

## HAMPSHIRE COUNTY COUNCIL

### Officer Decision Record

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Ringwood Town Centre Improvements (Phase 1)

**Contact name:** Tobias Bauer

**Tel:** 01962 846735

**Email:** tobias.bauer@hants.gov.uk

#### 1. The decision:

- 1.1. That the Director approves the details of the 'Ringwood Town Centre Improvements (Phase 1)', as set out in this paper.
- 1.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £229k, to be funded from Highways England's 'Cycle, Safety and Integration Designated Fund' grant.
- 1.3. That the Director approves this addition to the 2019/20 Capital Programme at a value of £229k.
- 1.4. That the Director grants authority to enter into any necessary legal agreements with Highways England and Dorset County Council.

#### 2. Reason(s) for the decision:

- 2.1. To support Hampshire County Council's Strategic Plan policy of:
  - People in Hampshire live safe, healthy and independent lives
- 2.2. To mitigate against the impact of the planned closure of West Street to through-traffic heading for the A31 by improving pedestrian and cycle facilities for all persons living, working and visiting Ringwood town centre. The closure of West Street forms part of a Highways England proposal to both increase traffic capacity on the west-bound carriageway of the A31 and improve facilities for cyclists, pedestrians and other non-motorised users both adjacent to the A31 and within Ringwood town centre.
- 2.3. To ensure good town centre permeability and accessibility for non-car modes to encourage more walking and cycling trips.
- 2.4. To improve pedestrian and cycle connectivity between Ringwood town centre and outlying areas for both commuting, utility and leisure journeys.

**3. Other options considered and rejected:**

- 3.1. Do-nothing-scenario: Rejected because it is expected that without the proposed programme of interventions, the closure of West Street, as proposed by Highways England as part of the A31 widening project, may have a detrimental effect on access and safety of non-motorised users (NMUs) in the town centre. The planned improvements are also strongly supported by the local HCC member and Ringwood Town Council.
- 3.2. Construction of a controlled or Zebra crossing on the B3347 Mansfield Road: Rejected because the reduction in speed required to install the crossing would mean reducing the carriageway on the approaches from two lanes to one lane, which would have significant capacity implications for Mansfield Road. No alternative crossing is currently being proposed.
- 3.3. Construction of a new footway from the Furlong Shopping Centre to Ringwood Church via the church yard: Rejected due to land ownership issues, and the need for Listed Building Consent and permission to construct on consecrated land. In addition, an alternative pathway exists from the Furlong car park to the church.
- 3.4. Provision of an additional informal crossing over the High Street to facilitate pedestrian movements: Rejected due to a lack of demand for a new crossing.

**4. Conflicts of interest:**

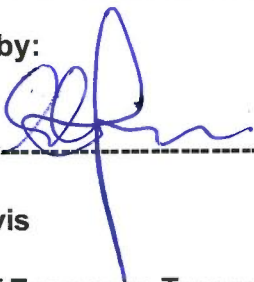
- 4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None

**5. Dispensation granted by the Head of Paid Service:**

- 5.1. None

**6. Supporting Information:**

- 6.1. None

<b>Approved by:</b>  -----	<b>Date:</b>  -----
<b>Stuart Jarvis</b> <b>Director of Economy, Transport and Environment</b>	

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Director of Economy, Transport and Environment
<b>Title:</b>	Ringwood Town Centre Improvements (Phase 1)

**Contact name:**

**Tel:** 01962 846735

**Email:** tobias.bauer@hants.gov.uk

### 1. Executive Summary

1.1. The purpose of this paper is to seek the Director's approval for the implementation of the Ringwood Town Centre Improvements scheme (Phase 1).

1.2. The scheme seeks to

- mitigate against the impact of the planned closure of West Street to through-traffic heading for the A31 by improving pedestrian and cycle facilities for all persons living, working and visiting Ringwood town centre. The closure of West Street forms part of a Highways England proposal to both increase traffic capacity on the westbound carriageway of the A31 and improve facilities for cyclists, pedestrians and other non-motorised users both adjacent to the A31 and within Ringwood town centre.
- ensure good town centre permeability and accessibility for non-car modes to encourage more walking and cycling trips.
- improve pedestrian and cycle connectivity between Ringwood town centre and outlying areas for both commuting, utility and leisure journeys.

1.3. Scheme Outline

The scheme consists of nine main elements:

- Strides Lane footpath-widening;
- Installation of a gateway at the entrance to West Street;
- Minor improvements to the northern end of Linden Gardens/Gravel Lane;
- Construction of an improved pedestrian crossing on The Furlong;

- Improvements to the pedestrian crossing adjacent to Meeting House Lane;
- Installation of a gateway feature on Mansfield Road;
- Upgrade of the existing crossing island on Hurn Lane;
- Installation of cycle parking in key town centre locations; and
- Signing of, and minor improvements to, cycle routes linking the town centre and outlying areas.

#### 1.4. Alternative Options Considered and Rejected

- 1.4.1 Do-nothing-scenario: Rejected because it is expected that without the proposed programme of interventions, the closure of West Street, as proposed by Highways England as part of the A31 widening project, may have a detrimental effect on access and safety of non-motorised users (NMUs) in the town centre. The planned improvements are also strongly supported by the local HCC member and Ringwood Town Council.
- 1.4.2 Construction of a controlled or Zebra crossing on the B3347 Mansfield Road: Rejected because the reduction in speed required to install the crossing would mean reducing the carriageway on the approaches from two lanes to one lane, which would have significant capacity implications for Mansfield Road. No alternative crossing is currently being proposed.
- 1.4.3 Construction of a new footway from the Furlong Shopping Centre to Ringwood Church via the church yard: Rejected due to land ownership issues, and the need for Listed Building Consent and permission to construct on consecrated land. In addition, an alternative pathway exists from the Furlong car park to the church.
- 1.4.4 Provision of an additional informal crossing over the High Street to facilitate pedestrian movements: Rejected due to a lack of demand for a new crossing.

#### 1.5. Measures of Success

It is expected that as a result of the improvements, the number of cycle and pedestrian trips in the town centre will increase. Manual cycle and pedestrian counts will be carried out at The Furlong, Strides Lane and West Street before construction starts to establish a baseline.

## 2. Background

- 2.1. The A31 is an important strategic traffic route which regularly experiences significant delays between the Ringwood and Verwood junctions as it passes through the New Forest. This situation is exacerbated at peak times and during the summer months as it is a key holiday route to the south coast and the West Country.

- 2.2. Highway England (HE) acknowledges that improvements to the route on the approaches to Ringwood are necessary both to improve safety (particularly at the junction of West Street and the A31) and to reduce congestion and improve journey reliability on the westbound carriageway. In addition, HE is also seeking to improve facilities for cyclists, pedestrians and other non-motorised users adjacent to the A31 and within Ringwood town centre. The A31 is a barrier to movement and severs the town centre from some of the residential areas to the north.
- 2.3. Following public consultation in 2017, HE decided to take forward a package of measures that includes, amongst other things, the widening of the westbound carriageway of the A31 and the closure of the West Street access onto the A31.
- 2.4. Since then, HCC has been working collaboratively with New Forest District Council and Ringwood Town Council to develop a programme of small-scale measures that originate from the Ringwood Town Access Plan. The measures will help to ensure both that the closure of West Street has minimal adverse impact on movement and permeability within the town and to improve pedestrian and cycle accessibility and safety.
- 2.5. The funding for the programme has been secured through a successful bid to HE's Cycle, Safety and Integration Designated Fund, which commits HCC to delivering the agreed schemes by the end of March 2020.
- 2.6. Following a delay to the planned start of the A31 construction works, HE has agreed that the delivery of two of the scheme elements which are included in the original funding agreement and are directly linked to the closure of West Street, i.e. the widening of the West Street footway and the potential reversal of the one-way traffic flow on Market House Lane, can be deferred until late 2020. Those two elements will form part of Phase 2 of the Ringwood Town Centre Improvements scheme.

### 3. Finance

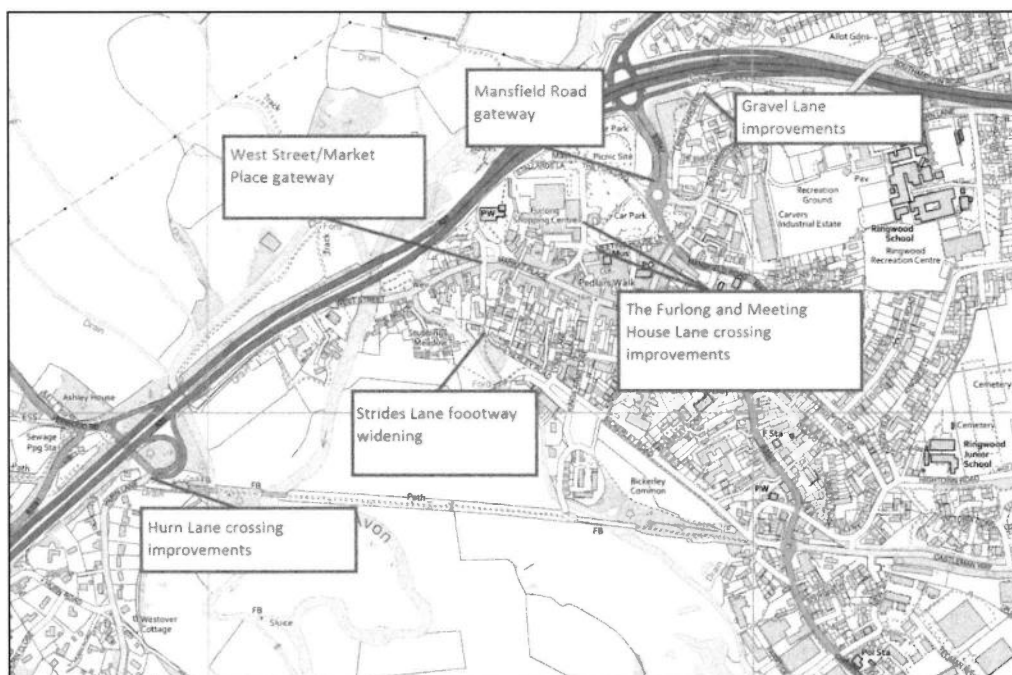
3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	23	10	HE CSID fund	229
	Client Fee	15	7		
	Supervision	21	9		
	Construction	170	74		
	Land	0	0		
	<b>Total</b>	<b>229</b>	<b>100</b>	<b>Total</b>	<b>229</b>

3.2	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	1	0.001%
	Capital Charges (Depreciation and notional interest charges)	22	0.014%

#### 4. Programme

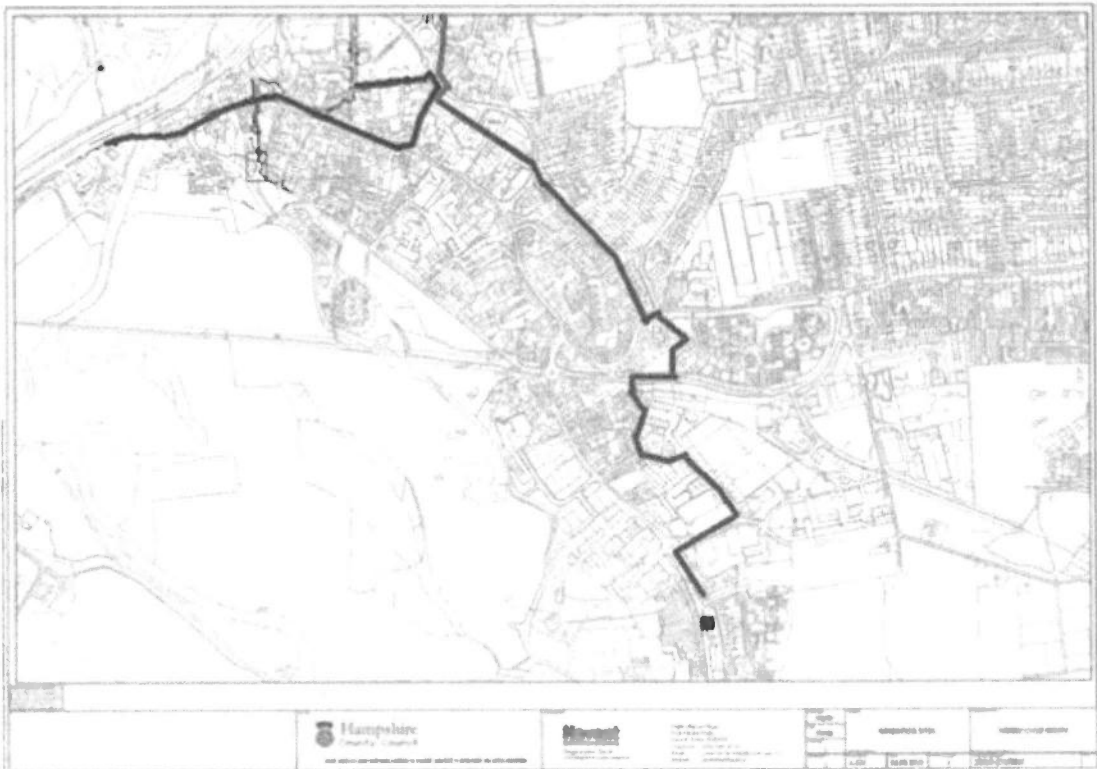
	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	January 2020	March 2020	April 2020	June 2020

#### 5. Scheme Details (see appendices for detailed drawings)





- 5.1. Strides Lane footpath: Resurfacing and widening of the existing footpath to between 1.8m and 2m and installation of new dropped kerbs to facilitate access by mobility-impaired persons, scooters and buggies;
- 5.2. Entrance to West Street: Installations of a gateway to discourage vehicles (except those requiring access) from driving along West Street once closed to through-traffic. The gateway will consist of a pinch-point at the eastern entrance to West Street, which, by reducing the carriageway width to 3.5m, will slow down vehicles on the approach and prepare drivers for the forthcoming closure of West Street to through-traffic;
- 5.3. Linden Gardens/Gravel Lane: Minor improvements to widen the footpath on the approach to the zebra crossing and address drainage issues;
- 5.4. The Furlong: Construction of an improved pedestrian crossing between the Furlong Shopping Centre and Ringwood Gateway/the town centre car parks. The improvements will consist of the construction of two approximately 10m-long build-outs with flush kerbs to improve accessibility and reduce the pedestrian crossing distance to at this busy crossing point to 4.8m;
- 5.5. Meeting House Lane: Improvements to the pedestrian crossing adjacent to the Ringwood Meeting House. This minor improvement consists of replacing the current bitmac footway at the existing crossing point with tegula and tactile paving to provide an uncontrolled pedestrian crossing;
- 5.6. Mansfield Road: Installation of a gateway feature such as a planter or sign on the approach to the roundabout (final design to be agreed with Ringwood Town Council);
- 5.7. Hurn Lane: Widening of existing pedestrian crossing island to 2.5m to accommodate cyclists;
- 5.8. Installation of cycle parking in key town centre locations; and
- 5.9. Signing of, and minor improvements to, cycle routes linking the town centre and outlying areas (see below).



## **6. Departures from Standards**

6.1. None

## **7. Community Engagement**

7.1. The local HCC member (Cllr Thierry) and Ringwood Town Council have been consulted throughout the development of the scheme and are supportive. As agreed with Cllr Thierry and RTC, there is no need for wider public consultation because the origins of the scheme have already been consulted upon as part of the adopted Town Access Plan. However, it is proposed to publish an article in the local newspaper and make the scheme drawings available at the Ringwood Gateway and relevant websites.

7.1. Affected residents will be made aware of the construction works via a letter drop once the tender returns have been received.

## **8. Statutory Procedures**

8.1. None

## **9. Land Requirement**

9.1. None. All proposed interventions will be constructed within the existing highway boundary. The only exception is the resurfacing of a small area of



land at the northern end of Linden Gardens/Gravel Lane which is owned by Highways England. HE has confirmed that a Section 6 Agreement will be entered into before works commence.

- 9.2. The Hurn Lane crossing is in Dorset. HCC has been in contact with Dorset Highways who have confirmed that they have no objection in principle to the works taking place subject to the appropriate legal agreements being in place.

## **10. Traffic Management Policy**

- 10.1. A gateway involving built-outs will be installed at the Market Place entrance to West Street. The main objective of this gateway is to highlight the changing character of West Street rather than to address a road safety issue. Phase 2 of the Ringwood Town Centre Improvement scheme involves the permanent closure of the access onto the A31, widening the footway along West Street and narrowing the carriageway to 4.8m to create an environment more conducive to cyclists and pedestrians. The gateway is intended to alert car drivers to the planned closure of West Street in late 2020.

## **11. Maintenance Implications**

- 11.1. The Asset Management Team was consulted on the proposals and the design has been amended to reflect the comments received.
- 11.2. The improvements will have a minor impact on future years' maintenance revenue budget and this is expected to be approximately £1,212 pa.

## **12. Recommendation(s)**

- 12.1. That the Director approves the details of the 'Ringwood Town Centre Improvements (Phase 1)', as set out in this paper.
- 12.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £229k, to be funded from Highways England's 'Cycle, Safety and Integration Designated Fund' grant.
- 12.3. That the Director grants authority to enter into any necessary legal agreements with Highways England and Dorset County Council.

## **LTP3 Priorities and Policy Objectives**

### **3 Priorities**

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire
- Provide a safe, well maintained and more resilient road network in Hampshire
- Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods

### **14 Policy Objectives**

- Improve road safety (through delivery of casualty reduction and speed management)
- Efficient management of parking provision (on and off street, including servicing)
- Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points)
- Work with operators to grow bus travel and remove barriers to access
- Support community transport provision to maintain 'safety net' of basic access to services
- Improve access to rail stations, and improve parking and station facilities
- Provide a home to school transport service that meets changing curriculum needs
- Improve co-ordination and integration between travel modes through interchange improvements
- Apply 'Manual for Streets' design principles to support a better balance between traffic and community life
- Improve air quality
- Reduce the need to travel, through technology and Smarter Choices measures
- Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school

Develop Bus Rapid Transit and high quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability

Outline and implement a long term transport strategy to enable sustainable development in major growth areas

**Other**

Please list any other targets (i.e. National Indicators, non LTP) to which this scheme will contribute.

**CORPORATE OR LEGAL INFORMATION:****Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	no
People in Hampshire enjoy a rich and diverse environment:	no
People in Hampshire enjoy being part of strong, inclusive communities:	no
<b>OR</b>	
This proposal does not link to the Strategic Plan but, nevertheless, requires a decision because:	

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
<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.)

DocumentLocation

## Impact Assessments

### 1. Equalities Impact Assessment:

1.1. The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The website contains a summary assessment of the impacts on developing Hampshire's highway network and transport systems.

### 1.2. Statutory considerations:

Impact	
Age	None
Disability	None
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None
Pregnancy and maternity	None
Other policy considerations	
Poverty	None
Rurality	None
Other factors	None
Geographical impact	None

### 2. Impact on Crime and Disorder:

None expected

### 3. Climate Change:

The scheme seeks to encourage more local journeys by bike and on foot replacing current car trips. It is therefore considered to have a positive impact on climate change.

While it is considered unlikely that the new infrastructure will be adversely affected by potential long-term consequences of climate change, improvements to highways drainage arrangements will make the network more resilient to extreme weather events.