

## HAMPSHIRE COUNTY COUNCIL

### Report

<b>Committee:</b>	Environment and transportation Select Committee
<b>Date:</b>	12 June 2012
<b>Title:</b>	A3 ZIP Bus Priority Corridor Review
<b>Reference:</b>	4003
<b>Report From:</b>	Director of Economy, Transport and Environment Department

**Contact name:** Keith Willcox/Andrew Wilson

**Tel:** 01962 846997  
01962 846984

**Email:** keith.willcox@hants.gov.uk  
andrew.wilson@hants.gov.uk

#### 1. Purpose of Report

- 1.1. As part of its usual project review procedures (the Gateway process), the Economy Transport and Environment Department has carried out a review into the A3 ZIP Bus Priority Corridor.
- 1.2. Given the scale of the project, the level of interest amongst HCC Members, and the fact that the project was a major scheme delivered through the County Council's Local Transport Plans (1&2), the Environment and Transportation Select Committee requested the opportunity to scrutinise the review.
- 1.3. The purpose of this report is to facilitate that request.

#### 2. Contextual Information

- 2.1 The A3 ZIP Bus Priority corridor is a major public transport project which originated in 2001. The County Council's Local Transport Plan (LTP) 2001-2006 covered the scheme. Chapter 7 'South Hampshire Rapid Transit' outlined the concept and set out the A3 ZIP project. The LTP (2001-2006) was approved by Committee and Full Council in 2001, thereby confirming the policy of developing the A3 ZIP project.
- 2.2 The corridor runs from Clanfield to Gun Wharf Quays in Portsmouth via Waterlooville, and was completed in November 2008. The project provides dedicated bus and cycle lanes along much of the route. The corridor is one of the busiest bus corridors in Hampshire and demonstrates significant potential for growth in passenger numbers.
- 2.3 The project was developed to mitigate an expected 40% rise in traffic on the local road network over the next 30 years. It was designed to offer a

high quality alternative to car travel in one of the busiest parts of South Hampshire, future-proofed to deal with the growth along the corridor from the Major Development Area (MDA), West of Waterlooville.

- 2.4 The Project was a collaboration between the County Council, Portsmouth City Council, and First Bus. A Quality Bus Partnership for the delivery of the project was also signed by Havant Borough Council and East Hampshire District Council.
- 2.5 The total cost of the enhancements to the corridor between Portsdown Hill and Clanfield (the Hampshire section) was £34.5 million. £25.1m of this was provided by the Department for Transport, with £8.0m from Hampshire County Council's capital programme and £0.7 million of developer contributions. First Bus has invested £4.8m new buses for the corridor. Portsmouth City Council contributed to the project by implementing bus lanes in the city and other measures to improve the quality of the bus service.

### **3. The Gateway Review**

- 3.1. Due to the scale of the scheme and the interest it has generated, an independent transport consultant was commissioned to assist in carrying out the Gateway (stage 5) review.
- 3.2. The review takes into account the outcomes of a meeting held between the County Council's Executive Member for Transport and George Hollingbery MP to address a number of technical items that were raised and subsequently addressed. These include traffic surveys, cycling facilities and highway surfacing, and are covered in Appendices 1 and 3.
- 3.3. The review also takes into account issues raised by local HCC Members, which are shown at Appendix 2.
- 3.4. The full Gateway stage 5 review is included as Appendix 3, and a summary is provided at Appendix 1.
- 3.5. The review covers two main areas: firstly, whether the scheme has met the targets that were originally set; and secondly, what lessons the County Council can learn from the project when delivering future schemes of a similar nature, e.g. Bus Rapid Transit (BRT).
- 3.6. Progress against targets has been encouraging. Despite the delayed implementation of the West of Waterlooville MDA, which has deprived the corridor of many additional bus passengers, growth has been strong. The journey time savings and improved reliability provided by the corridor have led to significant private sector investment in bus services by First Group and Stagecoach.
- 3.7. The scheme has led to improvements in project management processes and governance arrangements for the recently introduced BRT scheme in Fareham and Gosport, e.g. multi-disciplinary teams (engineering, public transport operations, marketing) have been more accountable in delivering BRT. Extensive 'before' monitoring has been collected, and a

BRT Route Manager has been appointed to manage ongoing BRT operations.

#### **4. Conclusions**

- 4.1. The A3 ZIP Bus Priority Corridor was delivered against a Local Transport Plan policy background of working in partnership with private sector transport operators to provide high quality sustainable transport options that are capable of enabling development and helping to mitigate the impact of traffic growth. The review has demonstrated that the implementation of the project was consistent with this policy background.
- 4.2. The scheme has delivered against most of its targets despite the planned major development at West of Waterlooville not yet being constructed.
- 4.3. A number of lessons have been learned in the areas of project governance and project management that have been taken forward to improve the delivery of Bus Rapid Transit in South East Hampshire.
- 4.4. A number of technical questions have been raised locally about the scheme. The Executive Member met with George Hollingbery MP to explore the issues, and the County Council has now taken steps to resolve them. The County Council will continue to work with local Members to address any further issues.

**CORPORATE OR LEGAL INFORMATION:****Links to the Corporate Strategy**

<b>Hampshire safer and more secure for all:</b>	yes/no
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	yes/no
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	yes/no
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>
South Hampshire Rapid Transit A3 Portsmouth – Waterloooville-Horndean Public Transport Corridor Progress Report and Section 2A Purbrook Village Project Appraisal. Executive Member for Environment Decision Meeting.		11 <sup>th</sup> November 2003
South Hampshire Rapid Transit A3 Portsmouth – Waterloooville-Horndean Public Transport Corridor Progress Report and Section 3 Waterloooville Town Centre Project Appraisal.		11th November, 2004
<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.)**

Document

Location

Hampshire Local Transport Plan  
2001 - 2006

Strategic Transport Group  
Hampshire County Council

## **IMPACT ASSESSMENTS:**

### **1. Equalities Impact Assessment:**

1.1. The aims of the A3 Bus Priority Corridor scheme included providing enhanced public transport facilities for the whole community, with improved accessibility to waiting facilities and bus services. Older people, younger people, and people on lower incomes are generally greater users of public transport than other age and income groups. Improved public transport services can provide better access to employment, healthcare, education and retail facilities.

### **2. Impact on Crime and Disorder:**

2.1. The scheme has provided greater security measures for public transport users through the provision of enhanced lighting and CCTV coverage at bus stops.

### **3. Climate Change:**

a) How does what is being proposed impact on our carbon footprint / energy consumption?

Increased use of public transport as a result of improved services can encourage people to adopt more sustainable travel patterns as people make less use of cars. Solar power has been installed in bus shelters to power lighting. The scheme also provides cycle lanes to encourage cycling.

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

The scheme aims to deliver increased use of sustainable modes of transport. As the scheme achieves passenger growth, further private sector investment by bus operators will lead to the provision of more environmentally friendly vehicles on the corridor in the future. Existing buses will be cascaded to other routes in Hampshire, replacing older vehicles with higher emissions.