bus operator (hereinafter, *First*), the awkward manoeuvres that buses currently experience were identified. The alternative option to the contra-flow bus lane, was to make Lees Lane North two-way for buses and access only, with Lees Lane providing for two-way traffic. However, this would be difficult to enforce, and Lees Lane is somewhat narrow, with an acute left turn onto the A32, which would mean that stop lines for the traffic signals would be positioned such that additional delay would be incurred between phases.

4. Conflicts of interest:

- 4.1 Conflicts of interest declared by the decision-maker: None
- 4.2 Conflicts of interest declared by other Executive Members consulted: None

5. Dispensation granted by the Conduct Advisory Panel: none.
6. Reason(s) for the matter being dealt with if urgent: not applicable.
7. Statement from the Decision Maker:

Approved by: ----- Executive Member for Environment and Transport Councillor M J Kendal	Date: 22 January 2013
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