

HAMPSHIRE COUNTY COUNCIL**Executive Decision Record**

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	23 July 2013
Title:	A27 Improvements and Traffic Regulation Order - Bus Lanes - Portland Street and A27 Western Way, Fareham
Reference:	5006
Report From:	Director of Economy, Transport and Environment

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1. The decision:

- 1.1 That the proposed strategy for improving the A27 as set out in the report be approved as a basis for detailed scheme development work and the submission of future funding bids.
- 1.2 That the existing experimental bus lanes on the A27 Western Way and at Portland Street in Fareham be made permanent (with some minor modifications) as an interim measure, prior to the implementation of the strategy of phased improvements as set out in the report.
- 1.3 That a Traffic Order be made under the Road Traffic Regulation Act 1984, to formalise a bus lane (with flow bus lane) at the specified sections of Portland Street and the A27 Western Way in Fareham

2. Reasons for the decision:

- 2.1. The A27 is a critical east to west strategic transport artery, running in parallel to and providing a local alternative to the M27. Congestion on the motorway means that the A27 is heavily used for both strategic and local movements feeding the surrounding, built up, residential and town centre employment areas. Whilst the A27 is dual carriageway standard for much of its length, short sections of single carriageway and limited capacity at junctions create significant peak hour congestion and delays which impact upon the effectiveness of the route as an alternative to the motorway. Congestion on the A27 also serves as a barrier to traffic south of the route wishing to exit the Gosport Peninsula, all of which needs to either travel along or interface with junctions on the A27. Both new development and regeneration is being frustrated by congestion on the transport network, and for this reason improvements are seen as essential rather than desirable.

- 2.2. In April 2012, an experimental bus lane was implemented on the A27 Western Way (westbound approach) to the Station roundabout in central Fareham in order to assist BRT Eclipse movements between Fareham town centre and the dedicated busway to Gosport. The Eclipse services are seen as an essential part of the overall transport strategy for the area, where scope to improve capacity for general traffic is limited, and there is a clear need to increase the mode share for public transport. The bus lane was implemented as an experimental Traffic Regulation Order, and this is now subject to review.
- 2.3. The bus lane has been very successful in terms of providing a consistent journey time for the Eclipse passengers and encouraging use of the Eclipse services. However, it is acknowledged that the bus lane has caused some additional delays in this already congested central area for general traffic, particularly during peak periods. In order to seek to reduce delays for general traffic, whilst not taking away the advantages gained for the Eclipse, a range of options has been considered, and a strategy of phased improvements has been identified. The decision report outlines and seeks approval for the phased improvement strategy for the A27 Western Way and Station roundabout, which will commence in January 2014 as part of a wider strategy for improvements to the A27 corridor between Segensworth and Fareham.
- 2.4. Prior to the implementation of the phased measures, and as an interim measure only, the report proposes the permanent implementation of a Bus Lane Order on:
 - (i) the offside southbound lane of Portland Street at its northern roundabout junction with Hartlands Road for 70 metres south to 25 metres before its junction with Market Quay roundabout for buses only;
 - (ii) the nearside lane, westbound on A27 Western Way starting 430 metres from Market Quay roundabout for 420 metres to the Station Roundabout, for both buses, and cycles.

3. Other options considered and rejected:

- 3.1. Doing nothing on the A27 is not considered an option as in order to encourage development and re-development, measures are necessary to help reduce congestion.
- 3.2. The complete removal of the existing experimental bus lanes is not appropriate as this would fail to ensure the continued success of the Eclipse Service, which helps to reduce car journeys and reduce overall congestion through making best use of the busway.
- 3.3. Removing buses from the A27 and redirecting the route onto West Street would not form a viable route option without the implementation of measures on West Street, which have previously not been supported.
- 3.4. The provision of a bus gate on West Street Fareham was rejected due to adverse traffic impact on the local highway network.

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:	Date:
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Executive Member for Economy, Transport and Environment Councillor Seán D T Woodward	