

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	5 November 2013
Title:	Project Appraisal: A27 Western Way Road Bus Lane Fareham
Reference:	5293
Report From:	Director of Economy, Transport and Environment

Contact name: Louise Berridge

Tel: 01962 826986

Email: louise.berridge@hants.gov.uk

1. Executive Summary

1.1 The purpose of this paper is to seek approval for the relocation of the existing A27 Western Way Bus Lane and the addition of a second traffic lane on the approach to the A27 Western Way Station Roundabout, in Fareham, in order to improve journey time reliability for all traffic, including the *Eclipse* Bus Rapid Transit (BRT) services, at an estimated cost of £840,000.

1.2 Scheme Outline

The objective of the scheme is to increase traffic capacity and improve journey time reliability for all transport modes, including the BRT *Eclipse*, on the westbound approach to the A27 Station Roundabout. By repositioning the existing A27 Western Way west bound bus lane, south of the existing location, a second lane for general traffic can be provided on the A27 Western Way. This paper seeks to explain the background and the development of the scheme and the benefits and details of the proposed infrastructure measures.

1.3 Alternative Options

Six options and layouts for improving traffic capacity and maintaining the existing bus lane on the A27 Western Way westbound approach to the A27 Station Roundabout were considered. The options were as follows:

Option 1

The first option considered provided a new off line bus lane adjacent to the existing A27 Western Way, for a length of 96 metres. This would enable two traffic lanes to be returned to general traffic and allow buses to bypass the Station Roundabout, from Western Way and access the westbound bus stop on the A27 The Avenue. Buses would only give way to traffic entering the

service road from the Station Roundabout. Its provision would have required the use of the existing service road, which is accessed from the Station Roundabout and runs parallel with the westbound A27 Western Way approach to the Station Roundabout. This option would have resulted in the loss of parking bays on the service road and the removal of a footbridge, located close to the roundabout, across the A27 Western Way. As no alternative options are available for a safe crossing point, it was decided it would be preferable to retain the crossing provision, particularly given the number of pedestrians using the bridge.

The Safety Audit also raised concerns in relation to the junction of the bus lane and the service road and identified a potential problem that bus drivers would not give way to traffic entering the service road, from the Station roundabout.

Option 2

This option also provides a new offline bus lane adjacent to the existing A27 Western Way for a length of 240 metres. This would be the maximum feasible length of an offline bus lane in the verge as there is an under-bridge just to the east of the start of the bus lane where the verge narrows. It would also require using the service road which, resulting the loss of parking bays and the removal of the footbridge.

As in Option 1, the Safety Audit raised concerns that bus drivers may not give way to traffic accessing the service road, from the Station Roundabout.

Option 3

As with Option 2, Option 3 provided a new bus lane beside the existing A27 Western Way for a length of 240 metres and would result in the loss of service road parking and the existing footbridge. However, under Option 3 the bus lane would link to the roundabout in a more conventional manner than Options 1 and 2, with buses having to give way to traffic on the roundabout. This option was disregarded due to the requirement to retain the footbridge.

Option 4 (Recommended Option)

As Options 2 and 3, Option 4 would provide a new off line bus lane, parallel to the existing A27 Western Way for a length of 240 metres and would also result in the loss of parking on the service road.

In order to obtain the additional space required for the road widening and to retain the existing footbridge across the A27 Western Way, space will be reallocated from the eastbound A27 carriageway. The proposal will reduce the existing two lane exit from the Station Roundabout to one lane, for a short section of the A27 Western Way eastbound carriageway. There are currently two lanes on the A27 eastbound carriageway to the Quay Street

Roundabout. The carriageway will open back to two lanes within approximately 30 metres.

As with Option 3, buses will give way to traffic on the Station Roundabout to access the westbound A27 The Avenue.

The advantage of this option is that it will retain the existing footbridge over the A27 Western Way.

Option 5

Option 5 reconfigured the existing dual carriageway on the eastbound A27 Western Way to provide 3 lanes westbound, one of which would be the bus lane. The eastbound carriageway will be reduced to one lane. In contrast to Options 1,2,3 and 4, this option facilitated the longest bus lane on Western Way. Using the space from the eastbound carriageway allows a 3rd lane to be created without using the verge or the service road on the westbound carriageway.

Traffic queue observations in the am peak indicate that traffic queues back up to approximately the end of the proposed lane shown on the eastbound carriageway. Therefore, capacity on the eastbound carriageway should not be affected or restricted, with the present traffic flows. This option would also have retained the existing footbridge.

This option was disregarded as estimated construction costs significantly exceeded the available budget and other affordable options produced a satisfactory solution.

Option 6

Similarly to Option 5, Option 6 utilises reallocated space from the eastbound carriageway to provide 3 lanes on the westbound A27 Western Way approach to the A27 Station Roundabout, without using the verge or service road. However, the bus lane is the same length as Options 2,3 and 4. As with Options 3, 4 and 5, buses give way to traffic on the Station Roundabout to access the westbound A27 The Avenue. This option also retained the existing footbridge.

Of the above six options, it was considered that Option 4 was the best option as it met objectives, in terms of improving capacity for general traffic, thereby reducing delays to buses and other traffic, without having a significant environmental impact, or resulting in the loss of the footbridge, or trees. The BRT Board agreed to support Option 4 as the preferred option.

1.4 Measures of Success

- 1.4.1 Traffic queue length monitoring was undertaken on the A27 Western Way, between 20 and 23 November 2012, for both the east and west bound carriageways. These identified the position of the back of the traffic queues during the am and pm peak periods on the west bound approach to the A27 Station Roundabout and on the east bound approach to the Quay Street Roundabout.
- 1.4.2 In the AM peak, the surveys demonstrated there was no queue on the western approach to the Station Roundabout and therefore access to the bus lane was unimpeded. On the eastbound approach to the Quay Street Roundabout, the longest queue observed was back to the western end of the existing lay-by, approximately 270 metres from the Quay Street Roundabout.
- 1.4.3 In the PM peak, traffic queues on the westbound A27 Station Roundabout approach commenced at a point approximately opposite the middle of the Delme Arms Fly-Over. Therefore, beyond the start of the A27 Western Way bus lane and blocking entry to the bus lane. On the eastbound approach to the Quay Street Roundabout, the worst queues in the PM peak were always contained within 80m of signals. The maximum queue length was approximately back to the position of the bus link.
- 1.4.4 On Thursday 17 January 2013, a number of surveys were undertaken to evaluate the extent of delay to *Eclipse* buses leaving the Fareham Bus Station, on Hartland's Road and heading towards the off-road bus-way, Henry Cort Way, (reached via Redland's Lane), via the A27 Western Way. Buses were observed and journey times recorded for buses leaving the Fareham Bus Station, travelling westbound onto Western Way, via the Quay Street Roundabout and towards the A27 Station Roundabout. The longest recorded time for a journey between the bus station and the Station Roundabout was 11m 50s and the quickest 3m 28s.
- 1.4.5 A reduction in delay and traffic queues for all traffic on the A27 Western Way westbound approach, to the Station Roundabout and improvements in the *Eclipse* BRT bus journey time reliability, between the Fareham Bus Station and the A27 Station Roundabout, would demonstrate the scheme was successful.
- 1.4.6 Accident data on the A27 Western Way, including the Quay Street and Station Roundabouts shows a total of 30 personal injury accidents, 28 of which were *slight* and 2 were *serious* injury accidents, between 01/04/08 and 31/03/13. For the same time period, accident data for Portland Street, between Hartland's Road and the Quay Street Roundabout shows a total of 5 personal injury accidents, 4 slight and 1 serious.
- 1.4.7 A reduction in the number of recorded personal injury accidents on the A27 Western Way and at the Quay Street Roundabout and A27 Station Roundabouts junction would signify a successful scheme.

- 1.4.8 Post scheme monitoring will be achieved by comparing the 'before' surveys with similar 'after' surveys, following implementation and settlement of the scheme.

2. Background

- 2.1 To access the off-road bus-way from Fareham, 'Henry Cort Way', the *Eclipse* BRT services and Service 10 exit the Fareham Bus Station, located on Hartland's Road and travel via the Quay Street Roundabout, westbound onto the A27 Western Way, towards Fareham railway station. Prior to the opening of the *Eclipse* bus way, bus services travelled between the bus station, on Hartland's Road and the railway station accessed off Station Roundabout, via West Street. However, substantial evening peak traffic delays for buses seeking to exit West Street at the western end were exacerbated by through local traffic diverting onto West Street, aiming to avoid the delays on the A27 Western Way and Eastern Way. Therefore, an alternative route for the *Eclipse* services, between the bus station and railway station, was sought and in April 2012, an experimental Traffic Regulation Order (TRO) was implemented for bus lanes on the Western Way westbound approach to the Station Roundabout and southbound on Portland Street, to the Quay Street Roundabout. All buses and cyclists were permitted to use the bus lanes. This was undertaken at the request of the *Eclipse* Bus Rapid Transit (BRT) operators and the BRT project team, to reduce delay time to the *Eclipse* services.
- 2.2 However, traffic delays and queues, at evening peak times, are still causing significant delay to Gosport bound *Eclipse* services, between Fareham bus station and Quay Street roundabout and the A27 Station roundabout. The principal delays are on the A27 Western Way westbound approach to the Station roundabout and the second, on Portland Street, on the southbound approach to the Quay Street roundabout.
- 2.3 In May 2013, initial monitoring results with the bus lanes in operation, were reported to the Bus Rapid Transit (BRT) Board and Fareham Borough Council Members. The results identified some localised congestion at the A27 Station Roundabout and that the congestion on the A27 has become perceivably worse, since improvement works were undertaken at the Quay Street roundabout, in late 2011. Traffic queues previously associated with Quay Street Roundabout were shown to transfer further along the A27 Western Way, back from the A27 Station Roundabout and the A27 The Avenue/Redland's Lane/Gudge Heath Lane junction.
- 2.4 Overall, 'Strategis' traffic queue data has demonstrated that end to end journey times are largely unaffected and in addition, bus patronage and perception surveys identified that there has been a positive shift to use more sustainable transport, in particular the *Eclipse* BRT. There is strong evidence of public satisfaction with the *Eclipse* BRT service. There has been a 64% increase in passengers on the *Eclipse* E1 and E2 services compared with

the previous 82 and 86 services. The number of people using all bus services to travel between Gosport and Fareham has increased by 12% overall and there has been an associated reduction in traffic on the A32 of approximately 2% southbound and 3% north-bound.

- 2.5 Since the start of operation, the bus lanes have been monitored to assess the impact on traffic flow and performance of bus journey times. Since the introduction of the bus lanes on the westbound A27 Western Way and Portland Street, delay to buses has reduced. However, despite the clear success of the bus lane, in relation to the *Eclipse* service operation, there is still concern regarding the delays on the A27 to general traffic. To assist in addressing concerns, further improvements are required and a phased improvement strategy has been developed and proposals set out for the short, medium and long term. These will aid in improving traffic capacity and bus journey time reliability on this important *Eclipse* bus link to the off road route.
- 2.6 The experimental Traffic Regulation Order (TRO) for the bus lanes was due to expire in October 2013. To retain the bus lanes on Portland Street and the A27 Western Way, the order was converted to permanent in August 2013 and should allow the continued success of the *Eclipse* BRT services. Modifications have been made to the existing order for alterations to the A27 Western Way bus lane, to improve the operational safety and driver awareness of the bus lane. These include stopping the bus lane approximately 36 metres before the Station Roundabout.

This reduction will enable the approach to the roundabout to be reverted to two lanes, for all traffic, in order to assist in reducing congestion during peak periods, during this interim scheme period. As a result of this, the short length of bus lane on the A27 The Avenue had to be removed for safety reasons.

- 2.7 Further measures are required to improve *Eclipse* BRT journey time reliability between the Fareham bus station, Market Quay Roundabout and the A27 Station Roundabout and to improve capacity for general traffic at the A27 Station and Quay Street Roundabouts. In addition to this scheme to implement a new A27 Western Way bus lane and second traffic lane, approval will be sought for the provision of a Bus Gate at a new A27 Western Way/Western Road junction, for *Eclipse* Bus services, A27 Western Way/Western Road Bus Gate Fareham.
- 2.8 In the longer term, ITS and Engineering Consultancy are investigating options to provide improvements at the A27 Station Roundabout, where the A27 The Avenue, The A27 Western Way and West Street converge and at the A27 Redlands Lane/Gudge Heath Lane junction and their connecting carriageway links. The objective is to successfully address the restricted traffic capacity through the two junctions, reduce congestion, thereby improving journey times for all transport modes, including the *Eclipse* BRT services and enabling better traffic management, now and in the future.

- 2.9 The A27 Station Roundabout will be re-configured to include improved multi-modal transport infrastructure improvements to enhance interconnectivity and the interface between BRT *Eclipse*, bus and rail, and non-car modes, along with improved cycle route connections between Fareham Railway Station and Fareham College. The station and multi-modal interchange will form a critical part of access strategies linked to two important strategic development sites, Welborne to the north of Fareham and the Solent Enterprise Zone (Opens September 2014).
- 2.10 At the A27 The Avenue/ Gudge Heath Lane/ Redlands Lane signal controlled junction, two westbound lanes on the A27 The Avenue will be provided, with a right turn lane for westbound traffic turning into Gudge Heath Lane.
- 2.11 Hampshire County Council has submitted a bid for funding, to the Local Transport Board, for the project.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	87	10.4	Local Transport Plan	676.5
	Client Fee	13	1.5	Local Resources	140
	Supervision	45	5.4	Operation Resilience	23.5
	Construction Land	695	82.7		
	Total	<u>840</u>	<u>100</u>	Total	<u>840</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	69	0.063
	Capital Charge	69	0.063
	Total Expenditure	<u>138</u>	<u>0.126</u>

4. Programme

4.1.	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	11/2013	04/2014	10/2014	10/2015

5. Scheme Details

- 5.1. Location plans and general arrangement drawings, for the A27 Western Way Bus Lane are attached in Appendix 1.
- 5.2. Subject to approval, a new 3.0 metre wide bus and cycle lane will be constructed in the existing Highway verge on the westbound carriageway on the approach to the A27 Station Roundabout. The bus and cycle lane will commence at a point 235 meters from the A27 Station Roundabout, starting with a 20 meter taper and continue on the A27 Western Way for a length of approximately 235 metres finishing at the give way line with the A27 Station Roundabout.
- 5.3. As with the existing A27 Western Way westbound bus lane, taxis will not be authorised to use the bus lane. Although the draft Traffic Management policy has a presumption to allow taxis to use bus lanes in Hampshire, there are specific circumstances where this would not be appropriate, for instance, in the Fareham and Gosport area. This has been reviewed and recommended for a number of reasons, in particular, maintaining consistency in taxi use of bus lanes across all bus lanes in Fareham and Gosport and the existing bus operator agreement regarding Bus Rapid Transit.
- 5.4. The bus lane will be constructed in the soft Highway verge and in the existing parking bays in the service road, adjacent and to the south of the A27 Western Way. The service road presently prohibits waiting at all times on the southern side, while on the north-side parking is available for a limited waiting time of up to four hours. This parking on the northern side of the service road will be removed. The length of this parking area is approximately 71 metres, without marked bays, equivalent to 12 car spaces. The service road will be retained, with access from west to east, via the A27 Station Roundabout.
- 5.5. To provide the required carriageway space for the second traffic lane, on the A27 Western Way westbound carriageway, the existing central reserve on the A27 Western Way, at the junction with the A27 Station Roundabout will be moved north east, by approximately 5 metres and moved into the second lane of the eastbound A27 Western Way carriageway. Therefore, the exit lane from the A27 Station Roundabout to the eastbound carriageway of the A27 Western Way will be reduced to a single lane and will continue as single carriageway for approximately 30 metres on the east bound carriageway, before widening back out to two traffic lanes.
- 5.6. The north east kerb line on the A27 Western Way eastbound exit lane from the A27 Station Roundabout will be moved approximately two metres to the north-west. Initial enquires to utility companies has identified both Gas and BT potentially requiring a diversion. Trial hole investigations are underway, together with on-going liaison with the utilities with the aim to eliminate the diversions.

- 5.7. Two 3.5 metre wide general traffic lanes will be provided on the A27 Western Way, between the western end of the Quay Street Roundabout Flyover and the A27 Station Roundabout. The nearside lane will be marked for the left turn into the service road and the A27 The Avenue and the offside lane for left onto the A27 The Avenue, straight on manoeuvres to the Fareham Railway Station and right turning traffic to Fareham town centre.
- 5.8. A second traffic lane, in addition to the bus lay-by, will also be introduced on the A27 The Avenue westbound exit, from the A27 Station Roundabout.
- 5.9. Carriageway resurfacing will be undertaken on the A27 westbound approach between the exit from the service road and continuing onto the A27 The Avenue for approximately 50 metres, including the section on the A27 Station Roundabout.
- 5.10. Bus services using the A27 Western Way bus lane, will be required to give way to traffic on the A27 Station Roundabout, before turning left to access the westbound A27 The Avenue bus stop. The existing bus stop layby will be extended back towards the A27 Station Roundabout and the existing soft verge reduced by 1.8 metres. This will provide a continuous route for buses from the A27 Western Way, into the bus stop. On leaving the bus stop, buses will be required to merge with the two lanes of general traffic on the A27 The Avenue. The recently completed *Eclipse* BRT bus shelter and information point remains unchanged.
- 5.11. To accommodate the bus lane and two traffic lanes on the A27 The Avenue westbound carriageway, the existing southern kerb line of the A27 Station Roundabout traffic island will be realigned, approximately 4 metres north of the current position. The southern kerb line of the existing splitter island on the A27 The Avenue, on the eastbound approach to the A27 Station Roundabout will also be realigned to the north.
- 5.12. One tree on the A27 Station Roundabout traffic island will require removal. Four pine trees to the west and thirteen trees to the east of the A27 Western Way/service road exit junction, on the verge, will also be removed. All trees will be removed prior to the bird nesting season.
- 5.13. Four existing lamp columns, on the existing A27 Western Way central reserve, will be disconnected and removed as part of the street lighting PFI in advanced of the works.
- 5.14. Two lamp columns on the southern verge of the A27 Western Way westbound carriageway will be relocated as part of the street lighting Private Finance Initiative (PFI), in advanced of the works.
- 5.15. All the existing traffic signs will be reused and no new signs are required.
- 5.16. Safety Engineering has been consulted throughout the design work and a Safety Audit undertaken. Any issues raised were addressed in the detail

design. A further safety audit will be undertaken on completion of construction.

6. Departures from Standards

- 6.1. The proposals have been designed to comply with Department for Transport and Hampshire County Council standards for highway improvement schemes.
- 6.2. However, a departure from standard is required and has been approved for the single lane exit width from the A27 Station Roundabout to the eastbound carriageway of the A27 Western Way. The required road width for an exit lane should be 7 metres, the proposal will be 6 metres.

7. Community Engagement

- 7.1. A letter drop to residents and local businesses was undertaken on 2nd September 2013. The TRO will be advertised in October, for a period of 21 days. Two objections have been received and can be viewed in Appendix 2.
- 7.2. Local Members were briefed on the proposals at the Fareham Borough Council offices on 21st May 2013 and have raised no objections to the scheme.
- 7.3. The Local Members and Fareham Borough councillors were updated on the scheme in August 2013 and raised no objections to the proposals.
- 7.4. *First Hampshire & Dorset* has been consulted throughout the development of the scheme and supports the proposals.
- 7.5. On-going public consultation will be undertaken through one to one engagement with local businesses and services. A dedicated website, shared with the A27 Bus Gate scheme, will be established to provide up to date information. There will also be an email register giving people the opportunity to receive emails about the latest progress. The website will include public information drawings showing proposals for the bus lane and bus gate and are attached in Appendix 3.

8. Statutory Procedures

- 8.1. Traffic Regulation Orders (TROs) are required, for which Police and Hampshire County Member approval has been obtained, in order to prepare and advertise the TRO, for 21 days. This will cover the following aspects of the scheme:
 - The relocation, to the south of the existing route and shortening of the existing A27 Western Way westbound bus lane. Permitted access will be given to:

- All buses, including school and work buses.
- Cyclists.
- Exempt vehicles are emergency services (including Special Forces), vehicles attending breakdowns, maintenance vehicles, Community Safety service vehicles, and statutory undertaker vehicles.
- A no waiting and loading restriction at anytime is proposed on the bus lane. This will be carried out under the Road Traffic Regulation Act 1984, by Fareham Borough Council.
- Alterations will be undertaken to the existing waiting and loading TRO, with the provision of a no waiting and loading restriction at anytime, applicable to the service road, adjacent to the westbound A27 Western Way carriageway. This will be carried out under the Road Traffic Regulation Act 1984, by Fareham Borough Council.

9. Land Requirements

- 9.1. No third party land is required for the scheme and all works are within Public Highway.

10. Maintenance Implications

- 10.1. The proposed new bus lane and traffic signals will generate maintenance costs, which have been incorporated in the revenue implications.

11. Recommendation

- 11.1 That, approval be given to procure and spend and enter into necessary contractual arrangements to implement the relocation of the existing A27 Western Way bus lane and the implementation of a second traffic lane on the approach to the A27 Western Way Station Roundabout (subject to approval of the Traffic Regulation Order) at an estimated cost of £840,000.

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**

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>
Report to the Executive Member for Economy, Transport and Environment – A27 Western Way/ Western Road Bus Gate, Fareham.		23rd July 2013
Report to the Executive Member for Economy, Transport and Environment - Project Appraisal: A27 Western Way Bus Lane, Fareham.		5th November 2013
Project Appraisal: Transport for South Hampshire (TfSH) Local Transport Sustainable Funding (LTSF) Fareham Rail Station		13th March 2013
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>
None	

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. An [assessment of the impacts](#) on developing Hampshire's highways network and transport systems can be viewed on the County Council's website.
- 1.2 It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

2. Impact on Crime and Disorder:

- 2.1. The provisions of the Act have no impact on these proposals.

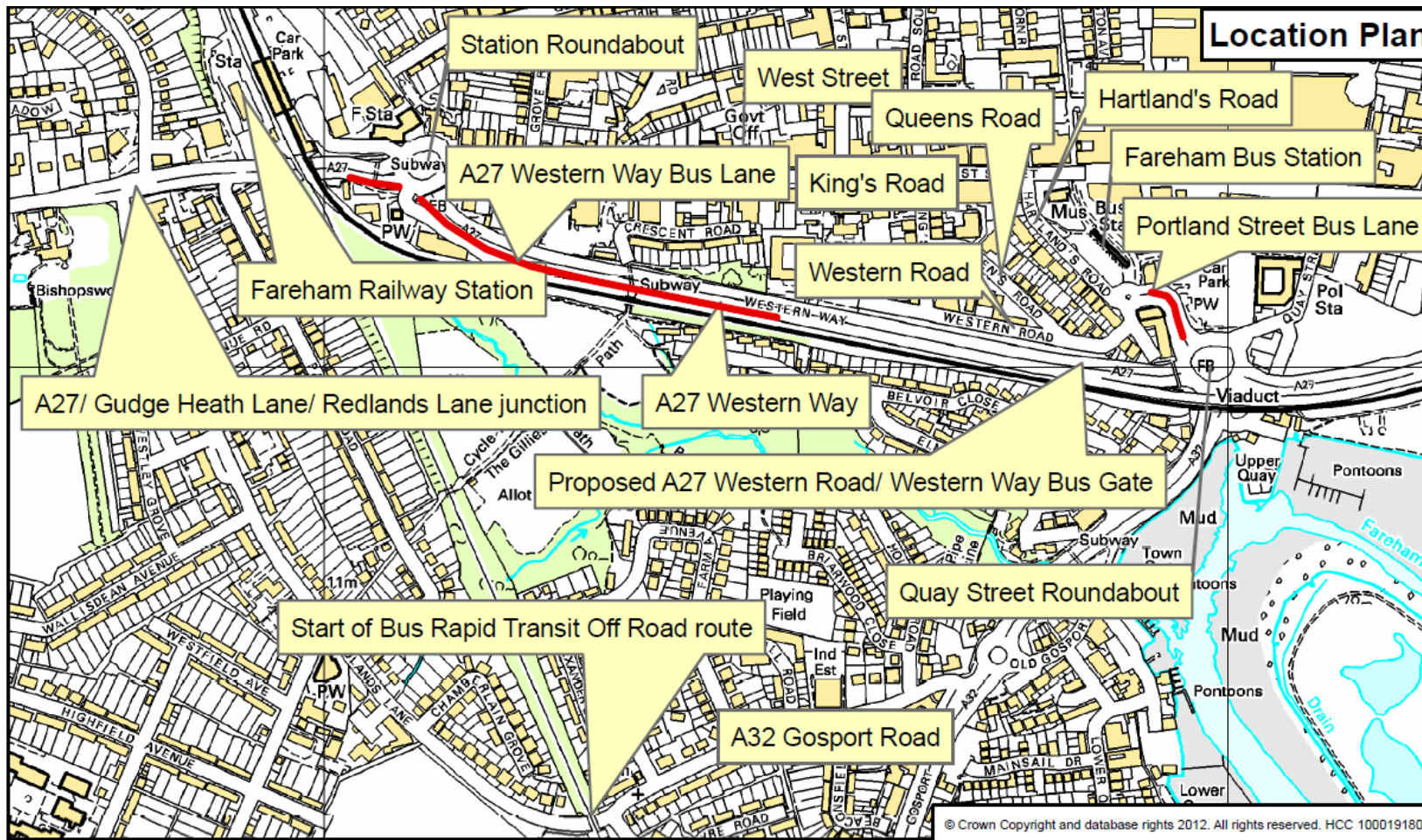
3. Climate Change:

- 3.1. How does what is being proposed impact on our carbon footprint /energy consumption?

The current policy of Reduce, Recycle, Reuse will be implemented, such that excavated material, where possible, will be reused as sustainable material on future schemes.

- 3.2 How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The scheme proposals are expected to have a positive effect on climate change by improving facilities and infrastructure for bus services, thereby offering a healthy alternative travel opportunity.



TITLE: A27 Western Way Bus Lane, Fareham

DIRECTOR OF ECONOMY, TRANSPORT AND ENVIRONMENT

Date November 2013

Drawn by: Louise Berridge

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Scale: 1:10,000 FS21845



Economy, Transport and Environment

Appendix 2 – Consultation Responses

Date Received	Name	Objection	Response
3/9/13	Universal Tools	Safety concerns relating to potential conflict between large delivery vehicles accessing the site and buses using the A27 Bus Lane. Concerns also raised regarding the loss of parking bays for an under used bus service.	Site meeting took place 26/9/13 with Universal Tools. Issues discussed. Principal concern was the safety issues. Bus lane width now reduced to 3 metres, enabling a 1 metre minimum verge width between the A27 and the service road. Therefore, providing a larger space between the service road and the bus lane.
9/9/13	Brethren's Meeting Hall	Objects to the loss of parking and would like it replacing. DDA compliance would be lost for the Worship Hall	Email response sent 12/9/13. No available space to provide alternative Highway parking spaces. Number of spaces used by the meeting hall requested to assist in further discussions

			and identifying possible alternatives. Suggestion put forward for the service road businesses to share private parking.
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A27 Western Way

Bus Gate

