

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	Environment and Transportation Select Committee
Date of meeting:	11 June 2013
Report Title:	A3 ZIP Bus Priority Corridor Working Group – Briefing Update on progress of review
Reference:	4955
Report From:	Director of Policy & Governance – Corporate Services

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1. Purpose of Report

- 1.1 To provide a brief update to Members of the Environment & Transportation Select Committee (E&T SC) on progress made within the A3 ZIP Bus Priority Corridor working group.

2. Background

- 2.1 At the 12 June 2012 meeting of the E&T SC, it was resolved to form a working group which would discuss actions to be agreed following the Havant and East Hampshire joint scrutiny review of the A3 Zip Bus Priority Corridor Review.
- 2.2 A number of snagging issues had been identified following completion of the project, and the Member for Cowplain and Hart Plain had highlighted to the Committee some technical issues which he felt required further investigation and action.

3. Membership of Working Group

- 3.1 The working groups included the following Members:
- Councillor Ian Beagley (previous Member - Waterloo and Stakes North)
 - Councillor Sam Darragh (previous Member - Catherington)
 - Councillor David Keast (Member - Cowplain and Hart Plain)
 - Councillor Robin McIntosh (Member - Purbrook and Stakes South)
 - Councillor Sharyn Wheale (Chairman of E&T SC)

4. Issues investigated

- 4.1 Following the review of the scheme, a number of actions had arisen which required local resolution.
- 4.2 Two meetings of the working group held in October 2012 and March 2013 considered a draft action plan detailing a number of areas of concern, which included:
- Issues relating to Padnell Road/Durley Avenue Junction, Cowplain which included signalling concerns.
 - Issues relating to Park Lane and London Road Junction, Cowplain which included the feasibility of road widening.
 - Review of Signs and Road Markings of the A3 with a view to identifying excess signage.
 - Provision for loading for residents of 165-187 London Road, Cowplain.
 - A review of the signalling at the Causeway Junction.
 - Difficulties arising when overtaking buses stopping close to central islands.
 - The use of 'rat runs' by motorists as an alternative to the A3 ZIP route.
 - The operating and monitoring of CCTV cameras on the A3 ZIP route.
 - Investigation of restricted access and parking in London Road, Waterlooville.

5. Outcomes

- 5.1 At the most recent meeting of the working group, Members were satisfied with progress made on the issues identified. The Group noted the results of the passenger perception surveys, which had taken place in November 2012 and would be repeated in 2014, concentrating on specific areas of concern for passengers. A copy of the updated action plan is available, attached to this document.

A3 ZIP ACTION PLAN

Issue	Officer comment to Scrutiny Panel in June 2012	Further Action	Notes/Action agreed by the E&T Select Committee Working Group	Lead Officer	Time-Scales	Working Group Update 5/3/13
		Yes/No				
<ul style="list-style-type: none"> A3 ZIP passenger perception 	<ul style="list-style-type: none"> Formed part of report 	Yes	Arrange Passenger Perception Surveys	Andrew Wilson	For 6 th Nov	Complete with further action to find out from company how they survey bus reliability. Repeat passenger perception surveys next year concentrating on areas of specific concern to passengers.
<ul style="list-style-type: none"> Any change in travelling time by bus from Clanfield to Gunwharf Quays. Any change in the number of bus passengers using the route. Any change in the number of private vehicles using the A3, attributable to the introduction of the bus corridor. 	<ul style="list-style-type: none"> A response to this is detailed with the A3 ZIP Bus Priority Corridor Review Summary Report. 	Yes	Majority of the issues were addressed in report to Select Committee on 12 th June. However Andrew Wilson to forward the bus operators data on the number of passengers using the route (as opposed to percentage change). This information can be used within the County Council only and will be issued under strict commercial confidence on behalf of the bus operator.	Andrew Wilson	Nov 12	AW shared confidential data on passenger numbers to confirm growth in numbers using Route No 41 (over route end to end).
<ul style="list-style-type: none"> Any change in CO2 emission levels, particularly at key junction adjacent to the pedestrian shopping areas. 	<ul style="list-style-type: none"> 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. As new ZIP buses have been introduced they are producing less carbon. By replacing mains connected illuminated bollards and signs with solar power supply the scheme saved 3 tonnes of CO2 per year. Bus shelters between Purbrook and Clanfield were designed to reduce the carbon footprint. By reducing the electricity consumption for equipment 	No	No further action although it is acknowledged that the figures do not take into account congestion and other changes in traffic levels.	N/A	N/A	N/A

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		Yes/No				5/3/13
	within the shelter 4.5 tonnes of CO2 is saved per year. Four shelters have solar roofs and 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.					

Traffic lights at the Padnell Road/Durley Avenue junction, Cowplain						
<p>Clr Keast indicates that this junction has created a problem where none previously existed. Off peak traffic on A3 takes two cycles to clear. At peak times can take three cycles to clear. 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. To monitor and improve sequencing of the lights to reduce waiting times and lower pollution levels</p> <ul style="list-style-type: none"> concern over volume of U turn manoeuvres at junction 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 	<ul style="list-style-type: none"> 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. <p>N/A</p> <ul style="list-style-type: none"> 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. 	<p>Yes</p> <p>No</p> <p>No</p>	<p>Agreed that the signals should be retained for road safety reasons but surveys to be carried out to establish if adjustment of signal timings would address queuing in both directions on the A3 at peak times in both directions.</p> <p>Possible solutions were discussed but it was agreed that they may cause other problems and it was agreed to retain the current layout/arrangement.</p> <p>No further action</p>	<p>J Mundy</p> <p>N/A</p> <p>N/A</p>	<p>Surveys Feb 13</p> <p>N/A</p> <p>N/A</p>	<p>Peak hour surveys completed and signal timing will be adjusted in am peak to favour traffic exiting from Padnell Rd between 8am and 9am and if possible make changes to cycle resetting after being triggered bus priority</p> <p>N/A</p> <p>N/A</p>

<p>delays and 2 to 3 cycles to exit the road.</p> <ul style="list-style-type: none"> • Right turn manoeuvres into Padnell Rd are limited by the short green time to approx 3 cars only. • The short stay car park in front of the Co-op has been badly reconfigured with an exit less than 3m from the traffic lights. Cars waiting to enter this car park block Durley Avenue. • Pedestrians ignore the crossing on Durley Ave as it is not clearly marked • The crossing lights have no audio facility. 	<ul style="list-style-type: none"> • 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. Cars waiting to enter Co-op will not block Durley Ave for traffic joining the A3 due to box junction. • A pedestrian survey undertaken during the design stage showed most people crossed the road in the vicinity of the controlled crossing. For pedestrians 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. 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. 	<p>Yes</p> <p>No</p> <p>No</p> <p>Yes</p>	<p>Undertake surveys and adjust signal timings if feasible</p> <p>No further action</p> <p>This issue relates to the location of push button in relation to the crossing however the layout complies with the design standards</p> <p>Implement audible signal on each crossing as part of changes to include a Toucan crossing at the Padnell Road.</p>	<p>J Mundy</p> <p>N/A</p> <p>N/A</p> <p>J Mundy</p>	<p>Surveys Feb 13</p> <p>N/A</p> <p>N/A</p> <p>12/13 Quarter 4</p>	<p>Peak hour survey completed and queue cleared each cycle on 91% to 100% of the time no further action</p> <p>N/A</p> <p>N/A</p> <p>Complete- Installed in January 2013. Hand set for Durley Ave crossing not on desire line.</p>
<p>Park Lane and London Road Junction</p> <ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • It was agreed to design the junction in such a way that it could be easily converted to traffic signals in the future. The junction may appear strangely configured but it is because it is designed 	<p>Yes</p>	<p>To avoid yet more traffic signals on the A3 consider feasibility of local widening on Park Lane to facilitate two lane exit. This would then be implemented as a minor works scheme. Also arrange for HBC to</p>	<p>Chris Murray</p>	<p>Fees by Jan 13</p>	<p>Three option have been prepared</p> <ul style="list-style-type: none"> • Option 1 to widen the road as per the proposal discussed at last working

<ul style="list-style-type: none"> Engineers advised that trunking would be installed so that this could be done at a later date, but this was not done. 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. 	<p>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 was insufficient funds.</p> <ul style="list-style-type: none"> 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. 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 is removed the queue problem on Park Lane will be removed but cyclists and pedestrians will be put at risk. 	<p>No</p> <p>Yes</p>	<p>No further action</p> <p>To avoid yet more traffic signals on the A3, an alternative approach would be to consider feasibility of local widening on Park Lane to facilitate two lane exit.</p>	<p>N/A</p> <p>Chris Murray</p>	<p>N/A</p> <p>Fees by Jan 13</p>	<p>group with diversion of any utilities</p> <ul style="list-style-type: none"> Option 2 widen the road but with reduced construction & protection slab Option 3 to raise the vertical level above any utilities <p>Next step - trial holes to locate utilities to demonstrate protection rather than diversion is required. DW to put forward as a proposal Capital Programme Scheme for 14/15.</p> <p>N/A</p> <p>As above</p>
<p>Signs and road markings</p> <ul style="list-style-type: none"> To conduct a thorough review of road markings and signage to ascertain whether the loading and parking restrictions are warranted, simplify road markings and remove unwanted signs. 	<ul style="list-style-type: none"> A review was undertaken post scheme implementation to rationalise signs (<i>on the northern section</i>) especially with respect to the shared footway / cycleway. 	<p>Yes</p>	<p>Undertake a full review of the southern section and an update review of the northern section with a view to rationalising signs. County Councillors are to be given the option to attend the site visit</p>	<p>Alison Mills</p>	<p>Site visits before Christmas followed by removal of signs by end of Q1 13/14</p>	<p>Site visit held on 27th Feb 13. Orders to be placed for removal of 33 signs and 12 posts.</p>

<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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 Causeway Jcn. 	No	No further action	N/A	N/A	N/A
<p>165–187 London Rd, Cowplain</p> <ul style="list-style-type: none"> Residents requesting that the road layout and/or Traffic Orders be reviewed to allow loading in the vicinity of their houses 	Not raised prior to Scrutiny	Yes	Consider potential for a solution to make provision for loading for residents of 165 – 187 London Rd, Cowplain. Solution must not impact negatively on the bus route.	Alison Mills	Feasibility by Jan 13 and if recommended HBC to make changes to TRO as part of the 13/14 TM programme	Investigations into changes to the TRO to allow loading has been included in 2013/14 (Autumn) programme to be progressed by Havant BC
<p>Causeway Junction – Hazelton Ave</p> <ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Refer to Appendix 1 for details of the post scheme review undertaken at this junction. 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. 	Yes	Whilst the signal cycle is long due to the complex signal arrangement it is unclear whether the current timings allow all the side road traffic to clear on each green phase. Surveys to be arranged (further feedback from Councillor would be useful).	J Mundy	Nov 12	Surveys completed on 11 th December 2012. Queuing evident in morning peak hour at school times. Acknowledged issues but agreed to keep under review.

<p>Bus stops and Central islands</p> <ul style="list-style-type: none"> • 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. • The positioning of a number of bus stops along the A3 corridor close to central islands creates further delays. • Associated road markings make it illegal to pass the bus while waiting at the stop, with more queuing. • The Southbound bus stop in Horndean had been relocated uphill making it difficult for elderly people to access. 	<ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • Widley to Purbrook : Hillside Avenue (N); • Cowplain : Highfield Avenue (N); • Horndean: Keydell Avenue (N); Napier (N & S) and Horndean village (S) • A minimum 10m clearance is provided between the bus stop and the refuge. Ladder hatching with a dash edge line is used 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 stops are intermediate stops so buses are only stopping for a short pick up or drop off. • The Horndean Village cycle/pedestrian refuge was primarily specified by EHDC'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. 	<p>Yes</p>	<p>Officers to check whether there is a low cost solution at any of the six locations where the central refuges are close to a bus stop by relocating the island slightly further away from the bus stops.</p>	<p>Chris Murray</p>	<p>Report back on feasibility by end Dec 12</p>	<p>Inspections undertaken at every bus stop on the bus corridor between the PCC/HCC boundary and Clanfield. With the exception of two locations as listed below it was established vehicles overtaking the waiting bus were not inconvenienced by the proximity of the bus stop to the nearby traffic island.</p> <p>The Brow, Widely (North Bound) - This is a low use bus stop so any bus stopping at this location will hold traffic for short period. Although there is a gap similar to other locations on the corridor whereby vehicles could overtake a waiting bus, the opposite southbound carriageway layout is unique to this location. The start taper of the southbound bus lane and to the normal traffic lane commence at this point. So overtaking drivers would have too much to look at before manoeuvring such that they would tend to wait for the bus to move off. Neither the bus stop or the traffic island can be relocated and the only other option would be the removal of the bus lane which is not feasible as both detrimental to the scheme and also cost prohibitive as the special road surfacing (pigmented concrete) used for the bus lane would need to be removed and the resurfaced.</p> <p>Napier , Horndean (South Bound) - Here the southbound bus stop and bus cage could be moved fractionally north . However, traffic flow at this location is very light and this is a low use bus stop so it is felt that relocation is not justified. Please note the second southbound</p>
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						<p>bus cage should have been removed during the works,</p> <p>Agreed actions (1) remove cage to minimise driver confusion at Napier Road.</p> <p>(2) Review the northbound stop near the Hampshire Rose Pub with a view to moving it further North.</p>
<p>Rat runs</p> <ul style="list-style-type: none"> 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. Increased traffic flows have been seen in: <ul style="list-style-type: none"> Cherry Tree Avenue Sylvester Avenue Hart Plain Avenue Longwood Avenue Lovedean Lane Milton Road (Hart Plain Avenue to Lovedean Lane) residents report vehicles exceeding 30mph speed limit. HGVs are using these routes to avoid A3. Merchistoun Road Havant Road Murray Road Hazelton Way 	<ul style="list-style-type: none"> Post implementation of the scheme in July 2012, George Hollingbery MP identified local roads in Horndean 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. 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. 	Yes	<p>Agreed that members should refer the wider road safety and traffic management issues through the usual channels as opposed to including them as part of this specific review of the A3 ZIP scheme.</p> <p>It was agreed that the outcomes of the area wide 20mph trials would be considered before agreeing whether there was a need to survey or restrict routes being used as an alternative to the A3 corridor.</p>	N/A	N/A	N/A
<p>Cycle routes</p> <ul style="list-style-type: none"> 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. A lack of engineering standards had resulted in an inconsistent 	<ul style="list-style-type: none"> Red dressing at junction is a standard treatment within Hampshire. The whole corridor was subject to a cycle audit where it was deemed the provided measures were acceptable. During the initial design stages for the Waterlooville to Causeway Junction a joint 	No	No further action	N/A	N/A	N/A
		No	No further action	N/A	N/A	N/A

<p>development on the bus route. The cycle route between Catherington Lane and Lovedean Lane was unsafe due to it being far narrower than standards advised by Department for Transport.</p> <ul style="list-style-type: none"> Railings have been installed on left-hand turns at junctions, which experience gained elsewhere suggested posed serious risk to cyclist and should be removed. 	<p>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.</p> <ul style="list-style-type: none"> Railing was only provided at junction where school children would be directed to crossing points. The junction was designed before Manual for Streets was adopted. 	No	Agreed that guardrail should be retained as the cycle facility at the Causeway junction is on the footway and the railing actually provides additional separation/protection.	N/A	N/A	N/A
<p>Concern over the orientation of bus shelters.</p>	N/A	Yes	The main problem is the shelter opposite the Durley Ave junction in Cowplain. The geometry of the road exacerbates the problem of passengers not able to see bus arriving. Officers to negotiate with HBC and Adshell to try to get agreement to reorientate shelter and relocate the three advertising panels from the back of the shelter to a double sided end panel on the southern end of the shelter.	A. Wilson	Feb 13	Investigate visibility issue associated with reorientation of shelter. Visibility of side panel advertising is an issue. The shelter supplier has confirmed that whilst advertising can be installed on the inside it will result in the loss of two of the three panels thereby meaning Havant BC cannot honour its contractual obligation to Adshell for advertising space Agreed – no further action except for monitoring.
<p>CCTV installed but not monitored by HBC</p>	N/A	Yes	Cllr Keast to ask HBC to adopt and monitor the CCTV cameras. Only two are now used for traffic monitoring. If deemed necessary by HBC, HCC	Cllr Keast	Jan 13	Cllr Keast concerned that Tim Pointer at HBC cannot take it on due to £17,500 capital cost.

			could consider whether it would be feasible for HCC to contribute to on-going running costs			
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<p>Restricted access and parking in London Rd, Waterloo</p> <p>Request to allow vehicles to access the southern section of London Rd during the working day and to allow 30mins parking in all or selected bays. Consideration should also be given to relaxing the loading restrictions</p>	N/A	Yes	Officers to implement a 18 month experimental traffic order (subject to the necessary approvals) which would allow access into the southern section of London Rd and the loading bays would be designated as 30minute limited waiting bays. It was agreed that Victoria Rd should remain closed to through traffic because it was felt that traders would benefit more if London Rd parking bays could be accessed directly from the London Rd roundabout.	Alison Mills	Before Xmas 12 subject to statutory processes	Experimental Order implemented on 23 rd November 2012 and retailers expressing support . To date no objectors to experimental order.
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