

ECONOMY & PLANNING PORTFOLIO HOLDER

NEXT LOCAL TRANSPORT PLAN (2006-2011) - SUGGESTIONS FOR ADDITIONAL TRANSPORTATION “CAPITAL PROGRAMME” SCHEMES

1. INTRODUCTION

- 1.1 Hampshire County Council (HCC) is preparing its next local transport plan (LTP2) which will cover the period 2006 to 2011. As part of this process District Councils have been asked to suggest what “capital” schemes they want to see implemented during this period.
- # 1.2 The Portfolio Holder is asked to consider the list of suggestions and priorities, attached as Appendix 1, that has been refined as a result of:
- New Forest (NF) Transport Community Action Network (CAN) meetings
 - informal NF and Solent Transport Strategy Panel workshops
 - informal New Forest District Council (NFDC)/HCC meeting involving NF Cabinet Members and Transport Strategy Panel representatives.

2. BACKGROUND

- 2.1 Most of schemes have been previously identified. Some of these have been progressed up the “feasibility study” stage and some have even been designed but not yet implemented. A number of new suggestions have been included to address particular problems, for example air pollution in Lyndhurst and Totton and “through” lorry traffic using unsuitable local roads
- 2.2 Developers contributions will be used to either part or fully fund a number of proposals. In some cases negotiations will be required to switch funding from schemes that are not going to be progressed to the suggested alternatives.
- 2.3 The overall cost of the schemes will undoubtedly be greater than the funds (LTP and contributions) available. Therefore it will not be possible to implement all the suggested schemes by 2011 and it will be important for NFDC to identify which schemes it feels has a high, medium or low priority.
- # 2.4 The schemes listed in Appendix 2 are either under construction or likely to be started during 2005/6.
- ## 2.5 The suggested schemes take account of identified transport related problems. The briefing notes prepared for NFDC’s Transport Panel representatives are attached as Appendices 3 & 4. Funding will be allocated taking account of the views and targets of the appropriate Transport Strategy Area Panels (for NFDC’s area the NF and Solent Panels). The schemes for each Strategy Area have therefore been grouped together.
- 2.6 Unless otherwise indicated the suggestions exclude schemes that are covered by on going programmes such as minor capital schemes, special/planned maintenance, Parish Partnership schemes, traffic regulations, safer routes to schools initiatives, “low cost” casualty reduction measures, pedestrian crossings.

3. OVERALL PRIORITIES

3.1 The following priorities, which were accepted by NFDC's representatives on the NF Transport Panel, have been suggested:

- Congestion
- Accessibility
- Safer Roads
- Air Quality
- Economy
- Environment/Quality of Life
- Integration
- Value for Money/Added Value
- Deliverability

3.2 The first four are Central Government priorities. The remainder have been identified as additional policies by HCC's.

4. SUGGESTED SCHEMES

4.1 Details of the suggested schemes are attached as Appendix 1. The following table groups the schemes by suggested priority within the two Strategy Areas (NF & Solent). Within each priority grouping the schemes are in alphabetical order and not in priority order.

AREA		PRIORITY
NEW FOREST	MEASURES TO RELIEVE CONGESTION IN AND AROUND LYNDHURST INCLUDING: N12) MEASURES IDENTIFIED BY THE "OPERATION OF THE NEW FOREST ROAD NETWORK" SUB-GROUP N11) LYNDHURST A35/A337 TRAFFIC SIGNALS & N13) LYNDHURST AIR QUALITY INITIATIVE	HIGHEST
	N8) LYMINGTON, NEW STREET	HIGH
	N10) LYMINGTON TOWN TO AMPRESS CYCLEWAY	HIGH
	N21) NEW FOREST CYCLE PLAN	HIGH
	N22) NF DEMAND MANAGEMENT/CAR FREE TOURISM	HIGH
	N23) NEW FOREST WIDE REVIEW OF MEASURE TO ENCOURAGE LORRIES TO USE SUITABLE ROUTES	HIGH
	N5) HORDLE/PENNINGTON, WAINSFORD ROAD - FEASIBILITY STUDY	HIGH /MEDIUM
	N6) LYMINGTON CYCLES – PENNINGTON TO TOWN CENTRE	HIGH MEDIUM
	N17) NEW MILTON CYCLES	HIGH/MED
	N7) LYMINGTON HIGH STREET ACCESSIBILITY IMPROVEMENTS	MEDIUM
	N16) NEW MILTON ASHLEY ROAD/CAIRD AVENUE JUNCTION IMPROVEMENT	MEDIUM
	N20) NEW FOREST BUS INFRASTRUCTURE IMPROVEMENTS	MEDIUM

NEW FOREST	N24) RINGWOOD ACCESSIBILITY/ENVIRONMENTAL IMPROVEMENTS	MEDIUM
	N25) RINGWOOD PEDESTRIAN AND CYCLE STRATEGY	MEDIUM
	N9) LYMINGTON, TOURIST COACH PARKING FEASIBILITY STUDY	MEDIUM/LOW
	N1) BROCKENHURST TO LYMINGTON RAILWAY LINE - FEASIBILITY STUDY INTO REOPENING AMPRESS HALT AT LYMINGTON	LOW
	N2) BROCKENHURST VILLAGE TRAFFIC MANAGEMENT	LOW
	N3) EVERTON A337/B3058 – ROUNDABOUT	LOW
	N4) FORDINGBRIDGE, A338 SLIP ROAD	LOW
	N14) A326 FEASIBILITY STUDY INTO DUALLING ETC	LOW
	N15) LYNDHURST VILLAGE CYCLES	LOW
	N18) NEW MILTON, STATION ROAD/OSBORNE ROAD/WHITEFIELD ROAD JUNCTION	LOW
	N19) NEW MILTON TOWN CENTRE	LOW
	N26) RINGWOOD INTERCHANGE	LOW
	N27) RINGWOOD, SOUTH EAST RINGWOOD LINK ROAD (A31 POULNER TO B3347 CHRISTCHURCH ROAD) FEASIBILITY STUDY	LOW
SOLENT	TW11) TOTTON TOWN CENTRE IMPROVEMENTS	HIGHEST
	TW7) TOTTON AIR QUALITY INITIATIVE	HIGH
	TW10) TOTTON, RUMBRIDGE STREET	HIGH
	TW2) A326 TWIGGS LANE & STAPLEWOOD LANE JUNCTION IMPROVEMENTS	HIGH / MEDIUM
	TW1) “ACCESS TO THE WATERSIDE” STUDY– IMPLEMENTATION STUDY RECOMMENDATIONS	HIGH / MEDIUM
	TW3) DIBDEN ACCESS IMPROVEMENTS	MEDIUM
	TW5) HARDLEY TO HYTHE CYCLE ROUTE STAGE 2	MEDIUM
	TW6) HYTHE, ST JOHNS ST/SOUTH STREET – ACCESS/TRAFFIC MANAGEMENT SCHEME	MEDIUM
	TW4) DIBDEN, SOUTHAMPTON ROAD - CYCLE REFUGE	MED/LOW
	TW8) TOTTON AND WATERSIDE CYCLES	LOW
	TW9) TOTTON, CALMORE ROAD/MICHIGAN WAY – JUNCTION IMPROVEMENT/TRAFFIC MANAGEMENT SCHEME	LOW

5. FINANCIAL IMPLICATIONS

- 5.1 There are no financial implications for this Council arising out of the recommendations of this report.

6. ENVIRONMENTAL AND CRIME & DISORDER IMPLICATIONS

- 6.1 The Town Centre improvement schemes are expected to improve the local environment.
- 6.2 Measures suggested for Totton and Lyndhurst are aimed at reducing air pollution to below National thresholds. Currently pollution levels have resulted in Air Quality Management Areas being declared.

ECONOMY & PLANNING PORTFOLIO HOLDER

- 6.3 Measures associated with improving conditions for pedestrians, cyclists and users of public transport should reduce the number of car journeys. This will reduce transport related pollution.
- 6.4 Discouraging traffic, especially lorries, from using unsuitable local roads will reduce roadside damage and adverse effects, for example noise and vibration, on settlements along these roads and on the unique character of The New Forest National Park.
- 6.5 New roads will have an adverse environmental impact along their routes but these will be minimised. The environmental benefits anticipated to the area as a whole will offset any adverse local impact. Overall, the effect is expected to be beneficial.
- 6.6 Environmental impacts will be addressed in more detail in the LTP.
- 6.7 The Town Centre improvement schemes are being developed to assist crime reduction, reduce anti-social behaviour and increase the perception of personal safety. The other measures will have either a neutral or a small beneficial impact.

7. RECOMMENDATION

- 7.1 It is RECOMMENDED that:
- (i) NFDC informs HCC that it agrees with the overall priorities set out in Section 3 above
 - (ii) HCC be asked to include the schemes set out in Section 4 above in its next Local Transport Plan.
 - (iii) HCC be asked to note this Council's priorities when preparing its annual capital programmes for the years 2006-2011.

8. PORTFOLIO HOLDER ENDORSEMENT

I have agreed to the recommendation of this report.

Signed:

Date:

For further information contact:
Nick Hunt, Transportation Section
Tel. 023 8028 5916
E-mail: nick.hunt@nfdc.gov.uk

Background papers:
Published Papers.
Databases on Transport
Section computer.
HCC's Scheme tracking
reports (web based)

Date on which notice given of this Decision – 4 May 2005

Last date for call-in – 11 May 2005

NEW FOREST DISTRICT COUNCIL
NEXT LOCAL TRANSPORT PLAN (2006-2011)

SUGGESTIONS FOR ADDITIONAL TRANSPORTATION “CAPITAL PROGRAMME”
SCHEMES

The document sets out the District Council's aspirations regarding schemes that New Forest (NF) District Council feels should be implemented by 2011. The suggestions take account of the following priorities – Congestion, Accessibility, Safer Roads, Air Quality, Economy, Environment/Quality of Life, Integration, Value for Money/Added Value and Deliverability – which the District Council agrees with.

Totton Town Centre Improvements remain NFDC's top priority in the Solent Transport area. The top priority in the NF Transportation Strategy (TS) area is relieving congestion in and around Lyndhurst.

The schemes linked to the New Forest Transport Strategy Area are listed first followed by those in Totton and Waterside area. The schemes are in alphabetical order and not in priority order. The schemes listed in Appendix 2 are either under construction or likely to be started during 2005/06.

This document takes account of the NF Transport Community Action Network's comments and views expressed by Members at the recent Solent and NFTS Panel workshops as well. Appendices 2 and 3 were background papers setting out what officers perceived as the key transport related problems in the District.

The priorities are those agreed by Cabinet and Panel Members who attended the meeting with County officers on 29 March 2005. Priorities are H (high), M (medium) or L (low). The HCC job/reference numbers (STDB numbers etc) are also shown in brackets if known.

Many of the following suggestions may have already been acknowledged by HCC but have not yet been fully funded. Unless otherwise indicated the suggestions exclude schemes that are covered by on going programmes such as minor capital schemes, special/planned maintenance, Parish Partnership schemes, traffic regulations, safer routes to schools initiatives, “low cost” casualty reduction measures, pedestrian crossings.

New Forest Transport Strategy Area

N1) BROCKENHURST TO LYMINGTON RAILWAY LINE - FEASIBILITY STUDY INTO REOPENING AMPRESS HALT AT LYMINGTON (STDB Ref 1305) (L)

Linked to emerging SW Trains “community Rail” proposals for this branch line, the adjacent Lympington Hospital (under construction) and the need cater for the disabled.

N2) BROCKENHURST VILLAGE TRAFFIC MANAGEMENT (STDB Ref 689) (L)

Scope and objectives need to be agreed or decision taken to abandon scheme.

N3) EVERTON A337/B3058 – ROUNDABOUT (STDB Ref 1199) (L)

The aim of the scheme is to assist traffic on the B3058 to enter and leave the A337. Would reduce the volume of traffic using unsuitable narrow lanes. Also would reduce traffic speeds on the A337 which severs the eastern part of Everton. HCC is about to commission a feasibility study shortly.

N4) FORDINGBRIDGE, A338 SLIP ROAD – ACCESSIBILITY/ENVIRONMENTAL IMPROVEMENTS (TOP UP FUNDING FROM LTP SOUGHT) (L)

Strong support from local District & County Members and Town Council. HCC officers have been involved in scheme development. May not satisfy criteria for being fully funded from LTP budgets. Preliminary scheme has been prepared by NFDC. Majority of costs will be developer and NFDC funded.

N5) HORDLE/PENNINGTON, WAINSFORD ROAD - FEASIBILITY STUDY (M/H)

Feasibility study into traffic management measures to promote walking and cycling, part of NF Strategic Cycle Route.

N6) LYMINGTON CYCLES – PENNINGTON TO TOWN CENTRE (PRIESTLANDS ROAD, PRIESTLANDS LANE, HIGHFIELD) (67272) (M/H)

Design work started.

N7) LYMINGTON HIGH STREET ACCESSIBILITY IMPROVEMENTS (M)

Initial discussions with HCC officers have been productive. Accepted that the focus of any scheme will be measures to reduce pedestrian casualties, following on from the recent safety scheme. No further details available.

N8) LYMINGTON, NEW STREET – ACCESS IMPROVEMENTS (TOP UP FUNDING FROM LTP) (H)

HCC officers have been involved in scheme development. May not satisfy criteria for being fully funded from LTP budgets. Outline proposals have been prepared by NFDC. Majority of costs will be developer and NFDC funded.

N9) LYMINGTON, TOURIST COACH PARKING FEASIBILITY STUDY (M/L)

Suggested that it be included as one of the NEW FOREST CAR FREE TOURISM schemes which may be funded in 2005/6 but budget may not be sufficient.

N10) LYMINGTON TOWN CENTRE TO AMPRESS CYCLEWAY (STDB Ref 816) (H)

Linked to new Lymington Hospital which is now under construction – *URGENT NEED TO PROGRESS DESIGN AND DEAL WITH LAND/ACCESS ISSUES*. Part/wholly externally funded – Feasibility study complete but detailed design now required.

N11) LYNDHURST A35/A337 TRAFFIC SIGNALS (review relating to long vehicles) (STDB Ref 875) (H)

Given the air quality and congestion issues in Lyndhurst this should be given a high priority.

N12) LYNDHURST'S TRAFFIC/AIR QUALITY PROBLEMS (H)

Measures that will reduce traffic related air pollution that are identified by the OPERATION OF THE NEW FOREST ROAD NETWORK Sub-Group (reports to the NF Transport Strategy Panel).

THE FOLLOWING COMPLEMENTARY MEASURES ARE ALSO SUGGESTED:

N13) LYNDHURST AIR QUALITY INITIATIVE (H)

Feasibility study into CCTV &/or detector loops on the A337 north of Lyndhurst linked to the use of variable message signing (VMS) on the M27 and real time pollution monitoring – WHEN THERE ARE CONGESTION OR POLLUTION PROBLEMS VMS SIGNING WOULD ENCOURAGE WEST BOUND TRAFFIC ON THE A337 BOUND FOR LYNDHURST TO USE THE A326 AND A35 VIA THE A326/A35 COLBURY RIGHT TURN FACILITY. HCC officers have indicated that this idea worth considering in more detail. Use of Motorway VMS signing needs Highway Agency approval. Statutory Air Quality Management Area (AQMA) declared.

N14) A326 FEASIBILITY STUDY INTO DUALLING (OR NARROW 4 LANE CARRIAGEWAY AS PROPOSED BY ABP & ACCEPTED BY HCC) BETWEEN ITS JUNCTIONS WITH A35 AND MICHIGAN WAY (L)

HCC have commissioned consultants to identify the options for moving people between the Waterside area and Southampton, see i above. It is anticipated that the consultants report will be available before March 2005. It is suggested that the options to be looked include capacity improvements to the A326 up to the Michigan Way junction and the improvement of existing “at grade” junctions, perhaps linked to traffic management measures such as banned turns, with the aim of improving safety and reducing congestion. This would make the route more attractive as an alternative for westbound traffic on the M27 bound for Lyndhurst.

N15) LYNDHURST VILLAGE CYCLES (66877) (L)

Review when Lyndhurst to Ashurst Cycle Route implemented. Should be assumed that a “formalised” route through Appletree Court is not an option in the short term at least. Suggested that it be treated as a low priority scheme.

N16) NEW MILTON ASHLEY ROAD/CAIRD AVENUE JUNCTION IMPROVEMENT (M) The New Forest District Local Plan identifies the need to improve this junction and links it to the development of nearby land.

N17) NEW MILTON CYCLES (56725) (M/H)

The schemes initially to be progressed are:

N17.1) *Old Milton to North Milton Cycle Link* - NFTS Preparation Pool. Feasibility study undertaken and scheme informally noted by HCC. Suggested that scheme be progressed concurrently with Ashley Common Road to Town Centre Link as the highest “New Milton Cycles” priorities.

Stage 1: Park Road to Milton Mead

Stage 2: Milton Mead to Davies Field

Stage 3: Railway crossing - Davies Field to Marryat Road

N17.2) *Ashley Common Road to Town Centre Link* (via Manor Road) Developers' contributions have been taken for this scheme

N17.3) *North Milton to Town Centre* (via Gore Road)

N17.4) *Link into Station* (via Albert Road)

Feasibility studies complete but schemes yet to be programmed.

Note: *Link into Tesco* (via Mendip Close) will require review following Tesco planning permission decision.

N18) NEW MILTON, STATION ROAD/OSBORNE ROAD/WHITEFIELD ROAD JUNCTION (56145) (L)

Agree with HCC officer's view that need to consider future of scheme. Should be reviewed along with other uncommitted schemes identified in the 1994 Town Centre Traffic Study (see also below).

N19) NEW MILTON TOWN CENTRE (56145) (L)

Environmental improvements in New Milton Town Centre. Linked with Station Road New Milton Traffic & Environment Improvement. Hoped that scope of scheme will be agreed shortly. Suggested that the Town Centre Traffic Study 1994 is updated/reviewed and that this scheme is guided by the updated Town Centre Study and the urban design framework for the Town Centre which is currently being commissioned. Should also consider improvements to Station Road/Avenue Road/Manor Road junction.

N20) NEW FOREST BUS INFRASTRUCTURE IMPROVEMENTS (PHASE 1) (58921) (M) Was due to be implemented in 2004/5 but proposals not yet agreed. Discussions have been taking place with Bus Operator regarding priorities. Could possibly be reinstated in 2006/7 with Phase 2 following on at a later date.

N21) NEW FOREST CYCLE PLAN (56218) (H)

Implementation of whole plan will require a significant investment. The NF Transport Strategy Panel agreed at its meeting on 29 October 2004 that the following were "suitable candidates" for early implementation:

- N22.1) National Cycle Network (NCN) Route 2 – Hythe to Brockenhurst
- N22.2) NCN west of Brockenhurst
- N22.3) Feasibility study for Brockenhurst to Lyndhurst route alongside A337
- N22.4) Pinkney Lane (SW of Lyndhurst)
- N22.5) Promote greater use of rail services by cyclists including improvements as
. Ashurst Station
- N22.6) Lymington to Keyhaven route.

The £40k allocation for 2005/6 is at least a start but is not enough to make serious progress in implementing the agreed proposals. A cycle crossing for the A326 at APPLEMORE (J7724) is currently being investigated.

N22) NEW FOREST DEMAND MANAGEMENT/CAR FREE TOURISM (59681) (H)

NF Transport Officer has identified the New Forest Tour as a high priority for future years.

Other measures suggested include:

- Review and alter directions signs so that only local destination signed on the minor Forest road network.
- Promotional maps etc. to encourage cycling along routes likely to be attractive to visitors
- Improve parking facilities for tourist coaches and distribute information to the trade.

N23) NEW FOREST WIDE REVIEW OF MEASURE TO ENCOURAGE LORRIES TO USE SUITABLE ROUTES (H)

Members have identified the need to review and extend existing lorry restrictions to deter through lorry traffic from using unsuitable routes through the District. Options include more lorry restrictions and working closely with lorry operators to agree preferred routes.

N24) RINGWOOD ACCESSIBILITY/ENVIRONMENTAL IMPROVEMENTS (M)

Improve conditions for pedestrians and cyclists as well as improving the appearance of Southampton Road (cul-de-sac section north of Mansfield Road and section to the south of Mansfield Road) and Christchurch Road (between Fridays Cross and War Memorial). Need identified during the development of a walking and cycling strategy for Ringwood. Improvements in this area would be a logical and much needed extension of previous works in the town centre. May not satisfy criteria for being fully funded from LTP budgets. A jointly funded LTP/County Towns (Regeneration) Scheme with additional Developer/NFDC funding may be appropriate. There is strong local County, District and Town Council support for the scheme. (NFTSSP H)

N25) RINGWOOD PEDESTRIAN AND CYCLE STRATEGY (58922) (M)

A study has resulted in an action plan which identifies four route corridors:

- Town Centre to Poulner – likely to be implemented in 2005/6
- Town Centre to Blashford – some elements implemented and some likely to be progressed. Other elements not committed.
- Town Centre to Moortown – Most elements uncommitted. Quomp proposal being implemented on experimental basis. Developer contributions (due in next 15 months) may be used for upgrading the Mansfield Road controlled crossing and adjacent improvements.
- Town Centre via schools, Community Centre to Poulner – Possible “safer route to school”. Most elements require feasibility study. Availability of land a significant issue.

N26) RINGWOOD INTERCHANGE (STDB Ref 688) (L)

Suggested that it be included as Phase 3 of New Forest Bus Infrastructure Improvements when land use planning priorities for the Furlong area agreed.

N27) RINGWOOD, SOUTH EAST RINGWOOD LINK ROAD (A31 POULNER TO B3347 CHRISTCHURCH ROAD) FEASIBILITY STUDY. (L)

The volume of through traffic and the proportion of HGVs routing via the town centre is a concern. The Ringwood walking and cycling study has identified a number of barriers to these modes including the B3347. This road has narrow pavements and limited opportunities to assist both pedestrians and cyclists to cross at key points. Would reduce town centre congestion. Would facilitate the development of adjacent land. In turn the scheme could be partly funded from developers' contributions. There continues to be strong local County, District and Town Council support for the scheme.

Totton and Waterside

TW1) “ACCESS TO THE WATERSIDE” STUDY– IMPLEMENTATION OF ACCEPTABLE RECOMMENDATIONS ARISING OUT OF THIS STUDY (H/M)

HCC have commissioned consultants (69680) to identify the options for moving people between the Waterside area and Southampton. The consultants are currently looking at bus, ferry and rail based options. They have substantially completed phase 1 of the study which includes drawing together available information.

HCC officers are considering widening the brief to cover capacity improvements to the A326 – this would be consistent with revised Government LTP guidance as reducing congestion is now a top priority. This, along with safety concerns, makes bus lanes or multiple occupancy vehicle lanes along the A326 difficult to justify. The A35 RUSHINGTON TO SOTON (REDBRIDGE) HIGH OCCUPANCY VEHICLE LANES is therefore NOT supported.

A ferry based option has obvious benefits but it raises issues relating to the availability of parking close to the ferry and the long term provision of bus links to Southampton's Town Quay.

There is also a need to review the junction strategy (see also TW 2 below) and need for safeguarding land for improvements to the A326. The agreement reached between HCC and the promoters of the Dibden Port proposal (subsequently not given permission) for a scheme that requires much less land take demonstrates the need to review the proposal on which “land safeguarding” the New Forest District Local Plan are based. This may need to be the subject of a separate study but does need to be undertaken within the near future.

Casualty reduction measures to reduce the risk of accidents to pedestrians crossing the A326 Hythe By Pass are being considered in conjunction to a cycle crossing for the A326 at APPLEMORE (see N21 above). Issues associated with pedestrian safety and severance issues along the A326 Hythe By Pass also need to be considered but any proposals need to focus on patterns of accidents with a treatable cause and, given the high traffic flows along the A326, recognise that congestion is also an issue for the local community.

TW2) A326 TWIGGS LANE & STAPLEWOOD LANE JUNCTION IMPROVEMENTS (H/M)

Serious safety concerns about these junctions. Consider the need for junction improvement when the results of the Staplewood Lane junction safety scheme implemented in May 2004 are known. Options include traffic signals.

TW3) DIBDEN ACCESS IMPROVEMENTS (M)

Given Dibden Distributor Road Stage 3 is likely to be abandoned it is suggested that any developers' contributions are used on improvements to C97 Main Road (structural/safety) in the Claypits Lane area to improve conditions for cyclists, pedestrians and horse riders.

TW4) DIBDEN, SOUTHAMPTON ROAD - CYCLE REFUGE (59937) (M/L)

Technical issues need to be reassessed. Safeguarding the safety of cyclists should take priority over catering for occasional large loads (subject to alternative routes being available).

TW5) HARDLEY TO HYTHE CYCLE ROUTE STAGE 2 (56242) (M)

It is regretted that high cost of street lighting works has meant that only part of the scheme can be implemented in 2005/6. Stage 2 should be a high priority for 2006/7. £145k allocated for 2005/6 for Stage 1 and it is hoped that works along Fawley Road will be undertaken first.

TW6) HYTHE, ST JOHNS ST/SOUTH STREET – ACCESS/TRAFFIC MANAGEMENT SCHEME (PART DEVELOPER FUNDED) (STDB Ref 1304) (M)

HCC have accepted the need for improvements (report relating to the Link Road abandonment refers). Likely to include environmental works to improve pedestrian links and downgrade the prominence of the vehicular traffic. Being considered in conjunction with NFDC maintenance works on St Johns Street car park. Need to ensure that conditions for cyclists improved (part of Hardley to Hythe Ferry cycle route). Developer funding may be available but supplementary LTP funding likely to be required. Preliminary concept design being worked on by NFDC. HCC checking what developer funding is available.

TW7) TOTTON AIR QUALITY INITIATIVE (H)

FEASIBILITY STUDY INTO NEW VARIABLE MESSAGE SIGNING (VMS) ON THE ROADS AFFECTED BY TRAFFIC QUEUING WHEN THE JUNCTION ROAD LEVEL CROSSING GATES ARE CLOSED. VMS WOULD BE LINKED TO "REAL TIME" POLLUTION MONITORS AND DETECT WHEN THE GATES ARE CLOSED. AIMS COULD INCLUDE ADVISING DRIVERS:

- WHEN THE GATES ARE CLOSED, OPENING OR OPEN
- TIME TO WHEN GATES OPEN AGAIN
- POLLUTION LEVELS
- TO TURN ENGINES OFF WHEN STATIONARY

Statutory Air Quality Management Area (AQMA) declared. HCC officers have indicated that above suggestions worth considering in more detail. The Totton Town Centre link road proposal will also assist.

TW8) TOTTON AND WATERSIDE CYCLES (L)

Specific routes need to be selected from the routes identified in the Totton & Waterside cycling study document. The highest priority should be the completion of the HARDLEY TO HYTHE CYCLE ROUTE (see above). The next highest priority should be the A35 RUSHINGTON TO REDBRIDGE ROUTE UPGRADING and its EXTENSION TO DEERLEAP LANE, COLBURY (STDB Ref 299) Scheme includes new sections of shared cycleway

TW9) TOTTON, CALMORE ROAD/MICHIGAN WAY – JUNCTION IMPROVEMENT/TRAFFIC MANAGEMENT SCHEME (PART DEVELOPER FUNDED?)(L)

HCC have considered improvements at this junction before. A roundabout or traffic signals would compliment other measures to reduce inappropriate traffic speeds along Calmore Road and improve conditions for cyclists. Police have concerns about traffic speeds along Calmore Road.

TW10) TOTTON, RUMBRIDGE STREET (58392) – TRAFFIC MANAGEMENT/ROUA SCHEME (H)

Phase 1 started mid Feb 2005. Essential that other phases completed without delay.

TW11) TOTTON TOWN CENTRE IMPROVEMENTS (H)

Remains NFDC'S top priority for the Solent Transport area – it is regretted that implementation not yet started but it is appreciated that works in Rumbridge Street are under construction. Statutory Air Quality Management Area due to be declared. The Totton Town Centre Link road will assist in reducing transport related pollution which is the main cause of air pollution in the Area.

Appendix 2

PLANNED FOR 2005/6 OR UNDER CONSTRUCTION

Totton and Waterside

HARDLEY TO HYTHE CYCLE ROUTE STAGE 1 (56242) – regretted that high cost of street lighting works has meant that only part of the scheme can be implemented in 2005/6. Stage 2 should be a high priority for 2006/7 - £145k allocated for 2005/6 for Stage 1. Suggested that the priority is to undertake works along Fawley Road first.

HYTHE PIER MAINTENANCE (58670) - £90k allocated for 2005/6

MARCHWOOD PEDESTRIAN FACILITIES – Anticipated starting in mid 2005/6.

TOTTON, WATER LANE TRAFFIC CALMING (66684) (part of Casualty Reduction Programme) - £365k allocated for 2005/6.

New Forest Transportation Strategy Area

LYMINGTON CYCLES – A337 MILFORD ROAD (PENNINGTON CROSS TO STANFORD HILL) AND BELMORE ROAD (58468) - £125k allocated for 2005/6. Anticipated start date March/April 2005.

LYMINGTON SOUTHERN ACCESS – ROOKES LANE/RIDGEWAY LANE (67271) – Anticipated start Spring 2005 - £155k provisionally allocated for 2005/6. Anticipated start date Spring 2005.

LYNDHURST TO ASHURST CYCLES (57825) –£490k allocated for 2005/6. Anticipated start date Spring 2005 but may change to avoid nesting season.

PENNINGTON, NORTH STREET – Under construction

NEW FOREST DECRIMINALISED PARKING – £85k allocated for 2005/6 - Anticipated implementation date Jan 2006.

NEW FOREST DEMAND MANAGEMENT/CAR FREE TOURISM (59681) –£10k allocated for 2005/6

NEW FOREST CYCLE PLAN (56218) – Investigations into A326 APPELMORE CROSSING (J7724) & A35 HOLMSLEY CROSSING (J7723) – £40k allocation for 2005/6. Feasibility studies required (from separate funding). Likely that the A326 Applemore will be the priority for 2005/6. It is anticipated that it will be assessed in conjunction with a wider assessment of the issues associated with vulnerable road users crossing the adjacent section of the A326. Implementation of whole plan will require additional funding in future years.

NEW MILTON A337/CAIRD AVENUE ROUNDABOUT – Awaiting completion of Section 278 Agreement. Construction likely to start within next later in 2005 or in 2006.

NEW MILTON TOWN CENTRE – STATION ROAD PUFFIN CROSSING – Under construction and due to be completed in March 2005

RINGWOOD PEDESTRIAN & CYCLE IMPROVEMENTS (58922) - £50k likely to be allocated for Stage 2 in 2005/6 (footway widening in Southampton Road). A possible future Major Maintenance Scheme for the A338 Ringwood (north of A31 junction) may be enhanced to improve pedestrian and cycle links along A338 up to Snails Lane.

NEW FOREST TRANSPORT STRATEGY PANEL 24 MARCH 2005: ITEM 6:

SELECTIVE SCHEDULE OF PROBLEMS (NEW FOREST DISTRICT)

Problem	Relation to shared priorities	Possible solution(s)	Priority / timing
Congestion in and around Lyndhurst			
Air pollution in Lyndhurst High Street			
Unsuitable roads used by through traffic- e.g. <ul style="list-style-type: none"> • Lorry traffic on B3078/B3079/B3080 • Tatchbury • Lorry traffic through Beaulieu Often linked to delays /congestion on more suitable routes like A31 & A338.			
Road casualties within the area including A338, A337 and A326. Also associated severance/pedestrian safety issues along Hythe By Pass			
Isolation (poor accessibility) in many rural Parishes			
Parts of main shopping centres dominated by traffic and not as safe as they could be for vulnerable road users- including Lymington, New Milton & Ringwood.			
Lack of linked cycle routes both in and between main settlements.			
Unmet demand for car parking. Also “park & ride” pressures on Ringwood			
Lack of tourist coach parking in Lymington			
New Milton Town Centre Study – 1994 study only partly implemented, study findings need to be reviewed and conclusions implemented			

ECONOMY & PLANNING PORTFOLIO HOLDER

Traffic on B3347 and other roads through Ringwood detrimental for town centre and residential areas.			
Parking on A338 slip road, Fordingbridge causes environmental concerns.			
Public transport does not offer a viable alternative to the car in most areas. Where it does services have little or no spare capacity – e.g. rail links towards London			
Congestion - many visitors visit the area , often driving around making multiple stops adding to the problem caused by residents and workers.			

SOLENT TRANSPORT STRATEGY PANEL 3 MARCH 2005: ITEM 6:

SELECTIVE SCHEDULE OF PROBLEMS (NEW FOREST DISTRICT)

Problem	Relation to shared priorities	Possible solution(s)	Priority / timing
Peak hour congestion on A326			
Air pollution in Totton town centre / level crossing queues			
Severance and generally poor environmental quality in Totton town centre			
Accidents on A326 (esp. Holbury)			
Isolation (poor accessibility) at Calshot / Blackfield			
Unused capacity on Hythe ferry			
Poor pedestrian links in Hythe town centre			
Localised problems of HCV intrusion, speeding, severance (Marchwood, Calmore, Dibden / open forest)			

Ref: NH (29 MAR 2005)