

Southampton Road Ringwood Results of the public consultation

A manned exhibition of proposals was displayed in the empty 'Acupuncture & Herbalist' shop in Southampton Road on Wednesday May 13 from 10.00 am until 8.00 pm, and on Saturday May 16th from 10.00 am until 1.00 pm. The exhibition proposals were also available via the County, District and Town Council websites.

A smaller unmanned display was shown in the library from 19-28 May; part of the exhibition was then shown as part of a Ringwood Society exhibition, showing the historic evolution of Southampton Road.

Over 500 people visited the exhibition in Southampton Road; not all the websites were able to record the number of hits received; however, the New Forest District Council reports that 4,097 hits of the exhibition proposals on their site were made between 14 and 31 May.

Questionnaires were made available. These provided a tick box questionnaire for judging the public response to particular elements of the proposals, plus space for more general comments.

The project team thank all those who wrote in with their views.

A summary of the tick box responses is set out in the bar chart on page 3. Pages 4 to 6 summarise the views expressed on the second page of the questionnaire. General comments and any opportunities we might have missed were sought. Attached to each comment is the project team's response. Where possible, comments have been combined. Of necessity, lengthy

comments have been paraphrased to create a readable document.

Officers of the project team are now in process of meeting organisations and individuals with property or leasehold interests that will be directly affected, to seek their views and support. More detailed surveys of the condition of the existing road and drainage are also being carried out.

Results of the Tick Box Survey A summary of the tick box responses is given in the bar chart on Page 3.

There are 266 written responses. Not all respondents answered all of the questions – many were left blank. Only ticked responses are counted and so the responses to each question are, therefore, calculated as a percentage of the responses for that question.

Summary of Results

- (i) **The high number of responses** indicates a high degree of local interest.
- (ii) **There is overwhelming support for the scheme in principle-** with 89% for and only 9% against. As a measure of this support, over half (53%) "strongly approved".
- (iii) **All proposals are generally supported** - with each item having more votes for than against.

- (iv) **The concept of “shared space” is supported** – with 76% of respondents either approving (62%) or being neutral to the creation of a shared space, and with 24% against. This item is at the heart of the scheme and support for it is a key response.
- (v) **All items have majority support i.e: 50% + support** except for two items – the artworks item and the removal of the zebra crossing item.

Artworks – 85% either supported (47%) or remained neutral (38%) towards inclusion of artworks, with 15% against. The high “neutral” vote may well reflect a degree of caution until the detailed form of any artwork is known.

Removal of zebra crossing – 66% either supported (39%) or remained neutral (27%) with 34% against. Of all the items, this solicited the most balanced response for or against. Concerns may reflect the low key coverage of this item in the exhibition

- (vi) **The most popular proposal** is the removal of street clutter (91%), followed closely by shrub and tree planting (87%), lighting (84%), and widening the footways in Southampton Road (83%). Seating (82%) and cycle parking (82%) are close contenders.
- (vii) **The least popular proposal** is the removal of the zebra crossing in Southampton Road (see (v) above)

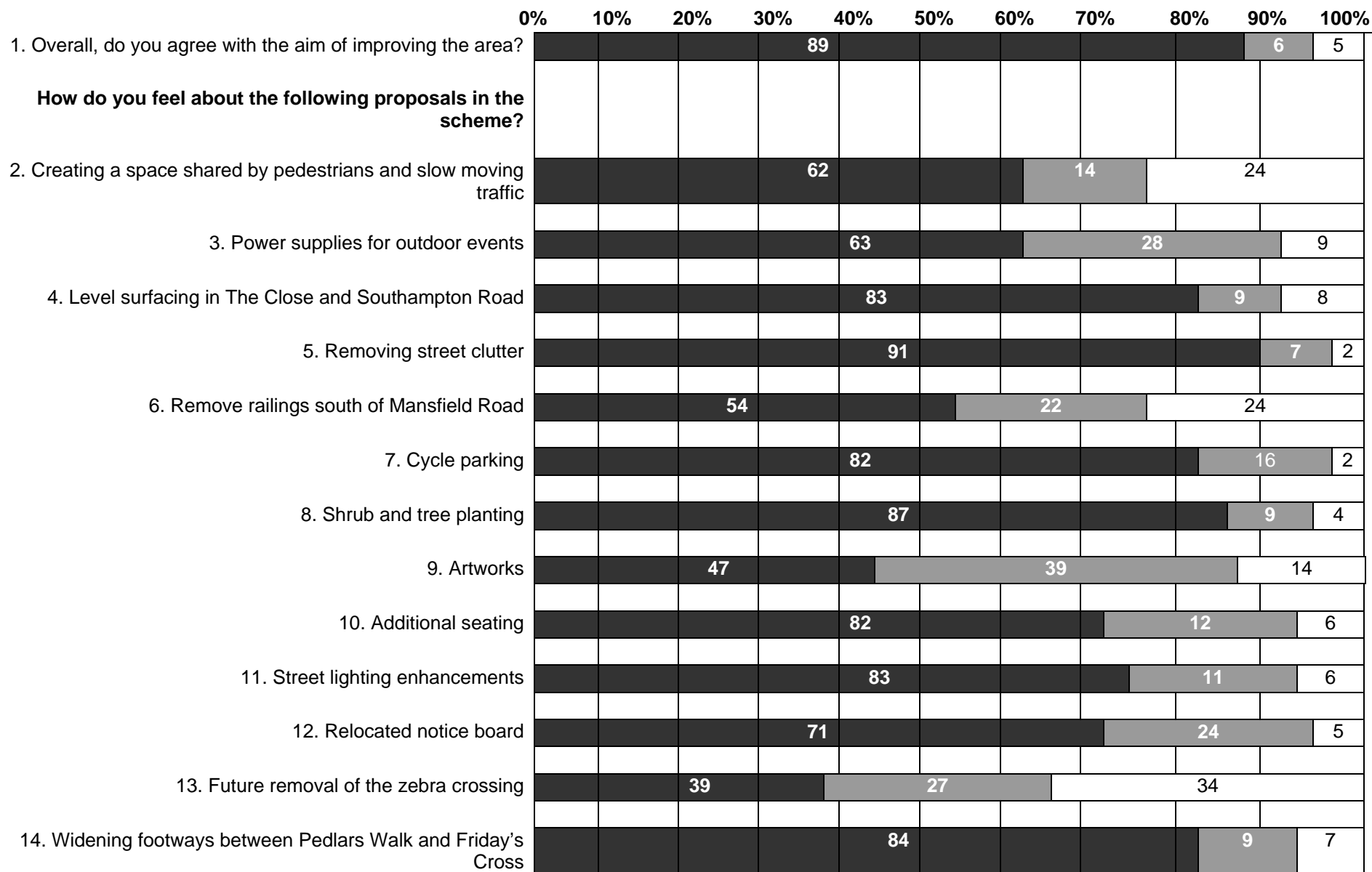
Town Council View

The proposals were considered by the Town Council’s Planning, Town and Environment Committee on 22 May, 2009. In noting the proposals, the Committee concluded that, subject to the results of the public consultation, there should be better demarcation in the shared space area to show the route for vehicles, and that ideally, the road should be closed to vehicles except for access.

As a result of the public consultation, the project team will be giving further consideration to the following matters:

- Integration of signs for pedestrians from the Furlong car park,
- Additional seating,
- Integration of any artwork into street furniture provision and community involvement in the development of any artwork designs,
- Future maintenance and management arrangements,
- Removal of railings South of Mansfield Road,
- Paving materials and demarcation of area for vehicles,
- Exclusion of buses from Southampton Road, but this would be dependant upon agreement of the bus company and technical considerations.
- Potential extension of shared space/traffic calming measures for the rest of Southampton Road and Friday’s Cross for a future phase/phases, which will be subject to securing additional funds.

**Responses to the questionnaire
(percentages of responses to each issue)**



Approve
 Neutral
 Disapprove

Opportunities and General Comments

(Numbers in brackets indicate the number of people commenting on the topic)

| | | |
|---|---|---|
| 1 | <p>Exclude or restrict through traffic in Southampton Road</p> <ul style="list-style-type: none"> • Pedestrianise Southampton Road (1) • Make Southampton Road and High Street ‘access only’ (1) , or • Restrict access by delivery vehicles to specific, off peak hours, (4), and/or • Prevent buses from using Southampton Road to enable footway widening (2) • Encourage Heavy Goods Vehicles not to use Christchurch Road /Southampton Road (1). | <p>Major changes to the traffic flows were not considered necessary. The ideas promoted in the design took their lead from the work carried out as part of the Town Council’s Strategic Implementation Plan of 2008, following their consultations and Healthcheck, and the Ringwood Conservation Area Appraisal of 2003.</p> <p>Full pedestrianisation is not appropriate because convenient service deliveries, parking for disabled drivers, and informal surveillance is provided with vehicular access. Further traffic management measures may be considered when the scheme has been implemented and the effects seen.</p> |
| 2 | <p>Reduce vehicle speeds</p> <ul style="list-style-type: none"> • Introduce lower speed limit of 20 mph or 15 mph (4), • Add traffic calming ramps | <p>The lowest enforceable speed limit is 20mph; this idea was considered, but dismissed as the scheme design will reduce speeds down effectively. A 20mph zone requires cluttering signage, not thought necessary at this stage.</p> |
| 3 | <p>Make Southampton Road one way (northwards)</p> | <p>This idea was dismissed in order to allow southbound cyclists to use Southampton Road. It also avoids the need for additional arrow signage opposite the exit/archway to the pub, which would detract from the setting of listed buildings. The opportunity to drive southwards is very limited, and few vehicles do this.</p> |
| 4 | <p>Extend proposals to include more or all of Southampton Road (12), and or Mansfield Road junction and or Friday’s Cross, and The Close.</p> | <p>If the current funding will allow, more works may be included, and additional replacement footway paving in Southampton Road and The Close may be added.</p> |
| 5 | <p>Provide car parking for 10 minute period in Southampton Road (1)</p> | <p>There is currently no space for additional parking due to the zig zag line restrictions imposed as part of the zebra crossing near Martins. This idea will be considered should funding for future extension of the scheme become available.</p> |

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| 6 | Provide more seating (3) , litter bins (1), trees (4), cycle racks (2). A shelter for seats was suggested, and simple bench seating thought more appropriate (1) | Additional seating and cycle racks will be considered; some of the seating will need to have a back rest and arms, in order to allow the less mobile to use them comfortably. A shelter will not be provided, but seating will be sited to afford a choice of sunny or shaded locations. |
| 7 | Include signs to direct pedestrians to shops from car park | This will be added to the scheme. |
| 8 | Provide a notice board that has controlled use only (3) | This idea has been considered in the past by the Town Council. A board free and open for all to use is currently thought preferable to avoid the posting of flyers elsewhere throughout the town. |
| 9 | Access for events such as the Pedal Car Grand Prix and the carnival need to be taken into account (1) | The needs of these events will be taken into account in the detailed design. |
| 10 | Provide a taxi pick up point outside Iceland (1) | Additional parking for a taxi could be considered for any later phase, if the pedestrian crossing near Martins is removed (see Item 5 above). |
| 11 | Concern that new planting and seating etc will attract anti social behaviour, and concern that children should not be encouraged into the area. | Inclusion of children in development of proposals should help to reduce anti social behaviour, and representatives from the local secondary school are already on the Steering Group for the project. There is also existing good CCTV coverage of the area. School children are also the customers in local shops now, and will become adults who may well shop and work locally in the future. |
| 12 | Concern about removal of railings along South side of Mansfield Road near footway entrance from the car park, to North West end of Southampton Road. | This will be looked at again by the designers and the safety audit team during development of the detailed design. |
| 13 | Maintenance of the works after completion will be needed. | Paving materials and street furniture will be chosen to minimise the need for maintenance. The New Forest District Council and the Town Council will be involved in development of detailed proposals; any planting proposed will only be provided if satisfactory maintenance arrangements can be secured. Any new street tree planting will be the responsibility of the Highway Authority. |

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| 14 | <p>Will narrowing of the carriageway near the pub cause congestion and difficulties when large lorries are delivering to the florist and the pub? Will this still allow large vehicles such as buses to overhang the footway when they turn into Southampton Road from the High Street, which may affect pedestrians on the footway?</p> | <p>It has been reported that when large delivery vehicles are parked in Southampton Road South), that other vehicles queuing behind tend to exit via Christchurch Road rather than wait. It is therefore thought acceptable, on balance, for the detailed design to consider local footway widening to the South side of Southampton Road, to allow disabled and pram access along the footway, especially if buses can be routed along Christchurch Road.</p> |
| | <p>Other Comments Made Outside the Scope of the Scheme.</p> | <p>These are broader or raise other issues which are outside the remit of this project. Some apply to areas outside the scheme boundary. Others may be beyond the control of the project team or outside the remit or budget of the project. They will be drawn to the attention of the relevant organisations or Councils for their consideration</p> |
| | <p>Address rat running along High Street to exit onto A31 at the Fish Inn; introduce double yellow lines in the Fish Inn slip road exit to prevent use as a layby. Stop use of High Street as a through route on market days.</p> <p>Address other priorities first, including potholes throughout the town, refurbishment of the old cinema and the toilets, and drainage in the car park.</p> <p>Improve appearance of property boundaries along Meeting House Lane; replace properties in Southampton Road (North) with ones of higher architectural merit; enhance concrete columns at front of M& Co. shop.</p> <p>Enforce existing parking arrangements and illegal use of footways by cyclists with more frequent presence of traffic wardens.</p> <p>Restore more local independent shops, and more useful ones.</p> <p>Reintroduce the animal market, and introduce a French market.</p> <p>Link traffic light controls on controlled pedestrian crossing in Mansfield Road to activate when buses wish to exit from Meeting House Lane (other examples in Alderney and Christchurch cited).</p> <p>Provide signs to help better deliveries to shops at rear of Southampton Road, and control inconsiderate parking and rubbish bins which hinder pedestrian access to Pedlar's Walk.</p> | |