

MINUTES OF THE MEETING OF THE PLANNING, TOWN & ENVIRONMENT COMMITTEE

The meeting took place in a virtual environment using "Zoom" video conferencing technology and members of the public and press were given the opportunity to observe or participate in the meeting.

NOTE: Although participation in or absence from the meeting is recorded below, for legal reasons participation in this meeting by councillors does not qualify as attendance at a meeting for the purposes of the Local Government Act 1972.

Held on Friday 4th June 2021 at 10am

PRESENT: Cllr Philip Day (Chairman)
Cllr Rae Frederick (Vice Chairman)
Cllr Gareth Deboos
Cllr Hilary Edge
Cllr Glenys Turner

IN ATTENDANCE: Jo Hurd, Deputy Town Clerk
Nicola Vodden, Meetings Administrator
Cllr Derek Scott

ABSENT: Cllr Andy Briers
Cllr Peter Kelleher
Cllr Gloria O'Reilly
Cllr Tony Ring

P/5849 PUBLIC PARTICIPATION

There were five members of the public present. Two wished to speak during the public participation section of the meeting and three others were interested in the planning applications.

The Chairman read a petition organised and signed by residents of Christchurch Road, for speed reduction measures and safe crossing in Christchurch Road (between Wellworthy Way and Moortown Lane).

The residents explained how they could see the situation deteriorate further with an increase in the volume of traffic from future developments proposed. A report had shown that of the 8000 cars using the road daily, a majority were travelling in excess of the 30mph speed limit. They suggested in the short term, speed traps would provide a temporary solution, but longer term there was a need for traffic calming measures. Residents had to cross the road, particularly as car parking for the terrace of houses was on the opposite side of the road, and there was nowhere to do this safely. They were petitioning councils and the police authority for their support in addressing the issues raised.

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Chairman's initials

Members understood the residents' concerns and agreed they were wholly valid. Speeding would need to be addressed by the police, by way of enforcement, and Hampshire Highways would need to approve any proposal for a pedestrian crossing and traffic calming measures. It was noted that the Town Mayor was in liaison with Hampshire Constabulary in relation to a community scheme, whereby members of the public are trained to monitor traffic, record and pass information on to the police, which may then warrant speed traps. Cllr Deboos offered to provide a copy of the LCWIP document and invited comments from residents for possible inclusion.

**P/5850
APOLOGIES FOR ABSENCE**

The Deputy Town Clerk reported that apologies for absence had been received from Cllrs Briers, Kelleher, O'Reilly and Ring.

**P/5851
DECLARATIONS OF INTEREST**

None were declared at this stage.

**P/5852
MINUTES OF PREVIOUS MEETING**

The Committee members present agreed:-

That the Minutes of the Meetings held on 5th and 7th May 2021, having been circulated, be approved and signed as a correct record.

**P/5853
PLANNING APPLICATIONS**

Planning applications 21/00406 and 21/00407 Windwhistle Cottage were brought forward for the benefit of the agent present.

Although it was not a declarable pecuniary interest, Cllr Turner made other members aware that in respect of 21/10757, the applicant is a friend.

Consideration of application 21/10668 2 Nursery Road was delayed to enable members of the public to be present (and interposed following 21/10743).

At 11:08am, Cllr Deboos left the meeting briefly, due to technical reasons, when 21/10732 was being considered.

The Committee members present agreed:-

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Chairman's initials

That the observations summarised in *Annex A* be submitted and the decisions made under delegated powers be noted.

ACTION Nicola Vodden / Jo Hurd

P/5854

NEIGHBOURHOOD PLAN

The Deputy Town Clerk reported that the Steering Group had met to review the purpose of the Neighbourhood Plan (NP), in light of work about to commence on review of NFDC's Local Plan Part 2 and measures being introduced in the government's Planning Bill, and to consider resourcing issues.

The Steering Group agreed that work will continue on a NP and, for the time being. The four team leads (Cllr Deboos, Chris Treleaven, Joe Moorhouse and Janet Georgiou) will project manage between them, identifying overlaps/gaps, reviewing and coordinating work on the Action Plan and agreeing a project plan. Also, Google for Business will be set up to facilitate improved sharing of information and documentation amongst members of the Steering Group.

She also reported that a grant of £5,000 had been received for the next phase of work by the consultants.

The Committee members present noted the update in respect of the Neighbourhood Plan.

ACTION Jo Hurd

P/5855

STRATEGIC SITES

An update report had not been received from NFDC's Monitoring Officer in readiness for the meeting.

P/5856

LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP)

The Provisional LCWIP Report Part 1: Utility Travel in Ringwood Town (May 2021) (*Annex B*) had been prepared by Cllr Deboos and circulated prior to the meeting. He asked Members to consider endorsing the report, which seeks to identify issues with current walking routes in Ringwood, as part of a joint initiative that is New Forest wide. It does not suggest solutions as this is for HCC to assess. Part of the process will include updating the Town Access Plan and informing the Neighbourhood Plan work relating to connectivity. Section 4 detailed the conclusions so far.

Members applauded the work done in preparing the report ahead of any requirement. It was thought beneficial to have a plan in place and schemes ready for implementation, in readiness of funding becoming available.

The Committee members present agreed :-

That the provisional LCWIP Report Part 1: Utility Travel in Ringwood Town (May 2021) be endorsed and work commence on a commercial survey to look at how people travel to work and improved access to sites.

ACTION Jo Hurd

P/5857

A31 IMPROVEMENT SCHEME

The Deputy Town Clerk reported that Highways England Traffic Management details have been completed but not yet signed off. There will be a customer friendly version to show what is happening where, when and why. A Public Information Event (PIE) will take place in July/August to share this information. Members were disappointed that the Council had not been consulted further following comments made at the previous PIE.

In relation to SWW Water Main Diversion, the site compound on the Bickerley will be constructed w/c 7/6/21, as well as a compound in The Furlong Car Park (next to Covid test centre). Roadworks in Mansfield Road are due to commence on 14/6/21 (at junction with Meeting House Lane). A letter has been sent to residents by Bournemouth Water notifying them of the works.

There will be further communication with residents affected by the closure of Bickerley Gardens nearer the time of the closure (August/September) and by the closure of the tracks across Bickerley, which is expected to be for a couple of days for each track.

There is a possibility that works on Bickerley may now take place prior to Carnival and discussions are ongoing.

The Committee members present noted the update on the A31 Improvement Scheme.

ACTION Jo Hurd

P/5858

REPLACEMENT TREE - MARKET PLACE

Members agreed that Hampshire County Council should be asked to remove the tree stump in Market Place, which remains following the felling of an Alder tree. It was thought that it would be appropriate to mark next years' Jubilee with the planting of an English Oak, in its place.

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The removal is likely to be costly and it was suggested that the Council obtain quotes to pass on to HCC.

The Committee members present agreed to recommend to officers their collective preference as follows:

That a recommendation be made to HCC that the Alder tree in Market Place be removed and replaced with an English Oak tree.

ACTION Jo Hurd

P/5859

PROJECTS (current and proposed)

Cycle Parking (funded by Highways England Designated Funds) – The Deputy Town Clerk reported that a 4-hoop demountable cycle stand had been installed behind the tree stump in Market Place and it was proposed that a 5-hoop stand be installed adjacent to Jubilee Lamp. This was thought inappropriate given the historic monument and suggestions were invited for an alternative location.

Footpaths – It was reported that County Cllr Thierry has requested a briefing from HCC officers on the surfacing of Castleman Trailway and footpath link from Beaumont Part to Hightown Road, for the Full council meeting on 30th June 2021. The unmade section of Trailway, east of the railway bridge, will be cleared by the grounds team on behalf of HCC, so it is more passable for the Summer months.

A new footpath/cycleway is to be created by Linden Homes (condition 21 of original planning application) between Crow Arch Lane and Wellworthy Way.

Pedestrian Crossing on Castleman Way - It was suggested that as the cycleway is now complete, it would be appropriate to revisit the proposal for a pedestrian crossing and it was noted that this is included in the LCWIP document, considered earlier in the meeting.

The Committee members present noted the update in respect of projects (*Annex C*).

ACTION Jo Hurd

P/5860

NFDC/NFNPA PLANNING COMMITTEE

The Council had received formal notification that application 21/10315 270A Christchurch Road (replacement of hedge with fence) would be determined by NFDC's Planning Committee on 9th June. As Cllr Heron has registered to speak, in his capacity of District Councillor, it was felt that he could represent the Council's views on this application.

The Council had not received formal notification, but was aware that application 18/11606 Snails Lane would also be determined by NFDC's Planning Committee on 9th June. Whilst the Council

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Chairman's initials

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wished to support Ellingham, Harbridge & Ibsley Parish Council's view, it was felt that, as EH&I was a formal consultee, it was better placed to make representations at the meeting. Members agreed to lobby District Councillor Thierry and make him aware of the Council's views.

The Committee members present agreed not to register to speak on either application at NFDC's Planning Committee meeting on 9th June.

There being no further business, the Chairman closed the meeting at 12.59pm.

RECEIVED
30th June 2021

APPROVED
2nd July 2021

TOWN MAYOR

COMMITTEE CHAIRMAN

Note: The text in the Action Boxes above does not form part of these minutes.

Annex A to Planning, Town Environment Committee Minutes 4th June 2021
Ringwood Town Council - Planning Observations - NFDC

Number	Site Address	Proposal	Observation	Comments
20/11317	Onibury, 7 New Road, Ringwood. BH24 3AU	RE-CONSULTATION:Roof alterations to include raising of ridge line in association with new first floor; single-storey rear extension	Permission (1)	
20/11454	99, Hightown Gardens, Ringwood. BH24 3EQ	Shed; 6ft high fence (Retrospective)	Officer Decision (5)	Committee members noted that the application is retrospective. The proposal is out of keeping, but there seems to be a precedent set in the vicinity of the application site and, under those circumstances, they felt that the application should be determined by the Planning Officer.
21/10522	1, Kingfisher Way, Ringwood. BH24 3LP	Severe existing plot; create a new plot accommodating new dwelling	Refusal (2)	The Committee agreed that the proposal was overdevelopment of a small plot, with a poor relationship to the existing property. It was out of character for the area and would have a detrimental impact on the street scene.
21/10544	24, Denholm Close, Ringwood. BH24 1TF	Single-storey rear extension	Permission (1)	
21/10560	2, West Street, Ringwood. BH24 1DZ	Installation of two freestanding retractable awnings to create a covered outside seating area	Permission (1)	

1 - Recommend Permission, but would accept officer's decision 2 - Recommend Refusal but would accept officer's decision 3 - Recommend Permission 4 - Recommend Refusal
5 - Will accept officer's decision

Number	Site Address	Proposal	Observation	Comments
21/10609	Land rear of Bridge House, 21 West Street, Ringwood. BH24 1DY	Replace rooflights to east and west elevation of link building; installation of 4 inverter air conditioning units and vents; 1 inverter air conditioning unit to rear building	Permission (1)	
21/10610	Land rear of Bridge House, 21 West Street, Ringwood. Bh24 1DY	Replace rooflights to east and west elevation of link building; installation of 4 inverter air conditioning units and vents; 1 inverter air conditioning unit to rear building (Application for Listed Building Consent)	Permission (1)	
21/10617	17, Brooks Close, Ringwood. BH24 1NE	Single-storey rear extension	Permission (1)	
21/10625	14, Orchard Close, Ringwood. BH24 1LP	Replacement dwelling & landscaping	Permission (1)	
21/10659	36, Northfield Road, Ringwood. BH24 1LU	Roof alterations to include front and rear dormers, rooflights in association with new first floor	Permission (1)	
21/10664	5, North Poulner Road, Ringwood. BH24 1SN	Roof alterations in association with new first floor; front dormer; juliette balcony; front bay window	Permission (1)	

1 - Recommend Permission, but would accept officer's decision 2 - Recommend Refusal but would accept officer's decision 3 - Recommend Permission 4 - Recommend Refusal
5 - Will accept officer's decision

Number	Site Address	Proposal	Observation	Comments
21/10668	2, Nursery Road, Ringwood. BH24 1NG	Demolish existing outbuildings; conversion of front building to 2 bed cottage; erection of 6 No 2 bed houses (7 dwellings in total); parking	Refusal (4)	The Committee had a number of concerns with the proposed development (as revised). It was considered overdevelopment of the site, with too many units for the space available, despite reducing the number of units by one. The general appearance of properties would be out of keeping and have a detrimental impact on the character of the area, as detailed in the Local Distinctiveness SPD, with most properties on Nursery Road and Hightown Road being red brick semi-detached houses, with notable gaps in the roofline. There would be a lack of amenity for the new properties, with little outdoor space and small gardens. Neighbouring properties' amenities would be adversely affected in terms of overlooking, overshadowing, loss of light and privacy to a significant degree, and this would be exacerbated even more so for existing residents in the vicinity with the new layout, due to the building line being moved closer to the boundary, compared to the original plan. The parking provision is too low and contrary to NFDC Parking Standards. This would exacerbate the current issues with parking in the locality generally. No information has been provided by the applicant to indicate how flooding and drainage would be managed on site. There is no provision for the collection of waste. No detailed heritage statement has been provided nor an assessment of the impact of the development on the Conservation Area

1 - Recommend Permission, but would accept officer's decision 2 - Recommend Refusal but would accept officer's decision 3 - Recommend Permission 4 - Recommend Refusal
5 - Will accept officer's decision



Number	Site Address	Proposal	Observation	Comments
				and The Railway Public House as an important building in the locality. There is a need for a noise assessment to be carried out in respect of the revised layout to assess the impact on the proposed new properties adjacent to the beer garden. It is understood the land has been used for various uses and a contaminated land survey has not been submitted. The Highway Authority's holding objection is noted and further information should be provided on the issues raised. The Committee had concerns regarding the safety of the junction of Nursery Road and Hightown Road, as the line of sight is poor. There are no pavements, nor a turning circle in Nursery Road and the road itself is extremely narrow. No ecological assessment had been provided nor biodiversity enhancement measures. A construction management statement would be required from the applicant in advance of any works, should development be allowed. There is no phosphate mitigation strategy.
21/10677	Endeavour Business Park, Crow Arch Lane, Ringwood. BH24 1ND	Single-storey storage building (Retrospective)	Refusal (2)	There is no objection in principle to the application, however it was noted that the site is within 2km of a Ramsar site and the Committee wished this to be brought to the attention of the appropriate officer.
21/10694	12, The Furlong, Ringwood. BH24 1AT	Installation of new fascia signage, projection sign and menu board (Application for Advertisement Consent)	Refusal (4)	The Committee objected in principle to the painting of the brickwork as this is out of keeping with the Furlong Shopping Centre and illumination of the proposed signage is inappropriate in the Conservation Area.

1 - Recommend Permission, but would accept officer's decision 2 - Recommend Refusal but would accept officer's decision 3 - Recommend Permission 4 - Recommend Refusal
5 - Will accept officer's decision

Number	Site Address	Proposal	Observation	Comments
21/10732	3, Morant Road, Ringood. BH24 1SX	Roof conversion	Permission (1)	
21/10743	24, Swan Mead, Hightown, Ringwood. BH24 3RD	Single-storey residential outbuilding for use as office; demolition of existing	Refusal (2)	Members questioned whether the proposed outbuilding would be incidental to the main dwelling, due to the inclusion of a WC and shower. There was also a concern about the height, given the proximity to the neighbouring property.
21/10757	17, Drake Close, Poulner, Ringwood. BH24 1UG	Single storey front and rear extensions	Permission (1)	
21/10758	9, New Road, Ringwood. BH24 3AU	New garden room office for purposes incidental to the dwelling on the site	Permission (1)	
21/10760	27, Quomp, Ringwood. BH24 1NS	Single-storey rear extension	Permission (1)	
TPO/21/0261	Springwater, 5 Coxstone Lane, Ringwood. BH24 1DS	Sycamore x 1 Prune	Permission (1)	

1 - Recommend Permission, but would accept officer's decision 2 - Recommend Refusal but would accept officer's decision 3 - Recommend Permission 4 - Recommend Refusal
5 - Will accept officer's decision

Ringwood Town Council - Planning Observations - NFNPA

Number	Site Address	Proposal	Observation	Comments
21/00406	Windwhistle Cottage, Hightown Hill, Ringwood. BH24 3HQ	Stables	Permission (1)	
21/00407	Windwhistle Cottage, Hightown Hill, Ringwood. BH24 3HQ	2no. Single storey extensions; 1no. Door; 1no. Window; demolition of existing conservatory	Permission (1)	

1 - Recommend Permission, but would accept officer's decision 2 - Recommend Refusal but would accept officer's decision 3 - Recommend Permission 4 - Recommend Refusal
5 - Will accept officer's decision

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Applications decided under delegated powers : to be noted on 4th June 2021

Number	Site Address	Proposal	Decision
CONS/21/0248	West View, Hangersley Hill, Hangersley, Ringwood, BH24 3JP	Fell 1 x European Spruce tree	25.5.21 Permission (1). Recommend Permission, but would accept the Tree Officer's decision.
CONS/21/0249	Wynngates, Cowpitts Lane, North Poulner, Ringwood, BH24 3JX	Fell and prune mixed tree species as detailed on the application form	25.5.21 Permission (1). Recommend Permission, but would accept the Tree Officer's decision.

LCWIP Provisional Report Part 1:

Utility Travel in Ringwood Town (Schools) May 2021



1. Introduction

1.1 What is an LCWIP?

LCWIP (Local Cycling and Walking Infrastructure Plans)¹ is a UK Government strategic initiative first published by the Department of Transport in 2017 aimed at making “cycling and walking the natural choice for shorter journeys or as part of a longer journey”, whether for utility or leisure. By 2020, the objectives were to increase cycling and walking activity as well as cyclist safety, as measured against certain matrices. A summary of the strategy is shown in Annex 1.



This year (2021), New Forest National Park Authority, Hampshire County Council, New Forest District Council, Forestry England, Natural England, the Verderers of the New Forest and others launched a ‘Joint Initiative’ to develop an LCWIP across the New Forest region, including the whole of Ringwood. The intent is to manage the distribution and type of recreation facilities to protect the Forest, improve people’s enjoyment and use resources effectively, including the option to make selective improvements to the network of permitted off road routes for cycling and in particular to address key gaps in the cycle network. Their short guide document is in Annex 2. This Ringwood document is designed to feed into the wider regional initiative.



In July 2020, the Government also published ‘Gear change: a bold vision for cycling and walking’² with claimed benefits to health, wellbeing, congestion, local businesses, environmental and air quality, climate change and the economy. This paper reinforced the strategic aim of encouraging more cycling and walking by infrastructure design.

Although there is no finance currently earmarked specifically for LCWIP action plans, the intention is that a plan is in place and ready to be implemented if and when cash becomes available from whatever source. As such, this can be viewed as a ‘live document’, under review in the context of local and regional developments when appropriate.

1. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf
2. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf

1.2 History of cycling and walking initiatives in Ringwood area

The Ringwood LCWIP is informed by previous documents related to walking and cycling infrastructure, although historically, as a market town for centuries, centre streets would have been designed for pedestrians, horses and horse drawn vehicles.

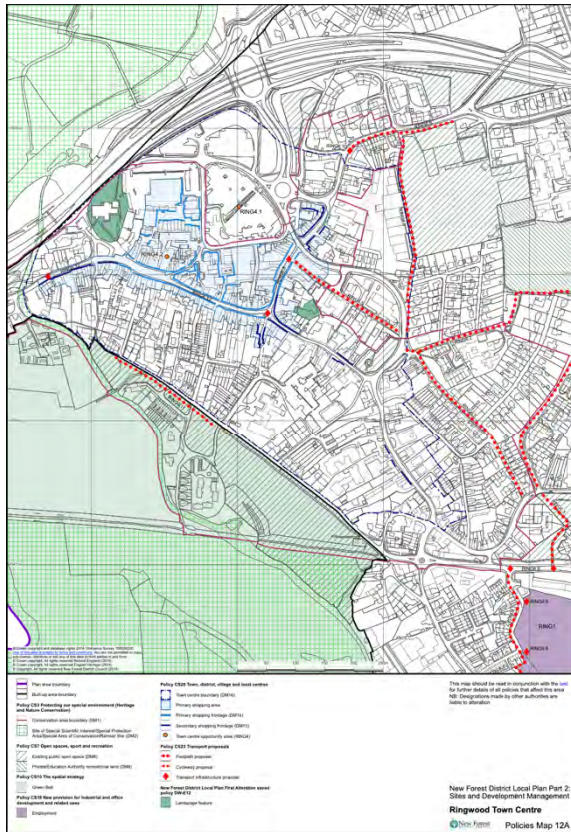


The 2011 Ringwood Town Access Plan³ (TAP) is a Supplementary Planning Document⁴, which means that, although it doesn't form part of the development plan, it is a material consideration in decision-making. The TAP "not only sets out a vision for how access to facilities and services within the town can be improved over the next 20 years, but also provides an Action Plan for investment, identifying measures already planned and also identifies longer term schemes for improvements which are necessary to accommodate future development." It formed part of the Local Development Framework for New Forest District (outside the National Park). The TAP was adopted by the appropriate New Forest District Council (NFDC) and Hampshire County Council (HCC) meetings in 2011.

TAP addresses an area covering the built-up parts of Ringwood. It details key facilities in Ringwood, access routes and unmet need regarding transport. Policy A on page 6 has an objective to: "Provide better pedestrian and cycle routes, crossing facilities and lighting to increase levels of accessibility by sustainable and healthier transport modes", so there is some overlap within TAP and LCWIP.

The reasoning behind production of TAP has remained unchanged today and will not be restated in the body of this document. The references in TAP will also not be detailed here. Many statements in TAP and other documents have also stayed unchanged. For example, Ringwood is still a key western gateway into the New Forest for people and wildlife. However, many things have changed that were not part of the TAP Action Plan, mostly under the direction of higher-level planning authorities, and these have a profound influence on the Ringwood of today. The statement that "up to 420 additional homes will be built" over the 20-year duration of the TAP has proved to be a grossly inaccurate, despite the plan being adopted at district and county level. The current NFDC Local Plan Part 1⁵ and related documents suggest Strategic Sites 13 and 14 alone will have hundreds of homes each. The closure of the A31 West Street access due to a Highways England A31 widening scheme was likewise not foreseen.

3. https://newforest.gov.uk/media/762/Ringwood-Town-Access-Plan/pdf/Ringwood_Town_Access_Plan.pdf?m=637298155485700000
4. <https://www.gov.uk/guidance/plan-making>
5. https://newforest.gov.uk/media/705/Local-Plan-Document-2016-2036/pdf/Local_Plan_2016-2036_Part_One_FINAL.pdf?m=637329191351130000



The NFDC Local Plan Part 1 contains a map of Ringwood town centre and this is shown in Annex 4 with a thumbnail version here. Section 5 of the Local Plan Part 2 (2014)⁶ details some site proposals and there is a map showing, for example, pedestrian route improvement between 58 and 84 Southampton Road and a cycleway improvement proposal (RING6.2 (PC3)) that includes a section alongside Ringwood School fields between Ringwood Infants School carpark and Kingsfield. There is no evidence of any practical work carried out on these proposals, but these proposed schemes will be revisited in this document.

Looking forward, Ringwood is developing a Neighbourhood Plan (NP) which could be adopted in 2022. The NP will doubtless include land use policies, of which active travel would be a part, and it may point to this LCWIP document in that regard.

When looking at cycle and walking routes, joined up thinking in the literal sense is essential. There is little point in improving a section of a route if there is no realistic chance that the whole route will be completed. Likewise, it is essential that the places that are connected are routes that people wish to travel. As the 'Gear change' document states, "infrastructure must join together, or join other facilities together by taking a holistic, connected network approach".



1.3 Why is more everyday cycling and walking important?

At a global level, reduction in the use of fossil fuels reduces the rate of impact from global warming. More locally, petrol- and diesel-powered vehicles give rise to harmful particulates and gases, leading to air quality issues. At a personal level, moderate exercise is viewed as a healthy activity, pushing back against a lifestyle leading to obesity and related health issues. Less driving equates to healthier streets and that is simply a good thing. A more considered analysis can be found in Section 1.4 of the East Hampshire LCWIP Technical Report V1.2⁷.

6. https://www.newforest.gov.uk/media/716/Section-5-Site-specific-proposals-Ringwood-Fordingbridge-the-Avon-Valley-and-Downlands/pdf/Section_5_Avon_Valley.pdf?m=637298095999270000

7. <https://www.easthants.gov.uk/cycling-walking-strategy>
 Photo from the Bastille area of Paris – Malou Loutre (@LoutreMalou) credited, May 2021.

1.4 What is contained in this provisional report

This is a provisional report covering utility travel in Ringwood town related to schools. Until the authors have access to assessment tools or expert assistance, they are only able to describe, and present evidence related to walking and cycling routes. It is hoped that with training and assistance, a full report can be generated based on this provisional report in due course.

In the meantime, this report describes pedestrian and cycle routes to the five Ringwood schools from residential areas using LCWIP methodology in the form of annexes, including from the Strategic Site 14 north of Hightown Road.

1.5 Report structure

The structure of this report is as follows:

Section 2 will describe the current position (May 2021), reviewing existing plans and actions, outlining the methodology employed and the routes examined.

Section 3 gives an overview of the results and points to the annexes associated with particular routes.

Section 4 outlines the conclusions so far.

Annexes are as follows:

Annex 1	What is an LCWIP?
Annex 2	LCWIP 'Short Guide'
Annex 3	TAP update document
Annex 4	NFDC Local Plan Part 2, Map 12A
Annex 5	Beaumont Park Estate Survey

Annexes 6 to 16 examine particular routes to the various schools.

Annex 17 contains the what3words data for obstructions on paths.

2. The current position (May 2021)

2.1 The current status of the planned improvements

Section 5 in the TAP included an Action Plan and an updated version (March 2021) is shown in Annex 3, with completed actions highlighted. Many items are of relevance to this LCWIP document and will be considered further below.

2.2 What else has changed since the 2011 TAP?



There has been a big technology leap in transport since 2011, with perhaps the first Tesla hitting the streets in 2008 as the vanguard of modern vehicle electrification. The first e-bike was invented over 120 years ago, but the widespread use of e-bikes has been relatively recent. 2018 figures⁷ show that over 63,000 e-bikes were sold in the UK with strong growth in conventional bikes and scooters too. This trend has been bolstered further by Covid restrictions in

the last year⁸. This growth is likely to continue strongly with the likely introduction of Government subsidies this year. A recent Hampshire County Council survey⁹ suggested that “respondents were increasingly walking and cycling for health and pleasure –recognising its importance for physical and mental wellbeing at the current time” and that “respondents generally expected that their increased levels of cycling and walking would be maintained once things settle into a ‘new normal’.”

A second change has been the recent closure for A31 access at the end of West Street, due to A31 Ringwood Road Widening scheme overseen by Highways England¹⁰, leading to a lowering in traffic level in the High Street and Market Place. Presumably, traffic previously using the West Street access are using alternative routes such as Mansfield Road.

A third change has been the building of the Linden Homes Beaumont Park estate of around 200 houses on land off Crow Lane.



7. <https://www.bike-eu.com/market/nieuws/2019/01/uk-e-bike-imports-hold-steady-in-2018-and-show-swing-to-eu-10135238>

8. <https://www.which.co.uk/news/2021/03/3-reasons-why-you-should-consider-an-electric-bike/>

9. <https://documents.hants.gov.uk/aboutthecouncil/ProjectTwo-Transport-Keyfindings.pdf>

10. <https://highwaysengland.co.uk/our-work/south-east/a31-ringwood-road-widening/>

eBike photo - https://commons.wikimedia.org/wiki/File:Thompson_Euro_Classic_2_Electric_Bicycle_-_Flickr_-_mick_-_Lumix.jpg

Housing photo from Beaumont Park estate

2.3 What's likely to change?



The anticipated building of perhaps a thousand properties at Strategic Sites SS13 and SS14 will likely place more strain on a currently busy road network through and around Ringwood. Highways England have stated during the public consultation process that they cannot model accurately the effects of the currently ongoing A31 Improvement Scheme, so the impact of the proposed developments is presumably likewise speculative and certainly beyond the skills of the authors of this document to predict with accuracy. However, assuming no interventions take place to improve transport networks, it might be assumed that:

- In the built-up areas, higher traffic volume will lead to more congestion on through routes like Mansfield Road, Castleman Way and Eastfield Lane. The proposed new development at SS14 includes a putative roundabout to replace the existing mini roundabout. Congestion at this junction will likely encourage more 'rat running' through areas like Poulner.
- On the outskirts, such as around Crow and Kingston, roads are not wide and are likely to become significantly busier due to additional vehicle load from the new developments and drivers avoiding the town centre. Pedestrians rarely walk these roads now and the increased volume will likely make them more daunting for cyclists and equestrians as well.

In built-up areas, encouraging commuting by non-vehicle means may help ease the seemingly inevitable traffic issues. Making certain improvements to cycle and pedestrian routes, such as easier crossing points over through roads, would seem likely to further slow progress for drivers passing through and may encourage even more 'rat running'. Good and holistic design will be required to minimise negative impacts whilst encouraging more walking and cycling.



Photo of Market Place from an old postcard – courtesy The Ringwood Meeting House.

2.4 Cycling and walking routes – methodology – hubs and porosity

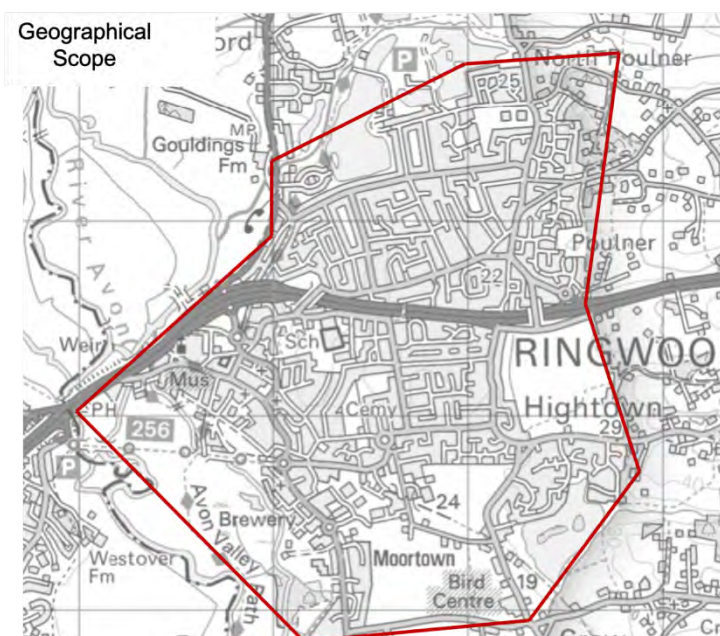
‘Figure 1’ below is actually a copy of Figure 1 in the LCWIP Technical Guidance document¹¹.

Figure 1: LCWIP Process

Stage	Name	Description
1	Determining Scope	Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.
2	Gathering Information	Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.
3	Network Planning for Cycling	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.
4	Network Planning for Walking	Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.
5	Prioritising Improvements	Prioritise improvements to develop a phased programme for future investment.
6	Integration and Application	Integrate outputs into local planning and transport policies, strategies, and delivery plans.

For Stage 1, the full scope is across the New Forest for the overall initiative, but locally, the scope for this document was determined by the team of authors as the built-up area of Ringwood. Barriers exist geographically (such as the Avon river), in terms of jurisdiction (such as St Ives being in Dorset) and in terms of residential density (such as the area within the National Park), as shown in the map.

The Stage 2 identification of barriers was facilitated by two members of the team of authors attending a virtual Sustrans led training event as part of the Joint Initiative¹¹. The identified barriers included the Avon river to the west and the A31 trunk road splitting Poulner from the rest of the Ringwood area. The breaches in these barriers can act as effectively destination points (for utility trips from residential areas) or origin points (for trips to hubs, such as the town centre or commercial development sites, so are themselves a sort of hub.



11. Virtual training event held on 19th March 2021

Relevant land use and transport policies have been noted in Section 1 of this document.

Stages 3 and 4 include identification of walking/cycling hubs. In addition to the A31 breach points, which for this document are the east and west Southampton Road flyovers, the Winston Way footbridge and the underpass between Gravel lane and Linden Gardens, hubs included schools, commercial and retail centres as shown in the map below.



Commercial and retail hubs (in blue) were identified based on local knowledge of where people were likely to work within the town. School hubs are shown in red and the A31 breach points are shown in purple. Cycle (and pedestrian) routes should aim to connect these into a network. The Pullman/Crow and the Wellworthy estate hubs are a combination of retail and commercial. In the near future, there may be more commercial areas related to new housing (Strategic Sites 13 and 14), which concern the land north of Moortown Lane and the land between Hightown Road and the Southampton Road flyover east. Note that Headlands is not in Ringwood Parish, but the nearest residential areas are in Ringwood.

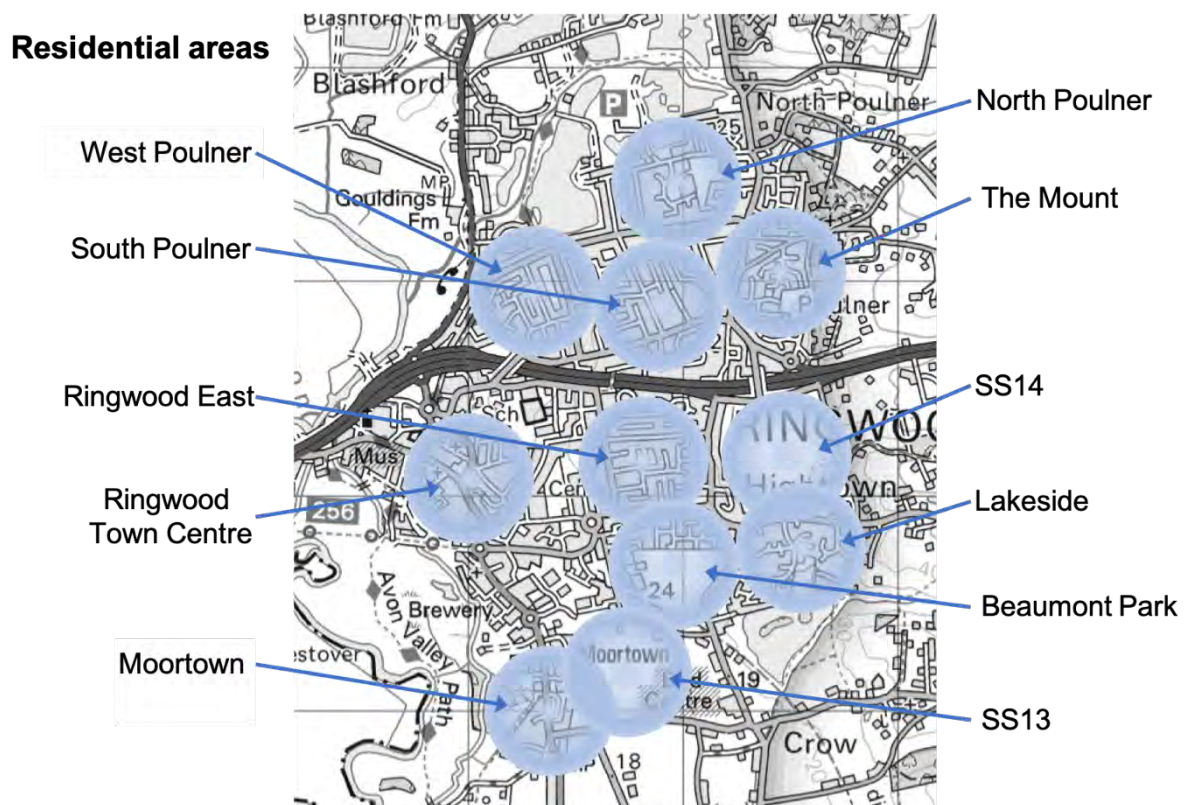
It is important to note that as well as adequate access routes, the provision of safe and adequate cycle parking facilities at hubs is necessary. Bikes and e-bikes are expensive - theft needs to be deterred. Also, for a hub such as the town centre, facilities like cafés and bike/e-bike repair/hire shops are also important.

The LCWIP methodology also suggests identifying 'key trip attractors', so places people would want to visit that are not picked up in the identification of hubs described above. In urban Ringwood, places like the Bickerley and Carvers Recreation Ground would be candidates, but as these places are close to hubs, it was considered unnecessary to identify them separately. Outside the urban area, there are so many wonderful places to visit, that it was not viewed as feasible to identify them for this document.

The routes identified and shown in the annexes link hubs together. As an example, consider a walking route from south Poulner to Ringwood School involving the A31 Footbridge. One of the annexes contains details of a route from the footbridge to the school, but the routes used by pedestrians to get from Poulner to the bridge is not detailed. In the LCWIP methodology, 'porosity' is assumed for residential areas, as long as there are adequate crossing points on, in this case, Southampton Road. For cyclists, residential streets in areas like this can be classed as 'Bikeability intermediate level'¹² routes in Sustrans parlance, so not suitable for folk new to cycling.



The map below shows and labels key residential areas.



Individual cycle and pedestrian routes are detailed in the annexes. Apart from a map with photos of key features of the route, the scope from previous documents (such as the New Forest District Council Local Plan Part 1) is stated, any change in scope highlighted and key features discussed, such as barriers. Tools such as the Route Selection Tool and the Junction Assessment Tool¹³ are referred to but not used, as, at the time of writing this document, training of the authors in their use had not taken place.

12. <https://bikeability.org.uk/bikeability-training/>

13. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf

2.5 Cycling and walking routes – methodology – schools and surveys

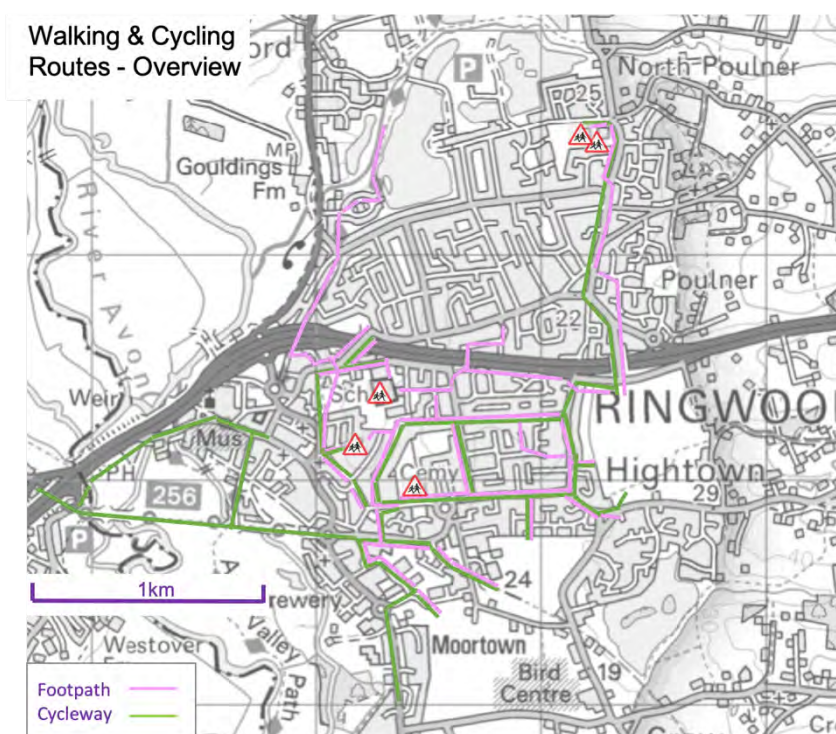
This LCWIP document considers travel to and from schools as an indicator for travel from all residential areas to hubs. The Ringwood schools are close to and between most of the residential areas and the Town Centre - good connectivity for school travel is a prerequisite for good connectivity for utility travel to other hubs.

Engagement is also a core part of LCWIP methodology. The Town Council has not the resources to carry out a Ringwood wide survey of walking and cycling habits. However, the recently built Beaumont Park Estate of 160+ homes offered an opportunity to find out more about the travel habits of people now living there and therefore could be of relevance to the planned new estates. Annex 5 shows details and relevant findings from that survey.



Although the statutory guidance¹⁴ suggests a child between 8 and 11 years old can walk 2 miles (or about 3 kilometres) to school, the survey results suggest that about 1 kilometre is the limit for the Ringwood area – of those households surveyed, no child walked (or cycled) the ~2 kilometres to Poulner Infants or Poulner Junior schools from the Beaumont Park estate, whereas 75% of children at Ringwood Infants and 100% of children at Ringwood Juniors regularly walk or cycle the ~1 kilometre to school. This ‘one-kilometre rule’ is used to identify reasonable walking routes to schools.

The map below shows many of the walking and cycling routes considered in detail in the annexes. Most of these are potential routes from residential areas to schools.



14. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/295189/Home_to_School_Transport_Consultation_Document.pdf

Apart from describing individual routes in annexes, only very general criteria have been used to rate the routes. Although the evaluators were the authors of this report, the assistance of parishioners, local walking and cycling groups is recognised and deeply appreciated by the authors. It is recognised that there is more precise methodology that the authors have not been trained to use, which may follow Core Design Principles¹⁵.



4.1 Introduction

4.1.1 This chapter looks at some of the basic ideas that underpin the design process for cycle route networks. Dimensions to meet the needs of all people able to use a cycle are set out in Chapter 5 and subsequent chapters covering design elements. This chapter includes:

- ▶ The basis of designing for cyclists' needs;
- ▶ Minimising the effort required to cycle;
- ▶ Providing protection from motor traffic in different circumstances; and
- ▶ Quality assessment techniques

4.2 Core design principles

4.2.1 There are five principles which represent the core requirements for people wishing to travel by cycle or on foot. Accessibility for all is a requirement that should always be considered in relation to each of the principles. Designers should always aim to provide infrastructure that meets these principles and therefore caters for the broadest range of people. While cyclists and pedestrians share the same underlying design principles, the geometric design requirements for pedestrians and cyclists are not the same, owing to the differential in speed and mass. Geometric requirements are explored in Chapter 5.

4.2.2 When people are travelling by cycle, they need networks and routes that are:

- ▶ Coherent;
- ▶ Direct;
- ▶ Safe;
- ▶ Comfortable; and
- ▶ Attractive

4.2.3 These design principles are further described below.

Coherent

4.2.4 Cycle networks should be planned and designed to allow people to reach their day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality. Abrupt reductions in the quality of provision for cyclists – such as a busy high-speed roundabout without facilities – will mean that an otherwise serviceable route becomes unusable by most potential users. Sections that do not meet accessibility standards, such as steps on a cycle route, will render a whole journey inaccessible for some people.

4.2.5 Main roads are often the only direct, coherent route available to move between places, but these are usually the roads where people most fear the danger from motor vehicles. Consequently, the provision of adequately safe, attractive and comfortable facilities along these roads is crucial to creating a coherent cycling network.

4.2.6 A cycle route may vary in nature along its length, for example a signed route along a quiet street may continue as a motor traffic free route through a green space, but the connection between successive sections should be obvious. Similarly, a route through a complex junction should be clear to all road users. Direction signs, road markings and coloured surfacing in combination with physical design features can all help to provide coherence.

Direct

4.2.7 Directness is measured in both distance and time, and so routes should provide the shortest and fastest way of travelling from place to place. This includes providing facilities at junctions that minimise delay and the need to stop. Minimising the effort required to cycle, by enabling cyclists to maintain momentum, is an important aspect of directness. An indirect designated route involving extra distance or more stopping and starting will result in some cyclists choosing the most direct, faster option, even if it is less safe.

4.2.8 To make cycling an attractive alternative to driving short distances, cycle routes should be at least as direct – and preferably more direct – than those available for private motor vehicles. Permitting cyclists to make movements prohibited to motor traffic, allowing contraflow cycling, and creating links between cul-de-sacs to enable cyclists to take the shortest route, should be the default approach in traffic management

schemes and new road networks. Area-wide schemes and new developments can enable filtered permeability, allowing cyclists and pedestrians to take more direct routes than motorised traffic.

Safe

4.2.9 Not only must cycle infrastructure be safe it should also be perceived to be safe so that more people feel able to cycle.

4.2.10 Safety and environmental improvements for all road users can be achieved by reducing motor traffic volumes and speeds, for example by introducing filtered permeability or traffic calming. Reducing motor traffic may also release space to enable the construction of separate facilities for cyclists on links and at junctions.

4.2.11 On busy strategic roads where a significant reduction in traffic speeds and volumes is not appropriate, safety will need to be achieved by providing dedicated and protected spaces for cycling, which may involve reallocating existing space within the highway (or providing a parallel route). Reallocation will typically involve moving kerb lines and street furniture, and providing well-designed crossings and facilities at junctions where most casualties occur. The potential for conflict between pedestrians and cyclists should be minimised by keeping them separate except in low speed, low traffic environments (see Figure 4.2). Where pedestrians and cyclists share surfaces, sufficient width should be provided to enable users to feel safe by allowing them to see other users and to avoid each other when passing.

4.2.12 Cycle routes remote from roads may have other risks relating to crime and personal security. The risk of crime can be reduced through the removal of hiding places along a route, by providing frequent access points, by providing lighting, and by passive surveillance from overlooking buildings and other users.

4.2.13 Maintenance to address surface defects, overgrown vegetation, fallen leaves, snow and ice will all help to reduce the likelihood of falls and crashes for all people and preserve available width and sight lines for cyclists. Cycle parking should be sited where people using the facilities can feel safe from traffic and crime, and away from pedestrian paths.

Comfortable

4.2.14 Comfortable conditions for cycling require routes with good quality, well-maintained smooth surfaces, adequate width for the volume of users, minimal stopping and starting, avoiding steep gradients, excessive or uneven crossfall and adverse camber. The need to interact with high speed or high-volume motor traffic also decreases user comfort by increasing the level of stress and the mental effort required to cycle.

4.2.15 Adequate width is important for comfort. Cycling is a sociable activity and many people will want to cycle side by side, and to overtake another cyclist safely. It is important that cyclists can choose their own speed so that they can make comfortable progress commensurate with the amount of effort they wish to put in.

4.2.16 Designers should consider comfort for all users including children, families, older and disabled people using three or four-wheeled cycles. Families are more likely to use off-carriageway facilities. Young children may need additional space to wobble or for an accompanying parent to ride alongside.

Attractive

4.2.17 Cycling and walking provide a more sensory experience than driving. People are more directly exposed to the environment they are moving through and value attractive routes through parks, waterfront locations, and well-designed streets and squares. Cycling is a pleasurable activity, in part because it involves such close contact with the surroundings, but this also intensifies concerns about personal security and traffic danger. The attractiveness of the route will therefore affect whether users choose cycling as a means of transport.

4.2.18 The environment should be attractive, stimulating and free from litter or broken glass. The ability for people to window shop, walk or cycle two abreast, converse or stop to rest or look at a view, makes for a more pleasant experience.

4.2.19 Cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive materials and in places that people want to spend time using. The surfaces, landscaping and street furniture should be well maintained and in keeping with the surrounding area. Planting in parks and rural areas should consider the aesthetic and sensory qualities that create attractive vistas and fragrances as well as practical considerations about maintenance.

For the avoidance of doubt, the authors of this document are not specialists in traffic management. Likewise, the mechanisms by which improvements to traffic infrastructure are achieved, be they to roads, pavements or cycle paths, is not our area of expertise. The purpose of this document is to point to areas where improvement is believed to be required. If suggestions are made about how such improvements could be implemented, they are just that – suggestions.

Postcard photograph of Wimborne Road, Ringwood, a tree lined road with physically separated pavement from the collection of Doug Jones - courtesy The Ringwood Meeting House.

15. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf

3. Cycling and walking routes – routes to schools - results

Before considering individual routes, there are a few general points to be made.

Firstly, consideration should be made by Hampshire County Council to impose a 20 mph speed limit across the residential areas with appropriate ‘residential zone’ signage on side roads, in an area bounded by North Poulner Road in the north, Moortown Lane in the south, the Avon river to the west and the New Forest National Park to the east, possibly as part of a trial in Hampshire. A 20mph speed limit is recommended in built up areas by the World Health Organisation as part of their safe systems approach to lower road traffic injuries¹⁶ and is likely to be recommended as the national speed limit in Wales in 2023¹⁷.



Secondly, the condition of pavements is a significant problem for people using wheelchairs, prams, rollators, etc. Particular places affecting certain routes will be addressed in the specific annexes, but a general issue is the overgrowth of vegetation from properties adjoining pavements making safe travel extremely difficult (Annex 17). Responsibility for pavements in Ringwood generally lies with Hampshire County Council.



Thirdly, on-street parking in certain places is a serious issue, especially when vehicles are partially parked on pavements, as this again restricts free movement of wheelchairs, prams, rollators, etc.

Finally, where there are identified cycleways adjacent to roads, consideration should be given to restricting parking. For example, Castleman Way where it adjoins the cycleway.

16. https://apps.who.int/iris/bitstream/handle/10665/43915/9782940395040_eng.pdf;jsessionid=336B10D43559D7653629F2A24C6EB3E7?sequence=1

17. <https://gov.wales/written-statement-pilot-schemes-bring-20mph-step-closer>
Photo of a delivery bike outside the F. Pilley shop – courtesy The Ringwood Meeting House.

3.1 Poulner Infants and Poulner Juniors

Annex 6 considers residential areas within one kilometre of the Poulner schools, which are all the areas to the north of the A31. In common with many other residential areas in Ringwood, some roads have footpaths on one side only. In general, the areas have reasonable porosity, although certain footpaths have issues highlighted in the annex. As an extension to the school's hub, the commercial centre at Butlers Lane and the 'corner shop' on Southampton Road are similarly easily accessible.

The plan for the Poulner schools to accommodate children from SS14 and maybe SS13, if and when housing development takes place, needs consideration. These sites are further than a kilometre from the schools and so, if the prospective residents of these sites behave in the same way as the residents of Beaumont Park, few will cycle or walk unless the routes are very appealing. For SS14, that could be achieved by the measures outlined in the annex.

3.2 Ringwood Infants, Ringwood Juniors and Ringwood Academy from Poulner

Annex 7 presents an overview of the routes to the three schools south of the A31 from areas north of the A31 and again the 'one kilometre rule' has been applied.

Annex 8 concerns walking from the Gravel Lane to Linden Gardens underpass to Ringwood Academy, Annex 9 concerns walking to both Ringwood Infant School and Ringwood Junior School.

Annexes 10 similarly considers routes to the three schools south of the A31 from the Southampton Road west flyover.

Annex 11 assesses options to the schools that are south of the A31 from the A31 footbridge.

Annexes 12 and 13 examine options for walking and cycling to the schools from Southampton Road East Flyover.

Annex 14 looks at pedestrian and cycling travel options from the Beaumont Park Estate and Lakeside.

Annex 15 considers at some assumed demand for walking or cycling routes from the proposed Strategic Site 14 to schools.

Annex 16 refers to routes to the schools from the Moortown area.

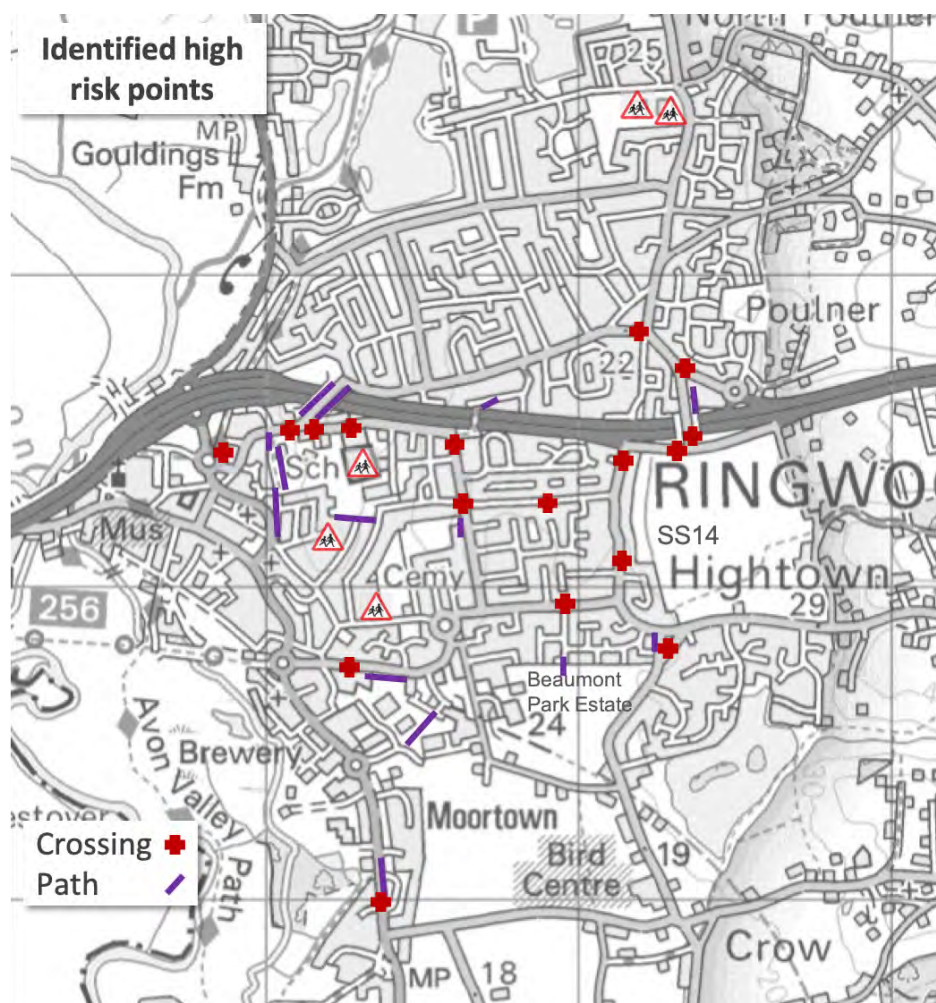
4. Conclusions so far

This document seeks to identify areas where safety for school age children could be improved and has identified potential high-risk points, such as road crossings, where changes could be beneficial to all.

In the view of the authors:

- The major barriers within the Ringwood area are through roads: the A31 (which currently has no dedicated and protected cycle crossing routes in accord with Core Design Principles¹⁵), Castleman Way (which would benefit from enhanced crossing points, particularly the one that connects to Victoria Gardens), Parsonage Barn Lane, Hightown Road and Eastfield Lane;
- A limitation across most residential areas are narrow roads, often with only a single pavement or even no pavement, where the national speed limits apply. Introduction of reduced speed limits and 'residential zone' signage should be considered^{16, 17};
- Steps should be considered to address obstacles on pavements for wheelchair users, people pushing prams, etc., such as vehicles parked on pavements, overgrown hedges, inappropriate surface material and lack of drop-down kerbs.

The map points to the places to be considered.



Any improvement work comes at a cost that is borne, ultimately, by the taxpayer, so projects need to consider how much benefit would accrue. A Toucan crossing might cost tens of thousands of pounds to install, whereas someone working peak times with a lollypop might be more cost effective and equally effective. It is not for the authors to say what the improvements should be. However, this report does highlight where we think there are issues and give some priority to how urgent it is that these are addressed.

It is worth pointing out that the road network including pavements is a public space paid for and maintained by public money¹⁸. Roads are not 'owned' by car drivers but are there to be shared with all other road users, including pedestrians, cyclists and equestrian users. However, in a collision situation, those not surrounded by steel are more likely to suffer physical consequences and so making sure that the road network, including paths and cycleways, is safe for all to use is a priority.



18. <https://www.loc.gov/law/help/infrastructure-funding/englandandwales.php>

Annex 1 – What is an LCWIP?

The link in reference 1 gives the full technical guidance for Local Authorities. Below is the page 5 'Background':

Cycling and Walking Investment Strategy

- 1.1 In 2017 the Government published its first Cycling and Walking Investment Strategy (The Strategy). The Strategy sets out the Government's ambition to make walking and cycling the natural choices for shorter journeys or as part of a longer journey.
- 1.2 Realising this ambition will take sustained investment in cycling and walking infrastructure, and partnership working with local bodies, the third sector and the wider public and private sector to build a local commitment.
- 1.3 The Strategy supports the transformation of local areas: change which will tackle congestion, change which will extend opportunity to improve physical and mental health, and change which will support local economies.
- 1.4 The Strategy's objectives, by 2020, are to:
 - increase cycling activity, where cycling activity is measured as the estimated total number of cycle stages made
 - increase walking activity, where walking activity is measured as the total number of walking stages per person
 - reduce the rate of cyclists killed or seriously injured on England's roads, measured as the number of fatalities and serious injuries per billion miles cycled
 - increase the percentage of children aged 5 to 10 that usually walk to school
- 1.5 Further to this, the following aims and target have been set, respectively, to 2025:
 - to aim to double cycling, where cycling activity is measured as the estimated total number of cycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025, and to work towards developing the evidence base over the next year
 - to aim to increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 300 stages per person per year in 2025, and to work towards developing the evidence base over the next year
 - to increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025

Annex 2 – The ‘Short Guide’ document

LCWIPs

A Short Guide

This leaflet has been produced to outline the LCWIP process to potential stakeholders ahead of any engagement events.

What is an LCWIP?

The acronym LCWIP stands for ‘Local Cycling and Walking Infrastructure Plan’, as set out in the Government’s Cycling and Walking Investment Strategy (2017). LCWIPs offer a new strategic approach to identifying cycling and walking improvements at a local level.

A successful LCWIP will include the following key outputs:

- a **network plan** for walking and cycling identifying preferred routes and core zones for further development;
- a **prioritised programme** of infrastructure improvements for future investment;
- a **report** which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

An LCWIP can focus on any area you wish to investigate; this could range from a town centre, to a specific route or a whole district or borough.

LCWIPs enable a long-term approach (typically 10 year periods) towards helping develop local cycling and walking networks and form a crucial part of the Government’s strategy to increase the number of trips made on foot or by cycle.

Typically, it is considered that a reasonable distance for trips on foot are between 1.5 to 2km and by bike up to 5km in length. If improvements are made that make it easier to walk and cycle these distances, then active travel trips would increase at local level.

Hampshire County Council see LCWIPs as a way to be ambitious and ready for future funding

opportunities for improvements in active travel infrastructure.

Having a LCWIP ‘ready to go’ is vital in helping to attract and secure the right future funding and help developers understand local ambitions, therefore drawing in successful contributions from new developments.

Hampshire County Council aims to develop LCWIPs to cover the whole county over the next few years, with the exception of East Hampshire District Council, who have already developed their own.

What is an LCWIP used for?

Ultimately having a consistent LCWIP in place means that local authorities stand a much better chance of gaining the investment required to improve facilities for all existing active travel users, and enable a significant mode shift towards active modes.

LCWIPs can also link with other strategic planning documents, such as Local Transport Plans, Local Plans, or walking and cycling strategies.

Suggestions for LCWIP applications include:

- Preparation of funding bids or business cases for future investment
- Preparation of Neighbourhood Plans
- Cycle and walking ‘proofing’ of any transport schemes
- Preparation of Travel Plans, Transport Assessments and Statements by developers to support other proposed land use changes.

What data and information are used?

LCWIPs are evidence-led so gathering relevant information and data at an early stage is an important step in establishing a successful network.

A broad range of information should be gathered to inform the preparation of the LCWIP. This can cover:

- Existing transport network - including links with other proposed transport schemes.
- Travel patterns – data on existing walking and cycling networks
- Location of significant trip generators (existing and planned) – such as key employment sites, transport interchanges, educational facilities, and housing developments, as well as retail and town centres and public recreational facilities
- Perception of existing facilities – people’s concerns about their journey, what they would like to see improved

Identifying key trip attractors as origin and destination points is essential in helping to understand how your network operates.

The data gathered should be appropriate to the size and complexity of the area covered by the LCWIP. Where possible, local data should be used, but if this is not available, national data or proxy data may be considered.

The DfT strongly recommended that authorities make use of the DfT-funded **Propensity to Cycle Tool (PCT)** through the LCWIP process. The PCT is a freely-available online resource that has been designed to help with the strategic planning of cycling networks – www.pct.bike

The PCT will be of particular assistance in defining potential demand for cycling, identifying the most promising routes and areas for investment, and estimating future capacity needs for route and area-based measures. Unfortunately, a similar national tool does not yet exist for walking.

Other data sources include, but are not limited to:

- 2011 census, travel to work and school census data
- Travel to work data – short car trips
- Air quality management areas
- Allocations in borough local plans
- Traffic counts/cycle counts/pedestrian counts
- Travel plans and neighbourhood plans
- National Travel Survey (for trip purposes)

Stakeholder engagement plays an important part as local knowledge and views from a variety of user groups will help develop a strong and locally supported plan. The inputs from these groups provide insights into what works well in the network and what does not. They also help us to understand priorities for routes and infrastructure.

Other than our borough and district stakeholders, other groups, or forums to consider, include:

- Access and disability groups
- Walking Groups
- Cycling Groups
- Countryside Access Forums
- Local businesses / BIDs / Traders Associations
- Transport operators
- County and Ward Councilors
- Parish Councils
- Local schools
- Developers – where relevant
- Other relevant parties

How do you produce an LCWIP?

The Government published LCWIP Technical Guidance in 2017 for local authorities that outlines the LCWIP process. The guidance defines the **six recommended steps** that should be taken when planning for cycling and walking:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf

The guidance recognises that each authority is best placed to consider how the LCWIP process will work in their area, and how it can enhance work already undertaken.

The six steps are as follows:

1. Determining Scope:

- Establish the geographical extent the LCWIP will cover (for example: a town or a district) and what the parameters will be
- Arrangements for governing and preparing the plan will need to be established by constructing a project board and delivery mechanism
- Stakeholders to engage with should be identified at the outset
- Indicative timescales – set out a programme of events throughout the stages with a goal date

2. Gathering Information:

This stage is vital in establishing all the data and relevant information that is required to produce a successful LCWIP.

This includes:

- Identifying existing patterns of walking and cycling and potential new journeys using the PCT Tool and 2011 census data to start.
- Reviewing existing conditions and identifying barriers to cycling and walking – current or planned schemes

- Reviewing related transport and land use policies and programmes
- Stakeholder engagement to help establish a working network from a ‘blank-sheet’ mapping approach; creating the opportunity to discuss existing barriers to walking and cycling, within the local area

3. Network Planning for Cycling:

Using the data from stage 2, identify origin and destination points and cycle flows. Convert flows into a network of routes. Cycle the routes, and determine the type of improvements required.

4. Network Planning for Walking:

Identify key trip generators, core walking zones and routes, audit existing provision on foot and determine the type of improvements required.

Both stages 3 and 4 require on-site audits by our team to establish improvements undertaken on foot or by cycle

5. Prioritising Improvements:

This stage of the LCWIP sets out to prioritise all the identified improvements in the short (<3 years), medium (< 5 years) and long term (>5 years).

When prioritising infrastructure improvements, typical factors to consider include:

- **Effectiveness** - forecast increase in the number of walking and cycling trips / population who directly benefit from the intervention
- **Policy** – delivery against policy objectives, such as improvements to health and inclusion, performance against Local

Transport Plan/Local Plan policies

- **Deliverability** – scheme feasibility/deliverability, public acceptability, environmental constraints, and high level estimated costs

Other DfT approved online tools, that can help with prioritisation, can also include:

- **Route Selection Tool (RST)** - the primary function of the RST is to assess the suitability of a route against a set of core design outcomes
- **Walking Route Audit Tool (WRAT)** – this tool is used to assess the current condition and suitability of a walking route. The WRAT is intended to be used during or following a site visit and provides a means of ensuring that all the factors are considered

Further information on these tools can be found via this link –

<https://www.gov.uk/government/publications/local-cycling-and-walking-infrastructure-plans-technical-guidance-and-tools>

6. Integration and Application:

The final stage of the LCWIP process considers how it can be integrated into local policy, strategies, and plans. This is achieved by:

- Integration within existing or emerging local policies and plans
- Use within the preparation of bids, strategies and delivery plans
- Reviewing and updating the LCWIP in line with plans, data and developments

Consideration should also be given to incorporating LCWIPs into Supplementary Planning Documents, Area Actions Plans or Neighbourhood Plans.

Ideally LCWIPs, once adopted into policy, will need to be reviewed and updated every four to five years, to reflect progress made with implementation, or if there is a significant change in local circumstances, such as major development sites, new policies, or new funding sources.

If you have any questions or want to share any information, then please contact us on:

Transport Planning Services
Strategic Transport
Hampshire County Council
The Castle
Winchester SO23 8UD

hants.gov.uk/sharedexpertise

Annex 3 - Ringwood Town Access Plan (TAP) New Forest District Supplementary Planning Document (March 2011)

Summary of Action Plan (full document available to view online at https://www.newforest.gov.uk/media/762/Ringwood-Town-Access-Plan/pdf/Ringwood_Town_Access_Plan.pdf?m=63729815548570000 and includes maps showing the location of each scheme)

Where a reference beginning with RING is shown, this refers to Policy RING6 in the Local Plan Part 2 – Sites and Development Management, see pages 187 – 193:

https://www.newforest.gov.uk/media/716/Section-5-Site-specific-proposals-Ringwood-Fordingbridge-the-Avon-Valley-and-Downlands/pdf/Section_5_Avon_Valley.pdf?m=637298095999270000

	Completed Schemes
	Not deliverable at this time
	Still to be progressed
	Considered no longer required, not a priority, or not supported by the Town Council in June 2017

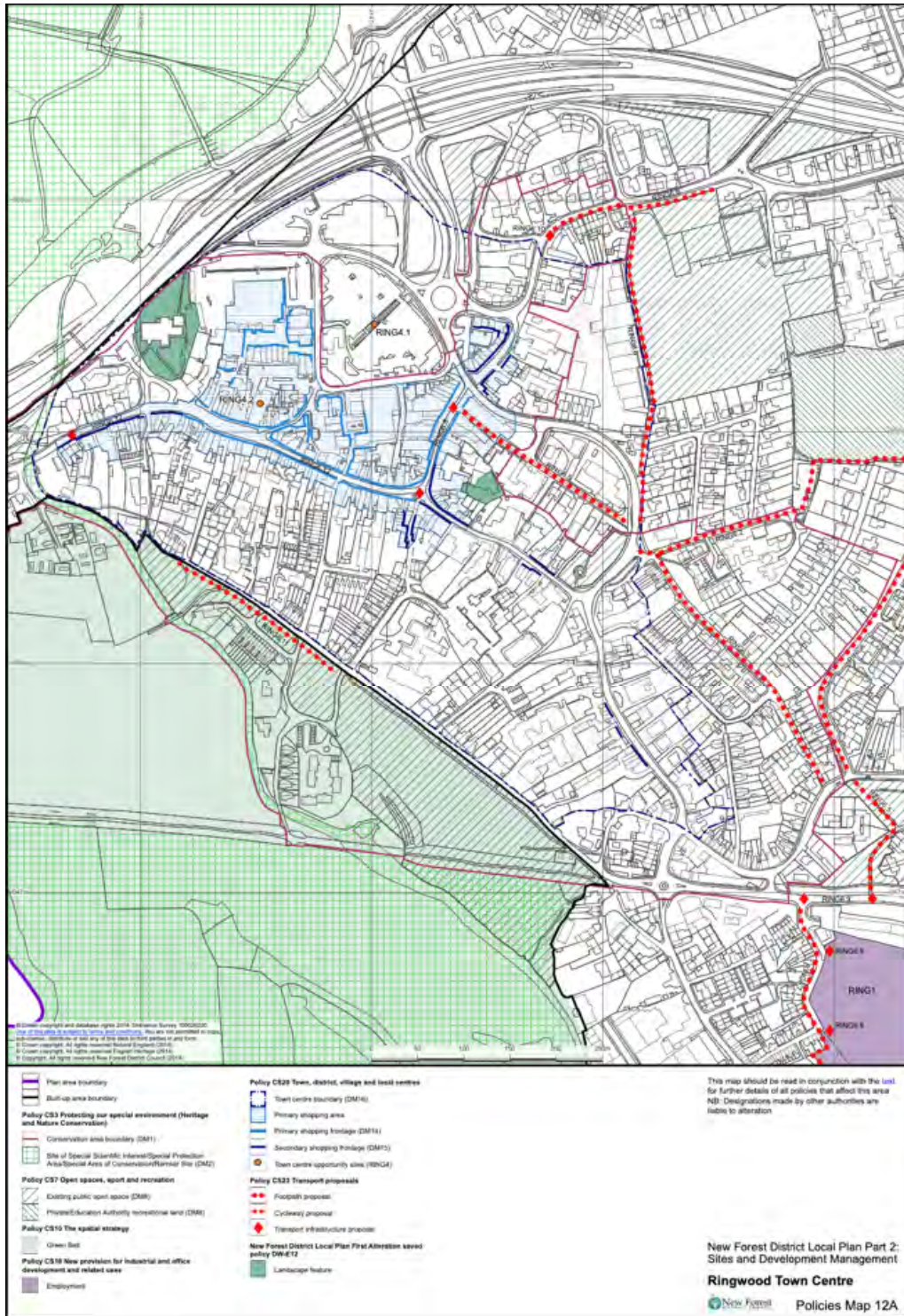
Committed Schemes				
Ref	Location/Issue	Proposed Measure	Purpose of Scheme	Status
AP1	Southampton Road/Mansfield Road junction and Southampton Road/The Close (south of Mansfield Road)	Environmental and pedestrian enhancements, improved pedestrian route from Furlong car park, upgrade pelican to toucan crossing	Improved environment and pedestrian links	Implemented
AP2	Cloughs Road	Footway improvement and provision where missing	Safe walking	Implemented
AP3 RING 6.11	Bickerley (north west end)	Extension of footpath to Danny Cracknell Pocket park	Improved pedestrian link and safe walking	Non-deliverable at this time
AP4	Hightown Road (between Quomp and Kingsfield)	Traffic calming and informal pedestrian crossing	Safer crossing for pedestrians and cyclists	Implemented
AP5	Town Centre Pedestrian Signing	Improve signing of pedestrian routes	Improved information and awareness and increase footfall	Implemented
AP6	Street Lighting improvements (PFI contract)	Replacement lighting throughout town	More efficient use of energy, improved visibility, safer streets	Implemented

Longer Term Schemes – Pedestrian and Cycle Improvements				
Ref	Location/Issue	Proposed Measure	Purpose of Scheme	Status
PC1	Gravel Lane to Southampton Road	Off road cycle route through Orchard Mount, upgrade A31 slip road zebra crossings to toucan	Improved safety for cyclists	Not progressed
PC2 RING 6.1	Kingsfield to Southampton Road	On and off-road cycle route via Manor Road, Green Lane, parsonage Barn Lane and Winston Way	Improved accessibility to town and schools, reduce travel by car	Not progressed
PC3 RING 6.2	School Lane to Cloughs Road	On road cycle route via Manor Road	As above	Not progressed
PC4	Bickerley Common to Hightown Road junction (via Castleman Way)	On and adjacent to road cycle route including shared cycle/footway and toucan crossing on Castleman Way	Improved accessibility to employment sites and improved link to town centre	Part implemented
PC5	Quomp to Hightown Gardens via Hightown Road	On road cycle route with traffic calming (see also AP4)	Increased safety and improved link to schools	Part implemented
PC6 RING 6.3	Crow Arch Lane to Moortown Lane	Cycleway across fields to Moortown Lane	Improved connectivity to leisure facilities and employment sites	Land allocated for development in Local Plan (SS13)
PC7	Linford Road	On and off road route linking into National Park through to Linford Bottom	Improved safety for cyclists	Not progressed
PC8 RING 6.4	Castleman Way to Crow Lane via Embankment Way	Adjacent to and off road cycle route	Improved accessibility to employment areas and town centre	Part implemented
PC9	A31 to Mansfield Road via West Street	Strategic on road cycle route	Improved route for cyclists	To be implemented in part in 2021
PC10	Southampton Road to North Poulner Road	Strategic on road cycle route via Gorley Road and Poulner Schools. Toucan crossing on Southampton Road (links with PC1 and PC14)	Improved linkages to schools and town centre and improved safety for cyclists and pedestrians	Not progressed
PC11 RING 6.5	Castleman Way to Town Centre, via Quomp and The Close	On road cycle route along The Close and Quomp with off road section through Victoria Gardens. New crossings in Hightown Road and Castleman Way, Upgrade Mansfield Road crossing from pelican to toucan.	Improved safety and accessibility.	Part implemented.

PC12	North <u>Poulner</u> Road	On road cycle route linking PC10 to <u>Poulner</u> Lakes area	Improved accessibility to recreation area areas and schools.	Not progressed.
PC13	Town Centre to A338 Salisbury Road	On road cycle route	Improved accessibility to <u>Blashford</u> Lakes	Shared footway/cycle path signed from town centre to Snails Lane
PC14 RING 6.6	Mansfield Road to Southampton Road via Carvers Recreation Ground	Cycle route adjacent, on and off road	Improved cycle link through the town	Implemented
PC15 RING 6.7	<u>Moortown</u> to Castleman Way via New Street	Cycle route on and adjacent to road	Improved route to connect south of town to employment sites and town centre	Part implemented
PC16	<u>Gorley</u> Road towards Hyde	Strategic Cycle Route connecting Ringwood to countryside to the north	Improved safety for cyclists and access to National Park	Not progressed – not supported by the Working Party due to very narrow roads.
PC17	Christchurch Road (near War Memorial Gardens)	Uncontrolled pedestrian crossing	Improved pedestrian safety	Implemented
PC18	<u>Poulner</u> Schools	New pedestrian entrance and footpath widening	Improved pedestrian safety, reduction in traffic congestion	Not progressed – no longer required?
PC19	The Close to Christchurch Road	Improvement to existing footpath; removal of tree roots, new surface and lighting	Improved pedestrian safety and environment	Not progressed
PC20 RING 6.9	<u>Moortown</u> to Town Centre via <u>Quomp</u>	Improvements to existing footpaths, footpath link through Forest Gate Business Park (similar to PC15)	Improved route to connect south of town to employment sites and town centre	Part implemented
PC21 RING 6.10	Southampton Road, west of Frampton Place	Footway widening	Improved pedestrian safety	Not progressed – requires land in private ownership
PC22	Christchurch Road and Parkside	Uncontrolled pedestrian crossing	Improved pedestrian safety	Not progressed
PC23	Christchurch road and junction of Millstream Industrial Estate	Uncontrolled pedestrian crossing	Improved pedestrian safety	Implemented
PC24	Christchurch Road junction with Shires Close	Uncontrolled pedestrian crossing	Improved pedestrian safety	Not progressed
PC25	Gravel Lane to Furlong car park and Southampton Road	Accessibility improvements for pedestrians and cyclists, to include signing	Improved safety for cyclists and pedestrians, encourage non-car access to town centre from the north	Part implemented (signage)
PC26	Furlong car park to Market Place/High Street	Improved links between the car park and town centre, to include accessibility and pedestrian improvements to adjacent roads including tactile paving and dropped crossings	Improved safety and access for all to town centre	Part implemented – needs to include proposal by Church for new pedestrian link from Furlong Shopping Centre to Market Place via the churchyard
PC27	Hurst Road to <u>Blashford</u> Lakes	Improve surface of footpath to assist access to open space	Improved pedestrian link to recreation area and encourage healthier lifestyle	Not progressed
PC28	Hightown Road junction with Gardener Road	Uncontrolled pedestrian crossing	Improved safety for pedestrians and cyclists	Implemented
PC29	Town Centre pedestrian signage	Improved signing of pedestrian routes	Improved information and awareness and increase footfall	Implemented
PC30	Cycle parking	Upgrade existing facility outside Gateway. New facility in Market Place, Carvers and Butlers Lane.	Improved facilities to encourage cycling	Part implemented.
PC31	Improved cycle route signage	Improve signing of cycle routes	Improved information to encourage cycling	Part implemented

Longer Term Schemes – Traffic Management and Highway Improvements				
TMH1	Cloughs Road	Possible one-way traffic (eastbound) to prevent rat running	Reduction in traffic, making a safer route for pedestrians	Not progressed – not supported by the Working Party
TMH2	Southampton Road/Carvers – verge parking	Better management of parking to reduce obstruction of footway	Improved safety for cyclists and pedestrians	Implemented
TMH3	Eastfield Lane/A31 slip road	Widen junction to prevent large vehicles mounting the kerb	Improved accessibility and safety	To be delivered by Linden Homes – has this been implemented?
TMH4 RING 6.12	High Street/West Street	Improve facilities for pedestrians to encourage greater footfall, includes improved pedestrian links along West Street and dropped crossings on High Street. An environment and traffic management strategy for the future of the town centre is to be prepared. See also PR3.	Improved pedestrian environment and safety, enhanced economic vitality	West Street improvements to be implemented in 2021.
TMH5	Bickerley Road junction with Bickerley Gardens	Junction improvement – possible change in priority	Improved visibility and safety for pedestrians and cyclists	Not progressed
TMH6	B3347 Mansfield Road junction with The Furlong/Southampton Road	CCTV for traffic/incident monitoring – to be incorporated into HCC urban traffic control system	CCTV linked to ANPR and Variable Message Signs (VMS) can be used to minimise congestion and better manage incidents.	Not progressed, with exception of VMS on A31 westbound at Poulner Hill – not considered a priority by the Working Party
TMH7	A338 Northbound and Southbound, north of junction with A31	Automatic Number Plate Recognition (ANPR) for journey time analysis and incident management		
Longer Term Schemes – Public and Community Transport Improvements				
PT1	Southampton Road	New bus shelters (north side adjacent to 6 Whitehart Fields and south side adjacent 254 Southampton Road)	Promote use of public transport	Part implemented (north side) South side no longer required
PT2	Ringwood Bus Interchange, Meeting House Lane	Raised kerbs, clearway boxes, poles and flags, litter bins, tactile paving, clocks, ticket purchasing facilities, improved layout, new lighting	Promote use of public transport	Not progressed – not considered a priority by the Working Party
PT3	Ringwood Bus Interchange, Meeting House Lane	Journey planning kiosk and departure screen information	Improved information to promote use of public transport	Not progressed – as above
PT4	Ringwood Bus Interchange, Meeting House Lane	Provision of bus departure display screen inside shelters	Improved information to promote use of public transport	Implemented
Longer Term Schemes – Encouraging Smarter Choices				
SC1	Ringwood TAP area wide	School travel plan development and implementation		Ongoing
SC2	Ringwood TAP area wide	Workplace travel plans for existing and new employers		Ongoing through planning process
SC3	Ringwood TAP area wide	Travel plans in association with new development		Ongoing through planning process
SC4	Ringwood TAP area wide	Provision of electric vehicle charging points	Promote use of electric vehicles	Implemented
Longer Term Schemes – Public Realm Improvements				
PR1 RING 6.8	Southampton Road (southern section to Fridays Cross)	Extension of enhanced pedestrian environment	Enhanced environment and safer for pedestrians and cyclists	Not progressed
PR2	Southampton Road cul de sac (northern section from junction with Mansfield Road)	Accessibility improvements and enhanced pedestrian environment	Enhanced environment and improved pedestrian safety	Not progressed – not supported by the Working Party
PR3	High Street/Market Place	Landscape and streetscape improvements to complement TMH4	Improved pedestrian environment	Not progressed

Annex 4 – NFDC Local Plan Part 2; Map 12A



Annex 5 - Beaumont Park survey (April/May 2021) results summary

60 householders answered the LCWIP survey questions.

From the closed questions, the following statistics were generated:

Householders that moved to the estate from elsewhere in Ringwood area = 10%.

Average number of people living in the surveyed homes = 2.47.

Number of people that travel to their place of work = 79 from 60 households.

The means by which they travel to work: car/van = 92%; walk = 4%; cycle = 2%; bus = 1%.

For comparison, the 2011 Census data for Ringwood parish (<https://www.pct.bike/m/?r=hampshire>) gives commuter figures of 72% drivers and 6% cyclists. These figures were used in the Residential Travel Plan submitted in support of the development (https://planning.newforest.gov.uk/online-applications/files/AD5977991E431647101F11DFDEA805DD/pdf/13_11450-CONDITIONS_-_TRAVEL_PLAN-5271664.pdf).

Number of children = 62 from 60 households.

Number of children at school = 40 from 60 households.

The schools they attend:

Ringwood Infants	13%	and how many got there by car/van	25%
Ringwood Juniors	8%		0%
Poulner Infants	6%		100%
Poulner Juniors	3%		100%
Ringwood Academy	15%		22%
Other schools	19%		67% excluding buses

Number of people that would use a bus service, if it stopped on the estate = 47%.

Number of people that walk or cycle in the New Forest = 90%.

Open questions asked:

"Is there anything else about transport to and from this estate that you would want to comment on?"

The responses were categorised as:

Better walking/cycling infrastructure (total of 71 answers) – top ones were:

- Complete Crow Lane west side pavement towards Elm Tree junction (13)
- More direct access to the Lidl/Wellworthy estate (12)
- Gravel tracks/curbs make wheelchair/pram use difficult, esp. access to Gardner Rd (11)
- Better walking route/interlinking footpaths from Castleman Trail/Hightown Road to schools/town centre (10)
- Finish off Castleman Trail to Ringwood for cycling/wider (prams) & better lit (9)
- Access to Crow Farm Shop on foot or cycling (7)

Roads not safe (total of 28 answers) – top one was:

- Speeding/narrow roads (18)

Would like bus service to/from estate (total of 11 answers)

“What changes, if any, would you make to your home or the Beaumont Park Estate?”

Poorly built estate (total of 34 answers) – top ones were:

- No electric car charging points (8)
- No post box (5)
- More storage in houses (4)

Not enough or inappropriate parking on estate (total of 16 answers)

Issues with management company (total of 13 answers)

Poor quality recreation areas (total of 11 answers)

“What would make you more likely to spend more time in Ringwood Town Centre?”

Rejuvenation of shops/increase in shop variety/kid’s clothing/boutiques (total of 22 answers)

More/better entertainment venues/events (total of 19 answers)

Better access/pedestrianisation/carparks/public transport/railway! (total of 13 answers)

More/better recreation areas, like Carvers/Bickerley (total of 12 answers)

Nothing/really like Ringwood (total of 9 answers)

Additional noteworthy comments:

One person said that they had to rent a commercial unit in Horton – Ringwood was too expensive.

Four households were looking to move from the estate: “We didn’t know that the Moortown Lane estate was being built, so we’re going to move”.

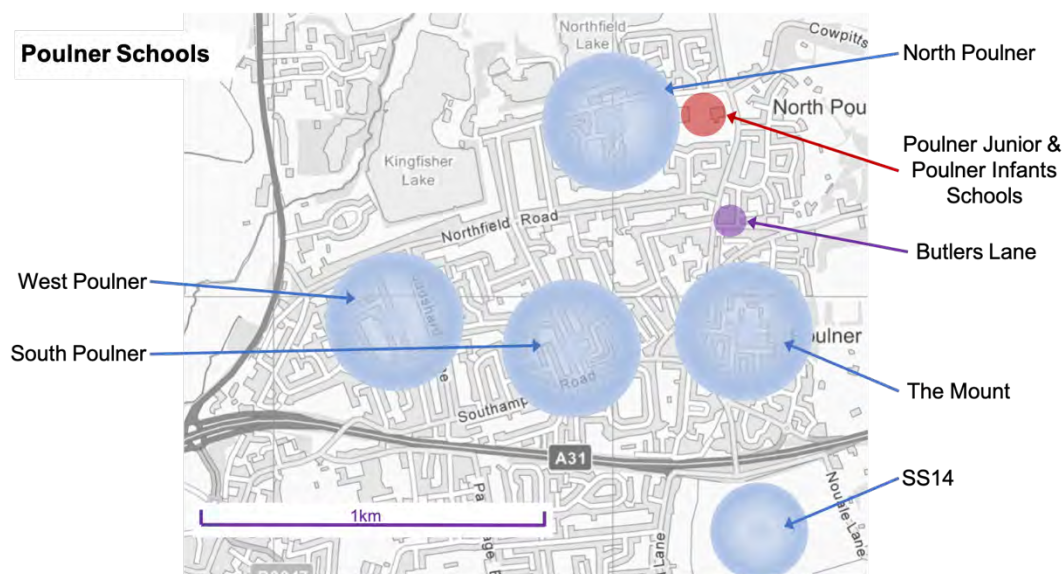
“There were two accidents involving children on Hightown Road in last year, one not reported in the papers.”

There were apparently five separate minor accidents (vehicle collisions) on the estate in the last year.

Householders said that the Linden Homes didn’t provide a ‘Welcome Pack’ with information about Ringwood (such when rubbish gets collected or about shopping) or the New Forest (such as the New Forest code).

“The village green is a joke”.

Annex 6 – Poulner Schools



Discussion

This annex examines the walking and cycling routes to the Poulner schools from residential porosity areas nearby. Using the 'one kilometre rule', the residential areas of interest are all north of the A31. The relevant areas from the maps in Section 2.4 are shown above, although the West Poulner area (in part) and Strategic Site 14 are significantly more than a kilometre away from the schools. It is noted that TAP includes a recommendation (PC10) to improve links between Southampton Road and North Poulner Road which have not been progressed as of March 2021.

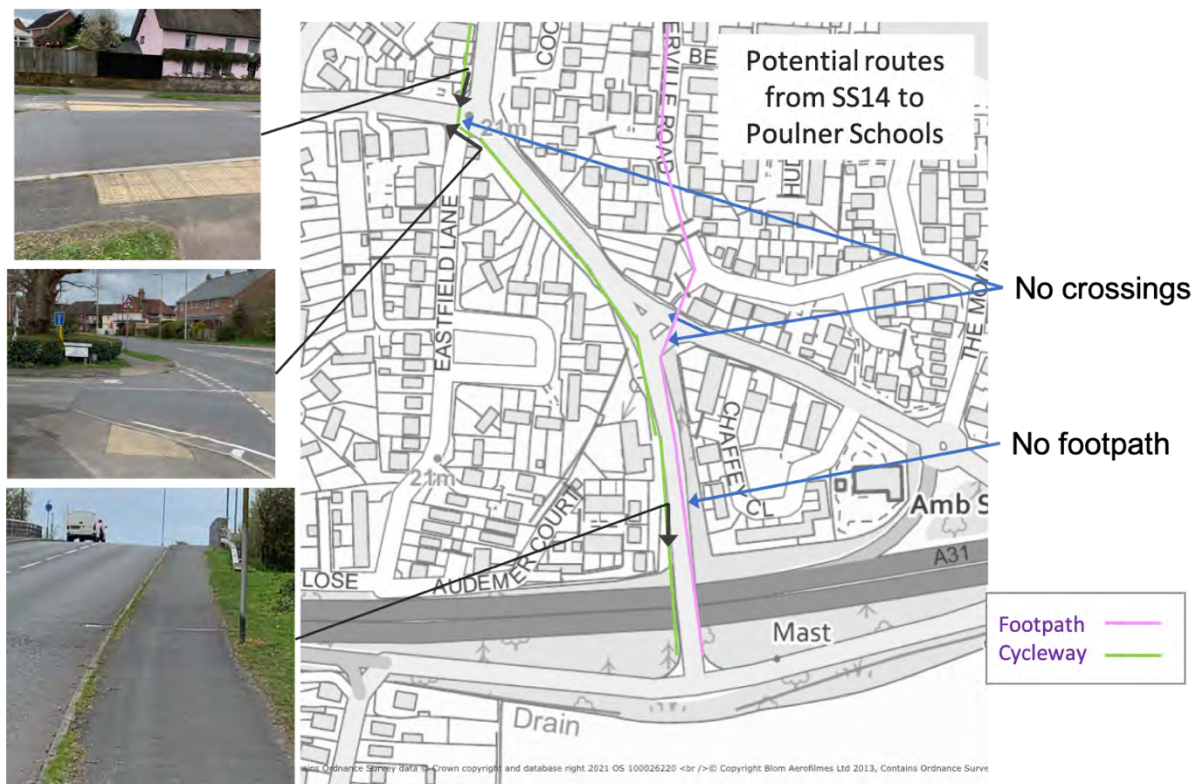
Walking and cycling routes utilise through roads like North Poulner Road, Northfield Road, Southampton Road, Seymour Road and Gorley Road, although there are in certain places alternative side roads and footpaths that enable travel away from traffic. Examples include the cut through from Northfield Road to Kingfisher Way and the cut through from Forestside Gardens to Gorley Road.



Postcard photograph of Southampton Road, Ringwood - courtesy The Ringwood Meeting House.

Apart from traffic and the tendency in Ringwood for many roads to have pavements on just one side, obstruction of the footpaths by overgrown vegetation from adjacent properties is a widespread issue. The authors have assembled a data set in Annex 17 that identifies where these obstructions are using the 'what3words' app (<https://what3words.com/products/what3words-app/>).

If the SS14 site proceeds with the premise that the Poulner schools will expand to accommodate the need of new residents, non-vehicular routes to the schools need to be considered more carefully. Based on data from the Beaumont Park survey (Annex 5), the estimated number of children involved is at least one child for every three households. If Taylor-Wimpey are permitted to build 400 residential properties, around 130 children could be travelling from SS14 to the Poulner schools.



The above map is one possible improvement option, where the proposed new roundabout on the south side of the flyover (which is part of the proposed scheme) connects to a cycleway on the west side and a footpath on the east side to connect to Gorley Road. As indicated, there is a break in the footpath to the east that would need to be filled and several crossing improvements would be required to lower the risk of collisions with motorised traffic at interfaces. Although there would be a separate footpath, the housing adjacent to the cycleway would negate it being exclusively for cycling, so appropriate signage would need to discourage unsafe riding.

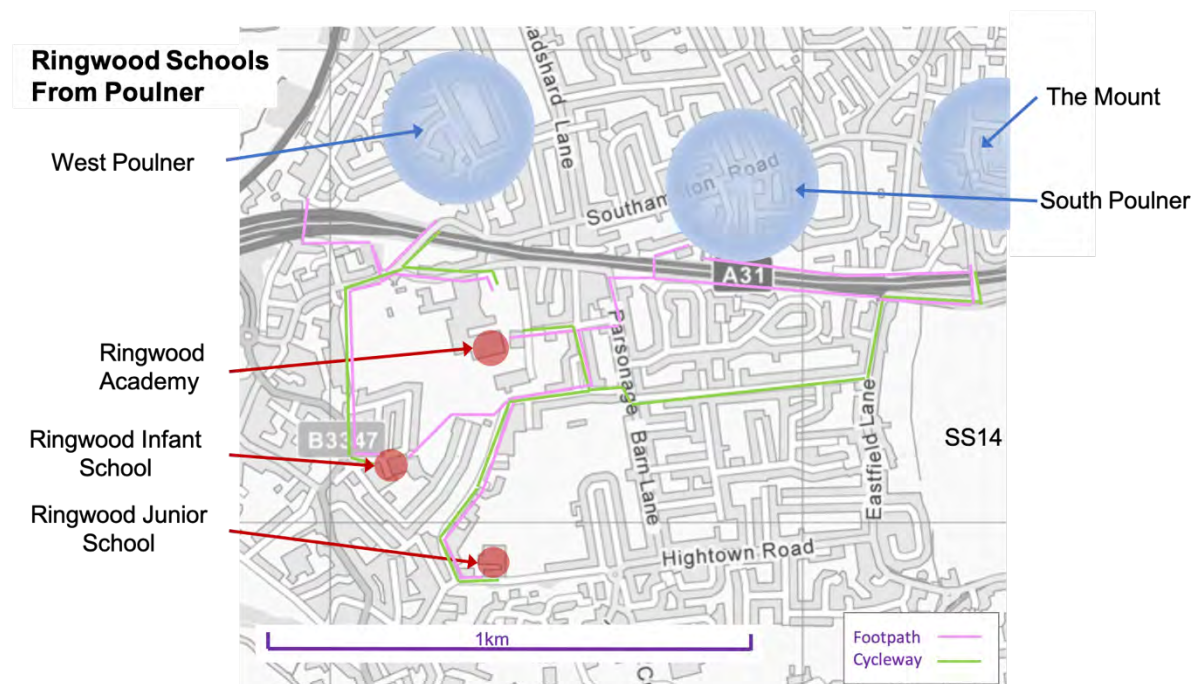
Summary of proposed interventions

- Improve pavement conditions (Annex 17).
- If the SS14 development depends on school places at the Poulner school, consider improvements to routes from the proposed new roundabout to Gorley Road, such as joining up the pavement on the east side of the flyover, improvement of Southampton Road crossing points and associated signage.

Priority of the proposed interventions

Medium

Annex 7 – Ringwood Schools overview



Discussion

The map above gives an overview of walking and cycling routes from Poulner to Ringwood schools (Ringwood Infant, Ringwood Junior and Ringwood Academy). The view of the authors is that only the two Southampton Road flyovers are suitable for cyclists, with explanations given in other annexes, such as Annex 11. Further Annexes examine specific routes to the schools from the four A31 crossing points. Porosity is assumed for access from Poulner residential areas to the crossing points.

Annex 8 – Gravel Lane – Linden Gardens Underpass to Ringwood Academy

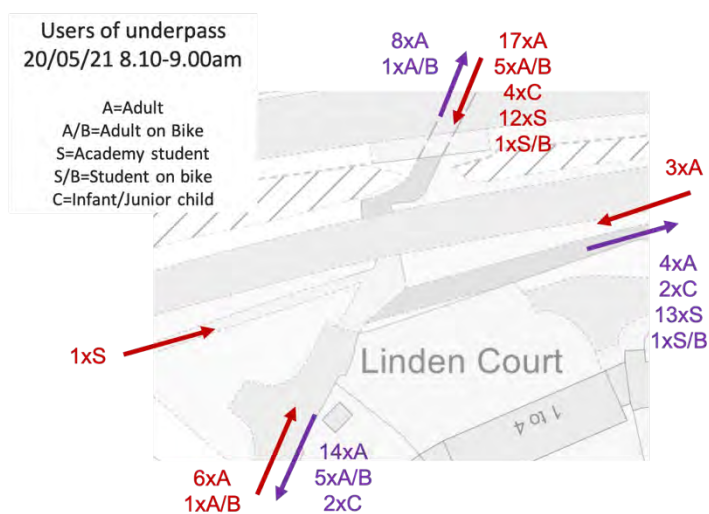
This annex examines the walking and cycling routes from Poulner to Ringwood Academy, with porosity assumed in Poulner via the Gravel Lane/Linden Gardens underpass.



Discussion

There is a 'right of way' from Gravel Lane through the underpass, along Linden Gardens, across Southampton Road.

Walking routes utilise the path across Orchard Mount and then crossing Southampton Road. This underpass was observed by an author on 20th May 2021 between 8.10 and 9.00am. The diagram displays the people flow (red in, purple out) and confirms the Orchard Mount option to be exclusively preferred by fourteen Ringwood Academy students on that morning. Despite one student cyclist using this route, it is not currently suitable for a mixed walking /cycling route, although it is a TAP 'Longer Term Scheme' (PC1) along with upgrading the current Zebra crossings at the A31 to Toucan crossings (Annex 3).



Consideration should be given to improvement of the crossing over Southampton Road from Orchard Mount. It is noted that the suggestion of a Toucan crossing is part of the TAP (PC10) that has not yet progressed (March 2021).

After crossing Southampton Road, there are two options. The first involves following the pavement along Parsonage Barn Lane to the school. The second involves crossing Parsonage Barn Lane onto the parish land to the east of Southampton Road, following the path to where it meets Parsonage Barn Lane again and crossing a second time. It might be interesting to compare these routes using the Route Selection Tool in the future. The current view of the authors is that the first route is preferred as it does not involve crossing a busy road twice.

For cycling, there is the route option shown on the map leading from Linden Gardens on to The Sweep and then Southampton Road. A right turn into Parsonage Barn Lane leads to the Academy. In the view of the authors, a route along a particularly narrow and busy part of Southampton Road (see photo), including a right turn across traffic, would not seem to be attractive compared to options from nearby Southampton Road West flyover. This view is in accord with the people flow information provided above, where no students were observed cycling along Linden Gardens. The route is not considered further, therefore.



Summary of proposed interventions

- Improve Southampton Road pedestrian crossing point.

Priority of the proposed interventions

Medium

Annex 9 - Gravel Lane – Linden Gardens Underpass to Ringwood Infant and Ringwood Junior Schools

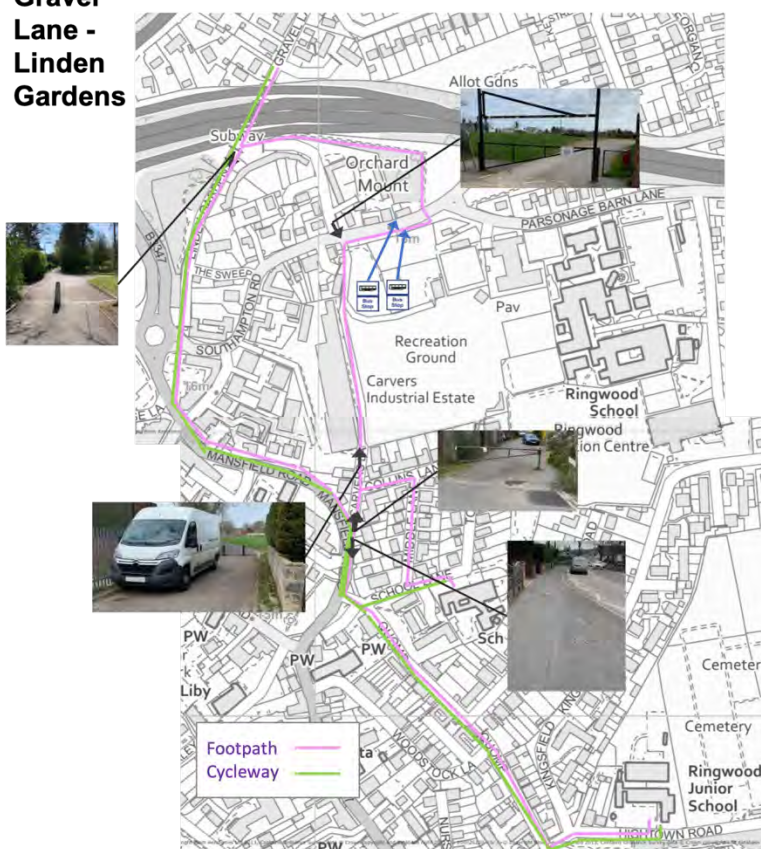
This annex examines the walking and cycling routes from Poulner to Ringwood Infant and Ringwood Junior schools, with porosity assumed in Poulner via the Gravel Lane/Linden Gardens underpass.

Discussion

There is a 'right of way' from Gravel Lane through the underpass, along Linden Gardens, across Southampton Road and another (north-south) across Carvers Recreation Ground.

Walking routes from the underpass to Ringwood Junior School are further than one kilometre and so, although they are mapped, they won't be considered further. Supporting this, the people flow study detailed in Annex R3P1 did not show any junior school children travelling through the underpass, but there were four children apparently travelling to Ringwood Infant School, which is less than one kilometre from the underpass. Interestingly, two of these travelled through Orchard Mount and the other two (accompanied by a pram) travelled by Linden Gardens. Both routes are shown.

Gravel Lane - Linden Gardens



The first walking route through Orchard Mount, Carvers Recreation Ground and then around the residential streets by the school goes through green spaces and quiet areas. However, it is a little longer than the second route, which follows the cycleway to Mansfield Road before turning up Quomp/School Lane. If the Southampton road crossing is upgraded, the first route could be more attractive. It will be interesting to compare these routes when access to the Route Selection Tool is secured.

The cycling route follows the second walking route. The northwest and southwest entry points to Carvers Recreation Ground are not bike friendly and so modification should be considered. As Mansfield Road is an extremely busy through route for vehicular traffic, it would not be suitable for inexperienced riders. It might be possible to upgrade the Orchard

Mount walking route for cycling (preferably separated) in accord with TAP (PC1) which has not been progressed as yet (March 2021).

Summary of proposed interventions

- Improve Southampton Road pedestrian crossing point.
- Consider making the northwest entrance to Carvers Recreation Ground and the barrier at the junction of Carvers Lane/Mansfield Road more 'bike friendly' by use of removable modal filters.
- Consider improvements at the Southampton Road roundabout junction using the Junction Assessment Tool.

Priority of the proposed interventions

Medium

Annex 10 - Southampton Road West Flyover to Ringwood Schools

This annex examines the walking and cycling routes from Poulner to Ringwood Schools, with porosity assumed in Poulner via the Southampton Road West flyover.



Discussion

There is a 'right of way' across Carvers Recreation Ground (north/south).

It is also noted that the catchment area of porosity in Poulner is higher for the flyover than for the underpass.

On walking, there is overlap with the information in Annex 8, except that the two routes from Southampton Road to Ringwood Academy now both involve a single crossing of Parsonage Barn Lane and are of similar length. Without the benefit of the Route Selection Tool, the authors were not able to differentiate them.

Likewise, the cycling route to Ringwood Academy is a simple left-hand turn onto a side road, albeit a busy one at times. As the flyover is pavement of reasonable width on both sides, consideration could be made to have the west side pavement pedestrian only and the east side a mixed cycleway to encourage some separation of walkers (especially those not travelling to Parsonage Barn Lane) from cyclists and also decant cyclists from the road itself. Improvement to the Southampton Road crossing by Orchard Mount would support this potential change.



For walking and cycling to the other schools, the flyover crossing point of the A31 is more user friendly than the underpass option. Crossing Carvers Recreation Ground gives easy and pleasant access to Ringwood Infants school. Further travel along Mansfield Road and then Quomp is again relatively facile for access to Ringwood Junior School. However, the northwest entrance to Carvers and the barrier at the junction of Carvers Lane and Mansfield Road are not cycling friendly, as the photos below show.



On Carvers Recreation Ground, consideration could be given to a separate footpath between the entrances in order to encourage separation of pedestrians from cyclists on the cycleway.

Also, on Mansfield Road between Carvers Lane and the crossing point, installation of bollards or similar to emphasise the boundary between the carriageway and the cycleway should be considered for the wider section of pavement, as shown in the photo to the right.



Summary of proposed interventions

- Consider making the west pavement 'pedestrian only' and the east pavement a cycleway for walkers and cyclists on the Southampton Road West Flyover.
- Consider improvements to the Parsonage Barn Lane/Southampton Road junction using the Junction Assessment Tool.
- Improve Southampton Road pedestrian crossing point.
- Consider making the northwest entrance to Carvers Recreation Ground and the barrier at the junction of Carvers Lane/Mansfield Road more 'bike friendly' by use of removable modal filters.
- Consider installation of a separate pedestrian path alternative to the shared foot and cycle path at Carvers Recreation Ground.
- Consider installation of segregation measures on the wide section of pavement on Mansfield Road in the vicinity of the Carvers Lane junction.

Priority of the proposed interventions

Medium

Annex 11 – A31 Footbridge to Ringwood Schools

Discussion

The path from Winston Way over the footbridge and down to Parsonage Barn Road is a 'Right of Way'.

The scheme described in the NFDC Local Plan Part 2⁶ suggests a cycle route from Southampton Road, down Winston Way, over the footbridge, along Parsonage Barn Lane, along Green Lane and Manor Road and then southeast along Kingsfield. "The cycle route is an on- and off-road cycle route that involves the use of non-highway land to implement, utilising an area of open space for the off-road section. This route provides an important cycle link between north and south Ringwood crossing the A31. The route can encourage cycling to and through town, improving accessibility and linkages across the A31 to the town centre and schools, reducing the need to travel by car and reducing the effects of severance by the A31". However, the route appears to be totally at odds with the U.K. Government guidance on Cycle Infrastructure Design¹⁴.

The footbridge also appears to be rarely used by cyclists for getting to the three Ringwood schools south of the A31 from Poulner, as will be seen below. The view of the authors is that only the two Southampton Road flyovers are suitable for cyclists. Porosity is assumed for access from Poulner residential areas to the crossing point.

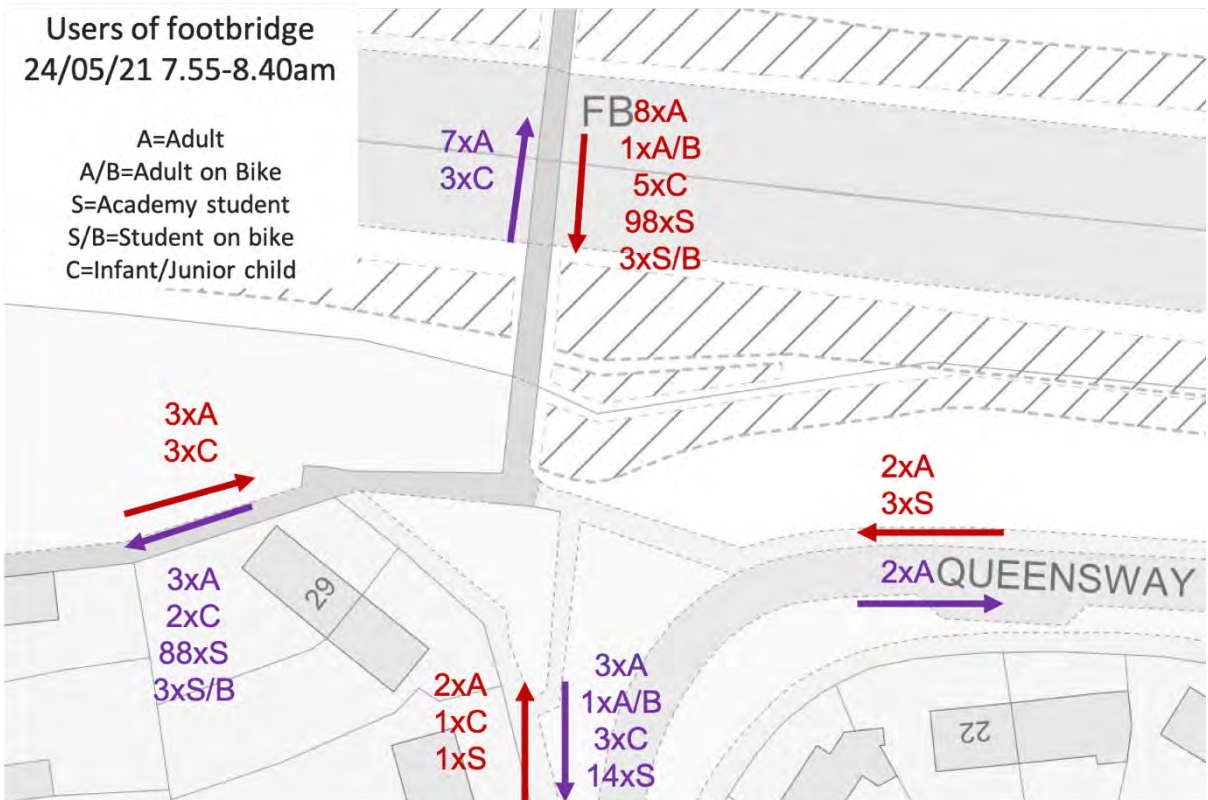
This footbridge was observed from the south side by an author on 24th May 2021 between 7.55 and 8.40am. The diagram on the next page displays the people flow (red in, purple out). Note that it was a rainy morning and so the observer had difficulty identifying Ringwood Academy students from other school children. Only those accompanied by adults were labelled as 'C'. All others were labelled 'S'.

The majority of the people crossing the bridge are students travelling across from Poulner and then turning right towards Parsonage Barn Lane. At 8.40am, the author drove to Manor Road and observed the last two students seen crossing south heading towards Ringwood Academy main entrance, so it is possible that most of the 14 students heading south were also heading to the same destination, possibly via the corner shop.

RING6.1 (PC2): Cycle route along Kingsfield to Southampton Road via Manor Road, Green Lane, Parsonage Barn Lane, (dismount section on pedestrian bridge over A31) and Winston Way.



5.50 The cycle route is an on- and off-road cycle route that involves the use of non-highway land to implement, utilising an area of open space for the off-road section. This route provides an important cycle link between north and south Ringwood crossing the A31. The route can encourage cycling to and through the town, improving accessibility and linkages across the A31 to the town centre and schools, reducing the need to travel by car and reducing the effects of severance by the A31.



The diagram includes four students that didn't use the footbridge but headed west towards Parsonage Barn Lane from Queensway.

Starting at Winston Way, it can be seen that there is a surface material issue by the north side ramp of the footbridge, as shown in the photo. Access by prams, wheelchairs, etc. are therefore impeded. Also there is an overhanging vegetation shown in the second photo, although the grass verge allows passage.



The cross over point on Parsonage Barn Lane (what3words ///kitten.glance.wages) is unavoidable as there are no pavement options on the east side of the road at that point and this crossing point is close to a blind corner. Currently there is no crossing and so consideration should be made to improve this crossing point.



After crossing Parsonage Barn Lane, turning north and following the pavement and crossing several side road junctions leads access to Ringwood Academy by the 'Student Entrance'.



Alternatively, turning south on Parsonage Barn Lane takes pedestrians past a bus stop sited on the pavement. There would appear to be an option to reposition the bus stop further back and to the side from the road and perhaps include a shelter on the grassed area, which is believed to be owned by NFDC. By separating stationary pedestrians waiting for a bus, safety of all might be improved.

Continuing south and then turning up Green Lane leads to the main entrance of Ringwood Academy (currently open to students due to Covid-19 concerns) after the crossing of Manor Road and the Leisure Centre access road. In November 2018, there was a road traffic accident at grid reference 415610/105422 (near the junction of Parsonage Barn Lane and Green Lane) with a pedestrian being seriously injured¹⁹.

Alternatively, turning left onto Manor Road leads to Kingsfield. Access to Ringwood Infant School would involve crossing Manor Road, walking on the north side pavement to Kingsfield and then taking the footpath alongside the school fields of Ringwood Academy leads to the carpark of the Ringwood Infant School. The footpath has a number of sharp turns and is very narrow. It is difficult to envisage how this path could be widened sufficiently to allow its safe use by cyclists. Some currently do cycle on it as shown in the photo, but the authors believe this should be discouraged by designating the path a pedestrian only footpath and installing appropriate signage.



19. <https://www.crashmap.co.uk> ref 2018440413143

As the pavement stops after the entrance to the footpath, access to Ringwood Juniors School involves walking along the south side pavement towards Kingsfield. Taking a left turn at the end of Kingsfield on to Hightown Road leads to the school. Several side roads are crossed on the way, but none are particularly busy.

Summary of proposed interventions

- Improve surface material at Winston Way by the footbridge.
- Consider installation of a crossing on Parsonage Barn Lane.
- Consider repositioning and improving the bus stop on Parsonage Barn Lane.
- Consider designating the path alongside the Ringwood Academy playing fields a footpath.
- Improve pavement conditions (Annex 17).



Priority of the proposed interventions

High

Annex 12 – Southampton Road East Flyover to Ringwood Schools on foot

Discussion

The path from Eastfield Lane along the side of the A31 to the footbridge is a 'Right of Way'.

The routes described here concern the travel on foot to the Ringwood Academy, Ringwood Infant School and Ringwood Junior School from the Southampton Road Flyover East. Porosity is assumed north of the flyover and the 'one-kilometre rule' suggests that only residents in the Mount area of Poulner would be likely to use these routes.



The route shown involves crossing Southampton Road at the mini roundabout on the south side of the flyover, proceeding to Eastfield Lane, crossing over at the junction and then joining the footpath to the footbridge. Routes to the schools after this are considered in Annex 11. The only areas of concern are the two crossing points, particularly the one across Eastfield Lane.

Summary of proposed interventions

- Consider improvement of a crossing on Eastfield Lane.
- Consider improvement of the crossing point on Southampton Road at the mini roundabout.
-

Priority of the proposed interventions

Medium

Annex 13 - Southampton Road East Flyover to Ringwood Schools by bike

Discussion

The routes described here concern cycling to the Ringwood Academy and Ringwood Junior School from the Southampton Road Flyover East. Porosity is assumed north of the flyover and the 'one-kilometre rule' suggests that only residents in the Mount area of Poulner would be likely to use these routes and that 'little ones' would be unlikely to travel to Ringwood Infants School, either on their own bike or in tandem with an adult using a 'kidback' or similar, given that the cut through from Kingsfield to School Lane is not suitable for cycling (see Annex 11).

The part of the RING6.2 (PC3) route described in the NFDC Local Plan Part 2⁶ along Cloughs Road is shown in the picture and is examined in this annex. The route as shown doesn't start at a significant residential area, unless Strategic Site 14 is included. In this document, the cycling route along Cloughs Road is considered as part of the routes to schools from that site in Annex 16.

RING6.2 (PC3): School Lane to Cloughs Road - on-road cycle route via Manor Road with short off-road section adjacent to the schools.



5.51 This scheme requires the use of non-highway land to implement, in particular the widening of the footpath adjacent to the school playing fields. This cycle route improves accessibility and linkages to the town and schools from the residential area to the east, reducing the need to travel by car which can help reduce congestion, particularly that associated with school traffic.

This annex will only concern the cycling routes from The Mount residential area to the east end of Cloughs Road, namely the crossing of Southampton Road at the mini roundabout, riding west along the Southampton Road slip road to Eastfield Lane, left on to Eastfield Lane and then right on to Cloughs Road. The main area of concern for this section is the crossing point.

Summary of proposed interventions

- Consider improvement of the crossing point on Southampton Road at the mini roundabout.

Priority of the proposed interventions

Medium

Annex 14 – Beaumont Park Estate to Ringwood Schools

Discussion

The routes described here concern walking to the Ringwood Academy, Ringwood Infant School and Ringwood Junior School from the Beaumont Park estate. Porosity is assumed within the estate. Note that a transport survey of the estate was carried out by the authors of this document with the results shown in Annex 5.



Until recently, the only pedestrian route to Hightown Road from the estate was via Crow Lane. As the pavement between Chard Lane and Hightown Lane on the west side of Crow Lane has not been completed and access via a green space blocked, pedestrians had to cross over Crow Lane to the east pavement, travel north for 100 metres before crossing back²⁰. Crow Lane has had sixteen traffic incidents in the past ten years²¹, including two serious and one fatal. Indeed, this month (May 2021) there was an incident involving three vehicles at exactly this spot. Fortunately, there is now a second pedestrian access route from the estate to Hightown Road via Gardner Road.



The map above shows the initial route options to the schools via Gardner Road.

20. This has been the subject of correspondence to Cllr Jeremy Heron: https://planning.newforest.gov.uk/online-applications/files/5CCB8C2537AB9C3DF138527CB7AF3A7C/pdf/13_11450-CORRESPONDENCE_FROM_HCC_ON_FOOTPATH-5280003.pdf
21. <https://www.crashmap.co.uk>

Pedestrians can leave the estate via a gravel track. Consideration should be given to replacing the surface material and installing a drop down curb to facilitate the use of this route by prams, wheelchairs, etc.

At the junction of Gardner Road and Hightown Road, the only south side pavement option is to the east which covers the short distance to the bus stop. The alternative for pedestrians is to cross Hightown Road to reach the north side pavement. According to the survey respondents, there have been two road traffic incidents on this section of road involving children in the last year. Between Gardner Road and Parsonage Barn Lane, there have been five incidents recorded on Hightown Road including three serious incidents according to the CrashMap database²¹. The photos to the right show the sort of obstructions that pedestrians encounter on Hightown Road; a car parked on the pavement and an overgrown hedge.



On reaching the Parsonage Barn Lane junction, pedestrians heading to any of the schools have to cross the road to progress. As Parsonage Barn Lane has no pavement on the east side, all pedestrians have to cross at the junction. Those heading to Ringwood Junior School continue down Hightown Road. There are some junctions to navigate, but otherwise the route is without incident. Those heading to Ringwood Academy or Ringwood Infant School use the west side pavement of Parsonage Barn Lane. The map below shows these routes.



Note that, as a result of Covid-19 social distancing recommendations, Ringwood Academy has phased entrance times for students and opened to students the main school entrance off the Ringwood Recreation Centre access road in addition to the student entrance on Parsonage Barn Lane. Students therefore use a variety of routes to access the school. The route shown via a pedestrian access point to the Ringwood Recreation Centre carpark was observed by an author as a popular one.

The travel survey carried out on the estate and summarised in Annex 5 provides some insights into the ways that students get to school. About a third of the householders provided information about how forty students travelled to school mostly on foot. Three quarters of those children at Ringwood Infant School and all the children at Ringwood Junior School did not travel by car. For Ringwood Academy, 78% of the students walked or cycled to the school. Some of the proposed interventions below were mentioned in householder responses.

Given the high proportion of youngsters walking to the schools from the Beaumont Park estate, the authors believe that a pedestrian crossing across Crow Lane, perhaps from the path shown in the photo to the right, might persuade some of the school kids in the Lakeside residential area to exercise their legs.



Summary of proposed interventions

- Consider improvement of the surface material and installation of a drop-down curb on the path at the exit from the estate to Gardner Road.
- Consider completing the footpath between Chard Lane and Hightown Road on Crow Lane.
- Consider installation of a pedestrian crossing across Hightown Road at the Gardner Road junction.
- Consider taking steps to prevent impediments of the footpath.
- Consider installation of a pedestrian crossing across Crow Lane from Lakeside (what3words [///uses.snuck.mavericks](#) and [///beakers.crab.shredding](#)).

Priority of the proposed interventions

High

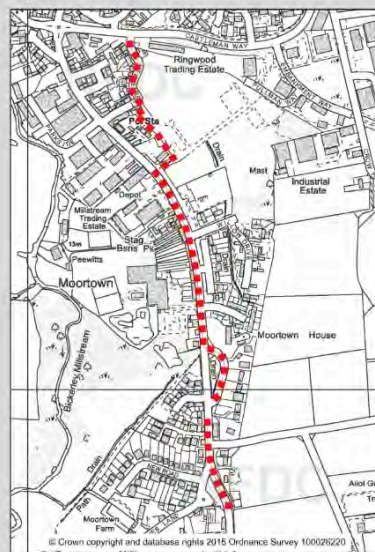
Annex 16 – Moortown to Ringwood Schools



Discussion

The scheme described in the NFDC Local Plan Part 2⁶ concerns just the section from the junction of New Street with Castleman Way down to Moortown as far as the junction of Christchurch Road and Hampshire Hatches Lane. “This is a significant scheme that involves the use of non-highway land through the RING1 employment land allocation and highways verge adjacent to Christchurch Road sections of the route. The route will improve connections between the site and the south of the town to the town centre, encouraging cycling as a viable method of transport in Ringwood”. Much of the improvement work has been carried out, with just the section of the cycle track south of the Christchurch Road junction with Moorland Gate awaiting completion.

RING6.7 (PC15): Moortown to Castleman Way via New Street – cycle route on and adjacent to road.



5.56 This is a significant scheme that involves the use of non-highway land through the RING1 employment land allocation and highways verge adjacent to Christchurch Road sections of the route. The route will improve connections between the site and the south of the town to the town centre, encouraging cycling as a viable method of transport in Ringwood (see also policy RING1).

It is also noted here that there is a planned (---) pedestrian cycle link adjacent to the southern boundary of Crow Arch Lane Industrial Estate²².

22. https://planning.newforest.gov.uk/online-applications/files/6BCC6747750B0FD24F55611FEB32F8BD/pdf/13_11450-CONDITION_21_-_PEDESTRIAN_CYCLE_LINK_SETTING_OUT-5688558.pdf

If the development includes access through land owned by Hampshire County Council next to the Crow Arch Lane Industrial Estate with an access route for cyclists and pedestrians on to Wellworthy Way, then completing this section would be less urgent although some connectivity to the Moortown residential area west of Christchurch Road is certainly worthy of consideration. This residential area has around one hundred properties and currently pedestrian and cycling access into the town centre is limited.

At the Wellworthy estate end of the improved cycle track, there is an opportunity to better link a) with the Castleman Trail as it emerges on to Embankment Way; b) to the RING6.5 cycle track crossing the Victoria Gardens public open space to Hightown Road (and thereby the schools beyond); and c) to RING6.4 by building a cycle route between Spring Lane and Pullman Way.

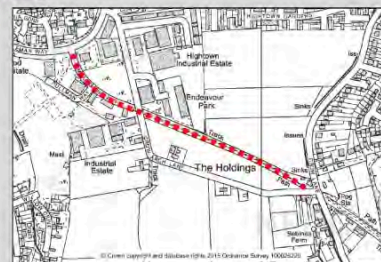
To achieve a) would simply require conversion of the current footpath to a cycle track. If this is to be done, then there would be sense in extending the cycle track along Castleman Way west of New Street to the Christchurch Road roundabout and east at least as far as Crow Arch Lane, to allow better access to the industrial areas such as the Hightown Industrial Estate. To achieve b), consideration should be made to upgrade the crossing of Castleman Way to the Victoria Gardens Open Space, as it is extremely difficult to cross at this point during peak traffic times. To achieve c) would require the building of a path between Spring Lane and Pullman Way as shown on the map (---). Subject to confirmation using the Route Selection Tool, this upgrade is anticipated to improve access to Ringwood Academy.

RING6.5 (PC11): Castleman Way to town centre via Quomp and The Close on-road cycle route with off-road section through Victoria Gardens open space.



5.54 This scheme includes the provision of an off-road cycle link through the Victoria Gardens public open space to Hightown Road. This cycle route can assist in encouraging cycling to/from the town centre. The new and improved crossing points along the route will increase pedestrian and cyclist safety and help promote walking and cycling.

RING6.4 (PC8): Cycle route - Castleman Way to Crow Lane via Embankment Way.



5.53 This adjacent-to-road and off-road cycle route requires the use of non-highway land to implement, utilising the former rail line. This route continues the existing "Castleman Trailway" route, improving accessibility to Ringwood and the industrial estate from the Crow area (see also policy RING3).

Summary of proposed interventions

- Consider conversion of footpath on the south side of Castleman Way to a cycle track.
- Consider upgrading of the crossing point of Castleman Way.
- Consider creating a cycling and pedestrian corridor between Spring Lane and Pullman Way.
- Consider a crossing point on Christchurch Road in Moortown.

Priority of the proposed interventions

Medium

Current Projects Update

No.	Name	Status	Recent developments	Description and notes	Lead Officer/Member	Financing
Full Council						
FC1	Long Lane Football Facilities Development	In progress	Pre-application planning advice received. VAT consultant's initial advice on business arrangements received. Discussions on the detail of business and legal arrangements commenced. Surveys required for planning application ordered. AGP tenders received.	A joint venture with Ringwood Town Football Club and AFC Bournemouth Community Sports Trust to improve the football facilities for shared use by them and the community.	Town Clerk	No financial commitment yet
FC2	Strategic Plan	On hold - awaiting officer availability		Exploring ideas for medium term planning	Town Clerk	N/A
Planning Town & Environment Committee						
PTE1	Neighbourhood Plan	In progress	Steering Group met to consider risks associated with NFDC Local Plan Part 2 review; changes in national policy; and resourcing the project. Agreed to continue to prepare NP, with 4 Team leads project managing for the time being. Grant of £5,000 awarded to cover consultants' fees, as per the Project Plan.	To prepare a Neighbourhood Plan for the civil parish of Ringwood but limited in scope to a few specified themes.	Deputy Clerk	Budget of £21,500 (£3,800 in 2021/22 budget, £3,000 in General Reserve and £14,700 to be funded by Locality grant)
PTE2	Human Sundial	In progress	HCC has appointed contractors and confirmed works will be carried out in August 2021, following completion of the works in West Street.	Replacement of damaged sundial and surrounding paviers; installation of removable benches to protect it for the future - working with HCC (Principal Designer and Contractor)	Deputy Clerk	£5,295.15 spent from budget of £10,657 to be funded from CIL and contribution of £5,249.15 from Carnival
PTE3	Crow Stream Maintenance	Annual recurrent	Spraying of stream banks completed on 1 April. Annual stream clearance to be carried out by volunteers in September.	Annual maintenance of Crow Ditch and Stream in order to keep it flowing and alleviate flooding	Deputy Clerk	£1,120 spent to be funded by transfer from earmarked reserve
Projects being delivered by others which are monitored by the Deputy Clerk and reported to this committee:						
	A31 widening scheme	In progress	West Street junction with A31 closed and traffic flow reversed in Meeting House Lane. Works in West Street ongoing to end July 2021. Works to divert water main to commence June 2021. Works on A31 to commence October 2021 and due for completion by November 2022.	Widening of A31 westbound carriageway between Ringwood and Verwood off slip to improve traffic flow; associated town centre improvements utilising HE Designated Funds	Highways England (HE)	HE funded
	SWW Water Main Diversion (associated with A31 widening scheme)	In progress	Work to begin in June with temporary traffic lights in Mansfield Road until September. Route across Bickerley has been confirmed and will be open cut. Work on the trench on the 2 large fields will be delayed until after Carnival. There will be a site compound at the southern end of Bickerley for 6 months (from June), and one in Pocket Park for 2 months (June/July).	Diversion of water main that runs along the A31 westbound carriageway.	South West Water / Kier	HE funded
	Pedestrian crossings Christchurch Road	Completed		Informal pedestrian crossings to the north and south of roundabout at junction of Christchurch Road with Wellworthy Way (Lidl)	Hampshire CC	Developers contributions
	Moortown drainage improvements	In progress		HCC considering a controlled opening of the system in Moortown Lane to alleviate highway flooding	Hampshire CC	Developers contributions
	Pedestrian crossing Castleman Way	On hold	Site does not meet HCC criteria for toucan crossing. Agreed to revisit following promotion of cycle path through Forest Gate Business Park.	Toucan crossing in Castleman Way to improve pedestrian and cycle route between town centre and Moortown	Hampshire CC	Developers contributions
	Cycleway signage and improvements	Completed		New signage and minor improvements to cycleway between Forest Gate Business Park and Hightown Road	Hampshire CC	HE Designated Funds
	Carvers footpath/cycle-way improvement	Completed		Creation of shared use path across Carvers between Southampton Road and Mansfield Road	Hampshire CC	Developers contributions
	Crow Lane Footpath	In progress	Developers' contributions paid to HCC to implement.	New footpath to link Beaumont Park with Hightown Road, alongside west of Crow Lane	Hampshire CC	Developers contributions
	Surfacing of Castleman Trailway	In progress	Developers' contributions paid to HCC to implement.	Dedication and surfacing of bridleway between old railway bridge eastwards to join existing surfacing	Hampshire CC	Developers contributions
Policy & Finance Committee						
PF1	Website renewal	In progress	The basic structure and layout of the new site has been agreed and created. Work on filling in the content (both new and by transfer from the existing site) is continuing.	Arranging a new website that is more responsive, directly editable by Council staff and compliant with accessibility regulations.	Town Clerk	Funded from agreed budget.

PF2	Greenways planning permission renewal	Cancelled	Committee decided on 17 Feb 2021 not to seek renewal	Preparing a planning application to renew the lapsed permission for a detached bungalow	Town Clerk
PF3	Youth Detached Outreach work	In progress	A third party provider has been appointed and is recruiting the workers needed.	To provide youth workers for detached outreach work	Carvers Manager
PF4	Review of governance documents	On hold - awaiting officer availability		Periodic review of standing orders, financial regulations, committee terms of reference, delegated powers, etc. to maintain suitability and fitness	Town Clerk
PF5	Poulner Lakes Lease	On hold - awaiting track maintenance solution	A site meeting to assess technical options for future track maintenance was held on 9th March. A specification has been prepared and estimates based on this are being obtained.	Negotiating a lease from Ringwood & District Anglers' Association of the part of the site not owned by the Council	Town Clerk

Recreation, Leisure & Open Spaces Committee

RLOS1	War Memorial repair	In progress	The repair has been completed. An inspection and maintenance regime is being devised and a re-dedication ceremony is being planned, with a provisional date of 15th August 2021.	Repair by conservation specialists with Listed Building Consent with a re-dedication ceremony to follow.	Town Clerk	£8,596 spent. Grant award leaves £4,776 to be funded from donations and general reserve.
RLOS2	Bickerley tracks	In progress	Fresh gravel has been laid.	Enhanced repair of tracks to address erosion and potholes (resurfacing is ruled out by town green status) and measures to control parking.	Town Clerk	Nothing yet committed or agreed
RLOS3	Public open spaces security	In progress	The agreed works have all now been completed and arrangements are in hand to plant the new earth bunds.	Review of public open spaces managed by the Council and measures to protect them from unauthorised encampments and incursions by vehicles	Town Clerk	Revised budget of £6,300 for emergency measures agreed.
RLOS4	Grounds department sheds replacement	In progress	Cllr Briers met grounds staff to define needs and the project scope in order to prepare an outline specification.	A feasibility study into replacing the grounds maintenance team's temporary, dispersed & sub-standard workshop, garaging and storage facilities. Combined with a possible new car park for use by hirers of and visitors to the club-house.	Town Clerk	Capital budget of £10,000
RLOS5	Cemetery development	In progress	Contact has been re-established with the firm previously consulted about building a columbarium	Planning best use of remaining space, columbarium, etc.	Town Clerk	Capital budget of £25,000 (but unlikely to finish in 2021-22 and therefore to be carried into an earmarked reserve)
RLOS6	Community Allotment	Concluded by adapting to ongoing processes	Agreed to treat as an informal joint venture between the Council and the tenants' association.	Special arrangement needed for community growing area at Southampton Road	Town Clerk	
RLOS7	Bowling Club lease	On hold during pandemic restrictions		Request by Ringwood Bowling Club for lease to be extended in space and term for a replacement club-house.	Town Clerk	
RLOS8	Ringwood Youth Club	On hold awaiting officer availability		Winding up the redundant CIO to terminate filing requirements	Town Clerk	
RLOS9	Aerator repair	Completed	The attachment has been returned and is back in service following the overhaul.	Major overhaul to extend life of this much-used attachment	Grounds Foreman	
RLOS10	Waste bin replacement programme	In progress	The first 17 bins have been delivered and are being installed as pressure of work allows. More will be ordered later this year.	Three-year programme to replace worn-out litter and dog-waste bins	Grounds Foreman	
RLOS11	Ash Grove Fence repair	Completed	The grounds foreman has inspected the completed fence and signed off the final payment to the contractor.	Replacing the worn-out fence around the play area	Grounds Foreman	
RLOS12	Van replacement	On hold awaiting officer availability		Replacing the grounds foreman's diesel van with an electric vehicle	Grounds Foreman	
RLOS13	Bickerley compensation claim	In progress	Officers presented a report at the meeting on 21st April.	Statutory compensation claim for access and damage caused by drainage works	Deputy Clerk	
RLOS14	Poulner Lakes waste licence	On hold awaiting officer availability		Arranging to surrender our redundant waste licence to avoid annual renewal fees	Town Clerk	
RLOS15	Acorn bench at Friday's Cross	On hold - until suitable season	Arrangements with Men's Shed are proceeding and the materials have been bought	Arranging the re-painting of this bespoke art-work	Town Clerk	
RLOS16	Town Safe	In progress	Preliminary contacts with PCC and Conservation Officer	Possible re-paint of this important survival, part of a listed structure	Town Clerk	
RLOS17	New allotments site	In progress	Practical Completion of site agreed following inspection. Decision to proceed agreed at February meeting. Legal work in progress.	The transfer to this Council (pursuant to a s.106 agreement) of a site for new allotments off Crow Arch Lane	Town Clerk	
RLOS18	Cemetery map and registers digitisation	In progress	Registers have been scanned. Digital map is being prepared.	Digitisation of cemetery records to facilitate remote working, greater efficiency and, eventually, direct public access	Town Clerk	Capital budget of £5,000
RLOS19	Carvers Strategic Development	In progress	A working party led by Cllr Frederick is developing a visualization for approval by the Carvers Working Party as a basis for public consultation	Devising a strategic vision and plan for the future of Carvers Recreation Ground pulling together proposals for additional play equipment and other features	Carvers Manager	

Staffing Committee

S1	HR support contract renewal	On hold	Discussions initiated.		Town Clerk
S2	Finance Staffing review	In progress	Agreed changes (both temporary and permanent) are being implemented.	Reassessing staffing requirements and capacity for finance functions and re-negotiating staff terms	Town Clerk

Proposed/Emerging Projects Update

No.	Name	Description	Lead	Recent developments	Progress / Status Stage reached	Estimated cost	Funding sources
Full Council							
None							
Planning Town & Environment Committee							
	Climate emergency	Minor funding to support local initiatives	Cllr DeBoos	REAL WP debating vision and plans for 2021	Budget bid to undertake in 2021-22 approved	£1,000	
	Roundabout under A31	Planting and other environmental enhancements		Area being used by Highways England for storage of materials during works to widen the A31.	Floated as possible future project		
	Lynes Lane re-paving Rear of Southampton Road	Ringwood Society proposal Proposal by Ringwood Society to improve appearance from The Furlong Car Park and approaches			Floated as possible future project Floated as possible future project		
	Dewey's Lane wall	Repair of historic wall		Re-build/repair options and costs are being investigated	Shelved as a TC project		
	Signage Review	Review of signs requiring attention - e.g. Castleman Trailway, Pocket Park, Gateway Square	Cllr Day		Floated as possible future project		
Policy & Finance Committee							
	Paperless office	Increasing efficiency of office space use	Cllr. Heron	Discussions with Town Clerk and Finance Manager			
Recreation, Leisure & Open Spaces Committee							
	Poulner Lakes	Developing and improving facilities	Cllr Heron		Floated as possible future project		
	Brockey Sands	Environmental enhancements to this area between the Bickerley and the Millstream	Cllr Day		Floated as possible future project		
	Land at Folly Farm	Developing and improving this woodland site	Cllrs Heron & Ring		Floated as possible future project		
Staffing Committee							
None							