

Ringwood Town Council
Ringwood Gateway, The Furlong, Ringwood, Hampshire BH24 1AT
Tel: 01425 473883
www.ringwood.gov.uk

PLANNING, TOWN & ENVIRONMENT COMMITTEE

Dear Member

28th April 2022

A meeting of the above Committee will be held on **Friday 6th May 2022** at 10.00am and your attendance is requested.



Mr C Wilkins
Town Clerk

The Council has decided that, for health and safety reasons, until the 25th May 2022 its meetings will mostly continue to take place in a virtual environment using Zoom technology only. For legal reasons, these meetings will lack the power to make decisions directly and will, instead, take the form of consultations between councillors and staff at which councillors will seek to agree their collective preference as to how staff should exercise the decision-making powers delegated to them. This meeting will be held via Zoom and the joining details are set out below.

The Council remains committed to transparency in its decision-making processes and members of the press or public who would like to participate or simply observe the meeting are welcome to join the meeting using the same joining details.

Here are the details needed to join the meeting:-

<https://us02web.zoom.us/j/83320219445?pwd=YUM1MDIwRndRZW1xVDZjWWdWeURZUT09>

Meeting ID: 833 2021 9445 Passcode: 522563

Everyone is encouraged to join in good time ready for a start of the meeting proper at 10am. In the event of difficulty joining please contact Jo Hurd, Deputy Town Clerk on (01425) 484721 or by sending an email to jo.hurd@ringwood.gov.uk

AGENDA

1. PUBLIC PARTICIPATION

There will be an opportunity for public participation for a period of up to 15 minutes at the start of the meeting

2. APOLOGIES FOR ABSENCE

3. DECLARATIONS OF INTEREST

4. MINUTES OF THE PREVIOUS MEETINGS

To approve as a correct record the minutes of the meetings held on 1st and 13th April 2022

5. PLANNING APPLICATIONS

To consider applications and to note applications determined under delegated powers (*Report A*)

6. NEIGHBOURHOOD PLAN

To receive an update and recommendations from the GoFour team (*Report B*) – to follow

7. STRATEGIC SITES

To receive updates in relation to strategic sites:-

- i) Crow Lane (Beaumont Park)
- ii) Land north of Hightown Road
- iii) Land off Moortown Road

8. A31 IMPROVEMENT SCHEME

To receive the notes of the meeting with National Highways and Hampshire County Council on 14th April 2022 (*Report C*)

9. DRAFT TRANSPORT PLAN 4

To consider making a response to the consultation (*Report D*) (deadline for comments 26th June) <https://www.hants.gov.uk/transport/localtransportplan>

10. PROJECTS (current and proposed)

To consider the officers' report (*Report E*), receive any verbal updates and agree next steps where necessary

11. NFDC/NFNPA PDCC

To review applications that are due before NFDC/NFNPA Planning Development Control Committee, if any

If you would like further information on any of the agenda items, please contact Jo Hurd, Deputy Town Clerk, on (01425) 484721 or email jo.hurd@ringwood.gov.uk.

Committee Members

Cllr Philip Day (Chairman)
Cllr Rae Frederick (Vice Chairman)
Cllr Andrew Briers
Cllr Gareth Deboos
Cllr Hilary Edge
Cllr Peter Kelleher
Cllr Gloria O'Reilly
Cllr Tony Ring
Cllr Derek Scott
Cllr Glenys Turner

Officers

Jo Hurd
Nicki Vodden

Permission (1)	Recommend Permission, but would accept planning officer's decision
Refusal (2)	Recommend Refusal, but would accept planning officer's decision
Permission (3)	Recommend Permission
Refusal (4)	Recommend Refusal
Officer Decision (5)	Will accept planning officer's decision

A

Number	Name	Address	Proposal	Deadline for comment	P.O. brief	Recommendation
						Permission (1) Recommend Permission, but would accept planning officer's decision Refusal (2) Recommend Refusal, but would accept planning officer's decision (plus reasons) Permission (3) Recommend Permission Refusal (4) Recommend Refusal (plus reasons) Officer Decision (5) Will accept planning officer's decision
22/00241	Mr & Mrs Nigel Sharp	Broom Hill, Crow Hill, Crow, Ringwood. BH24 3DQ	Creation of access & driveway (block up existing); outbuilding view online here	24.5		
22/10359	Harlequin Homes	Land rear of 53 & 55 Eastfield Lane, Ringwood. BH24 1UN	Sever rear gardens of Nos 53-53 Eastfield Lane; two dwellings with associated access and parking; demolish existing garage view online here	22.4		
22/10360	Caspian Developments Ltd.	102 Northfield Road, Ringwood. BH24 1SU	Replacement dwelling with new vehicular access and parking; demolition of existing view online here	20.5		
22/10368	Caspian Developments Ltd	102, Northfield Road, Ringwood. BH24 1SU	Demolish existing bungalow; erect 4no. detached houses with new vehicular access and parking view online here	20.5		
22/10371	Mr & Mrs Alvis	Tarn Hows, 2 Narrow Lane, Poulner, Ringwood. BH24 1UD	2No. dormer windows to front elevation view online here	29.4		
22/10372	Mr & Mrs McNally	8, Hightown Gardens, Ringwood. BH24 3EH	Proposed first floor side and front extension; front porch extension view online here	29.4		

A

22/10388	Surereed Ltd	Finn M'Couls, 25 Market Place, Ringwood. BH24 1AN	Demolition and reconstruction of structurally defective front wall and parapet, plus insertion of conservation-type rooflight to internal roof pitch view online here	29.4		
22/10389	Mr Hayward - Surereed Ltd	Finn M'Couls, 25 Market Place, Ringwood. BH24 1AN	Demolition and reconstruction of structurally defective front wall and parapet, plus insertion of conservation-type rooflight to internal roof pitch (Application for Listed Building Consent) view online here	29.4		
22/10397	Sweaty Betty Ltd	16A, The Furlong, Ringwood. BH24 1AT	Changing first floor window to a grille (Retrospective) view online here	20.5		
22/10398	Sweaty Betty	16A The Furlong, Ringwood. BH24 1AT	Installation of high level signage to replace the current Aga sign (north elevation) (Retrospective) view online here	20.5		
22/10411	Ringwood United Charities	Clarks Almshouses, Clarks Close, Ringwood. BH24 1LQ	Strip existing roof covering; replace all leadwork; replace 3 No. chimney stacks (Application for Listed Building Consent) view online here	29.4		
22/10432	Mr Gould - New Forest District Council Asset & Compliance	Clarks Close, Ringwood. BH24 1LQ	Removal of full height glazing and ranch-rail guarding to upper communal walkways; replacement with conventional height steel guarding incorporating glass panels. view online here	20.5		
22/10444	Mr Coombes - Ringwood School	Ringwood School, Parsonage Barn Lane, Ringwood. BH24 1SE	8x8m external canopy; alteration of existing external walls within the dining hall and changing rooms areas view online here	20.5		

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22/10459	Mr Howard	14, Fieldway, Ringwood. BH24 1QL	Roof alterations to include increase in ridge & eaves height, side dormers; front, rear and side extensions view online here	20.5		
22/10473	Mrs O'Reilly	43C, Southampton Road, Ringwood. BH24 1HE	Use of first floor as flat (Prior Approval) view online here	20.5		
22/10494	Mr & Mrs Wilson	270A Christchurch Road, Ringwood. BH24 3AS	Raise ridge & eaves height in association with new first floor; ground floor extensions view online here	20.5		
CONS/22/01 97	Mr and Mrs Heron	Meadow Cottage, Hangersley Hill, Forest Corner, Hangersley, Ringwood. BH24 3HW	Fell 1 x Cedar tree view online here	23.5		
TPO/22/0189	NFDC	Hampshire County Council Depot, 169- 171 Christchurch Road, Ringwood, BH24 3AN	Scots Pine x 2 Reduce Silver Birch x 1 Fell view online here	6.5		
CONS/22/01 67	Mr Andrews	11, Strides Lane, Ringwood. BH24 1ED	Ash x 3 - reduce; Ash x 4 - fell; Willow x 1 - pollard; Willow x 1 - fell; Sycamore x 3 - fell; Sycamore x 1 – reduce			<u>Considered under delegated powers:- 8.4.22 P(1) Recommend Permission, but would accept the Tree Officer's decision.</u>
CONS/22/01 64	Mr Lamb	Bracken Way, Hangersley Hill, Hangersley, Ringwood. BH24 3JS	Fell 7 x Sycamore trees			<u>8.4.22 P(1) Recommend Permission, but would accept the Tree Officer's decision.</u>



Ringwood Neighbourhood Plan

NEIGHBOURHOOD PLAN (NP) UPDATE TO PLANNING, TOWN AND ENVIRONMENT COMMITTEE (PT&E)

29th April 2022

This document provides a brief update on progress from the GoFour team to the PT&E Committee

Overall.

- A meeting to agree lines of communication was held with NFDC on 8th March, as of 29th April, despite follow up from the Deputy Town Clerk, the Mayor and the Chair of the Steering Group we have received no update from NFDC on next steps.
- **In the absence of any response from NFDC we ask the Committee to consider the proposal below to fund a design study to progress the concept of the Thriving Market Place / Shared Space. This would require funds of a maximum of £20K. See detailed proposal attached**
- **The National Lottery funding application submitted to allow the Communication and Engagement to include engaging students and younger people by working with SPUD was not successful. Therefore we request the committee to pursue funding of £3,650 from RTC.**
- The grant submission for the final £4,750 of Locality funding has been submitted by Jo Hurd.

Housing

- Awaiting meeting with NFDC before any policies on Open Market affordable housing, Affordable Housing or Housing for those with local connections can be further progressed

Page 1 of 2

- Site assessment ongoing, however, in light of the reduced Locality funding the team feels they are unlikely to have the resources or expertise to complete the detail required to allocate sites

Design and Heritage

- The long list of potential local listings has been discussed with the NFNPA Conservation Team

Environment

- A Steering Group for the Parish Nature Recovery Plan has been established and the first meeting will be 10th May

GoFour team members

Cllr Gareth DeBoos
Mary DeBoos (secretary)
Janet Georgiou
Joe Morehouse
Chris Treleaven

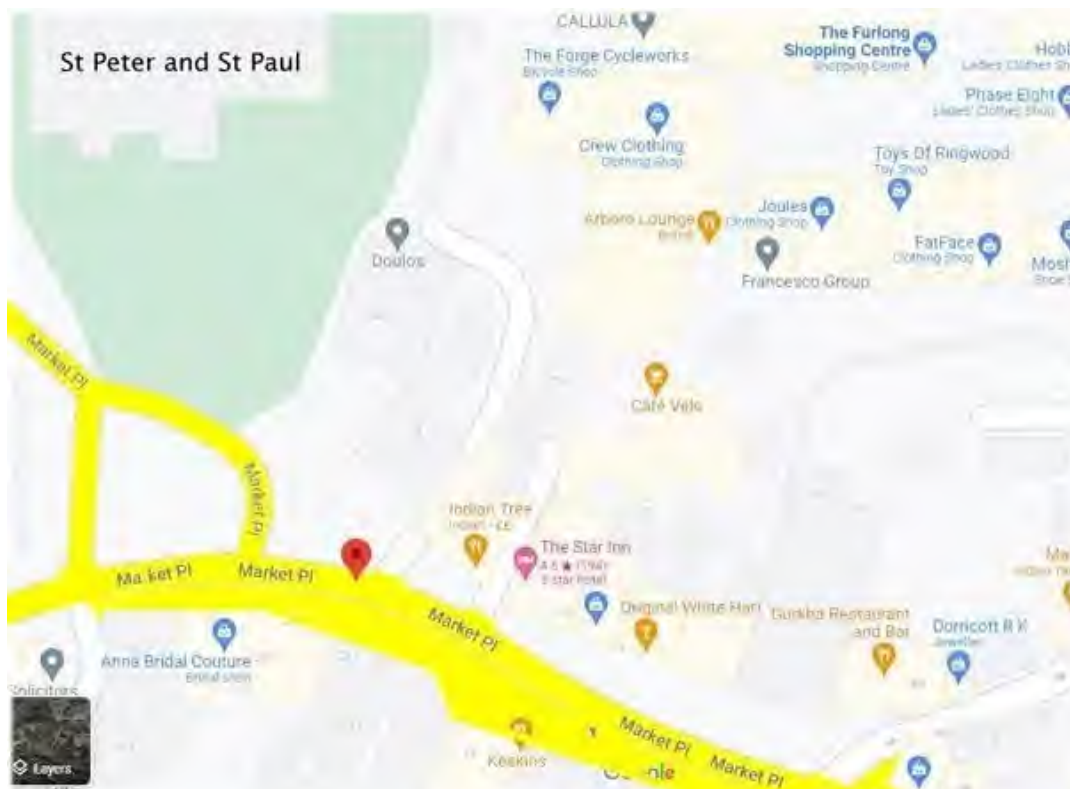
Proposal to fund a design study for the future of Ringwood Market Place

Prepared by:

Ringwood Neighbourhood Plan GoFour Group based on work done by
Ringwood Town Centre Working Group

Date:

29th April 2022



Proposal

Research carried out as part of the Ringwood Neighbourhood Plan (RNP) project has shown that the residents and businesses would like to see the Market Place used for more events and entertainment. Doing this requires the area to be more pedestrian and cycle friendly and to allow for restaurants and bars to 'spill out' into the area.

This concept has been discussed with all levels of local council and received verbal support and has been added to the Ringwood Town Council projects list. All agreed that "shared space" in the Market Place, if well-designed and implemented, would create opportunities to increase footfall and business in the town centre, and establish (the Market Place as a destination for visitors. By restoring the Market Place as the true heart of the town, it would also create opportunities to direct visitors to other parts of the town and, in particular, the green spaces that Ringwood enjoys (e.g. Jubilee Gardens, the Pocket Park, the Bickerley), and the river Avon.

In order to further progress this concept, RNP team has approached NFDC but is still awaiting the promised scoping meeting, in the absence of this meeting the team recommends that a design study is undertaken.

This study would provide design options that can be used to inform the RTC strategy since it will provide a clear basis for estimation of costs of implementation as well as being part of the public consultation for the RNP. Having a preferred design will make RTC well placed to more rapidly apply for funding as and when opportunities arise. This is an opportunity to demonstrate a clear vision for our Historic Market Place to the people of Ringwood, not just in words, but also as a visualization of how the future could be.

On advice from O'Neill Homer the RNP team has spoken to a representative from PJA Consultancy who specialise in movement planning and street and urban design and have a track record of delivering designs that have been implemented across the country. The team was impressed by their work and would like to engage them to conduct this study.

This study will cost a maximum of £20K delivered in two parts, firstly a study that defines the principles and aims and secondly the development of design options.

Since the design options will take into account active travel and movement of not only traffic, but also pedestrians and cyclists it may be that funding could be obtained from the NFDC CIL allocation for Ringwood. If not, the team requests that RTC funds this study,

Please note this project has been informed by the Neighbourhood Plan work but can be delivered independently of the plan.

For more information about PJA Consultancy please see the Appendix.

Appendix - More about PJA Consultancy

PJA Consultancy offer movement planning, street design, urban design, landscape and masterplanning services. They work across a range of project scales, of particular relevance to this proposal is their work on:

- **CENTRES and INTERCHANGE** capitalising on strong understanding of movement, which is integrated into urban design and landscape expertise to inform town centre strategies, street design and public transport planning.
- **STREETS and SPACES** - extensive and innovative experience in urban and landscape design coupled with integrated highway engineering, traffic modelling and active travel solutions to create contemporary streets strategies and detailed designs. Delivering everything from feasibility to construction.
- **MARKET TOWNS and VILLAGES** - planning and design studies in smaller settlements and villages. Many of these projects involve the better integration of road traffic through new approaches to rural street design, often drawing on the unique qualities of historic places.

Examples of their work

Marple Town Centre – A Traffic and Street Design Strategy to build on the aspirations of Marple Vision Partnership is to rejuvenate and uplift the centre of the town, to support the vibrancy and growth of the shopping area on Market Street and Stockport Road, to improve accessibility, safety and sustainability and manage the interaction of people and traffic.



Kidderminster Public Realm Framework - The centre-piece of the public realm improvements is Exchange Place outside Kidderminster Town Hall. A brand-new public square has been created by relocating taxi bays and creating a single multi-function surface, with the main vehicle route only subtly demarcated by benches and other street furniture. In normal use, the square is accessible for the very low volume of traffic that needs to use it for access with through traffic passing around one edge of the space, but it is otherwise dominated by pedestrians who were previously channelled close to building fronts. Exchange Place provides space for the town to use for events during its cultural and festival programme, and is the southern gateway to the pedestrianised town centre for people arriving by bus from the south or by rail.



Buntingford, where PJA produced outline designs that reallocated street space to create wider footways and more parking, improved traffic calming, and generally contributed to an enhanced townscape character.



A31 Improvement Scheme – Notes of Meeting held on 14 April 2022

Present:

Daniel Kittredge (DK), Project Manager, National Highways (NH)

Ian Ackerman (IA), NRSWA Permit Scheme Manager / Traffic Manager, Hampshire Highways, HCC

Cllrs Day, Heron, Lane (for part of meeting), Ring, Rippon-Swaine and Thierry

Jo Hurd, Deputy Town Clerk, Ringwood Town Council

Prior to the start of the meeting Cllr Rippon-Swaine noted that the site appeared clean and tidy. Cllr Thierry added that during a walk, he saw workers litter-picking along West Street.

1) Update on issues raised at the last meeting (10 March 2022):

Issue	Noted at meeting (<i>Updates in italics</i>)
Pull back 50mph limit to slow traffic exiting westbound off-slip at Poulner, and to make it easier for traffic joining from westbound on-slip at Poulner	<i>50mph now in force on both carriageways from Poulner slip road to Ashley Heath roundabout, and on slip roads with zebra crossings. Signage has been updated.</i>
Suggestion to extend the 50mph speed restriction on eastbound carriageway beyond Poulner off-slip	
Deployment of cameras or camera vans by Police on ad-hoc basis	<i>DK has asked local police to provide some enforcement with a safety camera van and is making enquiries about use of a CCTV monitoring van.</i>
Continued reporting of speeds of over 30mph on local road network – Hightown Road dangerous to walk along due to narrow footpaths	Police are aware and keeping a watching eye.
Implementation of TTRO at junction of A338 Salisbury Road with Northfield Road to prevent cars parking and adding to congestion	IA proceeding with TRO, DK to arrange line markings. <i>Not yet implemented but plans are being progressed.</i>
Pedestrian Crossing in Southampton Road	<i>Permit approved for hedge cutting works to be carried out on 21/22 April. No progress on repainting zebra crossing as yet.</i>
Signage to discourage rat-running	At the January meeting, DK agreed to deploy signs to encourage vehicles to stay on A31. Not yet progressed – DK to look at in conjunction with 50mph zone. <i>NH will monitor traffic over the Easter weekend, which will give an indication of traffic levels to come over the summer. DK will ask Traffic Management team to action.</i> <i>Noted that works to repair leak to reservoir in Hightown Hill are in progress and restricting carriageway - DK will make Traffic Safety Officers aware.</i>

	<i>Noted that sat-navs are unnecessarily diverting drivers away from A31. DK will follow up on this issue.</i>
Junction of Eastfield Lane with A31 westbound on-slip	<i>Site meeting held on 24/03/2022 to consider further, and to look at exit from Poulner slip on to Southampton Road. DK agreed to trial temporary traffic lights at peak pm times on junction of Southampton Road with Poulner slip road. No action to be taken at junction of Eastfield Lane with A31 westbound on-slip.</i>
Condition of highway	<ul style="list-style-type: none"> • Various potholes in Eastfield Lane <i>Some repairs have now been carried out.</i> • Potholes/breaking up of road surface on junction of eastbound off-slip at Poulner with mini-roundabout <i>Not yet progressed.</i>
B3347 northbound approach to main roundabout	<p>TR suggested lane segregation (LH lane – A338 northbound, RH lane – A31 eastbound)</p> <p><i>DK will look to see if there is anything that can be done to improve traffic flow out of Ringwood.</i></p>
Meeting House Lane TRO	<p>IA to follow up to see if current one-way direction can be made permanent.</p> <p><i>Noted that discussions are ongoing.</i></p>

2) Other issues:

i) Communication with local businesses

Ringwood Business Association was not represented at the last Business Liaison Group meeting, but had written to the DfT seeking compensation.

The next meeting is scheduled for 27th April.

ii) Piling works

Piling works had commenced on 12th April and would continue for approximately 6 weeks. A weekly flyer would be delivered to residents and businesses most affected by the noise and vibration from these works, and details were included on the scheme website.

An initial letter advising of the forthcoming noisy works had been sent out about 3 weeks in advance, with the offer of a free condition survey to those buildings that might be impacted; no one had taken up this offer.

iii) Ringwood Church

DK advised that, although originally intended, it was not possible to erect an acoustic barrier as there was insufficient width between the new roadside kerb and the Church wall. The Church had offered to make its land available and a meeting was to be arranged for a fencing company to visit site and discuss further. However, the proposal would be to erect a good quality 1.8m high fence, and not an acoustic barrier, due to the long-term maintenance issue. If the Church wasn't happy with what was proposed by NH, a financial contribution would be made instead. It was understood that a local group had agreed to plant trees along the line of the new fence to soften the impact.

It was noted that consideration would need to be given to the Conservation Area and Listed Building status of the Church, and that the Town Council should be party to any discussions due to its maintenance liability for the churchyard.

iii) Landscaping

Cllr Thierry proposed that a working party of interested parties be established to consider all landscaping associated with the scheme, including works at the Church and, for example, replacement of trees/shrubs in Jubilee Gardens. Although it was noted that such works would be carried out at the end of the scheme, it was felt that plans should be prepared and agreed in advance.

iii) Footpath Signs in Merton Grove/Gravel Lane

2 footpath signs had been installed by NH in Merton Grove/Gravel Lane, and it was alleged these were on private land. DK said the signs had been agreed in advance with HCC and it was understood they were on highway land. He agreed to follow up and respond accordingly.

iv) Wall adjacent A31 westbound carriageway

Noted that it was necessary to remove a section of wall to facilitate removal of old bridge sections and installation of new bridge beams by crane. Ownership of the wall had not yet been resolved, and investigations were ongoing.

3) Any Other Business

Noted that there was a permit pending for SGN to close the westbound off-slip to Hangersley (In Excess Garden Centre) on 21 April. Members advised this was a well-used junction and any closure should be advertised in advance.

Noted that a digital photographic record would be available of significant works during the scheme, as well as a time lapse video with a 270-degree view of the site.

4) Date of Next Meeting – 2pm, Thursday 12 May 2022

Post Meeting Notes

As of 19 April, New Forest District Council has confirmed a Section 61 Variation to extend working hours as follows:

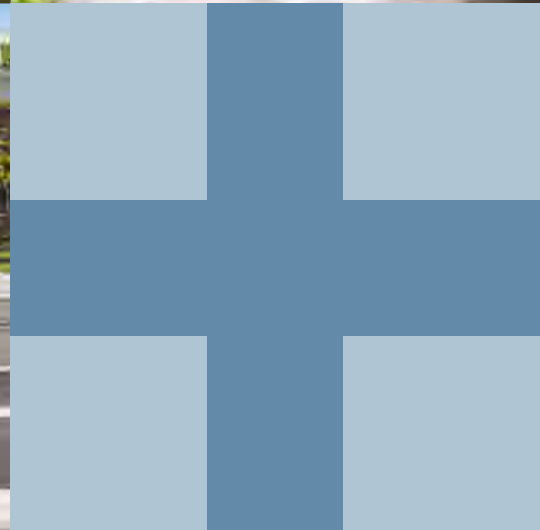
- Monday to Friday – 7.30am to 8pm
- Saturdays – 7.30am to 1.30pm, with an extension to 5.30pm when required
- Sundays and Bank holidays – 9am to 5pm when required

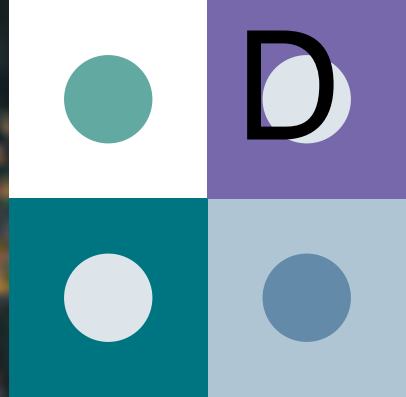
NH has applied to HCC for a permit to allow them to implement ad hoc traffic management on Mansfield Road to enable some of the larger deliveries to enter and leave site safely. This will take the form of a temporary lane 1 closure between the Furlong roundabout and Ringwood junction during off-peak hours for short durations. Traffic management operatives will cone off lane 1 shortly before a delivery is due and will re-open the lane immediately after the vehicle has left site.

D

Draft Local Transport Plan 4

Summary document
April 2022







Introducing our Draft Local Transport Plan 4


Our current Local Transport Plan (LTP3) was developed in 2011. Over the course of the last two years we have been developing a new Draft Local Transport Plan (LTP4) which sets out the County Council's proposed key policies and priorities for transport within Hampshire, looking ahead to 2050.

The document that you are about to read is a draft summary of the emerging fourth Local Transport Plan (LTP4) for Hampshire. It outlines the proposed vision, guiding principles, policies and route that the County Council believes are required to deliver a set of core outcomes within the next 30 years.

The Draft LTP4 reflects extensive scoping and stakeholder engagement work and is now presented for formal consultation, to identify whether any further changes are required before it is considered for adoption.

Hampshire County Council is committed to listening to the views of residents and stakeholders before deciding which actions to take and the consultation seeks to understand views on the proposed approach, the impacts that may arise as a result of this and any alternative options that should also be included.

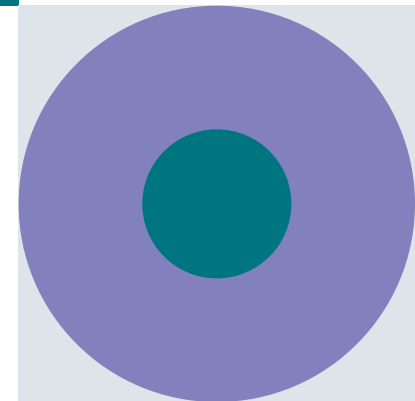
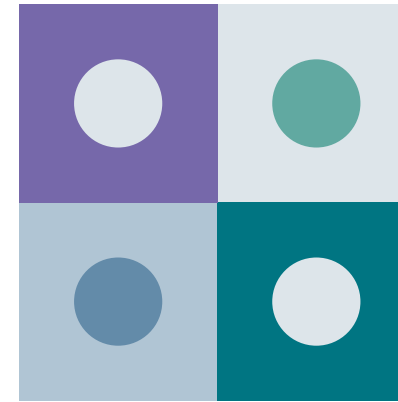
The consultation on the Draft LTP4 is open from 4 April 2022 to 26 June 2022 and details of how to respond can be found at the end of this document, or at www.hants.gov.uk/localtransportplan. A final version of the LTP4 is expected to be adopted by early 2023.

 *References are made to the full Draft LTP4 document where relevant to guide the reader to further information - look out for this symbol.*

Contents

The full Draft LTP4 can be viewed at www.hants.gov.uk/localtransportplan.
This summary document provides an overview of the key content, as follows:

Background to the Local Transport Plan 4	6
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D



Background to the Local Transport Plan 4

Why do we need a new Local Transport Plan?

In recent years the County Council has:

- developed its [Hampshire 2050: vision for the future](#), established to guide and contribute to the future prosperity, quality of life, and protection and enhancement of the character and environment of Hampshire;
- declared a **Climate Emergency** in June 2019, setting two challenging targets for the Council and County area – to be carbon neutral by 2050 and to build resilience to a two-degree rise in temperature; and
- produced its [Climate Change Strategy \(2020-25\)](#), which sets a pathway for the reduction in CO₂ emissions which is needed for the County to be carbon neutral by 2050.

Furthermore, the **COVID-19** pandemic has had a far-reaching impact on our lifestyles, travel behaviour and choices.

We are therefore faced with a need for transformational change in our approach to transport. Now is the time to reflect, think differently, and put ourselves on the right path towards our 2050 vision.

Our updated LTP (LTP4) will:

- ensure that our **transport policies are up to date**, reflecting current and expected future trends;
- ensure that our approach to transport is **aligned with other key policy areas** and priorities for the County Council, such as: climate change; health and well-being; equality and diversity; and economic growth;
- provide clarity and guidance on transport issues for all **stakeholders**;
- provide a framework for **prioritising transport investment**; and
- maximise our opportunities for attracting **external funding**.

Who is the LTP4 for?

Anyone affected by or with an interest in transport and travel within the Hampshire area. This includes (but is not limited to): residents; workers; businesses; service providers; transport providers / operators; visitors and neighbouring authorities.

What is covered in the LTP4?

The LTP4 sets out **what** our priorities for transport are, **why** they are important, **how** we propose to address them, and **where** and **when** certain policies and measures will be applied. Key parts of the LTP4 include:

- **issues and challenges** relating to transport;
- the long-term **vision** for transport;
- the **priority outcomes** for transport that we want to achieve and what success looks like;
- **guiding principles** and **policies**, covering the planning, operation and maintenance of the transport network; and
- the approach to delivering the Plan – ‘making it happen’.

What is not covered in the LTP4?

The LTP4 addresses those aspects of the transport network and transport provision that are within the responsibility of Hampshire County Council. It is not the role of the LTP4 to set policy for strategic road and rail infrastructure (such as motorways, trunk roads or railway lines) which are the responsibility of national bodies. Nor does the LTP4 set policy for land use planning, which is the responsibility of the District and Borough Councils (as Local Planning Authority). However, there are strong linkages between LTP4 policy and these areas which are identified within the Plan.

How has the LTP4 been developed?

We have drawn upon a wide range of resources, including:

- development of an **extensive evidence base**, collating information and analysis on transport and travel trends throughout Hampshire; current and future challenges and opportunities; and best practice;
- **stakeholder engagement**, including an earlier public engagement exercise on the emerging LTP4 vision, outcomes and guiding principles (7th Jan 2021 to 28th Feb 2021); and
- an **Integrated Impacts Appraisal** – reviewing the impacts of emerging LTP4 policies on health, equality and environmental objectives.

Supporting evidence for the LTP4 (including that listed above) can be found at: <http://www.hants.gov.uk/transport/localtransportplan/supportingdocumentation>. This includes all data and analysis referred to within this summary document.



Our journey so far

We are not starting from scratch and we are seeking to build upon progress made to date...



In the last decade the County Council has prioritised essential maintenance of its substantial transport infrastructure assets... and also secured funding to address key constraints on the transport network.



In the last 10 years alone the County Council has delivered schemes to the value of approximately £300 million, with further schemes to the value of £170 million planned or under construction.



Funding bids for major transport schemes have largely been geared towards supporting transport schemes which enable economic growth and/or housing delivery, in line with Central Government policy.

However, we recognise that there are still parts of our transport system that could work better, or differently...



Hampshire has high levels of car use. Congestion causes lost time, and poor air quality affects some communities contributing to poor health.



Despite a notable increase in recent years, over the longer term the level of investment in high quality alternatives to car travel has lagged behind investment in infrastructure aimed at car users... and for many people they do not provide an attractive alternative to car use.



Past monitoring of schemes that create extra road capacity for general use shows that this soon fills up with extra car journeys. Rather than building extra capacity, many councils now accept that ways of using road network space more efficiently should be considered.

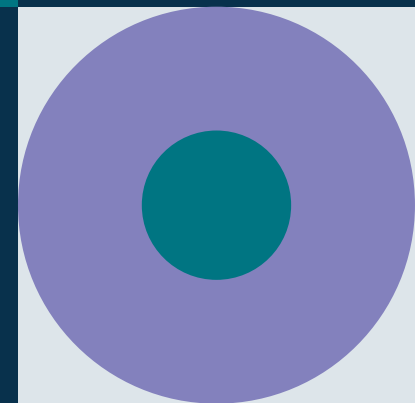
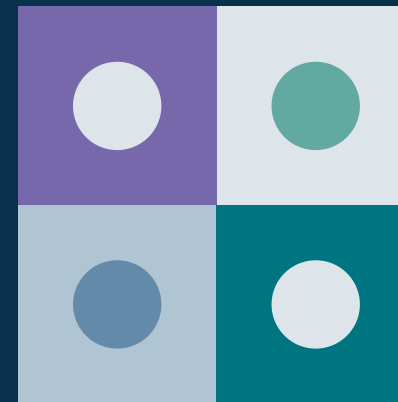


Transport and land-use planning is not integrated as well as it could be, partly because transport decisions are largely the responsibility of the County Council, while planning decisions are made by the District and Borough Councils (as the Local Planning Authority).

Over recent decades the location of new housing, employment and shops has led to increased travel distances for many residents and has often meant that driving is the only realistic option to get around.



Over recent decades, a backlog of structural maintenance and renewal of roads has built up in Hampshire (and in most other local authorities), due to a sustained lack of funding from Central Government. This has left some paths, roads and structures prone to damage, which can cause disruption and safety concerns to people and businesses that rely on these networks.



The big issues for LTP4

The Hampshire 2050 vision considered the key challenges and opportunities faced by the County, both now and looking ahead to the future. We have identified the most significant 'drivers for change' for the LTP4.

Climate change

Although the world has started to move towards a low-carbon future, globally we are **currently on track for around 3°C of warming by 2100** (compared to pre-industrial temperatures). This level of warming would have severe impacts on our environment and our lives. Transport, like most sectors, will need to reduce CO₂ emissions to almost zero by 2050. This will require **very significant shifts in travel behaviour**.

- 37% of CO₂ emissions in Hampshire are transport-related (excluding rail and aviation), and 65% of these transport-related emissions are caused by cars.
- Transport emissions in Hampshire have not reduced in the last five years, whilst emissions from other sectors (e.g. energy, industry, buildings) have reduced by nearly 25%.
- Department for Transport data shows that traffic on Hampshire roads grew by +18% between 2000 and 2019.
- 45% of households in Hampshire have two or more cars.

Transition to electric or hydrogen-fuelled vehicles will not reduce emissions far enough or fast enough, especially over the next 10 years.

Analysis shows that a **10% reduction (approx.) in total car vehicle kilometres is required between 2019 and 2030**, in order for Hampshire to achieve its target of a carbon neutral transport system by 2050.

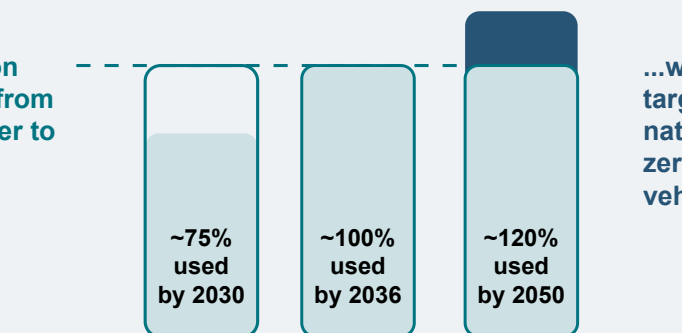
More extreme weather as a result of climate change (flooding, high winds, high temperatures) could result in more travel disruption and damage to our roads, requiring changes to how we maintain and provide a resilient network and with potential consequences for our quality of life and our species and habitats.

If we carry on with existing policies and practises we will not achieve carbon neutrality from transport by 2050.

Reliance on national policies for zero emission vehicles is not enough.

Rapid and transformative local action is needed.

Maximum carbon output allowed from transport in order to achieve targets



Projected carbon used (as % of maximum) - without significant local action

...we will not meet targets if we rely on national policies for zero emission vehicles alone.

The County Council's **Climate Change Strategy (2020-25)** establishes the overall approach to achieving the reduction in CO₂ emissions needed to be carbon neutral by 2050. It is underpinned by a **Carbon Management Hierarchy**, which is applicable to all sectors and activities, including transport. The LTP4 has a crucial role in delivering the Climate Change Strategy and meeting our carbon reduction targets.

We will need to be flexible, agile and brave in our approach to the climate emergency as technologies evolve and lifestyles and future strategic and local development planning change.



90% of respondents to the initial LTP4 stakeholder engagement exercise in 2021 identified 'Changing Climate' as an important driver for change.

The Carbon Management Hierarchy (Avoid-Reduce-Replace-Offset) and its relationship to transport and travel

- Reduce **dependency on the private car** by:
 - avoiding carbon-intensive travel
 - reducing the need to travel, e.g. enabling people to 'live locally, travel less' and homeworking
 - providing better walking, cycling and public transport choices
 - owning fewer cars and using them less
 - **Use our vehicles more efficiently** to reduce per vehicles emissions, e.g. fuller loads and more efficient routes for movement of goods, smaller vehicles, well-used public transport and more car sharing
-
- Replace our petrol and diesel vehicles (which emit CO₂) with **zero emission vehicles**
-
- Offset any remaining emissions that cannot be eliminated by the above

Avoid
and
Reduce

Replace

Offset

Changing environment

The Hampshire 2050 Commission of Inquiry identified Hampshire's natural environment as **its most valued asset** and an essential component of Hampshire's attractiveness and prosperity. To support this, transport schemes need to **mitigate adverse environmental impacts** and strive to achieve an **environmental net gain**.

Mitigation involves reducing loss of vegetation or loss of views due to new infrastructure and eliminating the harm that vehicle emissions can cause to habitats, species and human health. Achieving an environmental net gain means that any infrastructure development should leave the natural environment in a measurably better state than beforehand.

Supporting economic recovery and growth

Good connectivity between destinations, based on attractive, reliable journey times for all, is crucial to the on-going success of Hampshire's economy.

- Whilst economic performance (e.g. in terms of productivity) is high in North Hampshire, it is below the UK average in other parts of the County (e.g. Test Valley, East Hants, Gosport) which also contain **pockets of deprivation**.
- **Congestion is adversely affecting productivity**; and access to labour is being restricted. On average, almost 10 times as many jobs in Hampshire are accessible by car as they are by public transport.
- Some of our **retail centres are in decline** (exacerbated by the COVID-19 pandemic), and how we use our urban centres is changing.

We need a high quality and efficient transport system which ensures Hampshire continues to prosper whilst reducing its emissions – this includes allowing products to be delivered to market, linking people to jobs, and supporting supply chains and logistics.

We need to support the less well connected and less affluent areas of our County by improving access to jobs and training for those without a car, and we need to improve our strategic connectivity with neighbouring sub-regional economies (including London).

We need to reinvent our high streets and regenerate local town and district centres – supporting local living.


Technology and travel trends

Whilst it will not provide the solution to all of our transport challenges, technological innovation presents huge opportunities for transport in terms of:

- **electric or zero emission vehicles**;
- the increasing availability of **data and internet connectivity** (providing high quality information to network operators and users in real time and 'on the go');
- **automation** (leading to self-driving vehicles);
- **'new' modes** which are emerging, including electric bikes, cargo bikes, and scooters.

However, if technological changes are not effectively managed they could have undesired effects, such as increasing congestion or reducing sustainable travel.

Nationally, travel demand is rising overall due to population growth, but falling at an individual level due to more home-working, part-time working, self-employment, and online shopping. Travel choices show clear generational differences - younger people are less likely to own a car, but older people are driving more than they used to.

 For more information on the key issues and 'drivers of change' see the full LTP4 document, page 24.



19% of adults in Hampshire undertake less than 30 minutes of physical activity per week.

Only 32% of boys and 24% of girls (aged 5-15) do sufficient physical activity.



Hampshire's population is set to increase by 10% between 2017 and 2041, led by net inward migration and an aging population.



Bus use has increased by 3% over the last decade, but the number of journeys per head is below the South East average.



The cost of running and providing public transport means that in relative terms it is becoming more expensive for users.

Health and society

Overall, Hampshire's population is getting older (the 65+ age group is expanding the most), becoming more diverse, and health inequalities are increasing. Transport needs to play a major role in **connecting communities to jobs and services, shaping places, and improving our physical and mental health and well-being**. It is also important for ensuring **equality and diversity**.

- High levels of car use are contributing to **obesity and poor health**. Addressing health related transport issues is closely linked to reducing carbon emissions.
- A lack of choice of public transport provision is **contributing to loneliness, social exclusion, and deprivation, especially in rural areas**.
- **Poor air quality in Hampshire results in premature deaths**, with particulate air pollution a contributory factor in around 5% of all Hampshire deaths. This also has an estimated overall societal cost of £225M per annum. Vehicle emissions are the main source of Nitrogen Dioxide (NO₂) and particulate matter.

LTP4 at a glance

LTP4 Vision

*“A carbon neutral, resilient and inclusive, transport system designed around people, which: supports health, wellbeing and quality of life for all; supports a connected economy and creates successful and prosperous **places**; and respects and seeks to enhance Hampshire’s unique **environment**”.*



LTP4 Outcomes



Climate change

- Carbon neutrality
- Improve network resilience



Environment

- Improved air quality and less noise disturbance
- Environmental net gain



Economy

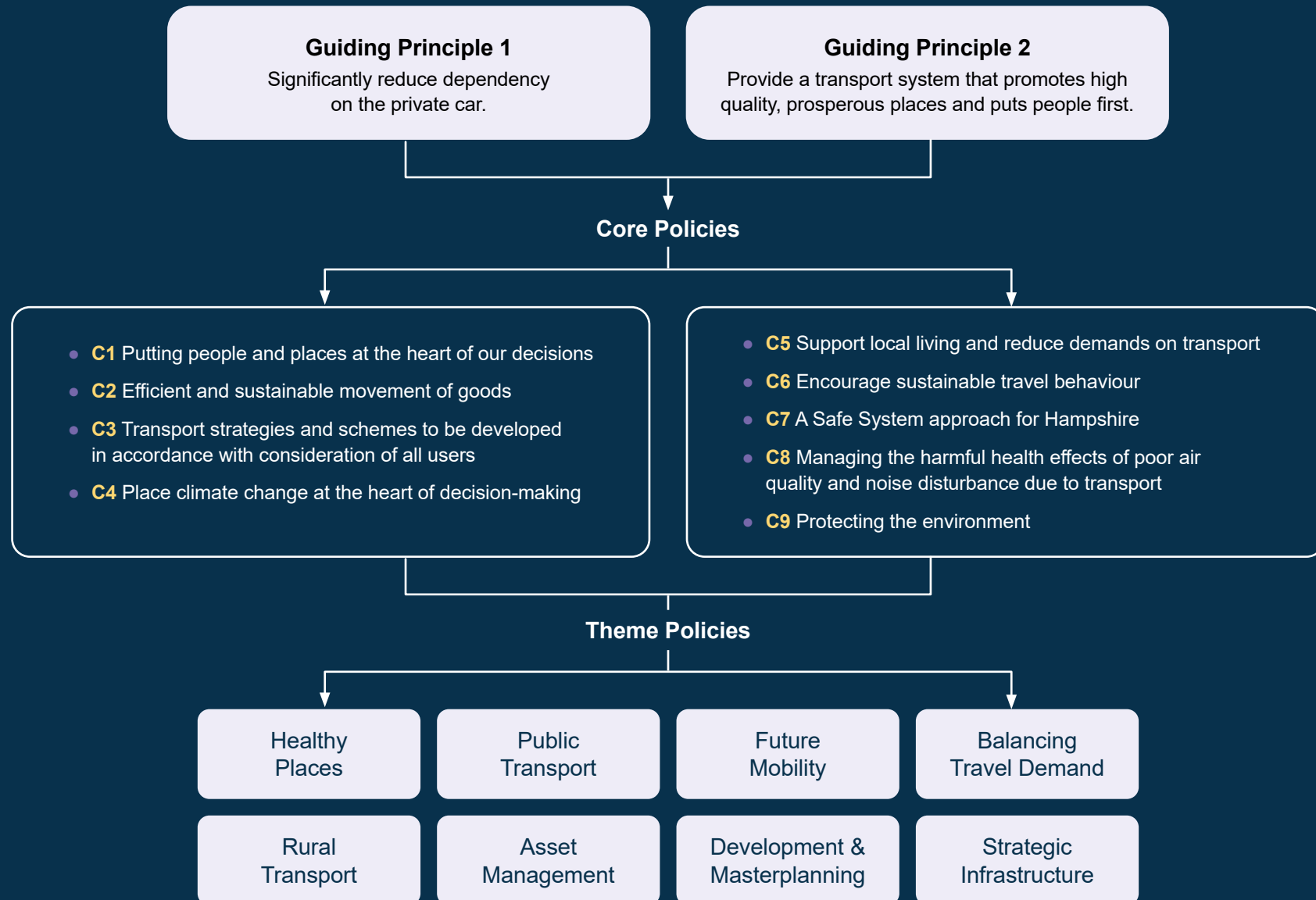
- Connected economies and successful places
- Sustainable housing and employment growth



Society

- Active lifestyles
- Equality of opportunity

LTP4 Principles and Policies



LTP4 Implementation and monitoring



Leading by example



Scheme prioritisation



Funding



Area based strategies



Stakeholder engagement

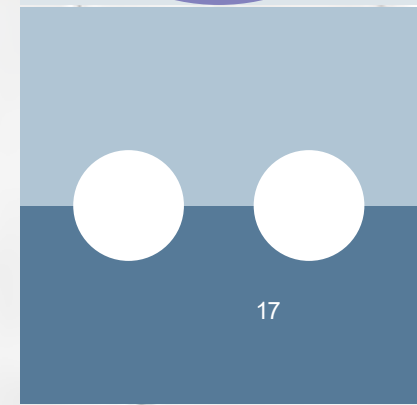
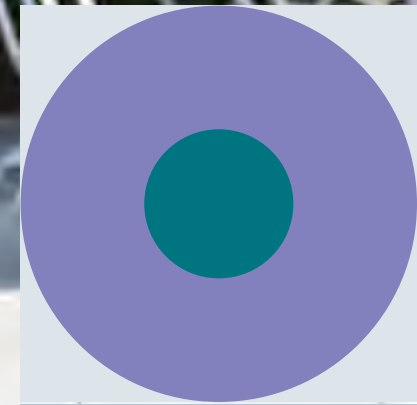
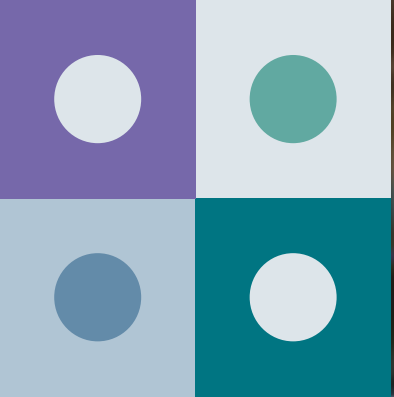


Measuring success

What makes LTP4 different?

- Creation of a Road User Utility Framework, to ensure appropriate consideration of all users.
- A Movement and Place Framework to help us decide how best to change our streets and spaces and balance competing needs.
- A new approach to integrating land use and transport planning by clearly defining what sustainable transport looks like.
- An approach to adapting our infrastructure to respond to climate change.
- Policies that support decarbonisation and electrification of the vehicle fleet.
- Policies that set out how the County Council will make use of new technology to solve transport challenges.
- Policies that set the ambition to deliver a transformational change in public transport, walking and cycling networks and systems.





The LTP4 outcomes

Four outcome areas reflect what we are trying to achieve through the LTP4:

A carbon neutral, resilient Hampshire



- Reduce transport-related carbon emissions to net zero (neutrality) by 2050.
- A transport network that is resilient to climate change, extreme weather, incidents and major disruptive events.

Thriving and prosperous places



- A transport system that supports a connected economy, creates successful places, and ensures Hampshire continues to prosper whilst reducing its emissions.
- Support sustainable housing and employment growth and regeneration that positively supports our LTP4 vision.

Respect and protect Hampshire's environment



- Improved air quality and less noise disturbance from transport.
- A transport network that protects and enhances our natural and historic environments, resulting in an overall net environmental gain.

Healthy, happy, inclusive lives



- A network that promotes active travel and active lifestyles to improve our health and wellbeing.
- A transport system that provides more equitable access to services, opportunities and life chances, delivering improved quality of life for all in Hampshire.

 For more information on the key issues and 'drivers of change' see the full LTP4 document, page 24.

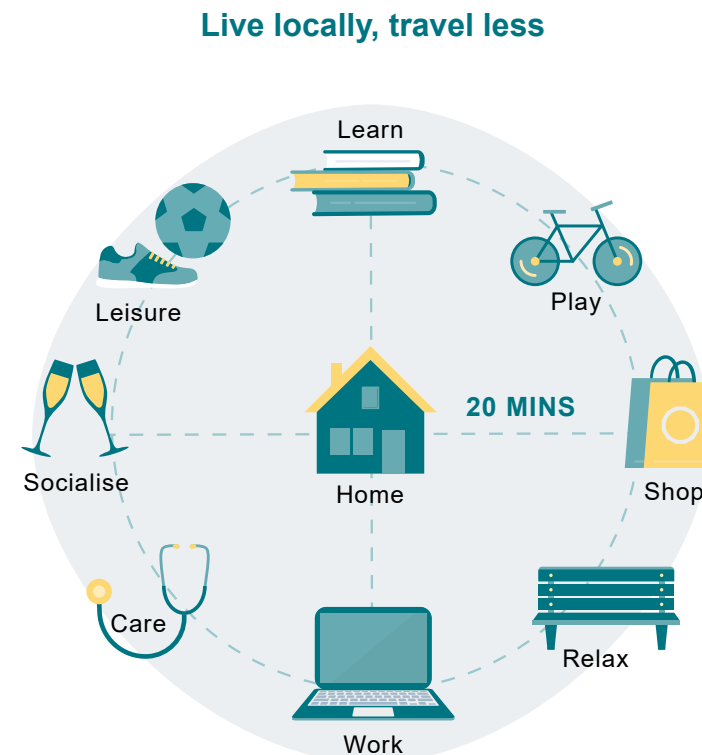
The LTP4 guiding principles

Much of what the County Council already does to maintain, enhance and support the operation of the transport system in Hampshire will remain relevant. But, if we are to achieve the desired outcomes, **the evidence shows that we need a change in emphasis**. LTP4 represents a shift away from 'planning for vehicles', towards '**planning for people and places**' and an increased focus on 'decide and provide' policies which will deliver our LTP4 vision. This includes an emphasis on **modal shift** and **managing demand for road space**, rather than just supplying the extra capacity to meet this demand.

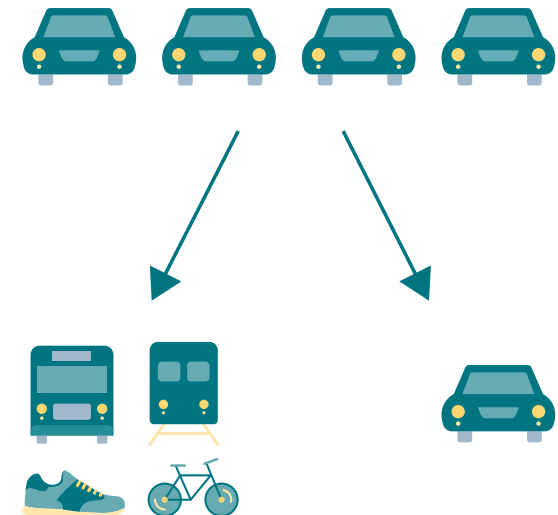
Guiding Principle 1: Significantly reduce dependency on the private car.

There is no plausible path to carbon neutrality without major reductions in transport emissions. LTP4 proposes an increased emphasis on:

- **integrated land-use and transport planning** which enables more sustainable travel choices and reduces the need to travel;
- **walking and cycling** as the first choice for shorter journeys;
- making **public transport** more attractive, more affordable and accessible to more people, as the first choice for longer journeys;
- promoting and encouraging **reduced car ownership and use**;
- **better managing travel demands**, particularly on the busiest parts of the network at peak times; and
- providing **realistic alternatives** to private car use to connect our rural communities.



Prioritise walking, cycling and public transport. Own fewer cars and use them less.



Guiding Principle 2: Provide a transport system that promotes high quality, prosperous places and puts people first.

The LTP4 promotes approaches which create **high quality places, encourage active and public transport use**, enable **social interaction**, and create **safer, healthier, and more attractive places to live, work, and visit**.



This includes an increased emphasis on:

- **the regeneration of our streets and spaces** to support economic growth;
- designing and providing for **different user needs**;
- **reshaping and repurposing urban centres** to better serve changing lifestyles, including reallocation of road space where appropriate;
- tackling the **adverse impacts of transport** on the environment in which we live, and particularly on our most vulnerable communities;
- addressing the perceived (as well as actual) **safety of walking and cycling**, recognising this as one of the most significant barriers to their use; and
- **new developments** that create better connected, accessible and liveable neighbourhoods.

Our approach recognises that routes and spaces have many different functions (from vibrant high streets to fast flowing dual carriageways).

We will use a new framework to consider both the form and function of routes and spaces in order to set principles for the design and provision for different user needs. This comprises:

- **A Road User Utility Framework;**
- **A Movement and Place Framework; and**
- **A Healthy Streets* Approach.**

This framework will ensure a greater emphasis on planning for people and places.

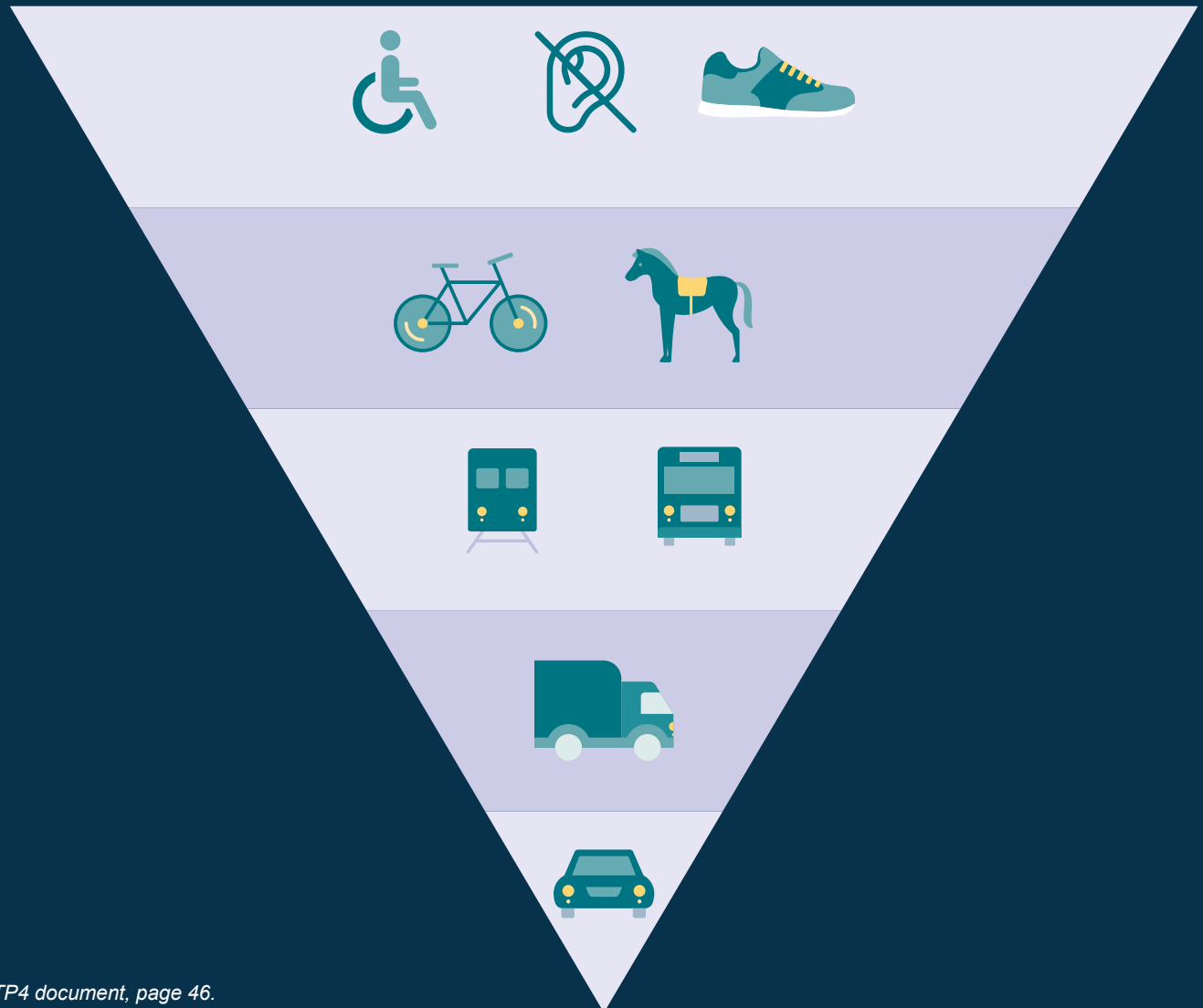
See diagrams on pages 21 to 23.

**The Healthy Streets approach started life in London boroughs but is applicable to any street where people walk and cycle (<https://healthystreets.com>). It is an evidence-based approach for creating fairer, sustainable, attractive urban spaces, and engaging communities in shaping the places where we live, work and play.*

Road User Utility Framework

Who we give appropriate consideration to when developing transport strategies and schemes.

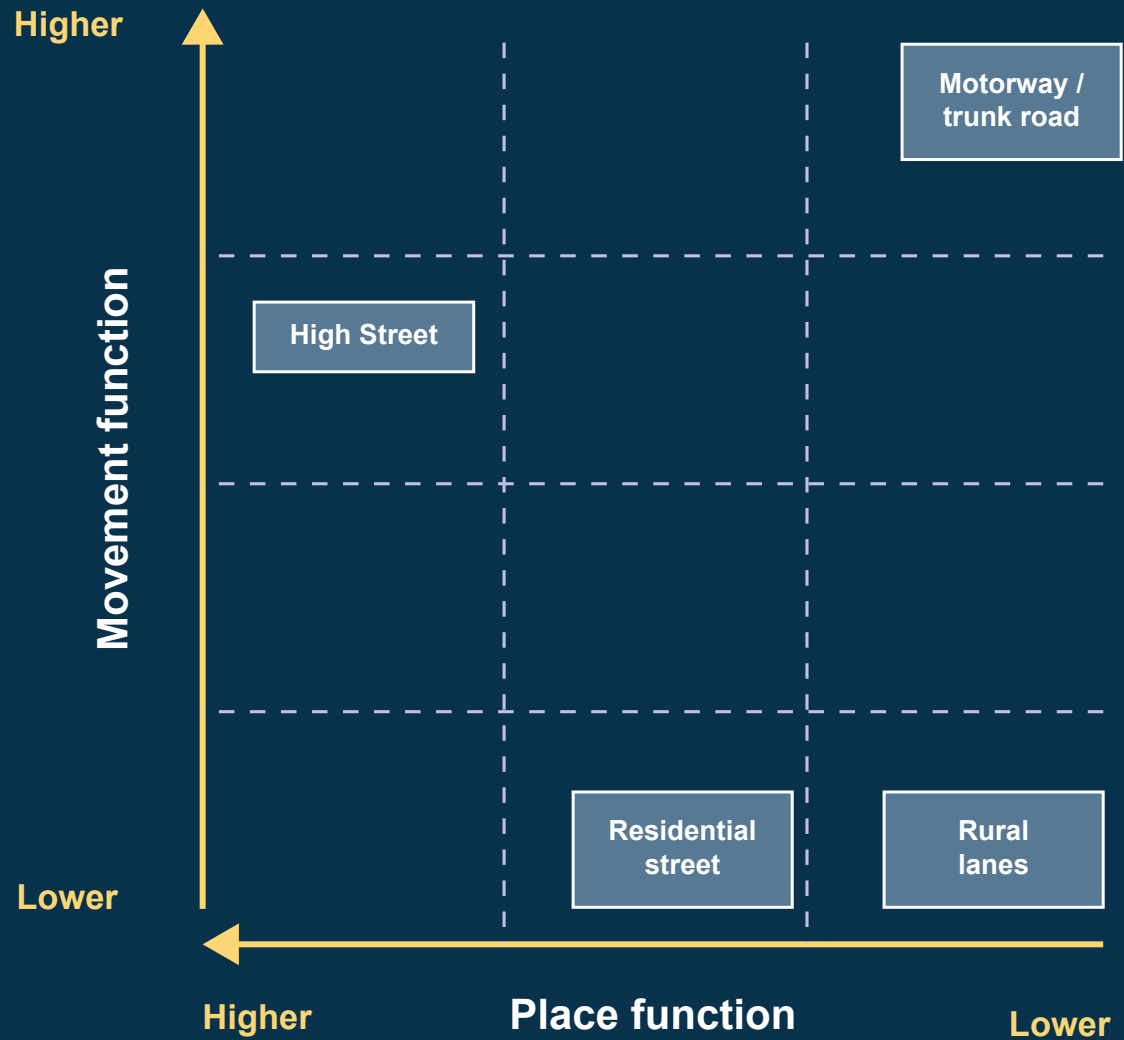
1. opportunities to reduce travel demand and the need to travel
2. vulnerable users, including people with disabilities or long-term mobility-related health conditions
3. people who walk
4. people who cycle and ride
5. people who use public transport (bus, coach, rail, taxi, community transport)
6. delivery of goods
7. other motor vehicles



 For more information on the guiding principles see the full LTP4 document, page 46.

Hampshire's Movement and Place Framework

Identifies the relative balance between 'movement' and 'place' in different locations and informs decisions about the types of interventions required. Place function is the extent to which a road or street and its adjacent land use is a destination in its own right.



For illustrative purposes

Healthy Streets Approach

A holistic framework, based around ten Healthy Streets Indicators, for creating environments that feel attractive, comfortable, and safe for walking and cycling, regardless of confidence, age and ability.



Source (adapted): Lucy Saunders

The LTP4 core policies

In order to deliver the proposed LTP4 outcomes we have identified a number of **core policies**, which are intended to **determine how we plan and deliver all aspects of transport**. These policies are closely aligned with the proposed guiding principles and provide the fundamental ‘rules’ for how we do things and how we want others to do things. A summary of the focus of each of the core policies is provided below.

Policy C1: Putting people and places at the heart of our decisions

- Promotes a shift away from ‘planning for vehicles’ to ‘**planning for people**’ and ‘**planning for places**’.
- Requires transport solutions to be developed in light of our new **Movement and Place Framework**, our **Road User Utility Framework** and a ‘**Healthy Streets**’ approach.
- Establishes our ‘Ten Point Plan’ for a more equitable transport system.

Policy C2: Efficient and sustainable movement of goods

- Seeks to **improve journey time reliability** on strategic lorry and rail freight routes, including those which improve access to international ports.
- Encourages a **shift from road freight to less environmentally damaging modes**.
- Addresses the **impact of freight and delivery vehicles** in villages, urban centres, and neighbourhoods.
- Supports a transition to **low carbon HGVs**.

Policy C3: Transport strategies and schemes to be developed in accordance with consideration of all users

- Requires the application of our **Road User Utility Framework** (which complements the Movement and Place Framework) to ensure that local infrastructure and how we manage it does not exclude those who cannot drive or choose not to.
- Focuses not just on safety, but also the usefulness of infrastructure and spaces by different modes.

Policy C4: Place climate change at the heart of decision-making

- Promotes **local action** to change travel behaviour and accelerate the shift to zero emission vehicles in order to become carbon neutral.
- Favours transport investments that also **deliver benefits for our other LTP4 outcomes** covering environment, economy, and people.
- Embraces a ‘**designing for climate change**’ approach for new transport schemes and existing infrastructure to reduce the carbon impact and improve resilience to the effects of climate change.

Policy C5: Support local living and reduce demands on transport

- **Promotes community-led place and transport improvements** and enables residents to make **greater use of local services and facilities**.
- Supports measures to enable people to ‘**live locally**’ and access many of their daily needs within a 20 minute walk of their home (‘20 minute neighbourhoods’).
- Supports the **roll out of superfast / gigabit broadband** to enable home working and online access to services, so that people can travel less.

Policy C6: Encourage sustainable travel behaviour

- Sets out the need for **raising awareness** of alternative travel options **and behaviour change initiatives** (e.g. travel planning), in addition to developing **transport infrastructure** which will provide affordable, safe, attractive and easy to use alternatives to the private car.
- Supports the requirement for a **10% reduction (approx.) in car use** (vehicle-kilometres) by 2030.

Policy C7: A Safe System approach for Hampshire

- Embeds **road safety** within all aspects of our scheme development and delivery, with a proactive and evidence-led approach to **casualty reduction**, and a particular focus on our **vulnerable users**.
- Seeks to tackle negative **perceptions of safety and security** where this could deter people from travelling, particularly by walking, cycling, and public transport.

Policy C8: Managing the harmful health effects of poor air quality and noise disturbance due to transport

- Sets out the strategic co-ordination role of the County Council on actions to **reduce transport-related pollutants and traffic-related noise levels**, working closely with the District and Borough Councils, the neighbouring unitary authorities of Portsmouth and Southampton, and other relevant stakeholders.
- Establishes a focus on **working towards zero Air Quality Management Areas** in Hampshire (from transport emissions) through proactive and remedial measures.

Policy C9: Protecting the environment

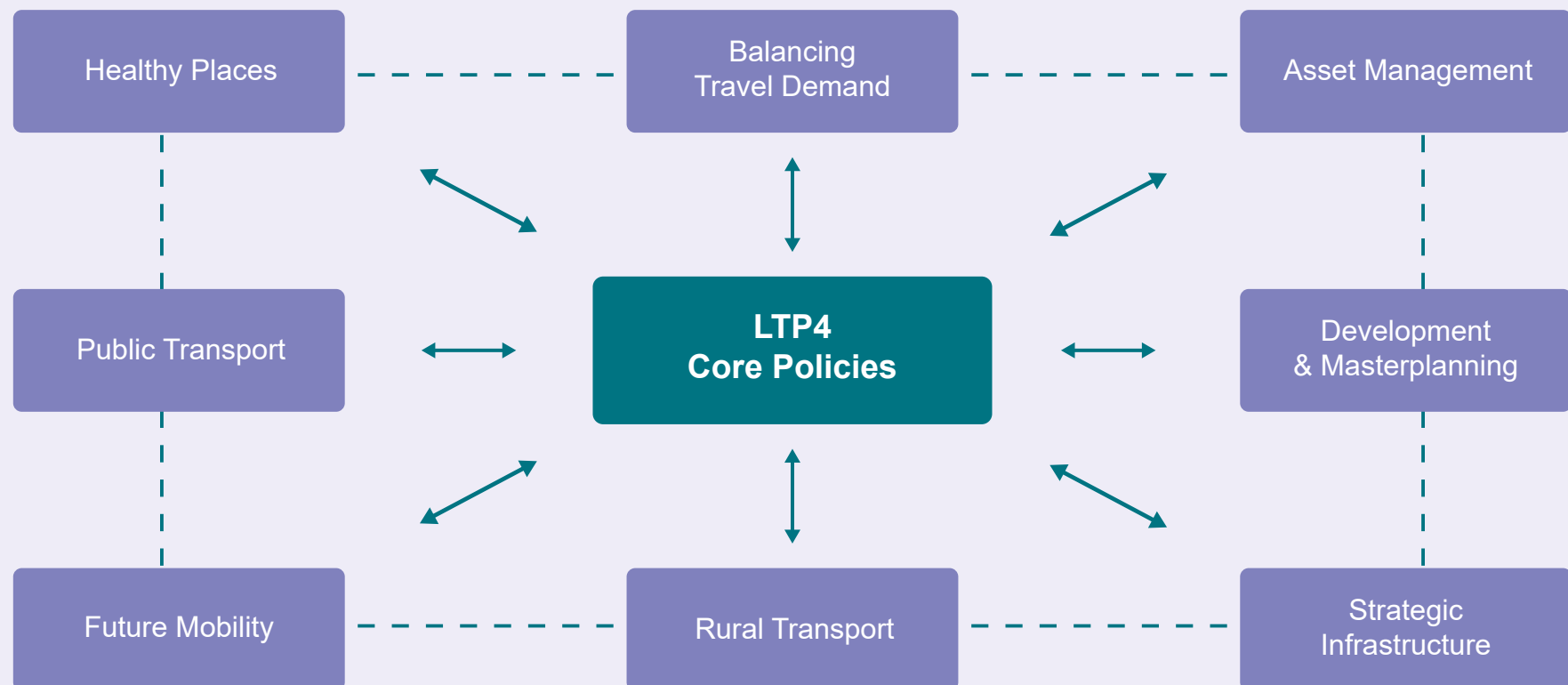
- Establishes a requirement for an **overall net gain in biodiversity** as a result of new transport infrastructure schemes, and the aim for an **overall net environmental gain** by 2050.
- Requires the adverse impacts of transport schemes (including maintenance) on our natural and built environment to be **assessed, minimised and mitigated**.

The LTP4 theme policies

To support the proposed core policies, we have also identified **theme specific policies**, covering eight key areas of transport delivery.

As with the core policies, these theme policies represent a transformation in how we plan and deliver transport in Hampshire.

The eight transport themes, supporting the LTP4 Core Policies





'Healthy Places' policies

Transport has a major role in creating places that make it easier for people to live lifestyles that are good for their physical and mental health - places that support healthy, happy, inclusive lives for Hampshire's residents; as well as places which are good for our climate, environment, and economy.

We want to create a large-scale shift towards walking and cycling for a cleaner, healthier and more active Hampshire. We want to create the right environment where people feel able to choose walking and cycling as their natural travel choice for everyday trips, including as part of longer public transport journeys.

Proposed 'Healthy Places' policies		Key measures and approaches
Policy HP1	Deliver the infrastructure required to support a large-scale shift towards walking and cycling for everyday trips	<ul style="list-style-type: none"> • Embed the 'Hampshire Walking & Cycling Principles' and 'Healthy Streets' approach. • Local Cycling and Walking Implementation Plans (LCWIPs) for coherent, prioritised implementation of infrastructure. • Reallocation of road space where appropriate. • Work with District and Borough Councils and community groups to create low traffic neighbourhoods and to improve the sense of place in local high streets and centres. • Provide support, information, training and assistance to enable more people to engage in walking and cycling for a wide variety of purposes.
Policy HP2	Enable healthy neighbourhoods and high streets in partnership with communities.	
Policy HP3	Widen participation and broaden the appeal of walking and cycling as a natural travel choice.	

Supported through the Road User Utility Framework and Movement & Place Framework

 For more information on Healthy Places see the full LTP4 document, page 78.



‘Public Transport’ policies

Public transport has a major role to play in Hampshire. For some people (such as those without access to a car, or unable to drive) it provides an essential means of getting around for their daily lives. Public transport can also provide mass transit of individuals on our key urban and inter-urban routes, and it can do this much more efficiently than by private car (emitting less air pollution and carbon dioxide per person than private cars and using significantly less road space).

In order to tackle climate change and our other LTP4 outcomes, we need to recover from the drop in use of public transport during the COVID-19 pandemic and see the proportion of people using public transport increase substantially. To do this, we need to make public transport more attractive and more accessible to a wider range of people, and provide the public with a real alternative choice to private car use.

We want to build upon the current public transport offer to make it a preferred mode of choice which is used by more residents in Hampshire – accessible and easier to use, with faster journeys, and affordable.

Proposed ‘Public Transport’ policies		Key measures and approaches
Policy PT1	Place customers at the heart of an affordable, easy to use, and efficient low carbon public transport system.	<ul style="list-style-type: none"> • Make fares cheaper, easier to understand and more flexible. • Better information, better interchanges, better buses, better services and better access to provide seamless journeys. • Working with operators towards replacement of the existing diesel fleet of buses with zero emission buses. • Bus priority measures on priority corridors. • Mass rapid transit (MRT) services (bus and rail based) on our highest use urban and inter-urban corridors. • Increase enforcement of bus priority, kerbside parking regulations, and moving traffic offences. • Trial Demand Responsive Transport. • Park and ride to reduce traffic volumes in urban centres.
Policy PT2	Provide the infrastructure needed to enable reliable, frequent, fast and connected public transport trips.	
Policy PT3	Increase the reach of public transport services.	

Supported through the development of Enhanced Quality Partnerships and Bus Service Improvement Plans (BSIPs)

 For more information on Public Transport see the full LTP4 document, page 82.



‘Future Mobility’ policies

Technological change is happening at a rapid pace and this will impact how we move around in the future. Over the next generation we will see a major transition in cars and road vehicle technology, towards a zero emission fleet that is fully automated and connected. The potential for public good from this technological revolution is significant, but the opportunities need to be grasped and challenges overcome. Future forms of mobility must not only be environmentally conscious but accessible, connected and offer a compelling alternative to single occupancy car travel.

The County Council can play an active role through investment in, facilitating and enabling future mobility solutions. Working in partnership with business, manufacturers and regulators, this technology could be harnessed to solve some of the most complex transport issues that we face.

We will take account of the transformational opportunities that technology innovation offers to deliver a more sustainable transport system, with public transport, walking and cycling remaining fundamental. We will use technology as an enabler for delivering our LTP4 outcomes, but it will not lead our approach.

Proposed ‘Future Mobility’ policies		Key measures and approaches
Policy FM1	Using technology and innovation as an enabler for delivering our LTP4 outcomes.	<ul style="list-style-type: none"> • Subscription-based mobility services (e.g. Mobility as a Service). • ‘Micro-mobility’ solutions (e.g. e-bikes and other legal forms). • New shared transport options (e.g. bike hire, car clubs, lift share schemes, taxi sharing models, demand responsive transport). • Development of mobility hubs, bringing together public and shared transport and other public services, helping to improve access to services and reduce the need to travel. • Strategic Hampshire-wide approach to Electric Vehicle (EV) charging provision. • EV promotion and support.
Policy FM2	Accelerate the transition to low and zero emission vehicle use.	

Supported by the Hampshire Electric Vehicle Strategy

i For more information on Future Mobility see the full LTP4 document, page 88.



‘Balancing Travel Demand’ policies

The impacts of car travel such as air pollution, noise, severance (where traffic flow impedes the movement of pedestrians and cyclists), and road safety are disproportionately borne by non-motorists and by residents. This theme is about how we manage the highway network on a day-to-day basis to balance the different needs of transport users and achieve our LTP4 outcomes.

We will seek to achieve a better balance between access by car and the needs of others, to support walking, cycling and public transport; create high quality places and support economic needs; and minimise the adverse impacts of transport on the environments within which we live.

Proposed ‘Balancing Travel Demand’ policies		Key measures and approaches
Policy BTD1	Regulating traffic, parking and kerbside deliveries.	<ul style="list-style-type: none"> Re-allocating roadspace and managing vehicle access, speeds, parking and deliveries to improve the vitality and attractiveness of our neighbourhoods and centres and support walking and cycling. Proactively manage and coordinate highway activities to minimise traffic disruption. Consider introducing a lane rental scheme to protect key strategic routes. Explore the use of new charge-based demand management measures to encourage mode shift, improve quality of place and quality of life for our residents, and to help pay for maintenance and improvement of infrastructure.
Policy BTD2	Managing streetworks and other highway activities to minimise disruption to transport users.	
Policy BTD3	New approaches for shifting the balance between private car use and other modes.	

Supported by the Network Management Plan, Road User Utility Framework, and Movement & Place Framework

 For more information on Balancing Travel Demand see the full LTP4 document, page 93.



‘Rural Transport’ policies

Approximately 85% of Hampshire’s land area is rural and this accommodates 22% of the County’s population. The quality of Hampshire’s rural environment is key to its desirability as somewhere to live and visit, and is crucial to the County’s economic success.

Our rural areas are characterised by low population density and high levels of car dependency. Conventional public transport services are often not commercially viable. However, technological innovation has the potential to transform how people and goods move around rural areas.

We want to ensure that rural transport enables everyone to live happy and healthy lives in our rural communities; both by allowing rural residents to access jobs, services, and opportunities by a choice of modes, and by improving access to rural areas for all to enjoy.

Proposed ‘Rural Transport’ policies		Key measures and approaches
Policy RT1	Maintaining accessibility in rural areas, and providing realistic alternatives to reduce dependency on the private car.	<ul style="list-style-type: none"> • Enable local communities to deliver community-led place and transport improvements. • Trialing shared taxi and demand responsive transport (DRT) services, community car-based lift-share schemes and commercially-based electric vehicle car clubs. • Work with public service providers to seek co-location of transport and local services at mobility hubs. • Loan or hire schemes for mopeds and legal e-modes. • Work with Community Rail / Bus Partnerships. • Support the roll out of superfast / gigabit broadband in rural areas. • Improve the accessibility and connectivity of the Rights of Way network and support leisure and commuter walking and cycling in rural areas.
Policy RT2	Sustainable access to the countryside.	

Supported by the Countryside Access Improvement Plan

 For more information on Rural Transport see the full LTP4 document, page 99.



‘Asset Management’ policies

This theme covers the maintenance of transport assets owned and operated by the County Council, including carriageways, footways, structures, drainage assets, traffic signals, and street lighting (which, unlike other assets, is managed via a [Private Finance Initiative](#)).

Asset management is a strategic approach that uses data and processes to enable informed decision making. It helps us to understand the assets we have, measures and monitors how they perform, and determines the funding needed to mitigate the demands placed upon them. It seeks to maximise value for money by balancing reactive, preventative, and planned maintenance activities over the whole life of the infrastructure.

Effective processes and procedures are essential for a well-managed and maintained transport network that meets the needs of our economy and society. There is a need to adapt to reflect future changes in travel modes and usage, and the LTP4 outcomes.

We want to ensure that our infrastructure is well managed, safe and accessible for all users; is resilient to the impacts of climate change; is designed to reduce our carbon footprint; supports our economic, social and environmental needs; and supports walking, cycling and public transport use.

Proposed ‘Asset Management’ policies		Key measures and approaches
Policy AM1	Sustainable maintenance approach for new infrastructure.	<ul style="list-style-type: none"> Focus on addressing the growing maintenance backlog (associated with a lack of funding in recent years). Evidence-led approach, delivering long-term value for money. A ‘designing for maintenance’ approach to schemes (i.e. to minimise ongoing maintenance requirements). Reduce waste and use materials and assets with a lower carbon footprint and that are resilient to the effects of climate change. Implementing a new Commuted Sum (CS) process and procedure to ensure third parties make an appropriate financial contribution for the County Council taking on the future maintenance responsibility for newly created highways or highway improvements. Managing and maintaining the highway asset to support walking, cycling and public transport, and meet the changing demands and expectations placed on the highway.
Policy AM2	Managing and maintaining the existing highway asset.	

 For more information on Asset Management see the full LTP4 document, page 104.



‘Development and Masterplanning’ policies

Where new development is located and how it is designed will shape Hampshire for generations to come. The County Council is not responsible for developing Local Plans (which establish development policy) but as the Highway Authority it is a stakeholder in the planning process. The County Council will seek to influence and shape future development to achieve the objectives set out in this LTP4.

We support strategic planning across the county, and will work with local planning authorities to influence the location and design of development to reduce the need to travel, reduce dependency on the private car and instead create people-focused neighbourhoods.

Proposed ‘Development & Masterplanning’ policies		Key measures and approaches
Policy DM1	Integrate transport and strategic land-use planning to reduce the need to travel.	<ul style="list-style-type: none"> ● Engage with Local Planning Authorities (LPAs) at the earliest stage in the planning process to influence location and design of new developments which can promote sustainable travel. ● Establish and maintain masterplanning guidelines, transport development codes and best practice for new developments (e.g. based on ‘Transport for New Homes’). ● Require the transport impacts (including carbon emissions) of development to be assessed and, where necessary, mitigated to ensure that these are not severe in the context of the National Planning Policy Framework.
Policy DM2	Support proactive masterplanning of new development sites for high quality neighbourhoods.	

High-quality developments should:

- be ‘accessible’ or ‘highly accessible’;
- offer a mix of uses;
- achieve appropriate density of development;
- have good public transport access;
- be planned around an appropriate size, density and layout which promotes local living and supports viable public transport services and frequencies; and
- be assessed for their transport carbon impacts, and demonstrate compliance with carbon neutrality targets (or where this is not achievable, the impact is offset).



For more information on Development and Masterplanning see the full LTP4 document, page 109.



‘Strategic Infrastructure’ policies

Hampshire's strategic transport infrastructure includes the motorways (M3 / M27) and trunk roads (A3 / A27 / A34 / A303 / A31 / A36) managed by National Highways (formerly Highways England), and the rail network managed by Network Rail. This strategic transport network serves people and freight and is vitally important to achieving sustainable development and economic growth within Hampshire. It provides sub-regional and national connectivity including a critical gateway for freight between the manufacturing hubs of the Midlands and the international deep-water port of Southampton. Furthermore, Hampshire's digital infrastructure and connectivity has an increasingly significant role to play in providing clean and green transport and travel solutions.

Much of this strategic infrastructure is not in the direct control of the County Council, but is considered to be critically important in achieving the outcomes set out in this LTP4.

We aim to build on effective partnerships at a regional and national level to influence investment decisions for the strategic road, rail and digital network which deliver the greatest benefits for Hampshire's residents and economy. Strategic infrastructure improvements should complement enhanced local bus, cycling and walking networks.

Proposed ‘Strategic Infrastructure’ policies		Key measures and approaches
<p>Policy SI1</p>	<p>Work with partners to deliver targeted improvements to Hampshire's strategic rail, road and digital infrastructure.</p>	<ul style="list-style-type: none"> • Work with our rail industry partners to support delivery of improved rail capacity (passengers and freight) and better service connectivity and frequency. • Support multi-modal passenger and freight access for our key international gateways. • Support targeted improvements to the wider Strategic Road Network and Major Road Network where there is a clear safety, economic or wider social case. • Support the future proofing of Hampshire's digital network. • Support new national infrastructure schemes where the environmental impacts have been fully assessed and appropriate mitigation measures specified.

Supported by the Hampshire Strategic Infrastructure Statement

 For more information on Strategic Infrastructure see the full LTP4 document, page 114.

LTP4 Implementation

Our proposed route to achieving our LTP4 vision and outcomes by 2050 is set out in the following diagram.



LTP4 – Making it happen

The LTP4 will provide an important policy framework, but we also need to focus on how we can best translate this into ‘on the ground’ actions.



Leading by example

We will seek to minimise the County Council's own transport emissions by ensuring our vehicle fleets, procurement activities and contracts specify low emission standards.



Transport strategies and action plans

The LTP4 sets the policy framework against which we will develop area transport strategies and area action plans. These typically cover areas defined by towns or urban areas and their catchments, but can also be an area with a common transport challenge. There are existing strategies in place for Basingstoke, Winchester and Waterside (Southampton Water). Initial priorities for considering refreshed or new strategies over the next 5 years include:

- Eastleigh town centre and its catchment;
- the Solent region with a particular focus on Gosport, Havant and Fareham;
- the Blackwater Valley or its constituent urban settlements; and
- Andover and Farnborough (potentially triggered by regeneration proposals led by the District Councils).



Scheme development and prioritisation

Within the context of the new LTP4 we are reviewing how transport improvements are prioritised to ensure that we make best use of available resources. Within available funding levels, schemes are more likely to be progressed if they:

- make a substantial positive contribution to delivering the LTP4 Outcomes and Guiding Principles and are aligned with our Policies;
- represent value for money;
- are affordable, in terms of both infrastructure and on-going maintenance requirements; and
- are feasible and deliverable (because the risks are manageable), there is a clear funding source available (including third party contributions or full funding), and/or the scheme will generate income.



Stakeholder engagement and consultation

We will develop a set of engagement principles to apply to the development and delivery of our transport interventions, ensuring that communities and stakeholders have the ability to input, influence and feedback at appropriate stages.



Transport funding

We will ensure that we are on the 'front foot' with national funding opportunities. Schemes with the greatest chance of funding are likely to: support the levelling up agenda; be part of well-crafted Bus Service Improvement Plans (BSIPs); deliver high quality and high impact active travel schemes; support a transition to cleaner fuel vehicles; or are road schemes with national importance.



Measuring our success

Meaningful and proportionate performance indicators will be identified to monitor progress in achieving each of the proposed LTP4 Outcomes. Where possible, monitoring data that is already available and collected on a national, regional or local basis will be used to track our progress.



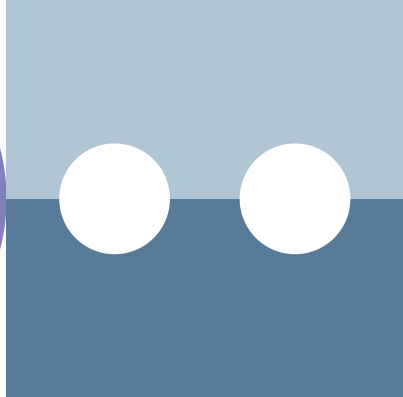
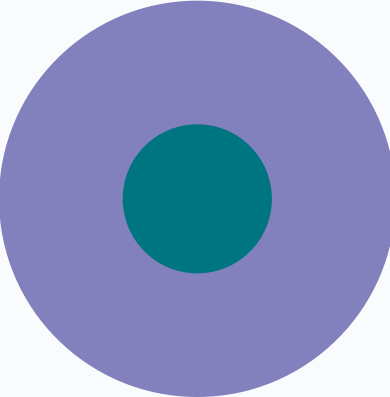
Public Footpath

Downs Link
Shoreham 2 miles

South Downs Way
Den's Dyke
1 1/2 miles

South Downs Way
Washington
6 miles

Downs Link
North Downs Way
3 1/2 miles



Share your views

Your comments and feedback on the Draft LTP4 are important to us.

You are invited to give your views as part of an open public consultation. You can do this by using the online response form at: <https://www.hants.gov.uk/localtransportplan>.

You can also email your response to strategic.transport@hants.gov.uk or post it to: Freepost HAMPSHIRE (NB: please write 'FM21 Strategic Transport' on the back of the envelope to ensure that it reaches the correct department).

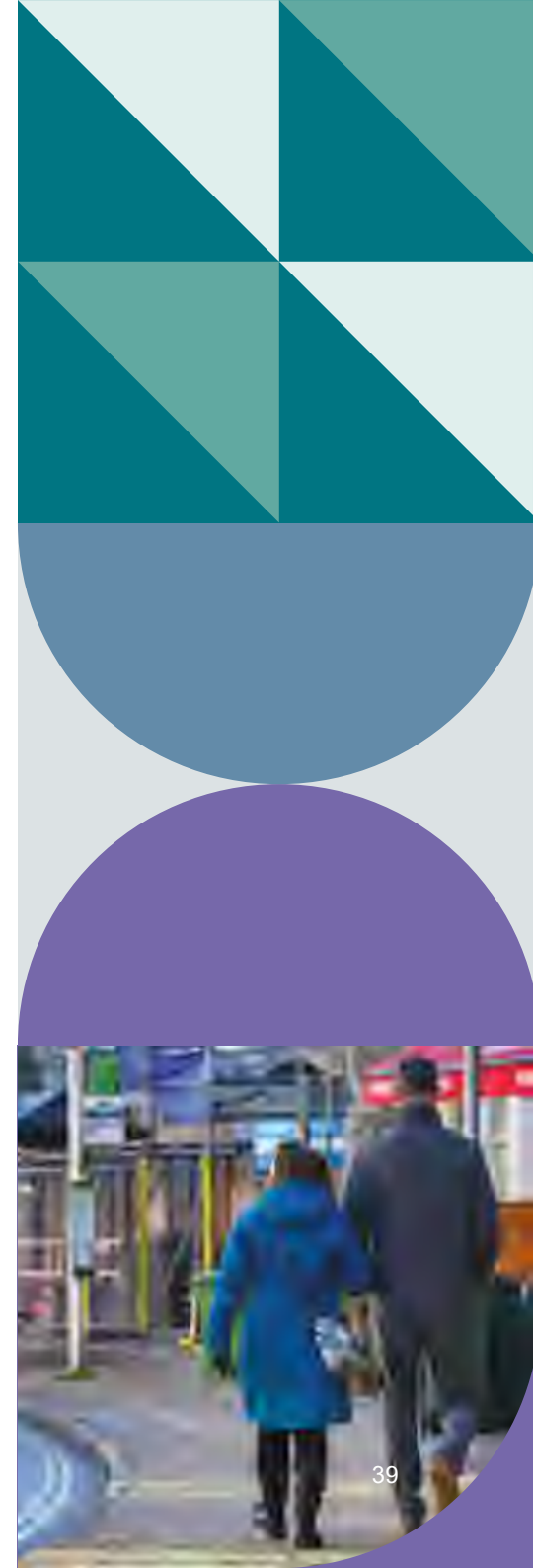
The full LTP4 document is available online at <https://www.hants.gov.uk/localtransportplan> or as a hard copy on request. An Easy Read Information Pack is also available to download.

The draft consultation documents and response form can also be requested in a range of other languages and formats (including hard copy (paper), Braille, audio or large print) from strategic.transport@hants.gov.uk or by calling 0300 555 1388*. The same contact details can be used for any queries relating to the consultation. The consultation is open from midday on 4 April to 11:59pm on 26 June 2022. Please ensure that you respond within this period as responses received after the closing date will not be included in the consultation report.

The views submitted through this consultation will be collated and used to inform decisions to be made by the Executive Lead Member for Economy, Transport and the Environment during 2022. A consultation report will be produced and published on the <https://www.hants.gov.uk/localtransportplan> webpage.

**03 calls are usually included in most landline and mobile call packages and if not, are charged at no more than calls to normal home or business landlines.*

The County Council's consultation policy can be viewed at <https://documents.hants.gov.uk/consultation/HampshireCountyCouncilConsultationPolicy.pdf>



Contact us

You can share your views on this Draft Local Transport Plan by using the online response form at:

www.hants.gov.uk/transport/localtransportplan

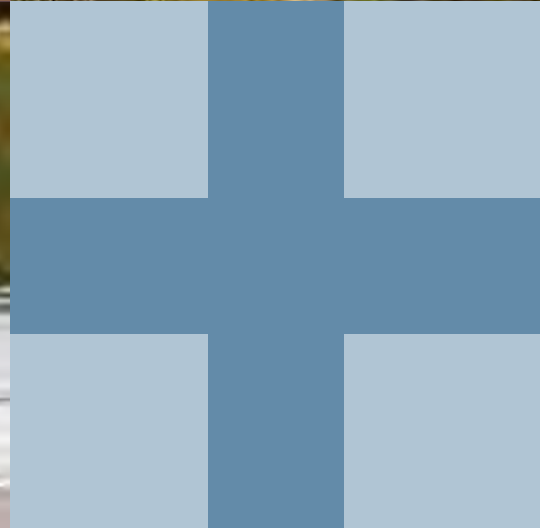
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Current Projects Update

No.	Name	Status	Recent developments	Description and notes	Lead Officer/Member	Financing
Full Council						
FC1	Long Lane Football Facilities Development	In progress	The scrutiny panel has met to review the project budget, timeline and risk register. All funding other than Football Foundation grant has been confirmed. FF grant application due for decision in April.	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	The current expectation is that the Council's contribution to the project will, in effect, be limited to a modest loss of income from the site (but over a long term).
FC2	Strategic Plan	Work resumed in March 2022	Strategy-on-a-page approach approved at meeting on 30 March. Meeting arranged after Annual Assembly to discuss initial ideas.	Exploring ideas for medium term planning. Aim to have complete for start of budget-planning in Autumn 2022.	Town Clerk	Staff time only
Planning Town & Environment Committee						
PTE1	Neighbourhood Plan	In progress	Work continues on building evidence and drafting policies, with the Plan focussing on 4 themes - Town Centre, Design & Heritage, Environment and Housing.	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	Complete, with exception of interpretation board	Work to refurbish human sundial and install surrounding benches now complete. Interpretation board with details of sundial, Jubilee lamp etc. to be designed and costed.	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 undertaken 21/04/2022, annual stream clearance to be scheduled for 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
PTE4	Climate Emergency	In progress	Funds used to support Greening Campaign, community litter-pick and Flood Action Plan leaflets.	Minor funding to support local initiatives.	Cllr Deboos	Budget of £1,000
PTE5	Bus Shelter Agreement	In progress	Response awaited from ClearChannel on the financial complications and on request for use of advertising space.	Request by ClearChannel in Nov. 2020 for RTC to licence the bus shelters in Meeting House Lane and the advertising on them. Completion dependent on clarification of financial issues (VAT treatment and non-domestic rates revaluation).	Town Clerk	No financial implications
PTE6	Shared Space Concept	In progress	NFDC agreed to liaise with HCC and, if resources permit, arrange a scoping meeting to discuss ideas and possibilities, with the intention of drawing up an action plan.	Concept for town centre shared space identified through work on the Neighbourhood Plan.	Deputy Town Clerk	
Projects being delivered by others which are monitored by the Deputy Clerk and reported to this committee:						
	A31 widening scheme	In progress	Scheme in progress and due for completion by end 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)	Complete	Bickerley reinstatement works being monitored.	Diversion of water main that runs along the A31 westbound carriageway.	South West Water / Kier	HE funded
	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
	Crow Lane Footpath	In progress	Developers' contributions paid to HCC to implement. Now at preliminary design stage.	New footpath to link Beaumont Park with Hightown Road, alongside west of Crow Lane	Hampshire CC	Developers contributions
	Surfacing of Castleman Trailway	Complete	Surfacing works completed early April 2022.	Dedication and surfacing of bridleway between old railway bridge eastwards to join existing surfacing	Hampshire CC	Developers contributions
	Railway Corner	In progress	Project supported by RTC.	Project to improve and promote historical significance of triangle of land at junction of Hightown Road and Castleman Way.	Ringwood Society	
Policy & Finance Committee						
PF4	Review of governance documents	In progress (aiming for completion by Sept. 2022)	Revisions to Financial Regulations completed in September and committee terms of reference in March. The Scheme of Delegation will next be updated.	A major overhaul of standing orders, financial regulations, committee terms of reference, delegated powers, etc. Routine periodic reviews will follow completion of this work.	Town Clerk	Staff time only

PF5	Poulner Lakes Lease	On hold	Awaiting track maintenance solution - see Recreation Leisure & Open Spaces Committee item RLOS21.	Negotiating a lease from Ringwood & District Anglers' Association of the part of the site not owned by the Council	Town Clerk	Some provision for legal advice or assistance may be needed eventually.
PF6	Health & Safety Management Support Re-procurement	In progress (commenced mid-2021 and aiming to have new arrangements fully in place by Sept. 2022)	Worknest appointed. Revised policy and manual approved. Initial audit visit scheduled for 12 May.	Re-procuring specialist advice and support for discharge of health and safety duties	Town Clerk	Support cost is included in contract for both H&S and employment support and factored into relevant budget. The costs of any additional control measures that may be needed remain to be ascertained.
PF7	Financial Procedures Manual	In progress (Commenced Jan. 2022. Aiming to complete by Aug. 2022)	Initial drafting in hand	Preparation of a new manual for budget managers and other staff detailing financial roles, responsibilities and procedures	Finance Manager	Staff time only
PF8	Bickerley legal title	In progress (Commenced Dec 2020. Progress dependent on legal procedures.)	The Council has resolved to maintain its objection to the application (which is now expected to be passed to the Tribunal.) For legal reasons only basic information will appear here. Councillors can obtain further details from officers if needed.	An application to remove land from the Council's title has been made	Town Clerk	Staff time plus cost of external legal support (one-off budget agreed so far by members)
PF9	Greenways office leases	In progress (Commenced June 2021. Aiming to complete in June 2022)	A schedule of condition has been prepared. Dilapidations and other works are being addressed. Legal work is in hand.	The tenant of the first floor suite has given notice and left. The building is to be re-let as a whole to the tenant of the ground floor suite.	Town Clerk	There will be a temporary loss of rental income and some cost of repairs and re-decorating. These costs are currently being established.

Recreation, Leisure & Open Spaces Committee

RLOS4	Grounds department sheds replacement	In progress (Commenced design work in April 2021. Aiming to establish planning prospects and likely cost by December 2022.)	Cllr Briars has kindly produced some initial drawings which will be considered by Carvers Working Party when it meets on 4th May.	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	Revised capital budget of £4,000 (originally £10,000 until virement to RLOS19)
RLOS5	Cemetery development	In progress (Commenced design work in April 2021. Aiming to establish planning prospects and likely cost by December 2022.)	Officers are working with CDS to produce a detailed design for consideration by members.	Planning best use of remaining space, columbarium, etc.	Town Clerk	Capital budget of £25,000 (carried into an earmarked reserve)
RLOS7	Bowling Club lease	In progress (Club renewed request for new lease in Jan 2022. Progress depends on negotiations.)	Draft heads of terms of new lease under discussion	Request by Ringwood Bowling Club for existing lease to be renewed (current lease expires at the end of April 2023 and does not include the site of the proposed new club-house). The lease terms will also be reviewed for suitability to current and future needs.	Town Clerk	Staff time only (unless outside legal assistance is deemed necessary). The rental income will be reviewed as part of the renewal.
RLOS8	Ringwood Youth Club	On hold awaiting officer availability		Winding up the redundant CIO to terminate filing requirements	Town Clerk	
RLOS10	Waste bin replacement programme	In progress (Commenced April 2020)	The first 17 bins have been installed. The next batch were ordered in March 2022.	Three-year programme to replace worn-out litter and dog-waste bins	Grounds Foreman	Budget of £2,000 a year.
RLOS12	Van replacement	On hold awaiting officer availability		Replacing the grounds foreman's diesel van with an electric vehicle	Grounds Foreman	
RLOS14	Poulner Lakes waste licence	On hold awaiting officer availability		Arranging to surrender our redundant waste licence to avoid annual renewal fees	Town Clerk	
RLOS16	Town Safe	On hold awaiting officer availability	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 (Commenced March 2020, progress dependent on progress of legal formalities with other party)	Decision to proceed agreed. Legal work has been held up by a pending application to Land Registry.	The transfer to this Council (pursuant to a s.106 agreement) of a site for new allotments off Crow Arch Lane	Town Clerk	Staff time only
RLOS18	Cemetery map and registers digitisation	In progress (Commenced September 2020 and proceeding in phases)	Registers have been scanned. Digital map is in the late stages of preparation.	Digitisation of cemetery records to facilitate remote working, greater efficiency and, eventually, direct public access	Town Clerk	Revised capital budget of £5,467 (originally £5,000).

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RLOS19	Carvers Strategic Development	In progress (Commenced Feb. 2021)	The Carvers Working Party met on 30 November to consider service proposals from landscape designers. Further proposals have been received and will be considered at next meeting.	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	Revised budget of £6,000 (virement from RLOS4).
RLOS20	Detached youth outreach work	In progress	The work trial agreed in February 2020 has concluded. A report will be presented to the Carvers Working Party when it meets next.	Trialling the provision of detached outreach work by specialist youth workers.	Carvers Manager	Revised budget of £9,500 (originally £5,500). £3,109.80 spent to date.
RLOS21	Poulner Lakes track maintenance	In progress (under discussion since Jan. 2021)	Costs estimates for re-surfacing schemes obtained from two suppliers. NFDC officers have been consulted about related mitigation schemes and possible support.	Devising a sustainable regime for maintaining the access tracks at Poulner Lakes to a more acceptable standard.	Town Clerk	Yet to be settled
RLOS22	Bickerley parking problem	In progress (under discussion since Jan. 2019)	"No Parking" signs have been installed. Replacement timber for "dragon's teeth" has been ordered and will be installed shortly. A decorative sign reinforcing the message has been designed and will be ordered shortly.	Unauthorised parking on the tracks crossing the Bickerley is causing damage and obstruction	Town Clerk	The Council is wholly responsible for the cost of whatever measures are taken including staff time. Six No Parking signs cost £156.72. Estimated cost of decorative sign is £1,244.

Staffing Committee

None at present

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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							
	Roundabout under A31	Planting and other environmental enhancements		Area being used by National Highways 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		
	Crow ditch	Investigate works required to improve capacity and flow of ditch alongside Crow Lane, between Hightown Road and Moortown Lane					Developers contributions
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	Judged to be unviable. Written report to follow.	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							
	Re-grading of staff posts	A comprehensive review of staff posts to ensure that the pay grades for each are fair	Town Clerk	Cost of independent consultant support being researched	Initial appraisal		

Closed Projects Report

No.	Name	Description	Outcome	Notes
Full Council				
Planning, Town & Environment Committee				
	Pedestrian Crossings - Christchurch Road	Informal pedestrian crossings to the north and south of roundabout at junction of Christchurch Road with Wellworthy Way (Lidl)	Completed by HCC	
	Cycleway signage and improvements	New signage and minor improvements to cycleway between Forest Gate Business Park and Hightown Road	Completed by HCC	
	Carvers footpath/cycle-way improvement	Creation of shared use path across Carvers between Southampton Road and Mansfield Road	Completed by HCC	
	Replacement Tree - Market Place	New Field Maple tree to replace tree stump in Market Place.	Completed in January 2022 by HCC	
Policy & Finance Committee				
PF1	New Council website	Arranging a new website that is more responsive, directly editable by Council staff and compliant with accessibility regulations.	Completed	
PF2	Greenways planning permission	Consideration of applying to renew planning permission for bungalow in garden previously obtained	Decided not to renew	
PF3	Detached youth outreach work	To provide youth workers for trial of detached outreach work	Transferred to Recreation Leisure & Open Spaces Committee (see RLOS20)	
Recreation, Leisure & Open Spaces Committee				
RLOS1	War Memorial Repair	Repair by conservation specialists with Listed Building Consent with a re-dedication ceremony after.	Completed in 2021-22	
RLOS2	Bickerley Tracks Repair	Enhanced repair of tracks to address erosion and potholes (resurfacing is ruled out by town green status) and measures to control parking.	Fresh gravel laid in 2021-22.	No structural change is feasible at present.
RLOS3	Public open spaces security	Review of public open spaces managed by the Council and implementation of measures to protect the highest priority sites from unauthorised encampments and incursions by vehicles	Completed in 2021-22	
RLOS6	Community Allotment	Special arrangement needed for community growing area at Southampton Road	Ongoing processes adapted	Agreed to adopt as informal joint venture with the tenants' association
RLOS9	Aerator Repair	Major overhaul to extend life of this much-used attachment	Completed in 2021-22	
RLOS11	Ash Grove fence repair	Replacing the worn-out fence around the play area	Completed in 2021-22	
RLOS13	Bickerley compensation claim	Statutory compensation claim for access and damage caused by drainage works	Completed March 2022	Settlement achieved with professional advice
RLOS15	Acorn bench at Friday's Cross	Arranging the re-painting of this bespoke art-work	Completed in 2021-22	Labour kindly supplied by Men's Shed
Staffing Committee				
S1	HR support contract renewal	Renewal of contract for the supply to the Council of specialist human resources law and management support	Completed in 2021-22	
S2	Finance Staffing Review	Reassessing staffing requirements and capacity for finance functions and re-negotiating staff terms	Completed in 2021-22	