

**PLANNING, TOWN & ENVIRONMENT COMMITTEE - 27<sup>TH</sup> MARCH 2009  
AGENDA ITEM 5 - DRAFT TRAFFIC MANAGEMENT PROGRAMME 2009/10**

To receive response from New Forest District Council to the Committee's comments on the Draft Traffic Management Programme (P/4625 in Minutes dated 27/2/09 refers).

**Committee Comments**

- 1) There appear to be 2 omissions from the programme – the experimental Market Day closure and investigation of a pedestrian crossing in the High Street – could these please be reinstated in the programme?
- 2) With regard to proposals for possible inclusion in future programmes, we would like to put forward the following:
  - i) Items from the Ringwood School Travel Plan
  - ii) No loading restrictions at the entrance to Ringwood Cemetery in Hightown Road Allan Ellis has been party to discussions on this as we have had problems with a disabled driver parking here and restricting access to the cemetery – if this continues to be a problem it could be solved by the introduction of no loading restrictions.
- 3) There is some concern that the new arrangements in the High Street have had a negative impact on local traders. I have therefore been asked to request that the District Council conducts a survey to determine the effect of the new restrictions in order to ascertain if any amendments need to be made to the TRO.

**Response from New Forest District Council**

**Experimental Market Day closure** – This has been previously discussed and was given a lower priority to allow other proposals to be brought forward. However since then we have become aware of the Highways Agency's consideration of the closure of the West Street link onto the A31. If this is progressed then it would effectively prevent all through traffic so making the Experimental Market Day closure (which would have to permit vehicles to enter the area for access/loading etc.) unnecessary. We plan to collate available local traffic data so that we can respond to the Highway Agency's expected consultation on the closure of the West Street link onto the A31.

**Investigation of a pedestrian crossing in the High Street** – This falls outside the scope of the traffic management programme NFDC will be expected to implement but your Council's suggestion will be assessed and forwarded to colleagues at HCC. As one of HCC's criteria relates to the volume of pedestrians and vehicles in the vicinity of the proposed crossing site. Following from local Members' liaison meetings we sought approval from HCC to ask for a pedestrian/vehicle (PV2) survey. This has been approved. It was agreed at the meeting, although not unanimous, that the preferred site was for middle area, around Kings Arms Lane. This survey will be arranged, hopefully during May/June 2009.

**Items from the Ringwood School Travel Plan** – HCC have a separate budget for this work. If their engineer wants a traffic regulation order (TRO) to be progressed they can and do contact NFDC separately and fund the work. We would then progress the TRO in the normal way including consulting your Council.

**“No loading” restrictions at the entrance to Ringwood Cemetery in Hightown Road –**  
This could be included as part of a larger TRO. It is hoped that the Southampton Road County Town Initiative scheme will be progressed and if that requires a TRO then the “no loading” restrictions could be included in any advertised TRO. The Town Council has been asked to provide a plan showing their suggested changes.

**Concerns about the new arrangements in the High Street -** The Town Council has been asked to more specific so that NFDC can investigate and report back to the next informal Ringwood Traffic Management Liaison meeting. Issues with the ‘loading/disabled bays’ TRO recently brought in have been noted already, i.e. conflict with one or more dropped crossings. This, and any other changes to parking restrictions which are agreed in time as necessary, will be advertised as part of a larger TRO as referred to above. Any closure of the West Street link onto the A31 could have a significant impact on traffic flows and this needs to be considered.