

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Ringwood – Christchurch Road, Accessibility Improvements

Contact name: Nimish Vithani

Tel: 01962 845005

Email: Nimish.Vithani@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the increase in value in the 2017/18 capital programme from £152,000 to £157,000.
- 1.2. That the Director approves the details of the Ringwood – Christchurch Road, Accessibility Improvements as set out in this paper.
- 1.3. That the Director gives approval to procure, spend and enter into necessary contractual arrangements in consultation with the Head of Legal services to give approval to progress any necessary consent, legal agreements, deeds of dedication, rights or easements or statutory procedures to implement this scheme, at a total estimated cost of £157,000 to be funded from the Developer Contribution.
- 1.4. That the Director gives approval for the proposal of two standard crossing points incorporating pedestrian refuges one on the northside and one on the southside of the newly constructed roundabout outside the LIDL development to be incorporated into the highway network.

2. Reason(s) for the decision:

- 2.1. To improve accessibility throughout Ringwood by all sustainable modes of transport, notably walking.
- 2.2. To improve safety for those wishing to cross the Christchurch Road (B3347) on either side of the Wellworthy Roundabout outside the LIDL development.
- 2.3. The decision supports the Hampshire County Council corporate strategy policies of “Maximising wellbeing” and “enhancing quality of place”.
- 2.4. The scheme supports the objectives of the Ringwood Town Action Plan, March 2011.

3. Other options considered and rejected:

- 3.1. The options to have controlled crossing points were explored but this did not meet the PV squared standard adopted by Hampshire County Council as it did not meet the numbers of pedestrians using the crossing point.

3.2. Refuge islands close to the roundabout were looked at but rejected as there were issues with turning movements and safety issues for abnormal loads using the industrial estate and overrun areas.

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.

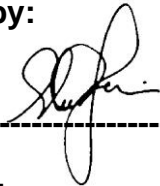
5. Dispensation granted by the Head of Paid Service:

5.1. None.

6. Supporting Information:

6.1. None.

Approved by:



Date:

05/06/2020

Stuart Jarvis

Director of Economy, Transport and Environment

HAMPSHIRE COUNTY COUNCIL

Decision Report

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Title:	Ringwood – Christchurch Road, Accessibility Improvements

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1. Executive Summary

- 1.1. The purpose of this paper is to provide details of the proposed scheme to reduce severance of the network and to improve pedestrian facilities by providing current approved standard crossing points incorporating pedestrian refuges to provide additional safety for pedestrians at a total estimated cost of £157,000 to be funded from Developer Contribution.
- 1.2. The proposed scheme will provide two pedestrian refuges, one on the northside and one on the southside of the newly constructed roundabout outside of the LIDL development.

2. Background

- 2.1. Ringwood is a small market town in the Avon Valley, in the west of New Forest District. It lies on the A31 part of the Strategic Road Network (SRN) running along the south coast connecting the southern region to the South West.
- 2.2. The B3347 Christchurch Road is the main arterial route into Ringwood from the south. It carries local traffic including Heavy Goods Vehicles (HGV's) and also includes 'through traffic' accessing the A31 from settlements to the south, such as Christchurch. There is a mix of land use along the corridor ranging from residential, light industrial and retail.
- 2.3. New Forest District Council (NFDC) hold Developers Contributions towards the provision of transport improvements. In March 2017 it was decided that the scheme to be progressed should be to improve pedestrian connectivity, from east to west, across Christchurch Road to:
 - To improve crossing facilities on the Christchurch Road in the proximity to the Wellworthy roundabout outside the LIDL development.

2.4. The width to the B3347 Christchurch Road is approximately just over six metres. This width is too narrow to accommodate refuge islands, in addition to a minimum running lane width of 3.0m on either side of the island. In order to accommodate this, localised widening would be required.

2.5. It is proposed to construct two pedestrian refuge islands one on the northside and one on the southside of the newly constructed roundabout outside the LIDL development. This will provide an area of approximately (1.8m to 6.4m) for pedestrians to wait, allowing them to cross in two stages

2.6. This facility will assist:

- Pedestrians and those with disabilities, by improved footway linking and removing road severance.
- Crossing of the B3347 improving walking links to / from schools, shops, employment areas etc.
- Crossing of the B3347 improving walking links from the Millstream Industrial Estate.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	32	20	Developer contributions	157
	Client Fee	8	5		
	Supervision	15	10		
	Construction	102	65		
	Land	0	0		
	Total	<u>157</u>	<u>100</u>	Total	<u>157</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	0.5	0.000%
	Capital Charges (Depreciation and notional interest charges)	15	0.009%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	05/20	07/20	10/20	10/21

5. Scheme Details

- 5.1. We are incorporating the existing traffic island on the northern side of Wellworthy roundabout into the new pedestrian refuge island with keep left bollards, hatch markings and tactiles.
- 5.2. We are improving the existing pedestrian refuge island with keep left bollards, hatch markings and tactiles on the southern side of the Wellworth roundabout.

6. Departures from Standards

- 6.1. None.

7. Community Engagement

- 7.1. A letter drop will be carried out to properties in close proximity of the proposed works at least two weeks before the start of the works.
- 7.2. A site meeting was held on 23rd October 2019 between Hampshire County Council, Councillor Michael Thierry, Councillor Philip Day, New Forest District Council and Ringwood Town Council on the proposed scheme. It was agreed at the meeting that a crossing point at this location was a requirement and had been identified in the funding agreement between LIDL and NFDC.
- 7.3. An update of the proposed scheme was sent to Councillor Michael Thierry, Councillor Philip Day, New Forest District Council and Ringwood Town Council for their information on 6th March 2020 which was received favourably.

8. Statutory Procedures

- 8.1. None.

9. Land Requirements

- 9.1. None.

10. Maintenance Implications

- 10.1. The Economy, Transport and Environment department's Asset Management team has been consulted on the proposals and has agreed to the highway

materials being used. The proposed scheme will have a minor impact on the maintenance budget in future years, this is expected to be approximately £500 per annum.

- 10.2. There will be a maintenance implication for the improved two islands, hatch markings and bollards required as part of the scheme.

11. Recommendation(s)

- 11.1. That the Director approves the increase in value in the 2017/18 capital programme from £152,000 to £157,000.
- 11.2. That the Director approves the details of the Ringwood – Christchurch Road, Accessibility Improvements, as set out in this paper.
- 11.3. That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £157,000 to be funded from developer contributions.

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.

Appendix A:

CORPORATE OR LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	no
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	no

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents	
<p>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.)</p>	
<u>Document</u>	<u>Location</u>

Appendix B:

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	Ringwood / New Forest District

The proposed two pedestrian refuge islands on the north and south side of the Wellworthy roundabout, outside the LIDL development will provide pedestrian facilities that will help pedestrians to cross the B3347 Christchurch Road in two stages. This will be particularly helpful to the disabled, elderly and parents with small children.

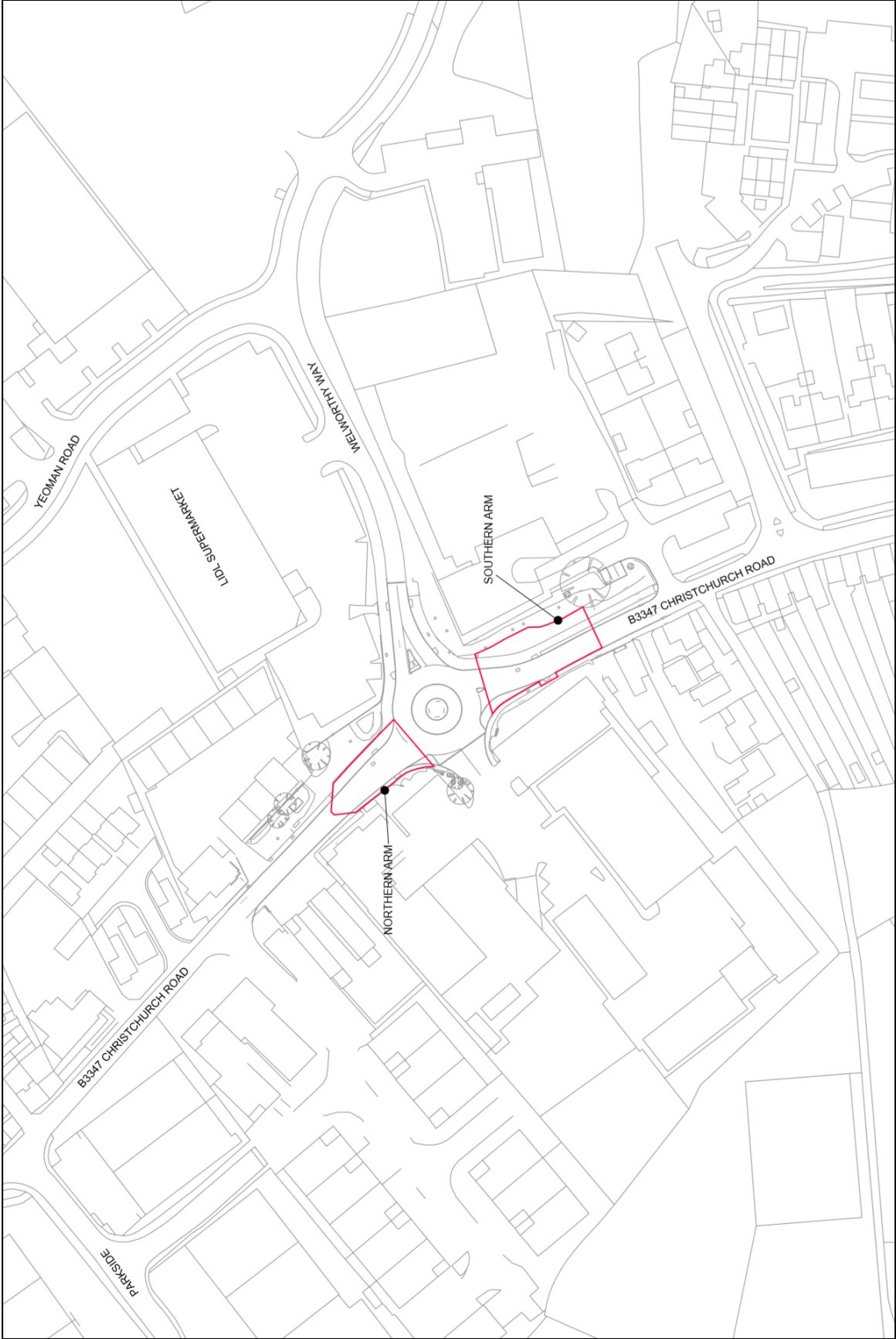
2. **Impact on Crime and Disorder:** None.

3. **Climate Change:**

The proposal of providing two pedestrian island refuges on either side of the Wellworthy roundabout outside the LIDL development will help improvements to accessibility which would be important to those vulnerable groups such as the young, elderly and the less mobile and those without access to a car. Improving access and providing infrastructure can provide choice in travel behaviour which will in turn promote and support sustainable travel (i.e. walking) and enhance and maintain vibrant, healthy communities and prosperous places to live and work by removing severance within the area

and giving access to retail areas, shops, employment areas, recreation areas, housing etc.

Appendix C: Location Plan



Appendix D: General Arrangement

