

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	11 July 2017
Title:	Project Appraisal: Ringwood Road, Totton Pedestrian/Cycle Link Improvements
Report From:	Adam Bunce

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1. Executive Summary

- 1.1 The purpose of this paper is to provide details of a proposed scheme to improve pedestrian crossing facilities throughout the Ringwood Road / Calmore Road / Testbourne Avenue junction, and to encourage walking and cycling through the provision of safe crossing facilities where vulnerable users do not feel intimidated.
- 1.2 The scheme involves installing controlled pedestrian facilities on all arms of the junction, consisting of puffin crossings on both Ringwood Road arms (East and West) and Testbourne Avenue. A Toucan crossing on the Calmore Road arm would also be provided, enabling pedestrians and cyclists utilising the shared path to the east of the junction to cross. In addition, the Toucan crossing would provide safe crossing facilities for users should the proposed shared footway / cycleway be delivered to the west of the junction.
- 1.3 Two other options were considered but rejected on the basis they were considered insufficient for the area and potential users. Option 1 – Pedestrian controlled facility (puffin crossing) on Ringwood Road East arm of the junction only. Uncontrolled crossings on the remaining arms of the junction would be realigned and brought in line with current standards to assist pedestrians. Whilst a puffin crossing on this arm would provide signalised crossing facilities on the arm with the highest ratio of vehicle flow to numbers of pedestrian crossing, this still only accounts for approximately 27% of the total number of pedestrian / cycle crossing movements at the junction. Therefore this option was not considered suitable for further development.
- 1.4 Option 2 – Provision of a puffin crossing on Ringwood Road East together with a toucan crossing on the Calmore Road arm of the junction, which would provide connectivity for the shared pedestrian/cycle route along Ringwood Road. As with option 1 above, the remaining uncontrolled arms of the junction would be realigned and brought in line with current standards. Signalised

crossings on Ringwood Road East and Calmore Road would provide for approximately 45% of the total number of crossing movements around the junction. This was still considered insufficient, and therefore this option was rejected.

- 1.5 Ongoing analysis of collision data undertaken by Hampshire County Council's Road Safety Engineering team as well as pedestrian and cyclist counts undertaken after the scheme has been implemented will demonstrate how successful the proposals have been.

2. Background

- 2.1 The Ringwood Road / Calmore Road / Testbourne Avenue junction is located 1.3km (0.8mi) to the west of Totton town centre. The existing junction takes the form of a four arm staggered traffic signal junction with uncontrolled pedestrian facilities on each arm. All of the pedestrian crossings at the junction have buff coloured tactile paving and dropped kerbs, and refuge islands exist on both of the Ringwood Road approaches. Existing crossing facilities do not meet current standards as the crossings are not aligned correctly and the dropped kerbs are not flush with the carriageway.
- 2.2 The stop line on Calmore Road is located approximately 30 metres from Ringwood Road. This is a result of the road's narrow width and the need to accommodate swept path movements of vehicles turning into the road. As a result, there is one residential property access located within the junction. This access is not controlled as there is clear sight of the secondary signal for the approach.
- 2.3 The junction is situated within a residential area and there a number of local facilities and amenities located in close proximity which residents are likely to travel to on foot. To the south of the junctions is a local shop / convenience store, whilst to the east lies Abbotswood Junior School, Forest primary School, and Totton Town Centre. Totton College and Totton Leisure Centre are located to the north of the junction; while to the west is Forest Gate Doctors Surgery, further shops, and a community centre. Consequently the junction forms a key part of walking routes within the local area. In addition, a number of vulnerable road users, including children and the mobility impaired, are utilising the crossing facilities at the junction to access the aforementioned facilities and services.
- 2.4 A survey carried out on 5th September 2013 recorded the pedestrian movements crossing each arm of the junction and demonstrates that the junction has a high pedestrian usage. In total, 1034 pedestrian crossing movements were recorded around the junction over a 12 hour period. The highest pedestrian activity was recorded across Testbourne Avenue (439 movements) with slightly lower numbers of crossing movements on Ringwood Road east and Calmore Road (277 and 190 pedestrians respectively). Ringwood Road west had the least amount of pedestrian crossing activity (128 pedestrians).

- 2.5 In addition, cyclists also use the junction. There is an existing shared pedestrian cycle route to the north of the Ringwood Road carriageway situated to the east of the Ringwood Road / Calmore Road / Testbourne Avenue junction which was implemented as phase one of this project. It is proposed in the future that the shared footway / cycleway is extended to the west of the junction (recorded in the NFDC Transport Statement TE/T/01 NFDC0353). Thus, the number of cyclists crossing the Ringwood Road / Calmore Road arm of the junction is likely to increase as a result of the provision of a continuous off-road route to the north of Ringwood Road.
- 2.6 It is evident from the aforementioned survey data that pedestrians still use the junction despite poor pedestrian crossing facilities. Improved facilities at this location are likely to increase the number of local trips undertaken on foot or by bike by removing pedestrian severance, particularly with regards to vulnerable road users.
- 2.7 There have been eight injury accidents in the five years up to the end of June 2015. Of these accidents, four were recorded as serious and four as slight. There have been four injury accidents which involved pedestrians crossing Ringwood Road east coming into conflict with vehicles (three serious, one slight). The remaining four injury accidents involved vehicles turning right from Ringwood Road into Calmore Road.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	30	10	Local Transport Plan grant Funding	110
	Client Fee	5	2	New Forest District Council Contribution	180
	Supervision	10	3		
	Construction	245	85		
	Land	0			
	Total	<u>290</u>	<u>100</u>	Total	<u>290</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	3	0.003%
	Capital Charge	23	0.015%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	07/17	09/17	12/17	12/18

5. Scheme Details

- 5.1 Ringwood Road (West) – Installation of a puffin crossing. Accompanying works include realignment of the dropped kerbs, tactile paving and pedestrian refuge island. Hatching to the south of the carriageway would be removed and the footway to the north of the carriageway would be widened to 3m to provide a short section of shared use path (which in the future can be extended).
- 5.2 Ringwood Road (East) – A puffin crossing would be provided across this arm of the junction. Works associated with this include realignment of the tactile paving and dropped kerbs on either side of the carriageway. In addition the width of the pedestrian refuge island would be increased to 2.4m and the tactile paving on the central refuge would be removed.
- 5.3 Calmore Road – Provision of a toucan crossing. The existing infrastructure associated with the uncontrolled crossing facilities would be removed and the crossing would be realigned; tactile paving and dropped kerbs would be provided along the new alignment. Footway widening would also be required to the east of the carriageway.
- 5.4 Testbourne Avenue – A puffin crossing would be provided across this arm. Works on this arm would consist of realigning the dropped kerbs and tactile paving and widening the footways on both sides of Testbourne Avenue.
- 5.5 A new controller would need to be installed in the position of the existing controller.
- 5.6 A General Arrangement showing the proposals can be seen in Appendix C of this Project Appraisal report.

6. Departures from Standards

- 6.1 None.

7. Community Engagement

- 7.1 The proposal had strong support from previous County Councillor Chris Lagdon, the Member for Totton North.
- 7.2 As Councillor Lagdon did not stand for re-election during the local elections in May 2017, he has been replaced by County Councillor Neville Penman. The proposals have been discussed with Councillor Penman who is fully supportive of the scheme.
- 7.3 A leaflet drop notifying the public about the proposed upgrade of the pedestrian and cycle crossing facilities at the junction has been undertaken. No correspondence was received as a result of this engagement.

8. Statutory Procedures

- 8.1 None.

9. Land Requirements

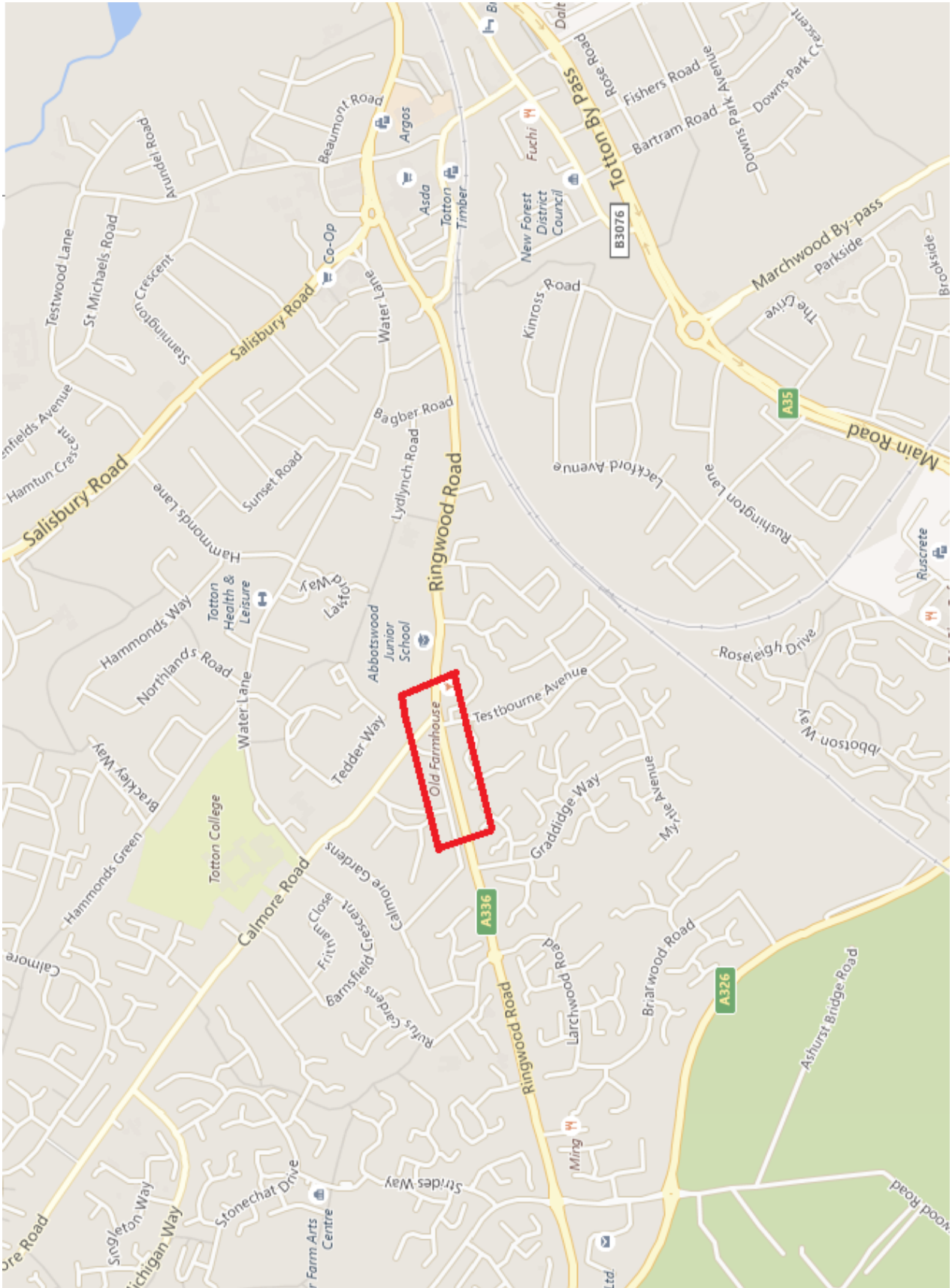
- 9.1 None.

10. Maintenance Implications

- 10.1 There will be a minor increase in overall long term maintenance due to the introduction of traffic signal equipment. However, due to the equipment being upgraded there should be no maintenance requirement for a number of years. ITS had previously highlighted this junction as requiring an upgrade.

11. Recommendations

- 11.1 That the Executive Member for Environment and Transport approves the Project Appraisal for the Pedestrian / Cycle Link Improvements scheme along Ringwood Road, Totton, as outlined in this report.
- 11.2 That approval be given to procure and spend and enter into necessary contractual arrangements to implement the proposed pedestrian / cycle link improvements along Ringwood Road, Totton as set out in this report, at an estimated cost of £290,000 to be funded from Local Transport Plan grant funding (£110,000) and New Forest District Council Contribution (£180,000).
- 11.3 That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.



Location Plan

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
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- 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 Corporate Strategy**

Hampshire safer and more secure for all:	Yes
Maximising well-being:	Yes
Enhancing our quality of place:	yes

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.)

Document

Location

None

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

All residents, but particularly those with disabilities, young children and the elderly, are likely to benefit from the new crossing facilities and there will be general improvements for the community at large.

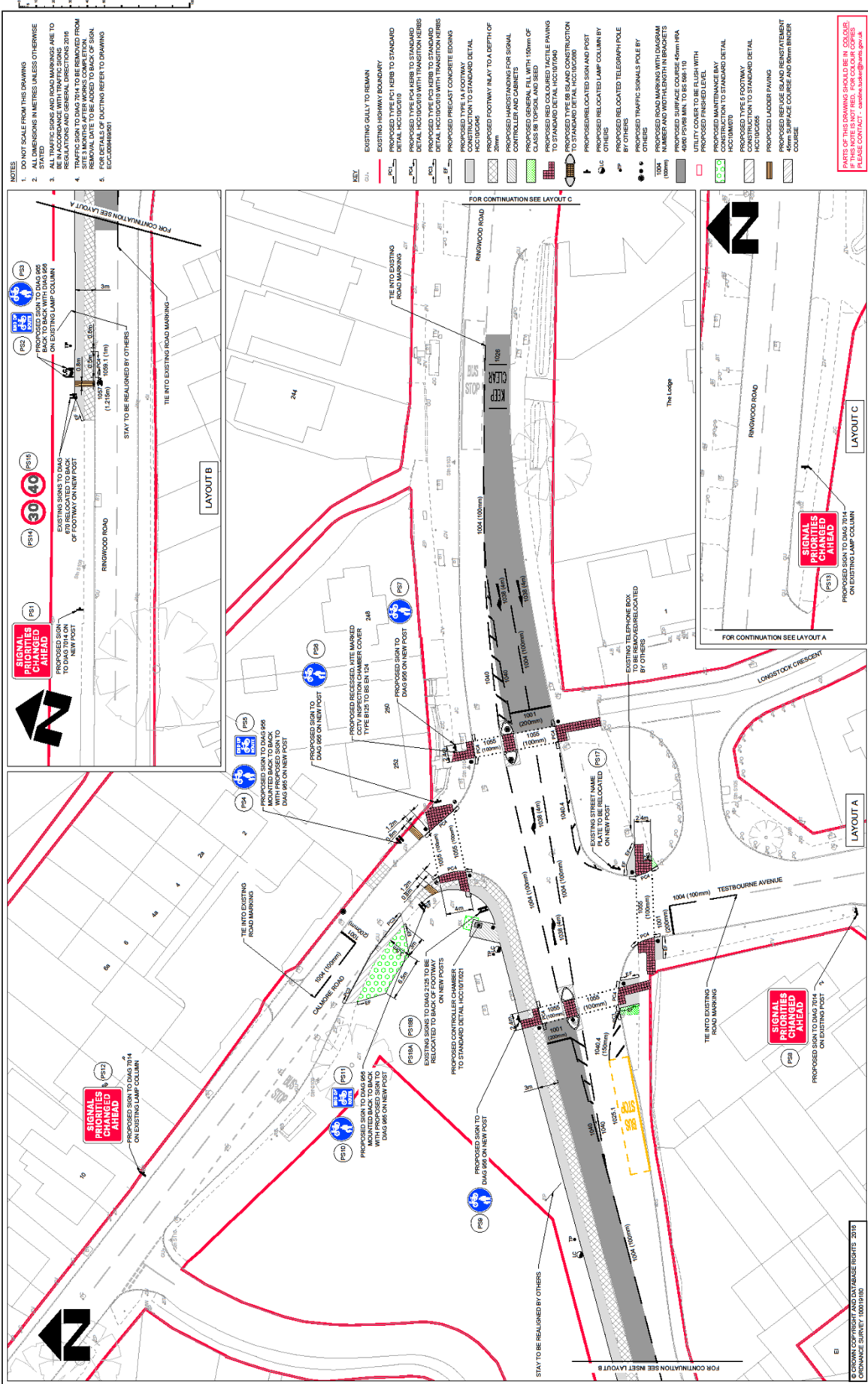
2. Impact on Crime and Disorder:

2.1. None.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The scheme will encourage walking in the area resulting in fewer short journey trips made by vehicles. This in turn will result in fewer vehicles on the road network, which should reduce emissions.

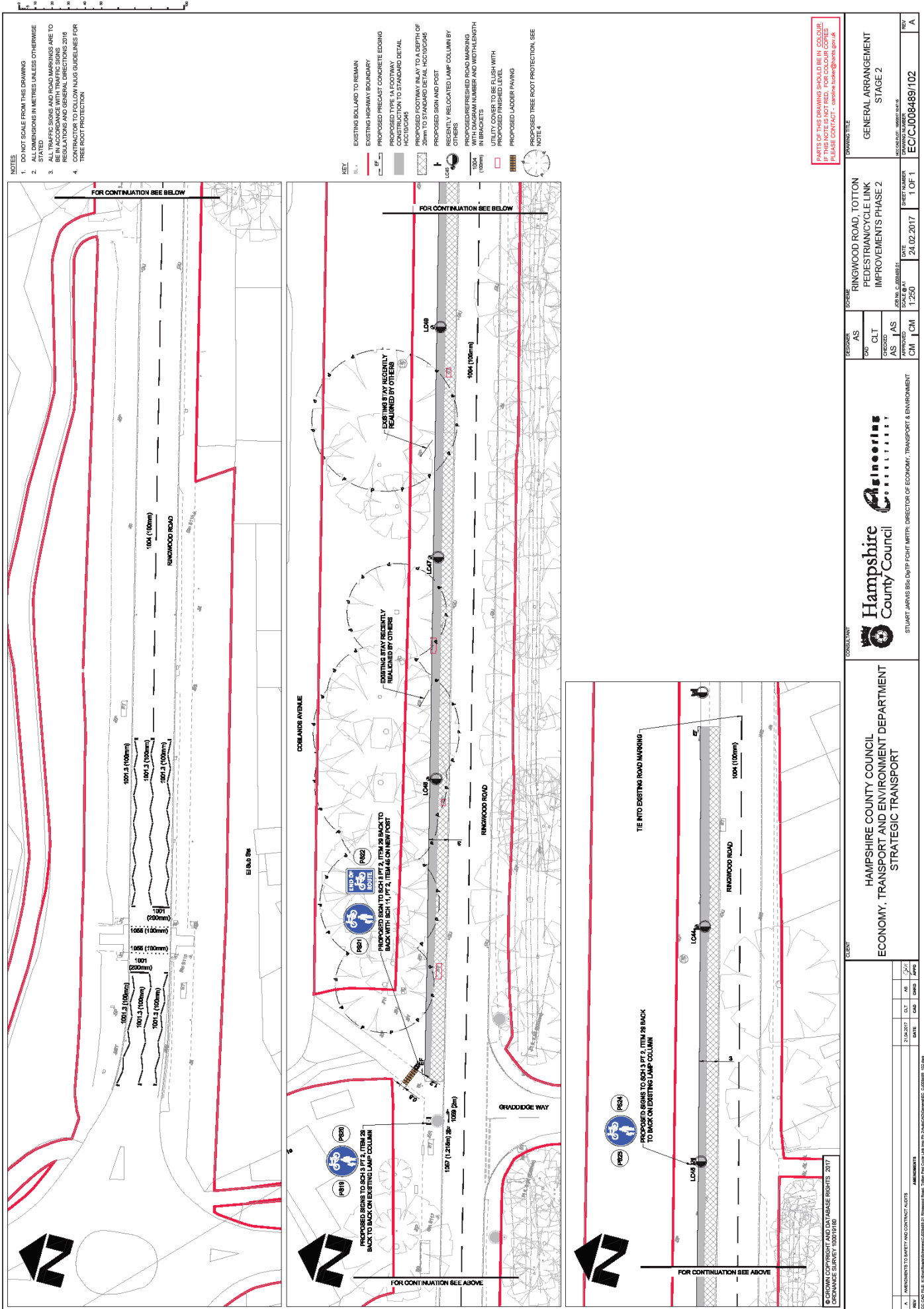


<p>NOTES</p> <ol style="list-style-type: none"> DO NOT SCALE FROM THIS DRAWING ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED ALL TRAFFIC SIGNS AND ROAD MARKINGS ARE TO BE INSTALLED IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND ORIGINAL DIRECTIONS 2016 TRAFFIC SIGNS TO DAG 1014 TO BE REMOVED FROM SITE 3 MONTHS AFTER WORK COMPLETION FOR DETAILS OF DICTING REFER TO DRAWING ECU000000001 		<p>KEY</p> <p>EXISTING GULLY TO REMAIN</p> <p>EXISTING HIGHWAY BOUNDARY</p> <p>PROPOSED TYPE P16 KERS TO STANDARD DETAIL HCC/UC/20</p> <p>PROPOSED TYPE P16 KERS TO STANDARD DETAIL HCC/UC/20 WITH TRANSITION BERMS</p> <p>PROPOSED TYPE P13 KER TO STANDARD DETAIL HCC/UC/20</p> <p>PROPOSED PRECAST CONCRETE EDGING</p> <p>PROPOSED TYPE 14 FOOTWAY CONSTRUCTION TO STANDARD DETAIL HCC/UC/06</p> <p>PROPOSED FOOTWAY TO A DEPTH OF HCC/UC/06</p> <p>PROPOSED HARDSTANDING FOR SIGNAL CONTROLLER AND CABINETS</p> <p>PROPOSED GENERAL FILL WITH 150mm OF CLASS B1 TOPSOIL AND SEED</p> <p>PROPOSED TYPE 10 GRANULAR FILL TO STANDARD DETAIL HCC/UC/20</p> <p>PROPOSED TYPE 9B ISLAND CONSTRUCTION TO STANDARD DETAIL HCC/UC/09</p> <p>PROPOSED RELOCATED SIGN AND POST BY OTHERS</p> <p>PROPOSED RELOCATED TELEGRAPH POLE BY OTHERS</p> <p>PROPOSED TRAFFIC SIGNALS POLE BY OTHERS</p> <p>PROPOSED ROAD MARKINGS WITH DIAGRAM MARKINGS TO STANDARD DETAIL HCC/UC/06</p> <p>PROPOSED SURFACE COURSE 45mm HRA 4000 P10/98 MK. TO BS 596:10</p> <p>UTILITY COVER TO BE FLUSH WITH PROPOSED FINISHED LEVEL</p> <p>CONCRETE ADVANCE WAY CONSTRUCTION TO STANDARD DETAIL HCC/UC/20</p> <p>PROPOSED TYPE 5 FOOTWAY HCC/UC/20</p> <p>PROPOSED TYPE 10 GRANULAR FILL TO STANDARD DETAIL HCC/UC/06</p> <p>PROPOSED LADDER PAVING</p> <p>PROPOSED REFUSE ISLAND REINSTATEMENT 45mm SURFACE COURSE AND 40mm BINDER COURSE</p>	
<p>GENERAL ARRANGEMENT</p> <p>RD NO: 200</p> <p>CLT: AS</p> <p>CREATED: AS</p> <p>APPROVED: CM</p> <p>DATE: 26.04.2016</p> <p>SCALE AT: 1:250</p> <p>DRAWING NUMBER: ECU000000001</p> <p>SHEET NUMBER: 1 OF 1</p> <p>PROJECT: RINGWOOD ROAD, TOTTON PEDESTRIAN/CYCLE LINK IMPROVEMENTS PHASE 2</p>		<p>CONSULTANT</p> <p>Hampshire County Council</p> <p>STUART JARVIS BSc (Hons) FORTH MTPS, DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT</p>	
<p>CLIENT</p> <p>HAMPSHIRE COUNTY COUNCIL</p> <p>ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT</p> <p>STRATEGIC TRANSPORT</p>		<p>DATE</p> <p>26.04.2016</p> <p>SCALE</p> <p>1:250</p> <p>PROJECT</p> <p>RINGWOOD ROAD, TOTTON PEDESTRIAN/CYCLE LINK IMPROVEMENTS PHASE 2</p>	

BASES OF THIS DRAWING SHALL BE IN CONCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND ORIGINAL DIRECTIONS 2016. IF THIS NOTE IS NOT RED, FOR COLOUR COPIES, PLEASE CONTACT: stuart.jarvis@hampshire.gov.uk

<p>DATE: 26.04.2016</p> <p>SCALE AT: 1:250</p> <p>DRAWING NUMBER: ECU000000001</p> <p>SHEET NUMBER: 1 OF 1</p> <p>PROJECT: RINGWOOD ROAD, TOTTON PEDESTRIAN/CYCLE LINK IMPROVEMENTS PHASE 2</p>	<p>DATE: 26.04.2016</p> <p>SCALE AT: 1:250</p> <p>DRAWING NUMBER: ECU000000001</p> <p>SHEET NUMBER: 1 OF 1</p> <p>PROJECT: RINGWOOD ROAD, TOTTON PEDESTRIAN/CYCLE LINK IMPROVEMENTS PHASE 2</p>
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DRAWING TITLE		GENERAL ARRANGEMENT STAGE 2	
DESIGNER	AS	SCHEME	RINGWOOD ROAD, TOTTON PEDESTRIAN/CYCLE LINK IMPROVEMENTS PHASE 2
JOB NO. C-0004851	AS	DATE	24.02.2017
SCALE	1:250	SHEET NUMBER	1 OF 1
DATE	24.02.2017	PROJECT NUMBER	ECC/008489/102
CONTRACTOR	CM	CLIENT	HAMPSHIRE COUNTY COUNCIL ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT
CONSULTANT	CM	CONSULTANT	Hampshire County Council Engineering STUART JARVIS BSc DipP FCIPT MTRP, DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT
APPROVED BY	AS	DATE	24.02.2017
DATE	24.02.2017	SCALE	1:250
SCALE	1:250	SHEET NUMBER	1 OF 1
SHEET NUMBER	1 OF 1	PROJECT NUMBER	ECC/008489/102
PROJECT NUMBER	ECC/008489/102	CONTRACTOR	CM
CONTRACTOR	CM	CLIENT	HAMPSHIRE COUNTY COUNCIL ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT
CLIENT	HAMPSHIRE COUNTY COUNCIL ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT	CONSULTANT	Hampshire County Council Engineering STUART JARVIS BSc DipP FCIPT MTRP, DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT