

## **Southampton Road Environmental Improvements**

### **Notes of Steering Group Meeting held on 20<sup>th</sup> April 2010**

**Present:** Cllr S Rippon-Swaine (Chairman) – HCC, NFDC & RTC  
Cllr C Treleaven – NFDC  
Cllr L C Ford – NFDC & RTC  
Cllr M H Thierry - NFDC  
Nick Hunt - NFDC  
Barry Armstrong - HCC  
Christianne Strubbe – HCC  
Mark Taylor - HCC  
Jo Stannard - RTC

**Apologies:** Cllr J Heron – NFDC & RTC  
Cllr N J Chard – RTC  
Cllr Mrs B Woodfield – RTC

#### **1. Notes of last meeting**

The notes of the Steering Group meeting held on 26<sup>th</sup> November 2009 were approved as a correct record.

#### **2. Matters Arising**

There were none.

#### **3. Financial Update**

BA reported that there was £356,000 available for the scheme, which was made up of the following contributions:

£ 78,500	LTP
£ 2,500	LTP Maintenance
£120,000	Country Towns Initiative
£115,000	Developer's Contributions (NFDC)
£ 5,000	Ringwood Town Council
£ 35,000	ITS (for upgrade to Mansfield Road crossing)

However, a further £30,000 was required in order to proceed with the proposed works to the taxi rank and Meeting House Lane area. This additional part of the scheme would have the benefit of:

- i) Improving pedestrian access from the car park area, with a clearly defined route and a raised table in Meeting House Lane to create a level crossing, which should result in increased footfall in Southampton Road.
- ii) Addressing drainage issues in the area and alleviating flooding to 33A Southampton Road.
- iii) New planting and trees to make the area more attractive and to screen the properties backing onto Meeting House Lane, thereby improving the visual appearance of a key entrance to the town.

NH reported that it was likely there would be savings in the District Council's street lighting budget and it may be possible to vire £25,000 from this budget. The additional £5,000 required could be funded from the minor enhancements budget. It was also noted that the

District Council had not yet made a financial contribution to the scheme, aside from the release of developers' contributions. In light of this and the positive benefits of this part of the scheme, the four District Council Members present fully supported the suggested virement and the proposed contribution of £30,000.

Cllr Thierry asked if the £30,000 would be better spent extending the scheme in Southampton Road. However, it was noted that the benefits of the taxi rank/Meeting House Lane improvements would be far greater than the small amount of additional work in Southampton Road that could be achieved for the same money, and which would have little impact on the overall scheme.

**ACTION** – NH to arrange a Portfolio Holder Decision for the release of the contribution and to supply a letter of intent to BA.

In addition to the plans viewed at the meeting, it was AGREED to investigate moving the taxi waiting area back from the paved area to allow for the free flow of pedestrians through the area, without having to walk through parked vehicles and to provide a third removable bollard at the 'Carnival exit' to Mansfield Road. **ACTION** – MT/CS.

#### **4. Progress Report**

##### Extent of Scheme

The Steering Group viewed the General Arrangement Plan, which showed the four different elements of the scheme – Southampton Road and the Mansfield Road crossing; taxi rank and Meeting House Lane; repositioned zebra crossing in Southampton Road and proposed footway build-out near The Crown Tap.

Noted that the contractor's site compound would be located on District Council land near Monmouth Court, with a small cabin located in Southampton Road.

##### Zebra Crossing

It was proposed to relocate the zebra crossing to enable the creation of a disabled parking bay and loading area. This proposal had been advertised and no objections had been received.

##### Southampton Road

It was noted that disabled groups had been consulted and the proposals had been modified to accommodate their wishes.

Cllr Thierry asked if it was possible to move the BT kiosk. MT reported that he had consulted BT early on in the scheme and had been informed that it was well used and its retention was justified. The cost to move it would be in the region of £10,000.

It was noted that no railings were proposed east of the junction with Mansfield Road, adjacent to the new toucan crossing. However, the proposed street furniture (a bench, litter bin, traffic sign and two cycle stands) would act as a barrier and guide pedestrians to the crossing point. In addition, the toucan detection unit would pick up movement in the area and manage the lights accordingly. It was confirmed that the proposed location of the street furniture would not affect the visibility of drivers existing Southampton Road.

It was noted that the length of tactile paving outside Austin & Wyatt would be shortened and, subject to their agreement in writing, this area would be resurfaced.

M&Co had given agreement in principle to the inclusion of its land in the scheme and this was now being dealt with by their legal representative. This would allow the footway to be re-graded and the step to The Close to be removed.

It was noted that the District Council's Enforcement Team had taken action against the unauthorised signage erected by Iseard & Partners on the gable end of 33A Southampton Road. The company had until the end of April to either remove the signs or submit a planning application. Hampshire Highways had also written to request the removal of the banner on the barriers and the A-board on the footway.

Noted that it had not been possible to include an electricity supply in the scheme to facilitate future events or lights in the trees, although it was noted that the Town Council has an electricity supply box in Southampton Road to power the existing Christmas lights.

### Materials

It was noted that tegular blocks of different sizes and colours would be used, together with a mistral block to provide a visual contrast between the darker road and paler footway.

Cllr Thierry asked if any leftover blocks could be delivered to the Town Council for storage. Although the utility companies were obliged to reinstate any areas they disturbed, in the past blocks had been removed and replaced with tarmac. It was hoped that by storing the blocks locally, this could be prevented in future. JS confirmed that the Town Council had previously offered to store blocks.

**ACTION** – MT to arrange for leftover blocks to be delivered to the Town Council.

### Street Lighting

CS reported that the owners of the Iceland building had agreed to a Wayleave for a wall mounted lamp. This would enable the existing column to be removed. The existing wall mounted lamp on 33A Southampton Road would also be replaced. The two lamp columns adjacent to the Mansfield Road and by the electricity sub station would both be moved as part of the scheme.

### Street Furniture

It was proposed to relocate the existing Town Council noticeboard to the new brick wall to be erected around the electricity sub station.

Four new benches would be provided, two either side of the BT kiosk, one near the new toucan crossing and one adjacent to 33A on the footway linking Southampton Road and Meeting House Lane.

### Signage

Three pedestrian signs would be provided as part of the scheme – one outside 33A Southampton Road, one at Friday's Cross and one at the entrance to The Close. These would eventually link in with the Town Council's proposals for a comprehensive pedestrian signing scheme for the town centre.

### Traffic Regulation Orders (TROs)

The TROs for Southampton Road and The Close had been advertised and no objections had been received. These would now be implemented in conjunction with the scheme. Awaiting DfT approval for the restricted zone.

A road closure would be put in place in Southampton Road during the scheme works, although this would allow for access where possible. It was noted that a letter would be sent to all businesses in the road, giving them details of the scheme and contact information for any queries.

## **5. Programme**

Work was scheduled to start on Monday 6<sup>th</sup> September 2010, with completion 12 weeks later.

The tender would be sent out at the end of May/early June.

Contractor's working hours would be restricted to between the hours of 8am and 6pm.

## **6. Any Other Business**

It was AGREED that there should be an official opening and suggested that this be planned for Saturday 4<sup>th</sup> December to coincide with Christmas shopping. It was also AGREED that a plaque should be provided on completion of the scheme, similar to the one at Friday's Cross.

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

It was not felt necessary to schedule another meeting of the Steering Group. The Technical Group would continue to meet as scheduled.

Noted that JS would be invited to attend pre-contract and progress meetings with the contractor.