

## A3 ZIP Bus Priority Corridor Review

### Appendix 2 : Officer response to issues raised by Councillor Keast

Ref	Subject	Councillor Keast Issue Raised	Hampshire County Council Officer Comments
1	Facts and figures	<ul style="list-style-type: none"> <li>○ Any change in travelling time by bus from Clanfield to Gunwharf Quays</li> <li>○ Any change in the number of bus passengers using the route</li> <li>○ Any change in the number of private vehicles using the A3, attributable to the introduction of the bus corridor</li> <li>○ Any increase in traffic levels in the side roads and 'rat-runs' caused as a result of the bus corridor</li> </ul>	<ul style="list-style-type: none"> <li>○ A response to this is detailed with the A3 ZIP Bus Priority Corridor Review Summary Report</li> </ul>
		<ul style="list-style-type: none"> <li>○ Any change in CO2 emission levels, particularly at key junction adjacent to the pedestrian shopping areas</li> </ul>	<ul style="list-style-type: none"> <li>○ Waterlooville public realm improvements have radically changed vehicle access within the town centre. By creating a bus-only zone in the town centre and removing through traffic, the works unified the London Road to provide a safe pedestrian shopping environment, returning the focus of the town centre southwards.</li> <li>○ As new ZIP buses have been introduced they are producing less carbon</li> <li>○ By replacing mains connected illuminated bollards and signs with solar power supply the scheme saved 3 tonnes of CO2 per year</li> <li>○ Bus shelters between Purbrook and Clanfield were designed to reduce the carbon footprint. By reducing the electricity consumption for equipment within the shelter 4.5 tonnes of CO2 is saved per year. Four shelters have solar roofs therefore emit zero CO2. The remaining 36 shelters have mains supply but have LED lighting which uses 10 times less electricity, than traditional florescent tubes. The emissions for these shelters is equivalent to 0.45 tonnes of CO2 per year.</li> </ul>

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2	Traffic lights at the Padnell Road/ Durley Avenue junction	<ul style="list-style-type: none"> <li>○ This junction has created a problem where none previously existed. Off peak traffic on A3 takes 2 cycles to clear. At peak times can take 3 cycles to clear.</li> <li>○ Traffic queuing to exit onto the A3 is constrained by the keep clear area for the delivery bay to the Co-op store. Articulated vehicles reversing into the delivery bay and delivery lorries parked on the pavement cause long delays and 2 to 3 cycles to exit the road.</li> <li>○ The short stay car park in front of the Co-op has been badly reconfigure with an exit less than 3m from the traffic lights. Car waiting to enter this car park block Durley Avenue.</li> <li>○ Pedestrians ignore the crossing as it is not clearly marked and the crossing lights have no audio facility</li> <li>○ To re-evaluate the need for traffic signals at this junction and consider whether a self-regulating traffic flow system would provide a more flexible solution with less queuing.</li> <li>○ To monitor and improve sequencing of the lights to reduce waiting times and lower pollution levels</li> </ul>	<ul style="list-style-type: none"> <li>○ On the grounds of the accident record at the junction Hampshire Road Safety promoted and funded the inclusion of Durley Avenue as part of the A3 bus priority improvements for southbound priority into Cowplain at the Padnell Road Junction.</li> <li>○ Local waiting and loading restrictions are enforced by Havant Borough Council , therefore if managed correctly the reported issued of delivery vehicles parked on the pavement should not occur.</li> <li>○ A pedestrian survey undertaken during the design stage showed most people crossed the road in the vicinity of the controlled crossing. In order to accommodate off-road cycle and pedestrian facilities at the junction it was necessary to reconfigure the co-op forecourt as the previous exit was opposite Padnell Road.</li> <li>○ Cars waiting to enter co-op will not block Durley Avenue for traffic joining the A3 at this point due to a box junction.</li> <li>○ For pedestrian and cyclists the signals are clearly defined by red tactile paving. There is no audio facility as the pedestrian signal housings are fitted with tactile rotating cones.</li> <li>○ For the A3 as part of the PR package local accessibility groups including the local talking newspapers were provided a walk through of key changes to facilities so that their members could retain their mobility.</li> </ul>

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3	Park Lane and London Road Junction	<ul style="list-style-type: none"> <li>○ During the construction phase local councillors asked for traffic lights to be installed at the junction of Park Lane and London Road, but there were insufficient funds to do this. Engineers advised that trunking would be installed so that this could be done at a later date, but this was not done.</li> <li>○ With queues forming from Padnell Road lights extending to Park Lane it is extremely difficult to turn right out of the road to travel north and the road markings are confusing. The knock on effect of more than one vehicle wanting to turn right, is that traffic wishing to turn left towards Waterlooville is constrained with more queues forming.</li> </ul>	<ul style="list-style-type: none"> <li>○ It was agreed to design the junction in such a way that it could easily be converted to traffic signals in the future. The junction may appear strangely configured but it is because it is designed to be traffic signals. The right turn lanes on London Road will become right turn filters. The funding for the A3 corridor in this location came from the DfT Major Bid, for which the main criteria was bus priority for the A3. Whereas traffic signals at Park Lane would only benefit vehicles and buses leaving Park Lane. This was the reason it was not funded not that there were insufficient funds.</li> <li>○ The only ducting that was proposed were cross road ducts, these were omitted when it was decided not to resurface this section of the carriageway as insufficient funds were available.</li> <li>○ The traffic island in Park Lane is a temporary measure to assist pedestrians and cyclists to cross. If this junction is signalised this arm will be a toucan phase. If the island was removed the queue problem on Park Lane will be removed but cyclists and pedestrians will be put at risk.</li> </ul>
4	Signs and road markings	<ul style="list-style-type: none"> <li>○ To conduct a thorough review of road markings and signage to ascertain whether or the loading and parking restrictions are warranted, simplify road markings and remove unwanted signs.</li> <li>○ The reduced speed limit of 30mph in the wide sections of the A3 route from Cowplain to Causeway and through Purbrook and Widley does not appear to be justified and adds to the frustration of the car user as the buses frequently exceed the limit in the bus lane.</li> </ul>	<ul style="list-style-type: none"> <li>○ A review was undertaken post scheme implementation to rationalise signs, especially with respect to the shared footway / cycleway.</li> <li>○ The Department for Transport granted special authorisation for a non-standard 3.65m wide bus and cycle lane in place of the usual 4.25m lane. There two conditions the speed limit was reduced to 30mph and any obstructions in the channels were removed, hence where there are no gullies. This treatment applied for the corridor between the PCC/HCC boundary and the Causeway Junction.</li> </ul>

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5	Causeway Junction	<ul style="list-style-type: none"> <li>○ Removal of the Dell Piece Roundabout and reconfiguration of the Causeway junction has caused similar problems to those in Cowplain with queues extending back as far as Keydell Avenue. At peak times cars exiting Hazelton Way can take up to 15 minutes to exit the junction.</li> </ul>	<ul style="list-style-type: none"> <li>○ Refer to Appendix 1 for details of the post scheme review undertaken at this junction.</li> <li>○ Provision of the junction had an extra bonus in that the managed traffic flow has remove the off-slip queuing which historically occurred on the A3 (M) junction 2.</li> </ul>
6	Bus Stops and central islands	<ul style="list-style-type: none"> <li>○ To consider moving bus stops that are close to traffic islands to remove choke points and prevent traffic queues so that traffic can flow freely past waiting buses.</li> <li>○ The positioning of a number of bus stops along the A3 corridor close to central islands creates further delays.</li> <li>○ Associated road markings make it illegal to pass the bus while waiting at the stop, with more queuing.</li> <li>○ The South bound bus stop in Horndean had been relocated uphill making it difficult for elderly people to access</li> </ul>	<ul style="list-style-type: none"> <li>○ Of the 65 bus stops there are only 6 locations on the A3 bus corridor where a uncontrolled pedestrian refuge crossing is provided close to a bus stop: Widely to Purbrook : Hillside Avenue (N); Cowplain : Highfield Avenue (N); Horndean: Keydell Avenue (N); Napier (N &amp; S) and Horndean village (S)</li> <li>○ A minimum 10m clearance is provided between the bus stop and the refuge. Ladder hatching with a dash edge line is use throughout along the A3 bus corridor. It is no illegal to overtake a vehicle providing the driver can see it is clear to do so. This layout was first used on the A3 for Hillside where traffic flow is the highest on the corridor. With the exception of Horndean village all stop are intermediate stops so buses are only stopping for a short pick up or drop off.</li> <li>○ The Horndean Village cycle/ pedestrian refuge was primarily specified by EDHC's cycle officer as they funded the off-road cycle route linking Havant Road to Five Heads Road . The south bound bus stop was moved as it clashed with the new crossing.</li> </ul>

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7	Rat runs	<ul style="list-style-type: none"> <li>○ To consider traffic calming measures in roads through residential areas that have become 'rat-runs' as a result of the impact of the A3 bus corridor. Increase traffic flows have been seen in :               <ul style="list-style-type: none"> <li>○ Cherry Tree Avenue</li> <li>○ Sylvester Avenue</li> <li>○ Hart Plain Avenue</li> <li>○ Longwood Avenue</li> <li>○ Lovedean Lane</li> <li>○ Milton Road (Hart Plain Avenue to Lovedean Lane) residents report vehicles exceeding 30mph speed limit. HGV's using these routes to avoid A3.</li> <li>○ Merchistoun Road</li> <li>○ Havant Road</li> <li>○ Murray Road</li> <li>○ Hazelton Way</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>○ Post implementation of the scheme in July 2012, George Hollingbery, MP identified local roads in Hordean where rat-running was reported. Traffic surveys were undertaken and it was found to be a local perception and not an issue. Full details are given in Appendix 1.</li> <li>○ This is the first time these other roads have been brought to our attention as being an issue, so no traffic assessment of the additional roads has been undertaken.</li> </ul>
8	Cycle Routes	<ul style="list-style-type: none"> <li>○ Cycle track markings across junctions and numerous cycle signs which do not appear to relate to the cycle route add to the confusion for both cyclists and motorists.</li> <li>○ A lack of engineering standards had resulted in an inconsistent development on the bus route. The cycle route between Catherington Lane and Lovedean Lane was unsafe due to be it being far narrower than standards advised by Department for Transport.</li> <li>○ Railings has been installed on left-hand turns at junctions, which experience gained elsewhere suggested they posed serious risk to cyclist and should be removed.</li> </ul>	<ul style="list-style-type: none"> <li>○ Red dressing at junction is a standard treatment within Hampshire. The whole corridor was subject to s cycle audit where is was deemed the provided measure were acceptable.</li> <li>○ During the initial design stages for the Waterlooville to Causeway Junction a joint meeting between HCC, HBC and EHDC cycle officers was held where is was agreed on common treatments across the boroughs. Generally the route would be off-road and segregated where the route was 3m wide. Where land was restricted 2.5m wide shared use would be provided . As is permitted by Dft guidance the minimum a shared used cycle route can be is 2m wide. Most of the section between Catherington Lane to Lovedean Lane is in the range 2.5 to 3m.</li> <li>○ Railing was only provide at junction where school children would to be directed to crossing points. The junction was designed before Manual for Streets was adopted.</li> </ul>