

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member – Environment
<b>Date:</b>	29 June 2010
<b>Title:</b>	Project Appraisal: Southampton Road, Ringwood – Accessibility Improvements
<b>Reference:</b>	1675
<b>Report From:</b>	Director of Environment

**Contact name:** Barry Armstrong

**Tel:** 023 8042 7000

**Email:** barry.armstrong@hants.gov.uk

#### 1. Executive Summary

1.1. The purpose of this project appraisal is to improve public access and safety in Southampton Road, Ringwood which has been identified by the local community as run down and failing to contribute to the social and economic potential of the area.

1.2 This project appraisal:

- (i) provides a balance of space used by pedestrians with those using motor transport and improved access for pedestrians and cyclists;
- (ii) reduces the visual impact of environmental detractors, identified in the Ringwood Strategic Improvement Plan produced by Ringwood Town Council in 2008;
- (iii) mitigates the severance of Southampton Road by Mansfield Road and provides improved access from bus stops in Meeting House Lane and the Furlong Car Park;
- (iv) creates a more attractive area for street activities and improves access for the mobility impaired;
- (v) upgrades an existing controlled crossing using intelligent traffic technology to improve access for all; and
- (vi) helps build and strengthen the local community.

HAMPSHIRE COUNTY COUNCIL

EXECUTIVE MEMBER - ENVIRONMENT

PROJECT  
APPRAISAL

---

29 JUNE 2010

---

---

PROJECT: SOUTHAMPTON ROAD, RINGWOOD – ACCESSIBILITY  
IMPROVEMENTS

---

COMMENCEMENT DATE: SEPTEMBER 2010  
COMPLETION DATE: NOVEMBER 2010

PLANNED YEAR OF START IN ACCORDANCE WITH CAPITAL  
PROGRAMME: 2010/11

---

---

1. FINANCE (Client Department, Director of Property, Business and Regulatory Services [Estates Practice] and County Treasurer)

---

<u>Capital Expenditure</u>	Current Estimate (at 2010 prices) £	Capital Programme (at 2010 prices) £
Land to be purchased	nil	nil
Construction	265,000	265,000
Fees	84,625	84,625
	TOTAL	349,625
Less developers/ other contributions	157,125	157,125
	192,500	192,500

Financial provision for total scheme

	<u>Total Cost</u>
1. From Capital Programme	
(a) LTP integrated transport	25,000
(b) Country Towns Initiative	120,000
(c) Revenue maintenance	35,000
(d) LTP maintenance	12,500
	192,500
2. From other resources	
(a) New Forest District Council	52,125
(b) Ringwood Town Council	5,000
(c) Developer contribution	100,000
	TOTAL
	349,625

Value of land for this project in HCC ownership £

Variations from capital programme

<u>Revenue implications</u>	£'000	% variation to Committee's budget
Net current expenditure	3.6	0.003
Capital charges	14.0	0.010
TOTAL net expenditure	17.6	0.013

---

---

2. EXECUTIVE SUMMARY

---

2.1 The purpose of this project appraisal is to improve public access and safety in Southampton Road, Ringwood which has been identified by the local community as run down and failing to contribute to the social and economic potential of the area.

3. Contextual Information

3.1 Improvements over past years to Ringwood High Street, Market Place and parts of Meeting House Lane, together with the development of Waitrose and associated shops in the Furlong, have left Southampton Road as a poor relation. Local businesses and Ringwood Town Council wish to achieve enhancements to this area of the town to assist economic activity, improve access and to encourage shoppers into the street.

---

4. STATEMENT OF NEED/JUSTIFICATION FOR PROJECT  
(Client Department)

---

4.1 The poor quality of Southampton Road and the severance of it by Mansfield Road was identified following a Market Towns Health Check carried out with the community by Ringwood Town Council and the need for improvements were highlighted in its Town Action and Strategic Implementation Plans in 2008.

4.2 Southampton Road is in a Conservation Area and is identified by New Forest District Council in its Local Development Framework Plan and Conservation Area Appraisal as in need of improvement.

4.3 A request for inclusion of the area as a future Country Towns Initiative (CTI) programme 2008/09 was made by New Forest District Council, supported by Hampshire Action Teams (HATS), Ringwood Town Council and approved in May 2008. Improvements to Southampton Road, Ringwood are included in the 2010 CTI programme, as approved by the Executive Member for Environment.

4.4 Existing paving materials are of poor quality with much of the footway areas having been replaced with tarmac. These have been subject to trench repairs.

4.5 With out of date light fittings in Southampton Road needing urgent attention and to a standard more suited to a town centre location

with Conservation Area status, replacement with more efficient, less light polluting fittings is required.

- 4.6 Poor signage and space for pedestrian footfall en route from the Furlong Car Park to Southampton Road was identified in a study conducted for Hampshire County Council in 2008. The need for new finger post signage was also identified.
- 4.7 Pedestrian consultation responses and discussions with disability groups confirm high use of The Close by pedestrians accessing shops and the medical centre, conflicting with vehicles dropping off shoppers.

#### Targets and Outcomes

- 4.8 The scheme will contribute to the following LTP2 objectives:

- (i) Increase accessibility to services
- (ii) Promote safety
- (iii) Widen travel choice
- (iv) Support wider quality of life objectives.

- 4.9 The scheme will help realise the following LTP1 targets:

LTP1 – Accessibility. Percentage of people who consider access is good

LTP3 – Cycling trips (annualised index)

LTP4 – Mode share of journeys to school

BVPI 199x – Casualties. Total killed and seriously injured

BVPI 199y – Casualties. Total child killed or seriously injured

BVPI z- Casualties. Total slight casualties

BVPI 224 a – Road Condition. Classified non-principal roads

BVPI 187 – Footway Condition.

- 4.10 LAA National indicators:

NI 47 People killed or injured in road accidents

NI 48 Children killed or seriously injured in road accidents

NI175 Access to services and facilities by public transport, walking and cycling

- 4.11 LAA Local Indicators:

LI C3: Local accessibility.

---

5. ROAD IMPROVEMENT PROPOSAL (Client Department)

---

National/County Network and Policies

- 5.1 The proposed scheme will contribute to the following objectives of the Local Transport Plan:
- (i) increase accessibility;
  - (ii) promote safety;
  - (iii) smarter choices and travel planning; and
  - (iv) support the wider quality of life objectives.
- 5.2 It will increase accessibility for pedestrians, cyclists and the mobility impaired, encourage parents, children and the wider community to walk to and from shops and local facilities, and improve the quality of life for local residents.

Details of Scheme and Design Standards

- 5.3 The scheme consists of a new layout at the northern end of Southampton Road to promote improved access to the shops from The Close and from the Furlong Car Park. The proposals also include improvements to the pedestrian route through the Furlong Car Park (subject to funding) with new tree and shrub planting.
- 5.4 The proposed area for improvement in Southampton Road will provide an even level surface with no kerbs to create a balance between pedestrian and motor vehicle traffic with a narrowed ramped entrance. Paving materials and street furniture are designed to slow vehicular traffic within the space.
- 5.5 A restricted zone to control parking in the space will be introduced and is designed to allow events to be held with temporary road closures, subject to Town Council and local business and residents needs.
- 5.6 The provision of improved paving to coordinate with other areas in the town centre, improved lighting, pedestrian signage, new street furniture and planting will all help to promote an increase in footfall in this shopping area of Ringwood which will assist businesses and promote economic prosperity.
- 5.7 The proposal makes provision for an upgrade to the existing Puffin crossing on Mansfield Road to a Toucan. A wider Toucan crossing makes provision for cyclists and pedestrians, and will provide a shared use cycle link from the existing route in Southampton Road

to The Close as identified in the New Forest District Council Cycle Strategic and Local Cycle Routes. A green cycle indicator is provided alongside the green walking man symbol, which is mounted on the nearside of the crossing.

- 5.8 A location plan is attached and a detailed plan will be displayed at the meeting.

#### Environmental Impact

- 5.9 The scheme will greatly enhance this area of Ringwood Town Centre and improve the accessibility, security and safety for pedestrians and cyclists.

#### Land Requirements

- 5.10 The main works are within the highway boundary with some local agreements reached with private property owners to extend paving up to their property line.

#### Statutory Procedures

- 5.11 This scheme has been safety audited and no planning permission is required to complete the scheme.

#### Public Consultation

- 5.12 Following a public exhibition a Steering Group was formed with representatives from Hampshire County Council, Ringwood Town Council, New Forest District Council, local businesses and Ringwood Secondary School. Other consultees include New Forest Access for All group, representing those with disabilities, and the Wilts and Dorset Bus Company. The results of these consultations and cohesive partnership working are the basis on which this scheme has been designed.

- 5.13 District Member, Councillor Treleavan, supports this scheme.

#### Local Member's View

- 5.14 The Local Member, Councillor Rippon-Swaine, supports this scheme.

#### Maintenance Implications

- 5.15 The upgraded signal equipment will operate at extra low voltage which will provide energy consumption savings. It will further provide increased electrical safety to users in the event of damage to the equipment. The equipment will be more reliable and will

extend the life expectancy of the site. With regular maintenance the new signal equipment is expected to operate satisfactorily for 15 years.

- 5.16 Materials and street furniture more appropriate to the Conservation Area status of the street are proposed. Existing tarmac paving is proposed to be replaced with concrete block paving to promote reuse after any service excavations in the future and has been selected to coordinate with Tegula blocks that exist locally in the High Street and Market Place carriageways.
- 5.17 All materials used will be of good quality and will be readily available. A Section 58 notice will be issued which will protect the site from utilities work for a minimum of three years. Any street furniture and new tree and shrub planting will be maintained by New Forest District Council or Ringwood Town Council.

#### Sustainability

- 5.18 The scheme proposals seek to improve accessibility for pedestrians, cyclists and the mobility impaired, visually enhance the environment and improve safety.

---

## 6. ROAD IMPROVEMENT - ALTERNATIVES CONSIDERED (Client Department)

---

- 6.1 To make Southampton Road one-way (northbound) and narrow carriageway to provide wider footways. This option was rejected as there is insufficient funding for the whole of the street and the need to allow southbound cycle movements to The Close.
- 6.2 Provide new carriage way surfacing and street furniture within the existing road layout. This option was rejected as it would do nothing to change the balance of pedestrian/vehicle use of the street or make provision for a space suitable to accommodate street/social and business events, nor improve links from the bus stops in Meeting House Lane and the Furlong Car Park.
-

**7. Recommendations**

- 7.1. That the project appraisal for a package of measures to improve accessibility in Southampton Road, Ringwood at an estimated cost of £349,625 be approved.
- 7.2. That, under the powers contained in Sections 65 and 66 of the Highways Act 1980, the existing and proposed footways which comprise this scheme be formally converted to shared use for pedestrians and cyclists.

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

<b>Hampshire safer and more secure for all:</b>	YES
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	YES
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	YES
Corporate Improvement plan link number (if appropriate):	

**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>
Southampton Road, Ringwood – Accessibility Improvements.	Engineering Consultancy – Capital House, Winchester.

## **IMPACT ASSESSMENTS:**

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

- 1.1. Assessment of the Race Relations (Amendment) Act has been considered in the development of the scheme which is not expected to compromise equalities in terms of race, creed or gender, but to improve access for all.

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

- 2.1. The proposals have no impact on crime and disorder.

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

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

New, low power signal equipment will be used for this scheme. This equipment, which comprises an extra low voltage signal controller and LED signal aspects, has only recently become commercially available and reduces energy consumption. Using LED signals also increases the mean time between signal aspect failures, reducing the transport costs associated with replacing traditional lamps. This equipment is more expensive than equivalent, traditional signal equipment, but may recoup the initial additional cost over its expected life through energy savings and an anticipated reduced failure rate. Other benefits include reduced carbon emissions through manufacturing and improved safety (using extra low voltage removes the risk of electrocution) and may outweigh any marginal additional costs.

The new installation is intended to provide a safe road crossing, encouraging walking as a more sustainable transport mode, reducing in turn the carbon emissions of alternative modes, principally travel by car. The installation will use the latest technology to ensure its efficient operation, extending the crossing time when needed by slower moving pedestrians, to make sure that motorists are not unnecessarily delayed. Reducing stops and delay in this way reduces pollution, while still providing a safe and effective facility for pedestrians.

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

Through its asset management and procurement strategy, the Intelligent Transport Systems (ITS) Group is investigating ways of extending the operational life of equipment to reduce the proportion of its whole-of-life carbon footprint attributable to manufacturing. Ways are also being investigated to maximise the reuse and recycling of recovered materials to reduce waste through replacement. These measures form part of the sustainability action plan for ITS equipment currently being developed.