

Contact Name: *Jan Debnam*
Tel No: *023 8028 5588*
E-mail: *jan.debnam@nfdc.gov.uk*
Date: *23 April 2014*

NOTIFICATION OF PORTFOLIO HOLDER DECISION

On 22 April 2014 Cllr Vickers, the Planning and Transportation Portfolio Holder, made the following decision. Any member of the Council, who is not a Portfolio Holder, who considers that this decision should be reviewed should give notice to the Monitoring Officer (Grainne O'Rourke) (in writing or by e-mail) to be received **ON OR BY WEDNESDAY 30 APRIL 2014**.

Details of the documents the Portfolio Holder considered are attached.

DECISION:

To approve the traffic management and transportation programme for 2014/15 that will be implemented by this Council as a partner/agent for Hampshire County Council.

REASON(S):

As set out in the report considered by the Portfolio Holder

ANY ALTERNATIVE OPTIONS CONSIDERED AND REJECTED:

As set out in the report considered by the Portfolio Holder

CONFLICTS OF INTEREST DECLARED:

None

For Further Information Please Contact:

Nick Hunt
Principal Engineer (Transportation)
Tel: 023 8028 5588
E-mail: nick.hunt@nfdc.gov.uk

TRAFFIC MANAGEMENT & TRANSPORTATION PROGRAMME FOR 2014/15 TO BE PROGRESSED BY NFDC AS HCC'S PARTNER/AGENT

ITEM FOR DECISION

1. INTRODUCTION

1.1 The purpose of this report is to seek:

- # 1.1.1 Approval to implement Schemes in the suggested programme for 2014/15 (attached as Appendix A) following consultation with Local New Forest District Council (NFDC) & Hampshire County Council HCC Members, Town/Parish Councils and others on detailed design issues.
- # 1.1.2 Approval for the reserve schemes included in Appendix A to be progressed as soon as resources permit following consultation with Local New Forest District Council (NFDC) & Hampshire County Council HCC Members, Town/Parish Councils and others (see below) on detailed design issues.
- # 1.1.3 Authority to advertise the proposed waiting restrictions, other draft Traffic Regulation Orders and speed tables (covered by The Highways Road Humps Regulations 1999) included in Appendix A subject to no objections from Local HCC Councillors or responsible HCC Officers.
- # 1.1.4 The conversion of the specified existing and proposed footways for shared use for pedestrians and cyclists.

2. BACKGROUND

- 2.1 New Forest District Council entered into a TM Agreement with HCC in February 2009 (<http://www.newforest.gov.uk/committeedocs/cphd/CDD04625.pdf>).
- 2.2 Under the terms of the TM Agency/Partnership Agreement NFDC has to prepare a proposed programme of Traffic Management Work for each Financial Year for the County Council's consideration. The anticipated annual budget for works and advertisement costs is £22,000.
- 2.3 In accordance with the terms of the HCC/NFDC Capital Schemes Agency Agreement NFDC can implement schemes on the highway. HCC funded Minor Capital Schemes and Developer Funded schemes make up a significant part of the suggested programme for 2014/15.
- 2.3 HCC have decided that the Highways Workshop (meeting of HCC Members for the District with NFDC representatives present) arranged by HCC would not consider traffic management proposals (but does consider priorities for HCC funded Minor Capital Schemes). However the suggested programme takes account of the views of HCC Members and Officers. Any changes to the approved District TM programme will be made by NFDC officers in consultation with NFDC's Planning and Transportation Portfolio Holder, HCC/NFDC Councillor(s) in whose area(s) the proposal is located and appropriate HCC

officers. The aim being to reflect responses to advertised proposals, changes to local NFDC and HCC Members' priorities etc.

- # 2.4 Information on the current year's TM programme attached as Appendix C with additional information at <http://www.newforest.gov.uk/index.cfm?articleid=7999> .
- 2.5 NFDC's Planning and Transportation Portfolio Holder and the Chairman of the NF Hampshire Action Team have previously accepted that further changes to waiting restrictions are only progressed at 18 to 24 month intervals and only then when a significant and worthwhile package of changes have been agreed in consultation with Members. Changes to on-street parking restrictions will therefore feature less prominently in this and future TM programmes so as to allow other agreed proposals to be progressed. Also, staffing levels amongst those who deal with waiting restrictions in the Transportation Section have been reduced which limits the number of waiting restriction Orders that can be progressed.
- 2.6 The trend continues for the Programme to include several developer funded TM schemes. These have been the subject of a new consultation process where NFDC Councillors attend meetings chaired by the Portfolio Holder to discuss the allocation of developers' transport (and other) contributions prior to a formal decision being made by the Council. Contributions are allocated to "agreed in principle" transport schemes taking into account District Councillors' (HCC Councillors/Officers also consulted) views. The "agreed in principle" schemes are included in HCC's [New Forest District Transport Statement](#) which the County Council adopted following close working with this Council.
- 2.7 The following existing and proposed footways need to be formally designated/converted for shared use for pedestrians and cyclists for the related schemes in the Programme to be implemented:
- NEW MILTON: Gore Road (southern side between School access and its junction with Milton Mead) AND Milton Mead (eastern side south of its junction with Gore Road) - Plan (Number 11751/150) at <http://www.newforest.gov.uk/index.cfm?articleid=14857> .
 - RINGWOOD - Castleman Way (southern side for its entire length and northern side from its roundabout junction with Hightown Road to a point south of where the path from Victoria Gardens joins Castleman Way). See Drawing Number R1092 at http://www.newforest.gov.uk/media/adobe/i/o/RI_Castleman_Way_New_St.pdf ().
 - RINGWOOD - Christchurch Rd (eastern side between its junctions with Moorland Gate and the access to Stag Business Park).
 - RINGWOOD: Southampton Road (Southern side between its junctions with Parsonage Barn Lane and the access into Carvers Recreation Ground).
 - TOTTON – Calmore Road at its junctions with existing cycle paths. See Drawing Number (R1054) at <http://www.newforest.gov.uk/media/adobe/7/q/R1054CalmoreRd.pdf>

- TOTTON - Ringwood Road northern side from its junction with Calmore Road westwards to its junction with the existing cycle route. See drawing number R836/2 at http://www.newforest.gov.uk/media/adobe/1/7/TE_Ringwood_Road_West.pdf.

3. ASSESSMENT PROCESS AND PROGRAMME

- 3.1 NFDC's TM Priority Assessment Process is based on its Traffic Management Strategy (http://www.newforest.gov.uk/media/adobe/6/f/Traffic_Management_Strategy_4_Feb.pdf). This Strategy was agreed in consultation with HCC & NFDC Members, Parish Councils and other stakeholders. The views of HCC/NFDC Members and Parish Councils continue to be an important consideration.
- 3.2 The size of the Programme is influenced by:
- HCC's and NFDC's allocations for TM employee costs
 - HCC's allocation for advertising and works costs
 - The availability of developer/HCC funding to fully cover design and works costs
 - The availability of NFDC's Engineers to progress developer and HCC funded schemes.
- 3.3 The suggested Programme is based on the current situation but it is possible that at least some initial work can be undertaken this financial year to progress some fully funded reserve schemes.
- 3.4 Priority is generally given to progressing proposals investigated or advertised in the previous year and agreed proposals for which external funding is likely to be available. These account for the bulk of the suggested programme.

4. ENVIRONMENTAL IMPLICATIONS

- 4.1 These have been taken into account when preparing the programme. The visual impact of additional lines and signs are offset by the benefits of the individual proposals.

5. FINANCIAL IMPLICATIONS

- 5.1 The programme has been prepared so as to keep within existing budgets and allocations.

6. CRIME AND DISORDER IMPLICATIONS

- 6.1 No significant implications.

7. EQUALITY AND DIVERSITY IMPLICATIONS

- 7.1 No significant implications. Some measures will either directly or indirectly benefit those with mobility and visual impairments.

8. CONSULTATIONS

- # 8.1 NFDC and HCC Members have been consulted on the Programme and their comments are set out in Appendix B, together with NFDC and HCC officer's responses. Appendix B also includes the comments received from Town and Parish Councils. Comments have also been received from HCC officers and the Programme takes account of these.
- 8.2 There have also been separate consultations regarding the allocation of developers' contributions to specific schemes (see above). Also meetings arranged by HCC at which their Minor Capital Programme schemes were prioritised (see above).
- 8.3 The Council is required to formally advertise draft permanent and temporary Traffic Regulation Orders (including waiting restrictions) and other measures such as speed tables (covered by The Highways Road Humps Regulations 1999). Having done so all representations are considered in consultation with local NFDC/HCC Members before a decision is made to make or not to make the advertised draft Order etc. in accordance with the Council's scheme of delegation to officers.
- 8.4 For schemes in the Programme that do not require formal advertisement local NFDC/HCC Members, Town/Parish Councils and appropriate officers will be consulted prior to the design being finalised. For the more significant schemes that involve changing road layouts, providing new cycle routes etc. wider notices will be posted on site. Any responses to the notices will be considered in consultation with local NFDC/HCC Members before the design is finalised.

9. ANY ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

- 9.1 Not to prepare a programme – NFDC would be in breach of its TM Agency/Partnership Agreement.
- 9.2 To suggest a larger programme – Would result in additional expenditure that could not be contained within existing allocations. Also there are unlikely to be sufficient specialist employees to progress a larger programme.
- 9.3 To suggest a smaller programme – In many cases the expectation of Members, Town and Parish Councils is that the identified schemes will be progressed. Failure to do so could cause disappointment. Given employee time is already allocated to the TM function/ engineering design and external funding has been allocated to schemes a smaller programme is not suggested.

10. CONFLICTS OF INTEREST DECLARED

- 10.1 No Councillors declared an interest.

11. RECOMMENDATIONS

It is recommended that:

- # 11.1 NFDC agree the implementation of the TM Programme for 2014/15, attached as Appendix A, subject to the careful consideration of objections to proposals that require statutory public advertisement and/or the consultations referred to above.
- # 11.2 The reserve schemes set out in Appendix A be progressed as soon as resources permit subject to the careful consideration of objections to proposals that require statutory public advertisement and/or the consultations referred to above if detailed proposals have not yet been prepared.
- # 11.3 The traffic regulation orders, speed table proposals etc. referred to in Appendix A be formally advertised subject to no objections from the Local HCC Councillor or the responsible HCC officer if these have not already been consulted.
- 11.4 The conversion of the specified existing and proposed footways for shared use for pedestrians and cyclists.
- 11.5 The TM Programme and list of reserve schemes be amended by either the Head of Planning or Principal Engineer Transportation in consultation with NFDC's Planning and Transportation Portfolio Holder and HCC Officers to reflect any of the following:
 - Responses to advertised proposals
 - Changes to local NFDC and HCC Members' priorities
 - NFDC Cabinet and Portfolio Holder decisions for allocation of developers' contributions which HCC officers agree NFDC can progress as HCC's partner/agent.

12. PORTFOLIO HOLDER ENDORSEMENT

I have agreed to the recommendations of this report.

Signed: **CLLR F P VICKERS** **Date:** **22.04.14**

Cllr Paul Vickers
Portfolio Holder Planning & Transportation

FURTHER INFORMATION: Please contact Nick Hunt Principal Engineering (Transportation) Tel: 023 8028 5588 E-mail: nick.hunt@nfdc.gov.uk	BACKGROUND PAPERS Published papers E-mails in N Hunt's IT Microsoft Office System
---	--

Date on which notice given of this Decision – 23 April 2014

Last date for call-in – 30 April 2014

APPENDIX A

TRAFFIC MANAGEMENT PROGRAMME FOR 2014/15 TO BE PROCESSED BY NFDC AS HCC'S PARTNER/AGENT

Contact: Traffic@nfdc.gov.uk or Telephone 023 8028 5588

Factors considered when setting the programme:

- Priority given to proposals started in the previous year.
- Priority given to implementing HCC/NFDC agreed traffic management and minor highway improvement proposals for which developer &/or HCC funding is available.
- Need to keep within agreed HCC/NFDC budgets for employee and works costs (any allocated developers' contributions additional to these).
- Priority given to progressing proposals that have significant road safety/casualty reduction benefits.
- Changes to waiting restrictions in a settlement will not normally be considered within 18/24 months of agreed proposals being implemented.
- Special consideration given to proposals that Members & Town/Parish Councils have identified as having a top priority for their area.

Photo of existing speed table at <http://www.newforest.gov.uk/index.cfm?articleid=8036>.

TM = traffic management scheme funded from HCC's annual allocation to NFDC.

Agency Programme (New Forest District Council) / Cost	SCHEMES	STATUS/REMARKS	PROGRAMME PROPOSAL
TM Scheme/ £1,000	BROCKENHURST: Waiting Restrictions - Various roads	Will meet with Members to agree proposals to be advertised then progress agreed changes through TRO process.	Advertise proposals then consider objections. Implement agreed proposals.
TM & part Developer Funded Scheme Ref 107427/ Not applicable	EVERTON, Wainsford Road (western section) roads – speed reduction measures to improve conditions for cyclists and residents.	Members agreed at meeting held in August 2013 to repeat the speed checks &, in meantime, not to make any changes to measures in place.	Review speed data and seek Members view on whether or not to modify/extend current speed reduction features.
HCC funded Minor Capital Scheme Ref C.J008088 (£20k allocation) Estimate to	FAWLEY: Fawley Road/Blackfield Road junction – Footway works Stage 2	Includes widening part of Fawley Rd footway and link towards Chapel Lane and associated adjustments to kerbs and road markings. Localised measure to assist cyclists. See plan at http://www.newforest.gov.uk/ind	Design and implementation

be prepared		ex.cfm?articleid=14536	
Developer Funded/ Estimate to be prepared	FORDINGBRIDGE: A338 Burgate near School Entrance - Improvements	Improved school/public transport parking provision and physical measures to deter parking on the A338's western verge by school entrance. Currently £14,879 developers' contributions allocated. Agreed concept plan at http://www.newforest.gov.uk/index.cfm?articleid=15249	Design and implementation
TM Scheme/ £2,000	FORDINGBRIDGE: Waiting Restrictions - Various roads	Members have agreed the proposals to be advertised. Includes Burgate.	Advertise proposed traffic regulation order (TRO), consider objections and implement agreed changes.
Developer Funded/ Cost will vary depending on what is agreed	HYTHE (DIBDEN PURLIEU): Roman Road South Cycle Route – Traffic Calming (speed tables)	Members have agreed to consult on speed tables as the removal of the unpopular pinch point trial scheme has resulted in higher speeds and residents' concerns. Currently £17,033 developers' contributions allocated. Plan at http://www.newforest.gov.uk/index.cfm?articleid=14523	Prepare proposals and undertake formal consultations under Road Hump Regulations.
HCC funded Minor Capital Scheme Ref C.J007934 (£25,000 allocation)/ Estimate to be prepared	LYMINGTON – A337 Lyminster – Uncontrolled pedestrian crossing north of Alexandra Rd Roundabout	May include central island and alterations to kerb line. The aim being to assist pedestrian to cross near the existing bus stops.	Design and implementation
Potential Minor Capital/Developer Funded Scheme / Cost will vary depending on what is agreed	LYMINGTON: Captains Row – Accessibility/ Environmental Improvements	Measures to assist pedestrians at Gosport Street junction in particular and to reduce speeds. Implementation of agreed proposals in future years dependant on the allocation of developers' contributions.	Prepare proposals for informal consultations /formal consultations under Road Hump Regulations.
Developer Funded Scheme Ref 107402/ Estimate to be prepared	LYMINGTON Marsh Lane/East Hill/ Gosport Street roundabout (part of cycle route) –Modify central island. Suggested on safety grounds for 2014/15.	Suggested on safety grounds. A raised central island will encourage lower speeds which will assist pedestrians crossing the roads, drivers to emerge from East Hill (some north bound drivers go straight over the flat central island at	Design and implementation (avoiding summer holiday period)

		inappropriate speeds) and cyclists. Currently £69,823 available for schemes LP/T/11, 12, 45 and 13 – LP/T/13 covers this scheme. Plan at http://www.newforest.gov.uk/index.cfm?articleid=14840 .	
Developer Funded/ Estimate to be prepared	LYMINGTON - Pennington to Highfield Cycle route – Traffic Calming (speed tables) in Priestlands Rd.	Concept agreed by Members when allocation of £23,095 developers' contributions suggested. The £23k should allow two speed tables to be installed and additional once will be installed subject to further funding allocations if agreed.	Prepare proposals and formal consultations under Road Hump Regulations. Implement agreed measure within available developers' contributions
HCC funded Scheme / Estimate to be prepared	LYMINGTON – Town Centre Pedestrian/Cycle Signing	Review existing pedestrian/cycle signing and rationalise/improve in line with Dept. for Transport/HCC signing guidance. Currently £4,000 allocated but further funding is a possibility.	Identify changes, undertake local consultations and implement agreed changes.
HCC funded Minor Capital Scheme Ref C.J008037.0 1 / HCC allocation £15k with contribution from NFDC if required.	MARCHWOOD: Long Lane – Provide footway where there are gaps	To improve safety and convenience for pedestrians. Landowner (Southampton Football Club) has indicated that willing to dedicate any land required. Part of HCC's Minor Improvements programme. Concept agreed by Members, plan at: http://www.newforest.gov.uk/index.cfm?articleid=15156	Detailed design and implementation provided any required land dedications being completed. Scheme may need to be phased if HCC/NFDC funding not sufficient.
HCC funded Minor Capital Scheme (allocation £20k) & Developer Funded (£10.6k allocation).	MILFORD ON SEA High Street – Improvements to Zebra Crossing and adjacent area including raised table at zebra crossing and pavement widening.	Part of HCC's Minor Improvements programme. High local priority with allocation of developers' contributions (£10,558) recently agreed by NFDC to supplement HCC funding. Concept drawing agreed by Members. Proposals advertised under Road Humps Regulations. Plan at http://www.newforest.gov.uk/media/adobe/3/b/R1042_1a(Mf).pdf	Assist HCC's consultants design and implement scheme provided proposals agreed in accordance with Road Hump Regulations.
TM Scheme/ Cost will vary depending on what is agreed	NEW MILTON: Lower Ashley Road – Localised road narrowing by cob cottage	Property vulnerable to vehicle strikes.	Prepare proposals for informal consultations. Implement proposals

Developer Funded Scheme Ref 107436 & TM / £25,000	NEW MILTON: Gore Road (part) /Milton Mead (part) cycle route (extension of scheme implemented by HCC).	BT works need to be done in advance of construction works. Currently £21,477 available plus possible TM funding. Plan at http://www.newforest.gov.uk/index.cfm?articleid=10736 .	Design and Implementation. Scheme may need to be phased if current funding not sufficient.
TM/£2,000 (TRO excluding works/signs etc.).	NEW MILTON: Marryat Road near play area adj. railway line – Prohibition of driving Order	Linked to redevelopment of North Milton Housing Estate. NFDC will fund works/signs etc. to bring any agreed Order into effect	Advertise proposals and make TRO if advertised proposals agreed.
HCC funded Minor Capital Scheme Ref C.J008040.0 1 / HCC allocation £10k.	NEW MILTON: Sea Road / Byron Road – Footway improvements	Part of HCC's Minor Improvements programme. recently agreed by NFDC. Concept drawing agreed by Members. Plan at http://www.newforest.gov.uk/media/adobe/g/o/NM_Sea_Road_v2.pdf	Design and implementation completed
TM Scheme/ £3,000	NEW MILTON: Waiting Restrictions - Various roads	Members have agreed (November 2013) proposals to be advertised.	Advertise proposed traffic regulation order (TRO), consider objections and implement agreed changes.
Developer Funded Scheme ref 107411 / Preliminary estimate £70,000	RINGWOOD - Hightown Road Cycle Route Phase 1 – Measures to reduce vehicle speeds and assist pedestrians and cyclists	Concept drawing agreed by Members. Includes speed tables. Currently £24,143.06 available. Overview plan at: http://www.newforest.gov.uk/index.cfm?articleid=15157	Preliminary design and carry out consultations under Road Hump Regulations after nearby "Ring3" planning application has been determined. Implementation in future years.
Developer Funded Scheme ref 107411/ Rough estimate approx. £15k	RINGWOOD - Castleman Way/New Street to Hightown Road Cycle Route – Off road shared pedestrian/cycle route inc. uncontrolled crossing where route crosses Castleman Way	Link across Town Council's open space land (uncontrolled crossing at Hightown Road end already implemented). Currently £217,000 available for this and other schemes in the vicinity. Plan at: http://www.newforest.gov.uk/index.cfm?articleid=15157 .	Complete detailed design and implement following completion of land acquisition.
Developer Funded Scheme / Estimate to be prepared	RINGWOOD - Christchurch Rd near Willow Drive – Shared pedestrian/cycle route and parking to accommodate displaced	Strategic cycle route proposal and associated parking. Displacing verge parking to carriageway undesirable for safety and road capacity	Detailed design and further consultations. Implementation of agreed proposal

	vehicles	reasons. Likely to require at least the £217,000 available for this and other schemes in the vicinity. Part of earth bund installed to deter parking on northern section of verge March 2013. Plan at http://www.newforest.gov.uk/media/adobe/0/e/RI_Christchurch_Rd_Option_1_Mar_2013.pdf	if the £217k sufficient to cover the cost (separate budget & contract for tree planting etc.).
Developer Funded Scheme ref 107454 / Estimate to be prepared	RINGWOOD: Southampton Road adjacent to Carvers - Cycle route and measures to better manage parking.	Concept drawing agreed by Members. Currently £25,896 allocated. Plan at http://www.newforest.gov.uk/index.cfm?articleid=14864 . Residents' parking scheme offered to residents and advertised as part of waiting restrictions referred to below. Detailed design to start shortly.	Detailed design and implementation of scheme (partly or fully depending on funding/estimated costs)
TM Scheme/ £3,000	RINGWOOD: Waiting Restrictions - Various roads	Proposals agreed at March informal Members' meeting to be advertised (subject to HCC approval) later in 2014/15. Proposals agreed at earlier informal Members' meeting implemented March 2014.	Advertise proposed traffic regulation order (TRO) & consider objections. Implement agreed changes later in 2014/15 or early 2015/16.
Developer Funded Scheme ref 107457 / Preliminary estimate £50,000	TOTTON – Calmore Road – Cycle Crossing Enhancements including speed tables	Need for speed reduction acknowledged by Members. Formal consultations under Road Hump Regulations undertaken, plan at http://www.newforest.gov.uk/media/adobe/7/q/R1054CalmoreRd.pdf . As result of flooding concerns the southern two features will be delayed until the effectiveness of the surface water drainage improves. £63,880 developers' contributions allocated 5 December 2012.	Detailed design & implementation of the four speed tables north of the Calmore Rd/Michigan Way junction agreed under the Road Humps Regulations (other advertised proposals deferred).
HCC funded Minor Capital Scheme Ref C.J008039 (£15,000 allocated) & Developer Funded (£15,607)/ Estimate to	TOTTON – Junctions in West Totton where cycle routes cross roads – Improvements to junctions in line with current guidance including additional signs, road markings, adjusting staggered barriers and tactile paving	Part of HCC's Minor Improvements programme in response to HCC Cllr and Police safety concerns. High local priority. £15,607 developers' contributions plus part of HCC's £15,000 Minor Works allocation. HCC may require part of their allocation to be spent on pedestrian enhancements in the	Design and implementation

be prepared.		vicinity of Hazelwood Infants School.	
TM/ £1,500	Minor non-programme works	Additional traffic signs, dragons teeth, bollards and road markings, inc. new disabled persons' parking spaces.	None

RESERVE SCHEMES			
TM Reserve Scheme / Cost will vary depending on what is agreed	ASHURST: Fox hills – Measures to keep key passing place clear at school start/finish times.	Key bus and cycle route. Make key passing place longer so more helpful to buses and change existing restriction to “no loading” to assist enforcement. In May additional signing to highlight passing place will be installed. “One way” no longer the favoured option.	If additional signing does not significantly reduce the current problems then advertise proposals and implement any agreed changes.
TM Reserve Scheme / Cost will vary depending on what is agreed	BRAMSHAW: B3079 north and south of Bramshaw Village – Investigate traffic calming proposal suggested by the Parish Council	Traffic calming requested by Parish (pinch points similar to outside Brockenhurst may be appropriate).	Feasibility study and consultations
Developer Funded Reserve Scheme / Cost based on available developers' contributions	BRANSGORE: Ringwood Road near Primary School – Further measures to assist pedestrians and possible traffic calming to reduce speeds.	Speeds after completion of Phase 1: 85th%ile Speed 33.8 mph average for week (two way). £3,637.49 developers' contributions available (Portfolio Holder decision Feb 2011 refers). Investigate and design speed reduction measures and measures to assist pedestrians such as dropped crossings at road junctions.	Investigation and detailed design. Implement affordable elements within available developers' contributions
HCC funded Minor Capital Scheme Ref C.J008034.0 1/ HCC allocation £20k.	BRANSGORE: Burley Road (from near Burnt House Lane junction to Thorney Hill) – Rural footway	Footway along south eastern verge. Work may need to be undertaken in stages due to cost. Whilst the scheme is within the New Forest National Park planning area there does not appear to be any extant land designations or special policy designations such as SAC or SSSI covering this stretch of land.	NFDC's preferred option is for HCC to make funding available to the Parish so they can extend the scope of their works.

TM Reserve Scheme / £5,000	CALSHOT B3053 (Northern Section adjacent to public car park) – Replacement of all or part of virtual footway (see above) with kerbed footway.	Provision of a short “virtual footway” link along the B3053 referred to above. Greater assistance would be given to pedestrians if this was upgraded to a “kerbed” footway. Progress in stages as and when funding available. Suggest priority for phased implementation in the western section. Please refer to plan at http://www.newforest.gov.uk/index.cfm?articleid=10729 .	Reserve Scheme
Reserve Scheme / Estimate to be prepared	FAWLEY: Fawley Road east of Church Lane junction – Uncontrolled pedestrian crossing	Location does not meet HCC criteria for a controlled crossing. Suggested that an uncontrolled crossing designed to assist pedestrian cross Fawley Road be considered.	Investigate what can be achieved if principle of uncontrolled crossing acceptable to local HCC/NFDC Councillors.
Developer Funded Scheme / Estimate to be prepared	FORDINGBRIDGE: Whitsbury Road/Burnham Road junction – Improvements to assist pedestrians	Includes footway widening and improved/additional crossing points. Outline proposals agreed at meeting of HCC/NFDC Cllrs & Town Council representatives. Plan at: http://www.newforest.gov.uk/index.cfm?articleid=15158	Reserve Scheme
Developer Funded Scheme / Cost will vary depending on what is agreed	HORDLE: Ashley Lane – Improvements near bus stop outside WI Hall	Design work had been undertaken but HCC Passenger Transport and the main local bus operator had expressed concerns. Members (meeting 28 Aug 2013) wanted the scheme reviewed to see if these reservations could be clarified and dealt with. Need to establish if any required land has highway status. £6,555 Developers’ contributions remaining from allocation for uncontrolled crossing on Ashley Lane. Plan at http://www.newforest.gov.uk/index.cfm?articleid=14832	Review current design in consultation with HCC Passenger Transport and Bus Company and to identify proposals that will benefit bus users and deter inconsiderate parking.
TM Scheme/ £2,000	Hythe: Waiting Restrictions - Various roads	Proposals agreed at next future informal Members’ meeting to be advertised (subject to HCC approval)	Advertise proposed traffic regulation order (TRO) & consider objections. Implement any agreed changes.

TM Reserve Scheme / £3000 (for surveys/ investigations)	LYMINGTON – Local Lorry Restrictions	HCC undertook HGV survey some years ago. Note cost of illuminated signs will use up a significant part of the annual budget for the year when proposal implemented.	Reserve Scheme (undertake lorry surveys if HCC funding available)
Developer Funded Scheme / Estimate to be prepared 2013/14 Reserve Scheme	RINGWOOD: A338 Salisbury Road to Town Centre cycle route via Gravel Lane – Measures to be agreed	Strategic cycle route proposal (Ref. PC 13) included in the New Forest Transport Statement List approved by HCC's Executive Member for Environment in Sept 2010 and previously by NFDC. £3,500 developers' contributions allocated (Portfolio Holder Decision July 2011 refers) but this unlikely to fund implementation of the outstanding elements including elements of the link between the A338 and Gravel Lane and improvements to the approaches to the A31 slip roads.	Design and implementation when further funds allocated.
Developer Funded Reserve Scheme/ Estimate to be prepared	RINGWOOD - Castleman Way (Hightown Road R/B to New Street) Cycle Route – New and enhanced shared pedestrian/cycle routes	Overview plan at: http://www.newforest.gov.uk/index.cfm?articleid=15157	Detailed design and implementation when further funding becomes available.
Developer Funded Reserve Scheme ref 107411 / Preliminary estimate £70,000	RINGWOOD - Hightown Road Cycle Route Phase 1 – Measures to reduce vehicle speeds and assist pedestrians and cyclists	Concept drawing agreed by Members. Includes speed tables. Currently £24,143.06 available. Overview plan at: http://www.newforest.gov.uk/index.cfm?articleid=15157	Detailed design and implementation of proposals agreed under Road Hump Regulations when sufficient funding available.
TM/ Developer Funded Scheme / £40,000	TOTTON - Calmore Drive/Goodwood Gardens (replace changed junction priority by junction speed table). Calmore Drive/Flowerdown Close (new junction speed table)	Changes to Calmore Drive/Goodwood Gardens junction consistent with independent safety review. Speed reduction feature near bus stop to be permanently retained. Principle agree at recent meeting (March 2014) with Local Members	Reserve Scheme Advertise proposal under Road Humps Regulations when resources permit. Progress detailed design and implementation when funding sufficient.
Developer Funded / Estimate to be prepared	TOTTON - Ringwood Road west of Calmore Road (Stage 3) - Cycle route.	Extension of cycle route provided in 2013. Funding currently available depends on cost of Stage 1/2 works (last element of these to be	Design Stage 3, undertake consultations. Phased implementation of

		undertaken April 2014). Plan at http://www.newforest.gov.uk/media/adobe/p/r/TE_Ringwood_Road_West.pdf .	agreed proposals within available developers' contributions
TM Scheme/ £3,000	TOTTON: Waiting Restrictions - Various roads	Proposals agreed at March informal Members' meeting to be advertised. HCC officers have agreed a residents' parking scheme for Southern Gardens can be advertised as long as the residents support the proposal (consultation to be undertaken in 2014/15).	Consult residents of Southern Gardens 2014/15. Advertise TRO in 2015/16 (or in 2014/15 if resources permit).

COMMENTS FROM MEMBERS AND PARISH COUNCILS ON THE SUGGESTED PROGRAMME

All the comments received have been taken into account when proposing the Programme at Appendix A.

BRANSGORE

The Parish were concerned that their scheme to provide a rural footpath along Burley Road could be delayed if NFDC progressed the HCC funded (£20,000 allocation) Minor Capital Scheme. The Parish suggested that they could use HCC's £20,000 to complete the "whole length" in accordance with HCC's specification.

Officer comment: Given the Parish's comments the Burley Road scheme has been moved to the reserve list and HCC asked to allocate the £20,000 to allow the Parish to extend the scope of their scheme. The scheme has been retained as a reserve only because HCC have yet to decide whether or not to allocate the £20,000 to the Parish. If it does the Burley Road scheme will be removed from the Programme.

BOLDRE

Cllr Wise commented that there was no mention of traffic calming measures on Pilley Hill or in front of Pilley post office. At a public meeting last autumn it was indicated that something would be done to stop speeding through Pilley.

HCC officers have indicated that a scheme is included in HCC's 2014/15 Traffic Management Programme. It is currently being designed for consultation. The scheme will include carriageway edge lining throughout Boldre and Pilley and the removal of centre lines in some locations, to create a visual narrowing. The principle of the scheme was agreed at a public meeting arranged by the Community Speedwatch group last year.

FAWLEY

The consultation resulted in a series of e mails between local NFDC & HCC Councillors as well as to officers. These emails referred to a number of proposals and problems:

- Local parking problems – will be discussed in detail at the next Fawley Traffic Management meeting.
- Dragon's teeth to help manage parking – More have been provided near the School. However it should be noted that they encourage parking in alternative locations rather than reduce the demand for parking spaces. Options for more dragon's teeth can be discussed at the next Fawley Traffic Management meeting but funding may be a problem in 2014/15.
- Speed limit changes – see below
- Relocation of zebra crossing (and school crossing patrol) – see below
- Traffic calming near Rollestone Crossroads – see below.

- Provision of land for additional staff and visitor parking adjacent to the school – This is a land use planning issue.
- The allocation of developers’ contributions for transportation schemes – Members were given the opportunity to give their views at meetings with the Planning and Transportation Portfolio Holder (Autumn 2013) prior to the Cabinet decision in February 2014. Similar meetings are anticipated in Autumn 2014. HCC Members and Officers are consulted prior to final decisions being made.
- Request for controlled pedestrian crossing on Fawley Road – Outside scope of NFDC’s Programme but has been assessed by HCC, see below. An alternative may be an uncontrolled crossing and this could be discussed at the next Fawley Traffic Management meeting.

The Parish Council noted the omission of improvements relating to Blackfield School.

Speed Limits in Rolleston Crossroads area.

HCC officers have investigated and have produced the following statement:

The speed limit between the existing 30mph terminal point and the cross roads is planned for review to establish whether there is a case for extending the 30mph speed limit. This is combined with a speed limit review for nearby Rolleston Road to consider a reduction to 30mph. This doesn’t appear in NFDC’s Traffic Management Programme as speed limit reviews are a County Council function and therefore this is included in both the 2013/2014 and 2014/2015 Traffic Management Programmes as this review will span both years. Currently we are awaiting the completion of traffic surveys that will provide detailed information on traffic speed and volume. Speed limit reviews and the implementation of any recommended changes can take some time to complete due to the review against DfT and County criteria, legal processes and level of consultation involved.

Therefore **no change** proposed for NFDC’s 2014/15 Programme.

Hampton Lane: Relocation of Zebra Crossing.

No deliverable proposal has been identified. HCC officers have previously investigated the request. Following detailed examination of the site it is understood they concluded that the crossing could not be relocated as requested.

Therefore **no change** proposed for NFDC’s 2014/15 Programme.

Hampton Lane: Traffic Calming.

This scheme was agreed in principle by NFDC and HCC and is included in the List of Transportation Schemes adopted by HCC (see <http://www3.hants.gov.uk/new-forest-transport-statement-final-2012.pdf>). Outline description of scheme below:

Reference	Contributions policy applies	Type of Scheme / Source of Scheme	Outline

FA/T/36	y	Traffic management scheme to slow traffic improving safety for pedestrians and cyclists	Speed reduction measures on Hampton Lane from junction with Long Copse to Newlands Close (Flat topped tables similar to Water Lane, Totton as cycle route)
---------	---	---	--

This scheme was proposed in order to assist in creating a safer environment for pedestrians and cyclists encouraging people to walk or cycle in the area, helping to reduce traffic congestion in this area. The scheme covers a relatively long stretch of road (approximately 1km) and therefore would be costly to implement. Members have been previously advised that if reducing traffic speeds along the section of Hampton Lane outside the school is considered a priority, the scheme could be implemented in a phased approach concentrating on provision of traffic calming measures in the immediate vicinity of the school in the first phase. NFDC Cabinet (February 2014), following meetings with local NFDC Members, decided that available transport contributions should be allocated to a scheme in the Long Lane/Cadland Road area. There is currently no funding available for this scheme.

Therefore **no change** proposed for NFDC's 2014/15 Programme.

Request for pedestrian Crossing on Fawley Road

The request for the provision of a pedestrian crossing was investigated by NFDC and the qualifying criteria were not met with the PV2 survey achieving a figure of 0.03 which is very low. Normally controlled crossings are only considered where a value of around 0.5 is achieved. The PV2 survey takes place over a whole day and therefore takes account of the peak times. A further adjustment to the PmV2, which is a weighted value that is now considered to take a greater account of the level of vulnerable road users, can be made. However it is unlikely that any adjustment will achieve the value necessary to justify a controlled pedestrian crossing.

FORDINGBRIDGE

Cllr Ann Sevier said she has no further comments to make.

HYPHE & DIBDEN

Cllr Malcolm Wade commented that the nearly completed schemes and completed schemes on the list are fine. He looks forward to a traffic calming proposal scheme on Roman Road South. He says some more waiting restrictions in Hythe & Dibden are needed and asks when can we get those moving? Also what is the possibility of a pavement on Roman Road North?

Officer comment: Support welcomed. The footway proposal on Roman Road north is not currently an identified scheme on the transport statement list. We have asked HCC colleagues to consider the possibility of this scheme being added to the list and they have indicated they are happy with the principle of it being added to the overall list following our usual consultation process. However, regarding implementation, If the scheme is added to the list the detailed design and implementation will depend on the allocation of developers' contributions or alternatives such as HCC Minor Capital Scheme funding. Both will be dependent on the level of priority the proposals are given by HCC/NFDC Councillors and HCC/NFDC Officers at the appropriate meetings.

As regards waiting restrictions these have been reviewed and agreed changes included in an Order made in October 2013. On that basis it is likely that waiting restrictions in the area will be

reconsidered in either late 2014/15 or 2015/16. Reserve scheme added to Programme in response to Cllr Wade's comments.

MARCHWOOD

Cllr Hoare fully supports the scheme for Marchwood, footpath along Long Lane. She does not want the scheme phased because the proposed footpath is not of any great length and Hampshire did agree at the meeting on 7th November to fund this path in the 2014/15 financial year. The footpath has a higher priority than other road improvement schemes in the area as it avoids the children having to walk in the carriageway on the journeys to and from school. She thanks officers for the work they have done on this scheme so far.

Officer comment: Support welcomed. Consideration will be given to part funding from NFDC to allow the complete scheme to be implemented. It should be noted that third party land is required and even if all sides are willing participants the process can take several months.

NEW MILTON

Cob Cottage, Lower Ashley Road - Cllr Christine Ward noted that the possibility of a wider or double white line around Cob Cottage had been discussed. Also that Lower Ashley Road is in a very poor state, made worse after drainage work last year. This would need to be addressed before any markings are painted onto the road.

Officer comment: The above will be drawn to the attention of the design engineer and Hampshire Highways.

APPENDIX C

TRAFFIC MANAGEMENT SCHEMES PROGRESSED IN 2013/14 BY NFDC AS HCC'S PARTNER/AGENT

TM = traffic management scheme funded from HCC's annual allocation to NFDC.

Agency Programme (New Forest District Council) / Cost excluding fees (A= Added to programme C=completed or due for completion shortly)	SCHEMES	STATUS/REMARKS
Developer Funded	BRANGSORE: Ringwood Road near Primary School – Further measures to assist pedestrians and possible traffic calming to reduce speeds.	STATUS: Suggested as reserve scheme in 2014/15 programme. Speeds after completion of Phase 1: 85 th ile Speed 33.8 mph ave. for week (two way). £3,637 Developers' contributions available (Portfolio Holder decision Jan 2011 refers). Investigate and design speed reduction measures and measures to assist pedestrians such as dropped crossings at road junctions.
C1 -Traffic Management	BROCKENHURST Auckland Ave – Waiting restrictions	STATUS: Traffic Regulation Order (TRO) implemented. Residents' parking scheme not supported by the majority of residents.
C2 (A) Minor Capital	BROCKENHURST Auckland Ave – Informal parking areas.	STATUS: Completed mid November 2013.
C3 Minor Capital/ Developer Funded	FAWLEY- Chapel Lane/Fawley Rd Junction Stage 1: Improvements to assist pedestrians.	STATUS: Completed December 2013
Developer Funded	FAWLEY- Chapel Lane/Fawley Rd Junction Stage 2: Improvements to assist cyclists.	STATUS: Not progressed as controlled pedestrian crossing subsequently requested. Has now been assessed by HCC but it does not meet their criteria – an uncontrolled crossing could be an alternative if HCC/NFDC Councillors and Parish agree.
C4 (A) Minor Capital Scheme	FAWLEY: Fawley Road/Blackfield Road junction – footway works	STATUS: Completed December 2013.
C5 Traffic Management	HORDLE Ashley Lane/Hare Lane	STATUS: TRO operational 14th October 2013

	Junction –Prohibition of Driving Traffic Regulations Order (TRO).	
C6 Minor Capital/ Developer Funded	HORDLE Ashley Lane/Hare Lane Junction – Physical works linked to above	STATUS: Completed December 2013
C7 HCC Minor Capital Scheme	HORDLE Everton Rd/Hordle Lane/Woodcock Lane junction improvements	STATUS: Completed March 2014
C8 Traffic Management	HORDLE (Everton),, Wainsford Road (western section) - Width restriction	STATUS: Order made permanent October 2013
C9 (A) TM Traffic Management / Developer Funded	HORDLE (Everton), Wainsford Road (western section) – speed reduction measures to improve conditions for cyclists and residents.	STATUS: Review completed. Members agreed at meeting held in August 2013 to repeat the speed checks in 6 months (Feb 13) &, in meantime, not to make any changes to measures in place.
C10 Developer Funded	HYPHE (DIBDEN PURLIEU): Roman Road North/Butts Ash Lane – On-road cycle route and improved uncontrolled crossing to assist cyclists cross Beaulieu Road near Heath roundabout crossing point.	STATUS: Completed
C11 Traffic Management	HYPHE – High Street – “no cycling” restrictions and relocate cycle stands.	STATUS: Order made 19th November 2013. 2 cycle stands re-located.
C12 (A) Developer Funded	HYPHE: South Street to Wild Ground Schools Cycle route – Part of route rear of Park Close	STATUS: Completed December 2013
C13 Traffic Management Scheme	HYPHE: Waiting Restrictions - Various roads. Also FAWLEY: School Road	STATUS: Order made, operational from 18th October 2013
C14 Developer Funded	LYMINGTON A337 Southampton Rd Cycle Route between Alexandra Rd R/B & Police Station – Increase width of cycle lanes	STATUS: Completed Spring 2014. Added to programme in response to residents’ concerns about cyclists safety and speeding traffic discussed with Cllr Evans.
Developer Funded	LYMINGTON Marsh Lane to Bridge Road roundabout – Design of On road section of cycle route within section where the 30mph limit.	STATUS: Not progressed as not supported by Members (modification of East Hill/Marsh Lane/Gosport Street roundabout suggested on safety grounds for 2014/15).

C15 (A) Traffic Management Scheme/ £1,000	LYMINGTON: Waiting Restrictions Etc. - High Street/Wellworthy Road/A337 Stanford Hill/St Thomas St. - tourist coach drop off/pick up points and lay-over coach parking. Also Lymington Quay – Loading restrictions	STATUS: Implemented November 2013
C16 Traffic Management Scheme/ £1,500	LYMINGTON: Waiting Restrictions - Various roads	STATUS: Order made 1st November 2013
(A) HCC Minor Capital Scheme	LYNDHURST – Finger post signage for pedestrians & cyclists	STATUS: Works ordered.
C17 Developer Funded	MARCHWOOD, Village Centre - Cycle Routes	STATUS: Gravel section completed.
C18 Traffic Management Funded Scheme / Estimate to be prepared	MARCHWOOD, Hythe Rd. – Low cost measures to address pedestrian safety issues and assist cyclists	STATUS: Investigation of low cost options for Members to consider. Reserve scheme carried forward from 2010/11. If cost more than £3,000 then implementation likely to be delayed until developer funding allocated. Pinch points an option that will be considered.
C19 Traffic Management Funded	MILFORD ON SEA – Investigation of options for Residents' Parking Scheme	STATUS: Initial investigations complete. Unlikely to be progressed.
C20 (A) Minor Capital/ Developer Funded	MILFORD ON SEA, High St – Zebra Crossing (including raised table) feasibility work	STATUS: Feasibility work complete and speed table advertised
C21 Traffic Management / £500	MINSTEAD, Running Hill – Consider if the Experimental Order should be made permanent or not.	STATUS: Permanent Order made, became operational 11th December.
C22 Traffic Management / Developer Funded	NEW MILTON: Ashley Common Road (northern end) - Speed tables 1a & 1b	STATUS: Work complete 2013.
C23 (A) Traffic Management / NFDC Funded	NEW MILTON: Brockhills Lane (western end)	STATUS: Completed March 2014.
C24 (A) Minor Capital Scheme	NEW MILTON: A337 Christchurch Road cycle route (partly along service road)	STATUS: Completed March 2014.
Developer	NEW MILTON: Gore Road	STATUS: Construction anticipated

Funded / Estimate being prepared	(part) /Milton Mead (part) cycle route (extension of scheme implemented by HCC).	Summer/Autumn 2014
C25 Developer Funded	NEW MILTON : Highlands Road Accessibility Improvements	STATUS: Work Complete July 2013
C26 Developer Funded / £15,000	NEW MILTON - Barton Seafront to Town Centre Cycle Route - Barton Court Road and Marine Drive sections – On road cycle route with speed reduction measures (large vehicle actuated sign being considered)	STATUS: Vehicle actuated sign to remain. Member decision October 2013 - no further cycle measures to be implemented in Barton
(A) Traffic Management Scheme	NEW MILTON – North Milton Estate - Prohibition of Driving Order	STATUS: Proposals advertised. Plan at: http://www.newforest.gov.uk/index.cfm?articleid=12271
Traffic Management Scheme/ £2,000	NEW MILTON: Waiting Restrictions - Various roads. Included two roads in Lymington as well.	STATUS: Proposals advertised. Proposals in New Milton agreed for public advertisement at the informal Members' meeting held on 19 th November 2013.
C27 (A) Developer Funded	RINGWOOD - Hightown Road Cycle Route	STATUS: Feasibility work completed. Members agreed to speed tables being advertised under Road Humps Regulations.
Developer Funded Reserve Scheme	RINGWOOD - Castleman Way to Hightown Road Cycle Route – Off road shared pedestrian/cycle route	STATUS: Land dedication progressing.
C28 (A) Developer Funded Scheme / Estimate to be prepared	TOTTON – Calmore Road – Cycle Crossing Enhancements including speed tables - Consult and publish legal notice under Road Humps Regulations.	STATUS: Proposal advertised in December 2013. Members recommended to implement speed tables north of Michigan Way junction (others deferred until flooding issues resolved).
C29 Developer Funded	TOTTON - Ringwood Road between Calmore Drive and eastern access to Forest Edge School	STATUS: Stages 1 & 2 cycle route complete.
C30 (A) Traffic Management Scheme/ £1,500	TOTTON: Waiting Restrictions - Various roads including Totton College area.	STATUS: Order made 23 January 2014. Implemented.
C31 Traffic	Minor non-programme works	Available budgets committed.