

# HAMPSHIRE COUNTY COUNCIL

## Officer Decision Record

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	A3 Zip Bus Priority – Park Lane Junction Improvements

**Contact name:** Karen Wright

**Tel:** 01962846879

**Email:** Karen.1.wright@hants.gov.uk

### **1. The decision:**

- 1.1. That the Director approves the details of the A3 Zip Bus Priority – Park Lane Junction Improvements, as set out in this paper.
- 1.2. That the Director gives approval to add this scheme to the 2015/16 capital programme and to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £207,000, to be funded from LTP, LSTF-S and Developer Contributions.

### **2. Reason for the decision:**

- 2.1. This scheme was identified in a Member meeting of the A3 Zip Scrutiny Panel on 11 October 2012. The scheme will create a dedicated left turn lane at the junction of Park Lane and London Road, so reducing vehicle congestion when exiting this junction.

### **3. Other options considered and rejected:**

- 3.1. Road widening with utility diversions was considered but rejected because of the cost of diversionary works which would have included major HV cables from the adjacent sub station.
- 3.2. Vertical alignment change to avoid utility diversion was considered but rejected because of cost and its secondary impact to properties along the road corridor (i.e. drainage and accessibility).

### **4. Conflicts of interest:**

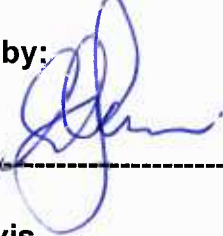
- 4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None.

**5. Dispensation granted by the Head of Paid Service:**

5.1. None.

**6. Supporting Information:**

6.1. None.

<b>Approved by:</b>	<b>Date:</b>
 -----	25/2/15 -----
<b>Stuart Jarvis</b>	
<b>Director of Economy, Transport and Environment</b>	

# HAMPSHIRE COUNTY COUNCIL

## Decision Report

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	A3 Zip Bus Priority – Park Lane Junction Improvements

**Contact name:** Karen Wright

**Tel:** 01962846879

**Email:** Karen.1.wright@hants.gov.uk

### 1. Executive Summary

1.1. The purpose of this paper is to obtain approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £207,000, to be funded from LTP, LSTF-S and Developer Contributions.

#### 1.2. Scheme Outline

The proposed scheme will provide a two lane vehicular exit from Park Lane at the London Road junction, which is anticipated to ease congestion and provide increased vehicle storage capacity. In addition, a section of shared use footway /cycleway will be provided to tie in with the existing off-road facility along London Road in order to facilitate a smooth transition at the junction.

#### 1.3. Alternative Options Considered and Rejected

Road widening with utility diversions was considered but rejected because of the cost of diversionary works which would have included major HV cables from the adjacent sub station.

Vertical alignment change to avoid utility diversion was considered but rejected because of cost and its secondary impact to properties along the road corridor (ie. drainage and accessibility).

#### 1.4. Measures of Success

This scheme is expected to reduce congestion at the exit from Park Lane onto London Road, and will be monitored to ensure that this is the case.

## 2. Background

- 2.1. During the construction of the A3 Zip Bus Priority Corridor, local councillors requested that traffic lights be installed at the junction of Park Lane and London Road. The funding for the A3 corridor at this location came from the DfT Major Bid, for which the criteria was bus priority for the A3. Traffic signals would only benefit vehicles and buses leaving Park Lane and for this reason was not funded.
- 2.2. To avoid yet more traffic signals on the A3 corridor it was agreed to progress the feasibility of local widening on Park Lane to facilitate an improved left turn exit and reduce the queues associated with vehicles exiting the side road to join the A3.
- 2.3. The scrutiny panel was set up to look at residual problems following completion of the A3 scheme.

## 3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	40	19	Developer contributions	74
	Client Fee	3	1.5	LTP	108
	Supervision	10	5	LSTF-S	25
	Construction	154	74.5		
	Land	0	0		
	Total	<u>207</u>	<u>100</u>	Total	<u>207</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	1.0	0.001%
	Capital Charges (Depreciation and notional interest charges)	18.0	0.011%

#### 4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	02/15	05/15	07/15	07/16

#### 5. Scheme Details

- 5.1. This scheme will provide a widening of the existing exit lane of Park Lane at the junction with London Road, changing it from the current single lane exit to a two lane exit with increased vehicle storage capacity. This will reduce congestion and decrease journey times for vehicles exiting from Park Lane. A reduced construction depth with a utility protection slab has been used in the design of this scheme in order to avoid costly utility relocations.
- 5.2. The works will also provide an improved facility for cyclists by providing a section of shared use footway / cycleway along Park Lane to tie in with the existing off-road route on London Road. This will facilitate a smooth transition for cyclists at this junction.

#### 6. Departures from Standards

- 6.1. None.

#### 7. Community Engagement

- 7.1. The scheme is a modification of the existing road junction and was identified at a member meeting of the A3 Zip Scrutiny Panel on 11 October 2012. Local Members have been informed of proposals and received scheme drawings, and the scheme has also been published on the Hampshire County Council website.

#### 8. Statutory Procedures

- 8.1. None required.

#### 9. Land Requirements

- 9.1. All works are within HCC highway land.

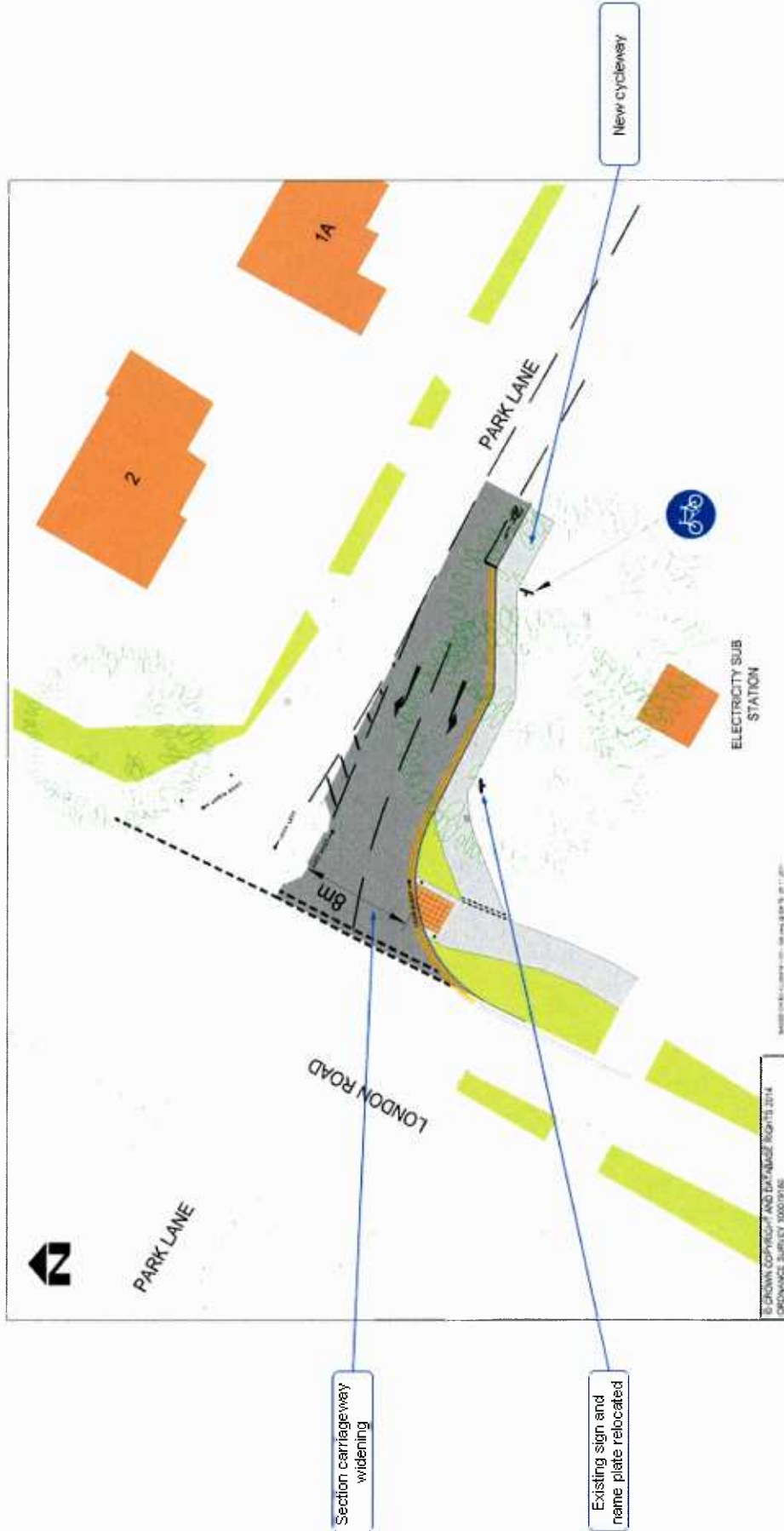
#### 10. Maintenance Implications

- 10.1. There are not expected to be any maintenance implications in the short to medium term.

## **11. Recommendations**

- 11.1. That the Director approves the details of the A3 Zip Bus Priority – Park Lane Junction Improvements, as set out in this paper.
- 11.2. That the Director gives approval to add this scheme to the 2015/16 capital programme and to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £207,000, to be funded from LTP, LSTF-S and Developer Contributions.

# Park Lane, Waterlooville - Junction Improvements



## 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 Corporate Strategy**

<b>Hampshire safer and more secure for all:</b>	Yes
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	Yes
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	Yes
Corporate Improvement plan link number (if appropriate):	

**Other Significant Links**

<b>Links to previous Member decisions:</b>		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
<b>Direct links to specific legislation or Government Directives:</b>		
<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	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	Havant

### 2. Impact on Crime and Disorder:

This scheme will have no impact on this.

### 3. Climate Change:

This scheme will have no impact on this.