

## Southampton Road Environmental Improvements

### Notes of Steering Group Meeting held on 26<sup>th</sup> November 2009

**Present:** Cllr S Rippon-Swaine (Chairman) – HCC, NFDC & RTC  
 Cllr C Treleaven – NFDC  
 Cllr L C Ford – NFDC & RTC  
 Cllr N J Chard - RTC  
 Cllr Mrs B Woodifield – RTC  
 Barry Armstrong - HCC  
 Christianne Strubbe – HCC  
 Mark Taylor - HCC  
 Jo Stannard – RTC

**Apologies:** Cllr J Heron – NFDC & RTC, Nick Hunt – NFDC

It was noted that Barry Armstrong, Principal Engineer for HCC Highways (Totton) had joined the Group as engineering client for the project.

#### 1. Notes of last meeting

The notes of the Steering Group meeting held on 4<sup>th</sup> August 2009 were approved as a correct record.

#### 2. Matters Arising

There were none.

#### 3. Financial Update

Noted that the opportunity had arisen to upgrade the Mansfield Road pedestrian crossing from a pelican to a toucan as part of the scheme. The additional cost of £50,000 would be funded by HCC (ITS) (£35,000) and NFDC (£15,000). See below for details of this proposal.

#### 4. Progress Report

##### Extent of Scheme

Detailed costing of the proposals had still to be completed. Until this work had been finalised, it would not be possible to predict the exact extent and nature of the scheme.

##### Proposed improvements to approach from Meeting House Lane

Noted that, subject to funding, it was hoped to be able to improve facilities for pedestrians coming from the car parks and crossing Meeting House Lane. It was proposed to provide a more strongly defined and visible route with a different coloured surface and a level crossing. In order to achieve this, it would be necessary to relocate one of the disabled parking bays and the taxi shelter and create a 6m wide table across Meeting House Lane with a ramp up. Work to improve drainage in the area would also be carried out. There would also be an opportunity for tree planting and Cllr Woodifield suggested that sponsorship could be sought for this element of the scheme.

**ACTION** – All to consider sources of funding for the estimated £15,000 required to carry out this additional work. If additional funds can not be secured, it will not be possible to include this work as part of the scheme.

## Drainage

Noted that a lot more time had been spent on drainage investigation work than had been originally expected. A CCTV survey had been carried out, but some of the information had been inconclusive and it had been necessary for MT to carry out additional investigations.

## Street Lighting

CS reported that she had looked at different options for improving the street lights in that part of Southampton Road included in the scheme. Options included providing new columns or relocating and fixing to walls. Alternatively, no action could be taken as the lights would eventually be replaced under the PFI. Members agreed that it would be less disruptive to upgrade the lights within the scheme and supported an approach to landowners for wall mounted lamps. A new slimmer and more elegant design was proposed for the lamps.

**ACTION** – CS to consult HCC lighting engineer to determine requirements for wall mounted lamps, and to contact landowners regarding wayleaves.

## Materials

The Steering Group viewed an example of the mistral block proposed to be used to define the edge of the carriageway. A frame of textured blocks would surround the shared space to allow the visually impaired to know when they were entering the area. Tegula blocks in “traditional” colour would be used for the carriageway and in “harvest” for the footway. This would be extended into The Close up to the first car park entrance, where bollards would be placed to prevent vehicles from entering Southampton Road. The bollards at the end of The Close would be removed and a planter in this location would prevent vehicles entering The Close.

## Street Furniture

CS proposed the use the Britannia Montseny bench (as used in Water Lane, Totton). This was a robust design with a hardwood seat and back with a black cast-iron frame. A 3m seat with armrests in the middle was proposed by the phone box, with a 1.5m seat near the shared space and beside the footpath adjacent to 33A. Members agreed that this design was appropriate in this location.

Three planters were proposed with hardwood vertical slats on a metal frame. These could be moved by forklift and were capable of being levelled. It was proposed to plant these with Amelanchier ‘Robbin Hill’, a tree with spring blossom and autumn colour. These could be under planted with shrubs and/or bedding plants.

**ACTION** – CS to liaise with HCC arboriculturist to ensure the trees are anchored to prevent theft.

Three vertical panels of metal trellis were proposed for the gable end wall of 33A Southampton Road, painted a cream colour to match the front of the building. This was subject to approval by the landowner. A planting area would be created at the base of wall.

It was suggested that The Lantern Community be approached about possible involvement in the scheme by creating carvings on the wooden bollards.

**ACTION** – Cllr Woodfield to provide contact details to CS.

## Electricity Sub Station

It was proposed to provide a new brick wall in front of the existing railings, in the same brick as the new wall opposite. It would be necessary to leave the gate unimpaired, however, the railings could be painted black to blend in with the scheme. It may be necessary to relocate one lamp column to make room for the proposed wall. It would also be necessary to commission a land survey from the electricity board prior to designing wall foundations.

## Signage

Noted that two or three pedestrian signs included in the Town Council's proposals would be included in this scheme. There was also a need to include signage for both strategic and local cycle routes. The Signage Project Group had recommended green signs with white text. However, Members felt it important that all street furniture was coordinated. As the District Council had recently replaced litter bins in the town centre, which were black, and the proposed new seats, lighting columns, railings etc. would be black, it was agreed that the pedestrian signs should also be black, with white text. Members approved fingerposts with a bespoke finial, of a style similar to details circulated at the meeting (Marshalls Ferrocast).

Noted that an additional sign would be required at the entrance to The Close to sign local cycle routes. This could include additional destinations, such as the Medical Centre and Church.

**ACTION** – JS to coordinate an officers meeting to discuss pedestrians signs in more detail.

New signs would be required to identify the restricted zone (shared space) on entry and exit.

## Traffic Regulation Orders (TROs)

Noted that NFDC had agreed to act as agent for the TROs and would consult with DfT for approval of the restricted zone. MT would carry out work on the repositioning of the zebra crossing, which would be advertised on site.

The repositioning of the zebra crossing would create sufficient space for one disabled parking bay and a loading/unloading area, which could also be used by the disabled. The double yellow lines would restrict disabled parking to a maximum of 3 hours, whereas there was no time restriction on dedicated disabled bays. A survey carried out by John Taylor (NFDC) indicated that the existing disabled bays were used for a maximum of 2 to 3 hours.

## Mansfield Road Controlled Crossing

The upgraded toucan crossing would accommodate both pedestrians and cyclists and would create the missing link for the strategic cycle network. It would be a wider crossing with tactile paving either side of the road and buff anti-skid surface on the road. The signal would be beside the user rather than opposite and would include an audible alert. Sensors would monitor people waiting at the crossing and whilst crossing the road.

As part of this upgrade, the guard railings on the northern side of the road would be replaced. It was recommended that floral displays are not hung on these new guard railings. On the southern side, it was not intended to include railings between the toucan crossing and Southampton Road, but to use street furniture as a barrier. It was noted that some Members had expressed concern about this at the last meeting. However, the safety audit team had now been consulted and had concluded that it was not necessary to provide railings in this location if an alternative barrier was provided.

BA reassured Members that there would be three safety audits carried out on the scheme. The first had been completed. A second audit would be carried out when the design work had been completed and a third before the final scheme could be signed off.

Noted that the pedestrian crossing of Mansfield Road at the end of The Close was expected to be upgraded to a toucan crossing within the next three years.

## **5. Programme**

As a result of the increased feasibility work required and the need to avoid disruption during holiday periods, it was now expected that construction would begin in the first week of September 2010. Depending on the final extent of the scheme, the maximum duration of the works would be 12 weeks.

## **6. Any Other Business**

Site Compound – it had been intended to use the taxi rank area for a site compound. However, it was noted that this was part of the route for Carnival floats and could not be blocked. Carnival would be held on 18<sup>th</sup> September 2010. District Council land on the opposite side of Mansfield Road was suggested as an alternative.

**ACTION** – BA/MT to consider a suitable location for the site compound, bearing in mind requirements of Carnival.

Cllr Rippon-Swaine was concerned about the effect on Southampton Road of the possible closure of West Street. He asked if a sign could be installed at Friday's Cross to indicate "local traffic only" with all other routes being directed down Christchurch Road. It was agreed that any necessary mitigation works should be carried out at the same time as the A31 improvement works.

## **7. Date of Next Meeting**

To be determined.