

PLANNING & TRANSPORTATION PORTFOLIO HOLDER DECISION: FEBRUARY 2010
DRAFT

**TRAFFIC MANAGEMENT PROGRAMME FOR 2010/11 TO BE
PROCESSED BY NFDC AS HCC'S AGENT**

ITEM FOR DECISION

1. INTRODUCTION

- # 1.1 The purpose of this report is to seek support for the suggested Traffic Management (TM) Programme for 2010/11 (attached as Appendix A) as required under the current arrangements set out the TM Agency/Partnership Agreement agreed by Hampshire County Council (HCC) and New Forest District Council (NFDC).

2. BACKGROUND

- 2.1 New Forest District Council entered into a TM Agreement with HCC in February 2009 (<http://www.newforest.gov.uk/committeedocs/cphd/CDD04625.pdf>).
- # 2.2 Under the terms of the TM Agency/Partnership Agreement NFDC has to prepare and submit to the County Council for approval a proposed programme of Traffic Management Work for each Financial Year in accordance with its approved Priority Assessment Process. This process is set out in Appendix B and has been previously agreed by HCC officers. The anticipated 2010/11 budget for works and advertisement costs is £22,000.
- 2.3 Once NFDC agrees the TM programme it would normally be considered by the New Forest Hampshire Action Team (HAT) which comprises all the County Councillors who represent the District). However at the time this report was drafted the status of the HAT was not known and the programme may possibly be considered by HCC's Executive Member for Transport.
- # 2.4 The current TM programme for 2009/10 is attached at Appendix C for information.
- 2.5 Acting as HCC's TM Agent, NFDC will be implementing the Totton Town Centre to Calmore Cycle Scheme using external funding. As a substantial part of the current external funding will be lost if it is not spent by summer 2010. Priority will therefore be given to progressing this measure.
- 2.6 When off street car parking charges, based on NFDC's "clock" scheme, were introduced it was accepted that a review of on-street parking restrictions was necessary. In consultation with local members most of the main settlements have been reviewed. The significant exceptions are the settlements in Fawley Parish which are included in the suggested programme. Changes to on street parking restrictions will therefore feature less prominently in this and future TM programmes.
- 2.7 The funding received from HCC to cover employees' costs continues to reduce by about 5% a year. When NFDC agreed to take on the TM Agency/Partnership agreement the current level of subsidy provided by NFDC was a concern. At that time it was hoped that the cost to NFDC could be reduced. Also, NFDC is under increasing pressure to make future saving across many of its services. For these reason the vacant posts in the transportation section are only to be filled on a temporary basis. This has

financial benefits but may make it more difficult to recruit and retain suitable employees.

- 2.8 As a result of the above factors the size of the suggested TM programme will be less than previous years and there are a larger number of reserve schemes. Progress with the reserve schemes is linked to the filling of the vacant posts and additional works funding as indicated in Appendix A.

3. ASSESSMENT PROCESS AND PROGRAMME

- # 3.1 NFDC's TM Priority Assessment Process (Appendix B refers) is based on its Traffic Management Strategy which was agreed in consultation HCC, local Members and other stakeholders. The views of Members continue to be an important consideration when assessing proposals.
- 3.2 The size of the TM programme is constrained by the HCC's and NFDC's allocations for employee costs and HCC's allocation for advertising and works costs. Please see section 2 above regarding employee costs. Some measures are dependant on partnership funding by third parties and this is set out in the suggested TM programme.
- 3.3 Priority is generally given to progressing TM proposals investigated or advertised in the previous year and agreed proposals for which external funding is likely to be available. These account for the bulk of the suggested 2010/11 programme and there is very limited opportunity this year to include other suggested proposals.
- 3.4 Taking into account the above and the agreed TM Priority Assessment Process the suggested TM Programme for 2010/11 has been prepared and is attached as Appendix A.
- # 3.5 Having regards to 2.3 above and the TM Priority Assessment Process any changes to the TM Programme attached as Appendix A will need to be agreed by a representative of HCC.
- # 3.6 Requests for measures that, having regard to the agreed Traffic Management Strategy, have a realistic chance for inclusion in future TM programmes are recorded and the results of assessments can be made available. The results of individual assessments will be reviewed on request.

4. ENVIRONMENTAL IMPLICATIONS

- 4.1 These have been taken into account where preparing the programme. The visual impact of additional lines and signs are offset by the benefits of the individual proposals.

5. FINANCIAL IMPLICATIONS

- 5.1 The programme has been prepared so as to keep within existing budgets and allocations.

6. CRIME AND DISORDER IMPLICATIONS

6.1 No significant implications.

7. EQUALITY AND DIVERSITY IMPLICATIONS

7.1 No significant implications. Some measures will either directly or indirectly benefit those with mobility and visual impairments.

8. CONSULTATIONS

8.1 Members have been consulted and their comments are set out in Appendix D together with NFDC and HCC officer's responses. Appendix D also includes the comments received from Town and Councils.

9. ANY ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

9.1 Not to prepare a programme – NFDC would be in breach of its TM Agency/Partnership Agreement.

9.2 To suggest a larger programme – Would result in additional expenditure that could not be contained within existing allocations. Also there are unlikely to be sufficient specialist employees to progress a larger programme.

9.3 To suggest a smaller programme – In many cases the expectation of Members, Town and Parish Councils is that the identified schemes will be progressed. Failure to do so could cause disappointment. Given employee time is already allocated to the TM function and external funding would be lost then this is not suggested for 2010/11. However this is an option for 2011/12 as savings could be made by not filling temporary posts but it may reduce the opportunity to implement externally funded proposals.

10. CONFLICTS OF INTEREST DECLARED

10.1 No Councillors declared an interest.

11. RECOMMENDATION

11.1 It is recommended that NFDC agree the TM Programme for 2010/11 attached as Appendix A and request that HCC approve it.

ITEMS CAN BE ADDED PROVIDED SOMETHING ELSE REMOVED OR BECOMES A RESERVE SCHEME

APPENDIX A

Suggested DRAFT Traffic Management Programme 2010/11 – Proposals to be Progressed by NFDC – NB – RINGWOOD SCHEMES ONLY

	PROPOSAL	STATUS/REMARKS	£ WORKS & ADVERT. COSTS 2009/10	LOCAL MEMBERS & TOWN/PARISH COUNCIL
Works & Advert. Budget £22,000	RINGWOOD - Kings Arms Lane One Way Southbound	Legal requirement to review experimental order unless measure to automatically lapse. Referred to in Local Plan. Experimental Order implemented Nov 2009. Consider objections and consider if should be made permanent. Additional illuminated signing required.	£2,500 0	J Heron S Rippon-Swaine Ringwood
	RINGWOOD – Hightown Road (E end) and Parsonage Barn Lane/Kingsfield area – Waiting restrictions.	Linked to improved crossing facilities in Hightown Road and parking in vicinity of Ringwood School which has continued support from Local Members and Town Council.	£2,000	J Heron S Rippon-Swaine Ringwood
	RINGWOOD - Hightown Road (E end) Uncontrolled pedestrian/Cycle crossing and associated traffic calming –Semi-permanent arrangement to allow future permanent scheme.	Has continued support from Local Members and Town Council. Progress if one day trial shows arrangement workable. Materials to be used will allow layout to be adjusted so that best arrangement achieved	£1,000 plus external funding - developer contributions	J Heron S Rippon-Swaine Ringwood
	RINGWOOD Southampton Road - Amended Parking restrictions/Parking Zone - linked to Country Towns Initiatives (CTI) Scheme.	Carried forward from 2009/10 to tie in with implementation of CTI Scheme. Proposal agreed by Steering Group.	£1,000	J Heron S Rippon-Swaine Ringwood

APPENDIX C

2009/10 Traffic Management Agency Programme (New Forest District Council) – Suggested Changes to Programme Agreed by Cllr. Treleaven (NFDC) & Cllr Evans (HCC)

NB – RINGWOOD SCHEMES ONLY

SCHEMES SUGGESTED	CHANGES TO PREVIOUSLY AGREED 2009/10 PROGRAMME	STATUS/REMARKS	LOCAL DISTRICT & COUNTY MEMBERS & NAME OF TOWN/PARISH COUNCIL
RINGWOOD, Kings Arms Lane One Way Southbound	None	Referred to in Local Plan. Experimental Order made November 2009. Order may be made permanent subject to consideration of objections in 2010/11.	J Heron S Rippon-Swaine Ringwood
RINGWOOD, Hightown Road - Uncontrolled pedestrian/Cycle crossing and associated traffic calming - Undertake trial as required by safety audit	Addition to programme in response to local Member/Town Council concerns (meeting 17/09/09)	One day trial of proposal to be undertaken in early 2010 to confirm that speeds are reduced sufficiently to allow agreed proposal to be implemented when funding allocated.	J Heron S Rippon-Swaine Ringwood
RINGWOOD Southampton Road - Amended Parking restrictions/Parking Zone (linked to Country Towns Initiatives Scheme)	Progress in 2010/11 so that implemented at same time as Country Towns Initiatives Scheme.	Investigated and outline proposals prepared.	J Heron S Rippon-Swaine Ringwood
RINGWOOD, Southampton Road – Investigate possible One Way TRO as part of Country Towns Initiative Scheme.	Not to be progressed	Investigated. Agreed it would prejudice the use of the road as part of the agreed strategic cycle network and will result in additional signs so it is suggested that the existing “no entry” arrangement retained.	J Heron S Rippon-Swaine Ringwood

<p>VARIOUS TOWNS Residents Parking Schemes – apply approved fees & charges for 2009/10</p>	<p>Defer</p>	<p>Administrative measure that is no longer consistent with either NFDC's wish to avoid increased fees or Members' other priorities.</p>	<p>P Wyeth, K. Mans Lyndhurst E Lewis, A Rostand, A Evans Lymington C Ford, M Thierry, S. Rippon-Swaine Ringwood D Britton, C Lagdon, D Harrison Totton & Eling</p>
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