



# Ringwood Town Access Plan

March 2011

New Forest District (outside the National Park)  
Local Development Framework  
Supplementary Planning Document

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# 1. Introduction

## Introduction

- 1.1 Ringwood is a historic market town lying on the western fringes of the New Forest National Park, crossed from East to West by the A31. Ringwood is well connected by road to a number of cities and towns including Southampton and Bournemouth. Ringwood provides a range of facilities and services that serve the day to day needs of people living in Ringwood and the surrounding area. Provision of good quality infrastructure and services for all modes of transport in and around Ringwood is important in:
- Supporting the local economy, especially by helping to support Ringwood’s retail sector and market,
  - Helping to ensure that all areas and groups within the community can access facilities and services that they require independently and conveniently,
  - Providing good access to both existing and future employment sites within the town,
  - Enhancing the local community by fostering local interactions and activities.
- 1.2 The Ringwood Town Access Plan (TAP) is a strategy which sets out a shared vision for how access to facilities and services within the town can be improved and will help guide transport infrastructure development within Ringwood over the next 20 years.

## Planning for Ringwood

- 1.3 Ringwood is situated adjacent to the western fringes of the New Forest National Park, at the junction of the A31 and A338. The A31 Trunk Road, a major strategic route to the south east Dorset conurbations, dissects the town creating noise problems and inhibiting movement between the northern and southern parts of the town. Ringwood’s position and good links to the regional transport network, the New Forest, the coast and the cities of Southampton, Winchester and Salisbury and the Bournemouth/ Poole area are valued by local residents.
- 1.4 Future growth around Ringwood is significantly constrained by the New Forest National Park, national and international nature conservation designations, areas of flood risk and Green Belt.
- 1.5 The adopted Core Strategy sets out the strategy for Ringwood for the period up to 2026. It states:

*“9.46 The spatial strategy defines Ringwood as a larger town and service centre, and a sustainable location for new development which is consistent with maintaining and enhancing the town’s character. Ringwood will be the main shopping and commercial centre for the west of the district providing for bulk convenience food shopping and a reasonable range and choice of comparison shopping facilities and other services. New*

*development in the town centre will enhance its role as a retail, service and cultural centre. (See Policies CS9, CS10, CS20).*

*“9.47 Over the plan period up to 420 additional homes will be built in Ringwood. This will be provided through ongoing infilling and redevelopment within the built-up area where new housing can be accommodated while respecting the character and identity of the neighbourhood, and by future site allocation for around 150 dwellings to be considered in the Sites and Development Management DPD. New housing schemes will provide additional affordable dwellings to address the housing needs of local people. (See Policies CS10, CS11, CS12).*

*“9.48 Ringwood will be an important local centre for employment. There will be opportunities for local businesses to expand, through the intensification of use of existing sites, the development of existing allocations and through release of some new green field land for employment development adjoining existing employment sites on the southern edge of the town, west of Crow Lane. The Sites and Development Management Development Plan Document will consider whether it would be appropriate to permit some form of enabling development on part of the site to bring forward the regeneration of land at Christchurch Road for employment development. Alternative provision would need to be made for any reduction in land for employment uses from this site. (See Policies CS17, CS18)”*

- 1.6 The Sites and Development Management Development Plan Document (under preparation) will provide additional, more detailed, planning policies guiding future development in Ringwood. This will include the allocation of some additional greenfield land for housing and employment development as referred to above.

## **Development Plan Status of the Ringwood Town Access Plan**

- 1.7 The Ringwood Town Access Plan will form part of the Local Development Framework for New Forest District (outside the National Park). When adopted the Town Access Plan will have the status of a Supplementary Planning Document and assist in the implementation of the adopted Core Strategy in the Ringwood area, in particular policies CS23 Strategic transport proposals and CS24 Local transport considerations (and other policies in the emerging Sites and Development Management Development Plan Document).

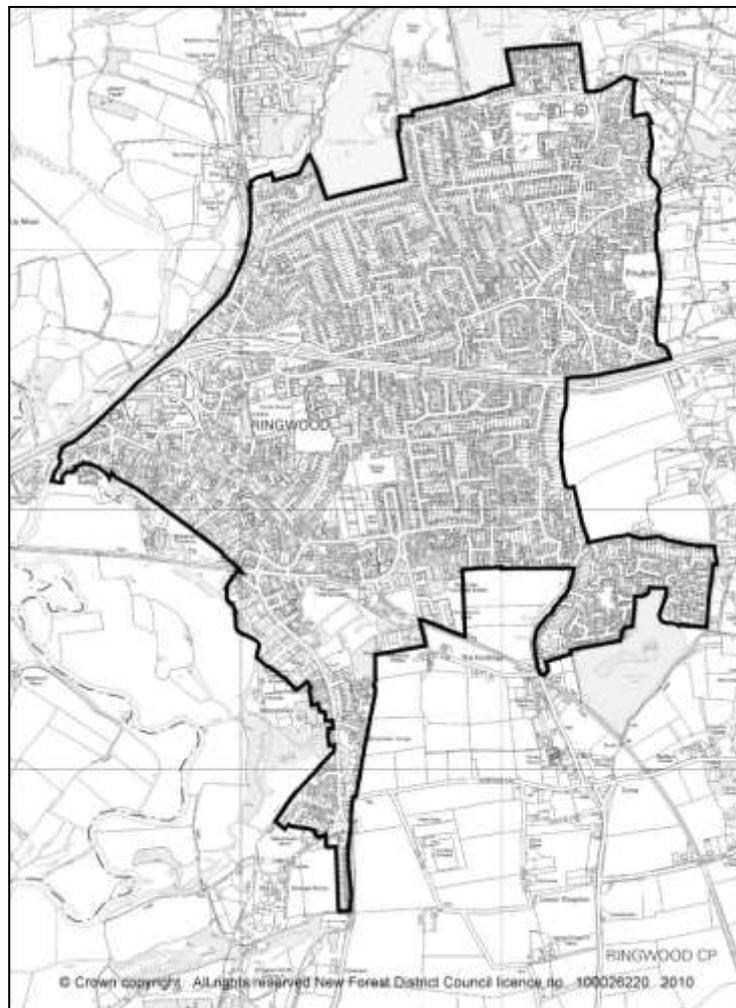
## **Purpose of the Town Access Plan**

- 1.8 This Town Access Plan (TAP) not only sets out a vision for how access to facilities and services within the town can be improved over the next 20 years, but also provides an **Action Plan** for investment, identifying measures already planned and also identifies **Longer Term schemes for improvements** which are necessary to accommodate future development. These will be used to guide and justify future investment and to coordinate funding from different funding sources. Given the current economic

climate and anticipated cuts in public spending, funding for the implementation of the Ringwood TAP is expected to come principally from contributions from developers.

- 1.9 Accessibility in the context of the Ringwood TAP refers to the community's ability to access facilities within the main built up areas and areas of open space by all modes of transport, notably walking, cycling, public transport and the car. Ringwood has a wide range of facilities and services spread throughout the town. Although there is a focus on the town centre, where many of the key facilities are located, Ringwood TAP covers the entire built up area of the town and considers how it relates to the areas beyond. This is to ensure that the access needs of the whole settlement are taken into account and the close links to these other smaller settlements are recognised. The Ringwood TAP area is shown in Figure 1 below.

*Figure 1: Ringwood TAP Area*



- 1.10 Section 5 of this document sets out an 'Action Plan' which details short term transport schemes (committed and funded measures that have deliverable timescales associated), and 'Schemes lists' which outline the transport infrastructure required to support future development.

## Aims and Objectives of the Ringwood TAP

1.11 The broad aims of the Ringwood TAP are:

- To improve accessibility throughout Ringwood by all sustainable modes of transport, notably walking, cycles and public transport;
- To enhance Ringwood as an important centre to live, work and visit;
- To support the local economy by providing improved transport infrastructure;
- To promote social inclusion and access for all;
- To integrate transport proposals with land use development, and
- To reduce the adverse impact of traffic

1.12 The objectives of the Ringwood TAP are as follows:

- Enhance the quality of the town centre public realm and to underpin its function as an important local retail centre;
- Enhance the streetscape and ease of movement in and around the town centre;
- Ensure the town centre remains an important location for retail, employment and leisure by creating good access to and within it;
- Develop the transportation network to accommodate future development requirements;
- Enhance access to important community facilities outside town centre core (schools, health and leisure centres, medical facilities) and employment sites;
- Improve personal safety, especially for pedestrians and cyclists;
- Reduce the effects of severance caused by the A31;
- Recognise and respond to the needs of those with impaired mobility;
- To promote improvements in the quality and sustainability of transport infrastructure;
- Encourage greater use of more sustainable means of transport, particularly walking and cycling ;
- To further develop the high quality network of walking and cycling routes;
- Encourage healthier and more active lifestyles through better access to leisure facilities

1.13 The twelve objectives are reflected in the following five policy objectives, which provide the categories for the schemes outlined in the Action Plan and Longer Term Scheme schedule. These are as follows:

**Policy A: Provide better pedestrian and cycle routes, crossing facilities and lighting to increase levels of accessibility by sustainable and healthier transport modes;**

**Policy B: Reduce the negative impacts of vehicle movements in the Ringwood TAP area;**

- Policy C: Provide measures and facilities to encourage the maximum use of public transport;**
- Policy D: Develop and encourage alternative initiatives for travel change behaviour;**
- Policy E: Support enhancements to Ringwood’s pedestrian environment/ public realm, underpinning the future economic strength of the town centre**

### **Relationship of the Ringwood TAP to other policies and plans**

- 1.14 In addition to being a Supplementary Planning Document and part of the Local Development Framework for New Forest District (outside the National Park), the TAP forms part of the County Council’s Second Local Transport Plan (LTP2) - a county wide plan for improving transport for the period 2006-2011, and in particular the LTP2’s Accessibility Strategy. The Long Term Strategy in the emerging third Local Transport Plan also refers to Town Access Plans in ‘setting out packages of sustainable transport measures to improve accessibility and modal choice’.
- 1.15 As well as the LTP, the Ringwood TAP is also influenced by a number of other specific strategies at the local, county and national level. The key documents include:
- The Town Council’s ‘Town Plan’<sup>1</sup> and Strategic Implementation Programme;
  - The New Forest District Local Strategic Partnership’s Sustainable Community Strategy;
  - The County Council’s Corporate Strategy;
  - Hampshire Strategic Partnership’s Community Strategy;
  - White paper ‘Delivering a Sustainable Transport System’ (DaSTS)<sup>2</sup>.
- 1.16 The Transport White Paper, Delivering a Sustainable Transport System (DaSTS), published in 2008 emphasises the Government’s policy towards transport and its links to economic prosperity, climate change and social inequality. The five objectives are as follows:
1. to support national economic competitiveness and growth, by delivering reliable and efficient transport networks;
  2. to reduce transport’s emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;
  3. to contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health;
  4. to promote greater equality of opportunity for all citizens, with the desired

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<sup>1</sup> Ringwood Town Council, *Town Plan 2008*, and *Ringwood’s Future 2008: Strategic Implementation Programme*

<sup>2</sup> Department for Transport Nov 2008 – Delivering a Sustainable Transport System

- 5. outcome of achieving a fairer society; and  
to improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

1.17 The Ringwood TAP is designed to reflect and address these national priorities at the local level. Where possible these issues will be reflected in the schemes and initiatives proposed in the relevant Action Plans.

### **The Ringwood Town Access Plan Implementation**

- 1.18 The main source of funding for schemes identified in the Town Access Plan (TAP) Action Plan will be developers' contributions. The principal mechanism for securing this funding is through implementation of the Transport Contributions Policy (TCP). The TCP was adopted by the County Council in 2007 and by NFDC in March 2008. The TCP (Appendix 1) sets out the levels of contributions to be sought to mitigate the impact of development based on projected impact, in accordance with relevant Government advice and regulations and LDF Policies. (Note: The details of TCP may be subject to review during the lifetime of this SPD, in which case the revised policy will be applied.)
- 1.19 Other funding sources may include, Hampshire County Council, New Forest District Council, Ringwood Town Council or other agency funding (via grants or other methods).
- 1.20 The schemes listed in this document will require detailed design work to be undertaken before they can be implemented. This detailed design work will ensure that each scheme complies with Policy CS2 (Design Quality) and Policy CS3 (Protecting and enhancing our special environment) of the New Forest District (outside the National Park) Core Strategy, and contributes positively to local distinctiveness. In the town centre, particular attention will need to be given to protecting the town's historic character. In some circumstances, it may be necessary to modify some of the schemes listed in the schedule as a result of detailed design considerations.

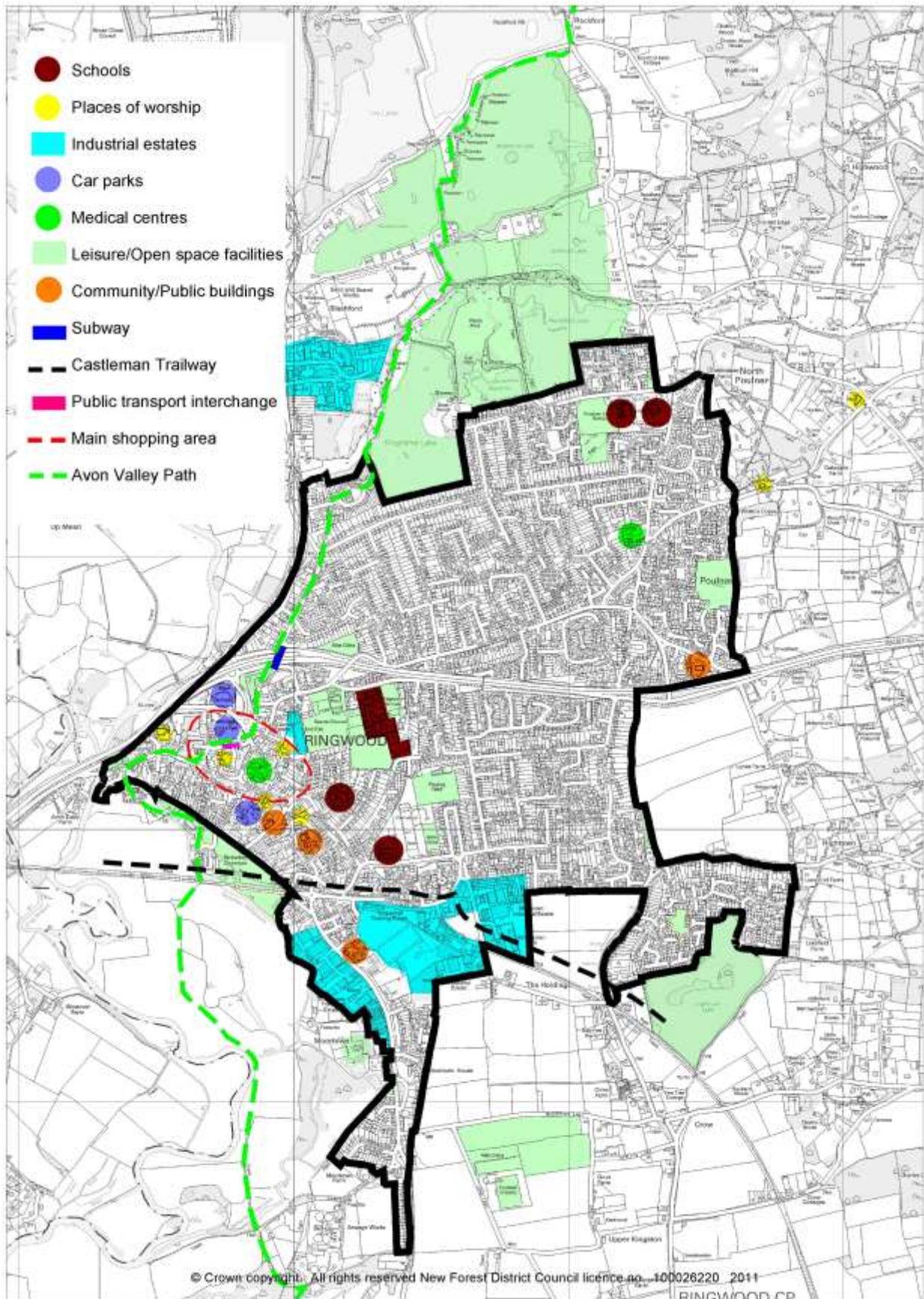
### **Accessibility in Ringwood**

- 2.1 Accessibility describes the ease with which a person can access or use services and activities such as jobs, education, leisure facilities and shops. Accessibility is determined by a number of factors that range from the location of services and the means of transport available to reach them to individual factors such as a person's physical mobility and fitness and their ability to pay for transportation. This Town Access Plan examines accessibility in Ringwood in order to identify and address barriers to access thereby promoting good accessibility for all to a range of services and destinations.
- 2.2 The historic town centre of Ringwood lies in the west of the settlement and provides a good range of local shops and services. Retail floor space is concentrated in the town

centre and includes two major supermarkets. There is a public transport (bus/coach/taxi) interchange on Meeting House Lane. Employment sites and health and leisure facilities are found both in the town centre and in neighbourhoods across the town. The Castleman Trailway is a way-marked walking and cycling route that follows the old Dorchester to Southampton railway line connecting Dorset and Hampshire. The Trailway links through the southern part of the TAP area and provides a superb leisure route to and from the town. The Avon Valley Path, which is a 34 mile long distance path connecting Salisbury to Christchurch, also provides a good route through Ringwood town centre. Within the TAP boundary, the Avon Valley Path links from Hurst Road, adjacent to the Blashford Lakes area, through the town centre along West Street before heading south towards Bickerlely Common.

- 2.3 In Ringwood the A31 is a particular issue. It splits Ringwood in two, and the amount of daily traffic the A31 carries causes noise and pollution problems and disjoints local travel between the north and south of the town. In peak times of the day the road network becomes congested at the A338/A31 interchange which creates traffic queues through the town on the B3347 south of the A31.
- 2.4 Figure 2 below shows the location of key facilities requiring good accessibility, including employment sites in Ringwood.
- 2.5 Improvements to accessibility are particularly important to those vulnerable groups such as the young, elderly and less mobile and those without access to a car. Improving access and permeability can provide choice in travel behaviour which will in turn promote and support sustainable travel and enhance and maintain vibrant, healthy communities and prosperous places to live and work.

Figure 2: Key facilities in Ringwood



## Ringwood TAP Methodology

2.6 In order to improve accessibility in Ringwood it is necessary to examine the ease with which people can reach destinations throughout the town. Several different approaches have been used to assess this. These have included:

- ‘Love It, Hate It, I Wish’ surveys (carried out by Ringwood Town Council as part of the development of the Town Plan);
- Stakeholder consultation;
- Community Street Audits (carried out as part of the development and review of the Ringwood Walking and Cycling Strategy)

Further details of these are given in Appendix 2

2.7 Findings on Accessibility are set out in the following section.

## Current Provision and Issues

2.8 Transport links have been key to Ringwood’s development. Although the road network and parking provides good access for car travel to the town centre and for trips around the town, there are a certain number of constraints to the network. Many of the local roads are characterised by relatively narrow carriageways where buildings closely abut the footways (which themselves are often narrow). This leaves little space for free-flow pedestrian movement or scope for area wide improvements. In 2007, the New Forest Access for All group carried out an ‘Access Review’ of the roads and footways in the town. The results of their assessment fed into the Town Plan and highlighted that many footways had the scope to be improved to meet the needs of the less able.

2.9 The A31 often causes problems for traffic entering and exiting to the town centre, due to congestion running back from the A31 junction in the peak hours. At times this leads to traffic queuing up to the A338/A31 interchange which makes access to the town from the strategic road network problematic. Similarly, when there is an incident or particularly heavy congestion on the A338 Bournemouth spur road, traffic often diverts through Ringwood from the south via the B3347. The Ringwood TAP does not address maintenance issues directly because the TAP principally refers to accessibility with its main funding source from developer contributions.

2.10 In the majority of cases, unless specifically agreed, developer contributions cannot be used for maintenance of the existing highway network. It is recognised however that maintenance issues do directly impact on the usability of the transport network. Therefore the Ringwood TAP will help inform maintenance programmes where there is a inter-relationship between schemes for development and general maintenance.

- 2.11 Non-motorised modes of transport, and the infrastructure to support such, are particularly important because the community is dispersed both north and south of the A31. The relatively short distance between the north and south of the town are within the range for walking and cycling trips for those able.
- 2.12 The following paragraphs set out a summary of the current position for different modes of transport within the town and sets the scene for some of the associated problems and shortfalls.

### **Roads, Traffic and Parking**

- 2.13 There are no proposals for significant changes to the existing road network in Ringwood.
- 2.14 The road network within the town is reasonably free-flowing, with the exception of the B3347 Christchurch Road leading northwards to the A338/A31 interchange. The B3347 Christchurch Road acts as a distributor road for the town, enabling access to the town centre and Castleman Way (which in turn provides access to most of the industrial trading units in Ringwood). Traffic speeds in the town are relatively consistent in the areas covered by 30mph speed limits. The recorded 85<sup>th</sup> percentile speeds are not untypical for urban and semi-urban roads of this character<sup>3</sup>.
- 2.15 The Southampton Road is however an important distributor route which provides access across the A31 via an over bridge. This route connects the north of the town and Poulner with the town centre, Fridays Cross and onward routes to the south of the town.
- 2.16 The High Street (and the northern end of Christchurch Road) in the older historic sector of the town causes problems for pedestrians because the footways and carriageway are narrow. This causes some conflict between pedestrians and vehicles which is exacerbated by a perception of poor safety by its users. Delivery vehicles are often parked on footways causing other vehicles to stack back in the High Street because they are forced to give way at parked vehicles before safely moving forward. In order to achieve a more pleasant shopping experience, many residents cited the need for 'pedestrianisation' or pedestrian priority of the High Street as part of the consultation work on the Town Plan.
- 2.17 The feasibility of safety and capacity improvements for the A31 for the 'Ringwood – Ashley Heath corridor' has been considered recently by the Highways Agency. The Highways Agency is introducing 'vehicle activated signs' on the A31 on Poulner Hill to enable drivers to be warned of traffic queues ahead. The objectives of the signs are to improve safety and reduce rear end shunts. A separate Highways Agency (HA) scheme to alleviate the congestion and safety problems on the westbound carriageway by providing an additional lane has also previously been proposed however the (HA)

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<sup>3</sup> <http://www.newforest.gov.uk/index.cfm?articleid=8172>

currently has no funding for the progression of this scheme. The introduction of this measure would have necessitated the closure of the West Street junction with the A31. In the event that the capacity improvement scheme is taken forward in future years, the County and District Council would wish to see an assessment of the impact of this on the town centre and the local economy before taking a view on the acceptability of the closure of West Street. In the absence of this Highways Agency scheme, the concept of closing West Street to traffic exiting onto the A31 could still have some benefits for the town. The exact impacts on traffic flow, access to properties and businesses and to the general town centre economy are unknown; a study of such impacts would be needed in order to make a full assessment and inform a strategy for the future of the town to assist in deciding upon options for implementation.

- 2.18 Ringwood has a total of three public car parks. Two are owned and operated by NFDC - The Furlong and Blynkbonnie. These provide a total of 404 long stay spaces providing up to 20 hours, 378 short stay spaced providing up to 3 hours, 2 coach bays and 24 disabled parking spaces. The third main car park is provided by the Waitrose Supermarket / Furlong development which has 212 short stay (maximum of 2 hours) car parking spaces of which 6 are disabled parking spaces.
- 2.19 In addition to pay and display parking, New Forest District Council provides residents and shoppers parking clocks which allow affordable annual payment for parking, for long term or short term periods. The current District Council policy (2011) is to allocate short term spaces to shoppers closest to the town centre. Those commuting to work, who park there all day are accommodated further out. In the case of the Furlong car park, the main town centre car park, the long term spaces are situated furthest away from the shops with disabled spaces closest.
- 2.20 Part of the long stay section of the Furlong car park operates as a lorry park between 6pm and 8am and can accommodate in the region of 20 lorries. There is a taxi rank in the southern part of the car park. All parts of the Furlong car park are covered by Closed Circuit Television.
- 2.21 The Furlong car park is well used by commuters who often park in the long-stay section and car share for onwards journeys. The informal 'park and share' system that has formed reduces the available space for town centre shoppers and workers. Informal 'park and share' also occurs at The Mount and around the sub-station off Salisbury Rd (adjacent to the eastbound off-slip of the A31).
- 2.22 A new Ringwood 'Gateway' building accommodating a Visitor Information Centre, public conveniences and shared public office accommodation is planned for the south western sector of Ringwood Furlong Car Park. Revisions to the layout of the car park will be required.

## Walking and Cycling

- 2.23 Walking is the second most popular means of travel after the car, with 7.5%<sup>4</sup> of people regularly making journeys to work by foot. Residents chose to walk for a number of reasons, most commonly, to keep fit and for convenience. The subway under the A31 is a popular route for pedestrians and cyclists, and although the A31 slip roads need to be crossed (zebra crossings provided), this provides a vital link between the two parts of the town. Many residential areas have good provision of footways within them; however it is often the case that routes linking areas are not as good. A lack of footways, difficulty crossing roads and a lack of lighting in certain areas, do not make the transition between areas attractive and easy. Some footways could be converted for shared use with cyclists. More generally, lighting is to be improved in the Ringwood area as part of the Private Finance Initiative to replace and improve lighting facilities over the next 25 years<sup>5</sup>. This will help to improve the safety of streets and alleviate fear of crime.
- 2.24 An extensive 'Walking and Cycling Strategy' was produced between 2002 and 2004 and was a joint project between Hampshire County Council, New Forest District Council and Ringwood Town Council, and was developed in consultation with the public. The strategy is essentially a plan of improvements for walking and cycling routes, from maintaining existing infrastructure to implementing new.
- 2.25 The town has seen a number of schemes implemented as a result of the 'Walking and Cycling Strategy', the following are some of the most successful:
- Permanent closure of the Quomp to through-traffic, with the result of eliminating rat-running and creating a more pleasant and safer environment for pedestrians and cyclists;
  - Junction improvement to Parsonage Barn Lane and Southampton Road to accommodate cyclists;
  - Provision of the majority of Southampton Road- Town Centre cycle route;
  - Provision of A338 cycle route
- 2.26 The intention is for the Ringwood TAP to consolidate and maintain the momentum on the improvements to walking and cycle routes in Ringwood. Therefore the priorities of the 2002-2004 Walking and Cycling Strategy have been reviewed and incorporated into the relevant TAP Action Plan and schemes schedules in Section 5 and presented in the Maps in Appendix 3. It is intended that these routes and facilities will be implemented in the period up to 2026.

## Bus

- 2.27 Ringwood is well served by a network of bus routes, including regular services to Bournemouth, Poole, Ferndown, Verwood, Fordingbridge and Salisbury. There are hourly public buses to Bournemouth railway station. There are also less frequent

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<sup>4</sup> Office of National Statistics 2001 Census – Method of Travel to Work

<sup>5</sup> <http://www3.hants.gov.uk/streetlighting>

services to Bransgore and Christchurch. The Ringwood town circular routes together provide three buses an hour between the town centre and Poulner and Hightown. A number of occasional services also operate into Ringwood from neighbouring towns and villages, including market day journeys on Wednesdays. Wilts & Dorset is the main local bus operator, complemented by a number of smaller operators.

- 2.28 Only 1.5% of Ringwood residents regularly use the bus to undertake a journey for work purposes, lower than the average within the New Forest District area (2.3%).<sup>6</sup> This is partly because many local journeys are over short distances and can be made conveniently by foot (7.5% compared to 6.9% for the District), so that for example a relatively high proportion of people walk to their place of employment from their home.
- 2.29 There are National Express coach services which provide access to Southampton coach station (a short walk from Southampton Central rail station), and London as well as Weymouth, Swanage, Bournemouth and other destinations. First Group also run quality low-cost express coach services to London under its 'Greyhound' brand.
- 2.30 All of the above services stop at the town centre public transport interchange (bus, coach, taxi) in Meeting House Lane, where there are also public conveniences and the Visitor Information Centre. It provides adequate setting down and waiting areas for passengers with bus shelters (mainly Adshel). The area is covered by CCTV. Improvements in this area will be considered as part of the 'Ringwood Gateway' proposals in the Furlong. Whilst the existing landscaping of trees make this otherwise quite bleak area more attractive, their canopies do reduce natural light levels and make the street lights less effective. Improved lighting below "tree level" and improved pedestrian links to the town could be provided. The interchange would also benefit from a number of pedestrian and 'service information' upgrades. These would enhance usability and access and also provide more accurate and real-time information for bus users (see Long Term Action Plan section 5.4). The Ringwood 'Gateway Project' will also provide improvements to facilities in this area, including new public conveniences and visitor information centre.

### **Community Transport**

- 2.31 Ringwood operates the 'Good Neighbours' transport scheme which offers community transport to medical and hospital appointments to residents in Ringwood and Poulner. The service operates Monday to Friday from 10am to 12am and can be booked with two days notice.
- 2.32 The Hampshire Minibus Register is designed to put in contact with each other organisations that have a minibus available for hire with those needing to hire a minibus in their local area.

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<sup>6</sup> Office of National Statistics 2001 Census – Method of Travel to Work

- 2.33 A “Wheels to Work” shared moped scheme covers the Ringwood area and continually needs support for its success. The ‘Wheels to Work’ moped loan scheme is designed for people aged between 16 and 25 who don’t have access to public or private transport to get them to a job, vocational training or to attend interviews. A moped can be loaned for 3 to 12 months depending on the individual’s circumstances.

### **Smarter Choices**

- 2.34 Smarter travel choices encompass a range of measures that seek to give better information and opportunities, helping people choose to reduce their car use if it suits their circumstances, while enhancing the attractiveness of alternatives to the car. Such measures include travel planning (school, workplace, residential), information provision, personalised journey planning, awareness campaigns, car clubs, car sharing, electrical vehicle charging points and flexible working. The Department for Transport estimates that the potential benefit from such measures is significant and that they compare favourably in terms of the cost benefit to other capital schemes<sup>7</sup>. They can therefore help to reduce car traffic and encourage more active travel, thereby supporting the objectives of the plan.
- 2.35 Both the County and District Councils currently promote and encourage the use of healthier and more sustainable modes of travel. The aim is to promote change in travel patterns and behaviour by securing well designed developments underpinned by robust and effective travel plans. A travel plan seeks to encourage the delivery of a package of measures aimed at widening travel choice, supporting all modes and reducing unnecessary car use by encouraging the use of other modes.
- 2.36 A formal workplace travel plan for the Pullman Business Park was developed in 2003. The plan aims to reduce the number of single car users and increase public transport use. This includes provision of physical measures at the site (such as cycle shelters) that encourages the use of sustainable transport as well as promoting alternatives to the car.
- 2.37 All of the five schools in the Ringwood TAP area have a stage 3 school travel plan. This means it has been adopted by the school and the County Council and progress should be made towards achieving the goals set out in the respective school travel action plans. Annual monitoring is required to keep the plan in date and relevant to the local needs.

### **Freight/Heavy Commercial Vehicles**

- 2.38 Heavy Commercial Vehicles (HCVs) provide a vital service in delivering to local businesses, both within the town and the surrounding area, and thereby support the operation of the local economy. However, they undoubtedly have an impact on the quality of life for many residents. It is vital, therefore, that the routeing of HCVs is

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<sup>7</sup> Cains et al 2004: *Smarter Choices*

properly managed to provide for access needs while making best use of the most suitable routes.

- 2.39 There are local lorry restrictions that restrict HCVs using the southern end (beyond the Hightown Road junction) of Eastfield Lane. There are conflicting views regarding the most appropriate route from the A31 to the various destinations within the town.
- 2.40 For example, residents of Eastfield Lane would like to see traffic using the B3347 Christchurch Rd (accessed via the A31/A38 interchange). Other than the problems associated with volume of HCV traffic, HCV's find the junction of the A31 off slip and Eastfield Lane difficult to negotiate and often mount the kerb in doing so.
- 2.41 The opposing view is that there are too many freight vehicles already using this route. The B3347 through the town is considered unsuitable as it dissects the central core of the town where there are fairly narrow carriageway and footway widths and thus pedestrian activity fronts directly to the carriageway. Given the lack of roads through the town that are suitable for use by HCVs and the spread of sites that generate HCV traffic there is little scope for developing a local HCV routing strategy.
- 2.42 A similar issue exists along the High Street where residents consider is traffic dominated and congested particularly by HCV's (as mentioned in paragraph 2.16). However most of the HCV's and smaller vans are providing essential deliveries to the shops and services (often front servicing from the High Street itself) which are required to maintain the economy.
- 2.43 Lorry parking is provided at the Furlong car park for overnight purposes.

### **Planned Development in Ringwood to 2026**

- 2.44 The adopted Core Strategy makes provision for the following development in Ringwood:
- 420 new dwellings, including around 150 dwellings outside the existing settlement boundary; (CS11(ii))
  - Up to 5 hectares of employment land (Core Strategy Policy CS18(a)(iii))
  - Up to 4500sq.m town centre retail floorspace (Core Strategy Policy CS20(d))

In accordance with the adopted Core Strategy, Policy CS24, appropriate measures will be required to minimise the impact of this new development on the existing transport infrastructure, by requiring development proposals to:

- “(a) include a range of appropriate mitigating transport measures, particularly aimed at improving accessibility by non-car modes and reducing the adverse impact of traffic;
- (b) ensure that adequate lorry access routes are available and suitable;
- (c) ensure necessary transport improvements are addressed prior to development;

(d) produce and implement Transport Assessments and Site Travel Plans, as appropriate.”

And, where appropriate, “the development shall make provision for improvements to pedestrian and cycle routes running alongside or through the site.”

(See Core Strategy and Policy CS24 for full requirements.)

## Trends

2.45 In addition to a minor level of planned development in Ringwood, it is likely that three key trends will significantly influence the future of transport demand and consequently provision:

- Increasing levels of car ownership and car use is forecast to lead to significant growth in traffic. Predictions suggest that traffic may grow nationally by 17% by 2015 and 32% by 2030 compared to 2003 levels<sup>8</sup>, while traffic on Hampshire’s local road network is growing around 1% a year<sup>9</sup>. While traffic growth in any locality is restricted by road capacity, growth at the national and county levels is likely to be reflected to some extent in Ringwood. Increasing car use would be likely to create congestion issues, particularly for those commuting into and out of the town centre at peak times, this could lead to poorer air quality around congested roads. Increased traffic also makes non-car modes of transport less appealing, can compromise road safety and is often associated with reduced activity levels and public health issues<sup>10</sup>.
- In New Forest District, an increase of around 37% in the number of people aged 65 and over is expected between 2006 and 2026. Ringwood is expected to reflect this trend of an ageing population.
- Climate change is likely to lead to a number of changes to weather patterns with potential disruptive effects for transport planning and accessibility. New developments and transport schemes need to be designed to account for higher temperatures as well as episodes of high rainfall and flood risk. The DaSTS objectives also reflect the importance of tackling climate change and seek a national commitment to reduce transport emissions of carbon dioxide and other greenhouse gases. The Ringwood TAP will seek to contribute towards adaptations towards lower carbon modes of transport. Locally, this could mean that Ringwood may have to develop more ‘smarter’ choices, such as for example, car clubs, to help create a community less reliant on personal journeys and car ownership. The provision of electric vehicle charging points will need to be planned for, particularly in larger new developments.

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<sup>8</sup> Department for Transport, 2009. *Transport Statistics for Great Britain: 2009 Edition*

<sup>9</sup> Hampshire County Council, 2006. *Local Transport Plan 2006-11*

<sup>10</sup> National Institute of Clinical Excellence, 2008. *Promoting and Creating Built Environments that Encourage and Support Physical Activity*.

### 3. Improving Accessibility

#### The Challenge

- 3.1 Current travel trends could lead to increases in traffic in the coming years, up to 30% more vehicle kilometres travelled nationally in 2025 than 2003<sup>11</sup>. Without steps to tackle this, it could lead to more congestion, air pollution and accidents. It could also make travel by public transport, cycling and walking less appealing. For example, if traffic volume increases substantially, parents may consider it unsafe and unpleasant to walk their children to school and drive them instead, leading to greater difficulties for those without access to a car and an overall reduction in accessibility.
- 3.2 The road network through the town south of the A31 is a limiting factor on traffic and the provision of pedestrian facilities. Alternatives to the private car need to be put in place so that planning development in the Town will not have a detrimental impact on accessibility.
- 3.3 The Ringwood TAP needs to identify ways to improve the ease with which people can use public transport, walking and cycling to travel around Ringwood and encourage their usage. It is recognised that the car plays a vital role for many in providing convenient services and destinations.
- 3.4 This approach supports a range of policy objectives of both New Forest District Council and Hampshire County Council, especially to:
- Reduce the negative impact of transport on people and on the environment;
  - Invest to maintain and improve the local transport network;
  - Improve accessibility whilst reducing reliance on the private car;
  - Support measures to improve safety and manage congestion on the A31, provided that these do not impact unacceptably on the local economy;
  - NFDC's Core Strategy Objective 5 – Travel – 'to improve accessibility to services, employment, social and leisure opportunities in the safe and convenient way, thus minimising the need to travel, particularly by private car';
  - Hampshire County Council's current Local Transport Plan (2006-2011) objective to Widen Travel Choice – 'Widening travel choice helps to improve accessibility and tackle congestion by promoting non-car modes';
  - Hampshire County Council's emerging Local Transport Plan (2011-2026) objective to 'contribute to better safety, security and health' by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health.

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<sup>11</sup> Dft Road Transport Forecasts 2008: Results from the DfT's National Transport Model

## Barriers to Good Access

3.5 Figure 4.1 highlights the main barriers to good access in Ringwood.

<b>Figure 4.1 Barriers to Good Access</b>	
<b>Lack of appropriate facilities</b>	A variety of facilities are required to assist and facilitate access, such as a comprehensive cycle route network, improvements to walking routes including dropped kerbs for those with mobility difficulties or children’s buggies, higher frequency local bus services and safe crossing points for pedestrians and cyclists
<b>Physical barriers</b>	These will vary from large scale barriers such as the main roads of the A31 or B3347 through the town to small scale ones such as steps or uneven surfaces for those with buggies, cycles or mobility difficulties and likewise replacement of stiles with kissing gates.
<b>Road Safety</b>	The perceived risks associated with walking and cycling can deter people from using these modes. High levels of traffic and the general perception of high traffic speeds and lack of safe facilities, e.g. cycle lanes and pedestrian crossings, often lead to concerns and prevent people from making a journey or encourage the use of the car. Lack of maintenance such as worn cycle lane markings can create real or perceived safety problems.
<b>Security</b>	Fears over personal security are shaped by factors such as lighting and the overlooking of paths by buildings and the wider community, levels of crime and perceived threats. Concerns over personal security can act as a deterrent for using certain routes, travelling at night for public transport, walking and cycling.
<b>Information and Awareness</b>	The availability of information about alternative modes of transport is a key factor when deciding how to travel. Signage, the availability of public transport timetables, real time information and route planning offer choice and confidence when making a journey.
<b>Cost</b>	Cost is often a barrier to the use of motorised forms of transport, including the car. Just under 17% <sup>12</sup> of households in the Ringwood area do not have access to a car. Such families are more reliant on the provision of public transport and good walking and cycling routes to provide access to services.

<sup>12</sup> Census 2001. *Neighbourhood Statistics*

## 4. Town Access Plan – Issues and Measures/Action Planning

- 4.1 The various information gathering processes, which have been undertaken in preparing this document (described in Appendix 2), have resulted in a range of issues and proposed measures to address them being identified. Transport infrastructure schemes, which can be achieved in the short term are set out in the **Action Plan** (Table 5.1). These schemes are already identified in delivery programmes, have funding allocated and are therefore committed for implementation. The **‘Longer Term Improvement Schemes’** schedules (in Tables 5.2 to 5.6 in Section 5 of this document) set out lists of transport improvement schemes which would support and mitigate the impact of new development in the town.
- 4.2 The Longer Term Schemes are categorised into the five policy groups (reflecting the Policies set out in paragraph 1.10). The policy themes are:
- Pedestrian and Cycle Improvements (PC); (Table 5.2)
  - Traffic Management and Highways Improvements (TMH); (Table 5.3)
  - Public and Community Transport Improvements (PT); (Table 5.4)
  - Smarter Choice Initiatives (SC); (Table 5.5)
  - Pedestrian environment/public realm Improvements (PR); (Table 5.6)

### **Action Plan and Longer Term Schemes Schedules**

- 4.3 The ‘Longer Term Scheme Schedules’ are set out in the following way:
- Column 1 - Location of the accessibility problem or deficiency;
  - Column 2 – Proposed measures (to help overcome or mitigate the problem);
  - Column 3 – Cost (estimated scheme cost where known);
  - Column 4 – Funding (whether funding is in place or to be secured and through the most likely source);
  - Column 5 – Purpose of scheme.

### **Longer Term Schemes to support new development**

- 4.4 Implementation of schemes will be significantly dependant on the timing of new development in the town, and the receipt of associated developers’ contributions required to mitigate the impact of their development on the town’s transport infrastructure. (Policy CS24, CS25)
- 4.5 The improvement measures or ‘schemes’ have been identified following various consultations associated with the early stages in the preparation of Ringwood TAP, such as the stakeholder workshop. Proposals from existing documents, such as the New Forest District Local Plan (First Alteration) and local strategies such as the Ringwood Town Plan and the Ringwood Walking and Cycling Strategy have also been

reviewed to assist the development of the Action Plan and list of Longer Term Schemes. There will be a further review of proposals as part of the preparation of the Sites and Development Management Development Plan Document being prepared by New Forest District Council.

- 4.6 The outputs from both the Action Plan and Long Term Scheme measures are illustrated in the Maps in Appendix 3.
- 4.7 Schemes will be prioritised for delivery taking account of funding availability and local priorities. Any decision relating to developer contributions will need to take account of current Government guidance for the securing of contributions. All developer funded schemes will need to meet the tests of necessity and be related to the impact of the development. Local aspirations of the Town Council, District and County Councils will be taken into account when negotiating and allocating funding to schemes.

## Section 5: Action Plan and Improvement Scheme Schedules

### 5.1 Action Plan

All committed schemes					
Location/ Issue	Proposed Measure	Cost	Funding	Delivery	Purpose of Scheme
AP1 Southampton Rd/Mansfield Road junction and Southampton Rd/The Close (south of Mansfield Road)	Environmental and pedestrian enhancements to Southampton Rd/The Close. To include a restricted parking zone and an even level surface with no kerbs to create a balance between pedestrians and motorised traffic.	£300,000	Developers Contributions NFDC RTC HCC	Due to be implemented as part of 2010/11 Country Towns Initiative Programme	The scheme will enhance the pedestrian environment in the town centre and provide improved links to the services and facilities in the centre. The improved pedestrian links will promote walking to and from the town centre as a viable alternative to car travel.  See paragraph 2.15
	Improvement to the pedestrian route from the Furlong car park to Southampton Road, including new trees and shrub planting.	£50,000			
	Pelican crossing upgrade to Toucan at the Mansfield Road/Southampton Road junction				
AP2 Clough's Road	Footway improvement and provision where missing.	£20,000	HCC Minor Works Programme	2010/11 Statutory Undertaker assessment and design underway	This will assist safe walking in this area, particularly as a route

All committed schemes					
Location/ Issue	Proposed Measure	Cost	Funding	Delivery	Purpose of Scheme
					to/from the town centre from this residential area. See paragraph 2.26
AP3 Bickerley (north west end)	Extension of footpath alongside Bickerley Road to create a continuation to 'Danny Cracknell Pocket Park'.	£10,000	HCC  Developer Contribution	2010/11 – 2011/2012  HCC Minor Works programme. Currently on hold pending compulsory purchase of land.	This will continue and develop upon the pedestrian network in this area, helping promote walking in and around the town. See paragraph 2.26
AP4 Hightown Road	Traffic Calming in the form of build-outs with priority working for traffic to create an informal pedestrian crossing. This will assist the Castleman Way to Quomp pedestrian/cycle route.	£24,000  Phase 1 – southern section	£26,000  Developer contribution required for phase 2 to complete the scheme	NFDC to deliver through Traffic Management Agency 2010/11	This scheme will assist pedestrians and cyclists crossing Hightown Road as well as slowing traffic speeds increasing safety and accessibility, promoting cycling and walking in this area.
AP5 Town Centre Pedestrian Signing	Improve signing of pedestrian routes in the Town Centre from car parks to increase footfall through the town centre.	£10,000  Phase 1 (see PC29 for further phase)	RTC	To be implemented through Traffic Management Programme 2011/12	Improved information and awareness of routes can encourage walking to and within the town centre. Identified in Town Plan, see paragraph 1.15
AP6 Street Lighting	Replacement of lighting		PFI	Hampshire County Council	More efficient use of

All committed schemes					
Location/ Issue	Proposed Measure	Cost	Funding	Delivery	Purpose of Scheme
improvements (PFI contract)	columns throughout the TAP area.			May 2013 (see delivery schedule) <a href="http://www.lightsoninhampshire.co.uk">http://www.lightsoninhampshire.co.uk</a>	energy; Improved visibility and reduced light pollution at night; Safer streets and reduced crime; Dimming lights by 25% to reduce carbon emissions See paragraphs 2.23 and 2.45

## 5.2 Longer Term Schemes - Pedestrian and Cycle Improvements

<b>Policy A: Provide better pedestrian and cycle routes, crossing facilities and lighting to increase levels of accessibility by sustainable and healthier transport modes for all users (See paragraphs 2.23, 2.24 and 2.26)</b>				
<b>Location/ Issue</b>	<b>Proposed Measure</b>	<b>Est. Cost</b>	<b>Funding source</b>	<b>Purpose of Scheme</b>
PC1 Gravel Lane to Southampton Road	Off road cycle route through Orchard Mount to include upgrade of zebra crossings to Toucan crossings on the A31 slip roads (with agreement from Highways Agency)	£36,000  £120,000 for Toucan crossings	Developer contribution required	The cycle route and the crossing upgrade will improve crossing safety promoting cycling to/from the town centre
PC2 Kingsfield to Southampton Road	On and off road cycle route via Manor Road, Green Lane, Parsonage Barn Lane (with dismount section on pedestrian bridge over A31) and Winston Way.	£35,000	Developer contribution required	Improves accessibility and linkages across the A31 to the town and schools, reducing the need to travel by car and reducing the effects of severance by the A31.
PC3 School Lane to Cloughs Road	On road cycle route via Manor Road with short off road section adj./through Schools	£56,000	Developer contribution required	Improves accessibility and linkage to the town and school from the residential area to the east, reducing the need to travel by car
PC4 Bickerley Common to Hightown Road junction (via Castleman Way)	On and adjacent to road cycle route via Bickerley Road and Castleman Way. Includes shared cycle/footway on northern side and part of southern side of Castleman Way Toucan crossing to be provided on Castleman Way	£94,000 (cycle route only)  £50,000	Developer contribution required	Improves walking and cycling, providing improved linkages to areas of employment in Hightown Industrial estate.
PC5 Quomp to Hightown Gardens via Hightown Road	On road cycle route with traffic calming along Hightown Road. (See AP4 page 22 for traffic calming).	£6,500	Developer contribution required	Increased safety for cyclists along this route which links residential areas to schools

**Policy A: Provide better pedestrian and cycle routes, crossing facilities and lighting to increase levels of accessibility by sustainable and healthier transport modes for all users  
(See paragraphs 2.23, 2.24 and 2.26)**

Location/ Issue	Proposed Measure	Est. Cost	Funding source	Purpose of Scheme
				and areas of employment
PC6 Crow Arch Lane to Moortown Lane	Cycleway across fields to Moortown Lane (including small section on Crow Arch Lane)	£118,000	Developer contribution required	Improved connectivity to the industrial estate and leisure facilities promoting cycling.
PC7 Linford Road	On and off road route linking into National Park through to Linford Bottom	£2,000	Developer contribution required	Improved safety for cyclists from areas in the north east of Ringwood, promoting cycling to the town.
PC8 Castleman Way to Crow Lane via Embankment Way	Adjacent to and off road cycle route.	£131,000	Developer contribution required	This continues the existing route improving accessibility to Ringwood and the industrial estates from the Crow area.
PC9 A31 to Mansfield Road via West Street	Strategic on road cycle route	£3,500	Developer contribution required	Route will provide improved safety route for cyclists to and through the town centre, promoting cycling as opposed to car travel.
PC10 Southampton Road to North Poulner Road	Strategic on road cycle route via Gorley Road and Poulner Infant and Junior Schools.  Toucan crossing on Southampton Road to link with routes PC1 and PC14	£4,500 for cycle route  £40,000	Developer contribution required	The cycle route adds to the existing network improving linkages for cyclists between North Poulner and the town centre, as well as to the Ringwood and Poulner schools.  The crossing point would increase safety for pedestrians and cyclists

**Policy A: Provide better pedestrian and cycle routes, crossing facilities and lighting to increase levels of accessibility by sustainable and healthier transport modes for all users  
(See paragraphs 2.23, 2.24 and 2.26)**

Location/ Issue	Proposed Measure	Est. Cost	Funding source	Purpose of Scheme
				encouraging walking and cycling in and through the town.
PC11 Castleman Way to Town Centre, via Quomp and The Close	On road cycle route along The Close and Quomp (northern part) with off road section through Victoria Gardens. New crossings in Hightown Road and Castleman Way included. Also upgrade of existing Mansfield Rd/The Close Pelican crossing to a Toucan crossing	£60,000  £40,000	Developer contribution required	The cycle routes can assist in encouraging cycling to/from the town centre. New and improved crossing points will increase pedestrian and cyclist safety and confidence aiding in promoting walking/cycling.
PC12 North Poulner Road	On road cycle route linking PC10 to Poulner Lakes area	£3,000	Developer contribution required	This link provides improved connectivity and access to the school and recreation areas in the north of Ringwood/Blashford for cyclists.
PC13 Town centre to A338 Salisbury Road	On road cycle route	£1,000	Developer contribution required	Improved links for cyclists to promote cycling. This route improves accessibility between the Blashford area and town centre.
PC14 Mansfield Road to Southampton Road via Carvers sports ground	Cycle route adjacent, on and off road sections	£68,000	Developer contribution required	Improved cycle connections to promote cycling as an alternative to car travel. This route improves cycle links through the town.
PC15 Moortown to Castleman Way via New	Cycle route on and adjacent to road sections	£69,000	Developer contribution required	Improved cycle connections to promote cycling as an

<b>Policy A: Provide better pedestrian and cycle routes, crossing facilities and lighting to increase levels of accessibility by sustainable and healthier transport modes for all users (See paragraphs 2.23, 2.24 and 2.26)</b>				
<b>Location/ Issue</b>	<b>Proposed Measure</b>	<b>Est. Cost</b>	<b>Funding source</b>	<b>Purpose of Scheme</b>
Street				alternative to car travel. This route connects areas to the south of Ringwood to the town and employment area.
PC16 Gorley Rd towards Hyde	Strategic Cycle Route connecting Ringwood to countryside to the north	£5,000	Developer contribution required	This scheme improves cyclists safety, promoting cycling between Ringwood and the adjacent National Park as a viable alternative to car travel.
PC 17 Christchurch Road (in vicinity of the War Memorial at junction of the Bickerley and Mansfield Road)	Uncontrolled pedestrian crossing facilities required	£20,000	Developer contribution required	Improved crossing points will improve pedestrian safety, promoting walking in the town.
PC18 Poulner Infant and Junior Schools North Poulner Road	New pedestrian entrance and footpath widening	£30,000	Developer contribution required	Improved pedestrian facilities will promote walking to/from the school, helping reduce traffic congestion in the vicinity of the school.
PC19 The Close to Christchurch Road	Improvements to existing footpaths and footways, to include removal of tree roots, new surface overlay and improved lighting.	£20,000	Developer contribution required	This scheme will promote safe walking to the town centre by providing an improved pedestrian environment. Improved lighting will help reduce perceived security issues.
PC20 Moortown to	Improvements to existing footpaths and	N/A	Developer to fund and	The improvements will assist

**Policy A: Provide better pedestrian and cycle routes, crossing facilities and lighting to increase levels of accessibility by sustainable and healthier transport modes for all users  
(See paragraphs 2.23, 2.24 and 2.26)**

<b>Location/ Issue</b>	<b>Proposed Measure</b>	<b>Est. Cost</b>	<b>Funding source</b>	<b>Purpose of Scheme</b>
Town centre via Quomp	footways to include a footway link through the former Wellworthy site to connect to Castleman Way and Christchurch Road. Similar objective for the cycle route proposed in PC15 except this route is via the development site.		construct through development site.	pedestrians and those with disabilities by improved footways linking towards the town centre from the south.
PC21 Southampton Road, west of Frampton Place	Footway widening either by purchase of land or any other viable alternative to obtain the additional width to create a 'standard' facility.	£30-50,000	Developer contribution required	This improvement will assist pedestrian safety encouraging walking to and from this area of Ringwood and the school and recreation ground.
PC22 Christchurch Road and Parkside	Uncontrolled pedestrian crossing facility required.	£15,000	Developer contribution required	This facility will assist safer crossing of the B3347 improving walking links to/from the employment area.
PC23 Christchurch Rd and junction of Millstream Industrial Estate	Uncontrolled pedestrian crossing facility required.	£15,000	Developer contribution required	This facility will assist safer crossing of the B3347 improving walking links to/from the employment area at Millstream Industrial Estate.
PC24 Christchurch Road junction with Shires Close	Uncontrolled crossing near to the junction.	£15,000	Developer contribution required	The crossing will assist pedestrians crossing the B3347 to reconnect to the footpath, as there is currently no footpath on the eastern side of the road at this

**Policy A: Provide better pedestrian and cycle routes, crossing facilities and lighting to increase levels of accessibility by sustainable and healthier transport modes for all users  
(See paragraphs 2.23, 2.24 and 2.26)**

Location/ Issue	Proposed Measure	Est. Cost	Funding source	Purpose of Scheme
				location.
PC25 Gravel Lane to Furlong car park and Southampton Road	Accessibility improvements for pedestrians and cyclists to complete route – to include signing	£30,000	Developer contribution required	Improvements in this area will promote walking and cycling to the town centre from northern areas of Ringwood.
PC26 Furlong car park to Market Place/High Street	Improved links between the car park and town centre. To include accessibility and pedestrian improvements to adjacent roads including tactile paving and dropped crossings.	£100,000	Developer contribution required	This scheme will improve facilities for pedestrians as well as those with disabilities improving access for all to and around the town centre.
PC27 Hurst Road to Blashford Lakes	Improve surface of footpath to assist access to open space/leisure facility	£20,000	Developer contribution required	This can encourage healthier and active lifestyles through improved pedestrian links to recreation/leisure areas.
PC28 Hightown Road junction with Gardner Road	Uncontrolled pedestrian crossing required.	£15,000	Developer contribution required	This scheme will promote increased pedestrian/cyclist safety.
PC29 Town centre pedestrian signage	Improve signing of pedestrian routes in the Town Centre from car parks to increase footfall through the town centre.	£20,000	HCC Traffic Management Programme (tbc) or developer contribution required to fund phase 2/completion of project. Phase 1 referred to in AP5	Improved information and awareness of routes can encourage walking to and within the town centre.

**Policy A: Provide better pedestrian and cycle routes, crossing facilities and lighting to increase levels of accessibility by sustainable and healthier transport modes for all users  
(See paragraphs 2.23, 2.24 and 2.26)**

<b>Location/ Issue</b>	<b>Proposed Measure</b>	<b>Est. Cost</b>	<b>Funding source</b>	<b>Purpose of Scheme</b>
			page 22.	
PC30 Cycle Parking	Upgrade existing facility outside Visitor Information Centre. New facilities required in the Market Place and Carvers Recreation Ground. New facilities at Butlers Lane shopping area, Poulner.	£10,000	Developer contribution required	Improved secure facilities will encourage cycling to these retail, leisure and employment areas.
PC31 Improved cycle route signage	Improve signing of cycle routes within Ringwood to raise awareness of existing infrastructure.	£20,000	Developer contribution required	Improved information and awareness of routes can encourage cycling to and within the town centre.

### 5.3 Longer Term Schemes - Traffic Management and Highways Improvements

Policy B: Reduce the negative impacts of vehicle movements in the Ringwood TAP area				
Location/ Issue	Proposed Measure	Est. Cost	Funding source	Purpose of Scheme
TMH1 Clough's Road	Possible one way traffic (eastbound) to prevent rat-running.	£10,000	Developer contribution required	This scheme could reduce traffic congestion in this area and reduced traffic numbers can improve the pedestrian environment encouraging walking/cycling. See paragraphs 2.23, 2.24 and 2.26
TMH2 Southampton Road/Carvers Recreation Ground – verge parking.	Improvements to verge to better manage car parking and reduce the level of obstruction of the footway facility.	£10,000	Developer contribution required	Improvements to the parking area will reduce the impact vehicles have on the pedestrian environment, improving walking links to/from the recreation ground. It will also improve highway safety.
TMH3 Eastfield Lane/A31 slip road – large vehicles mount the kerb when negotiating the corner.	Providing no third party land is required, the junction could be widened to overcome this problem.	£40,000	Developer contribution required	This will improve accessibility and safety for larger vehicles and goods vehicles accessing Ringwood. See paragraph 2.40
TMH4 High Street/West Street – Pedestrian Improvements	Improve facilities for pedestrians to encourage greater footfall in this part of the shopping area whilst maintaining vehicle access for shopping and servicing. Includes improved pedestrian links along West Street and dropped crossings to be	£300,000	Developer contribution required and HCC Funding	Improved pedestrian environment will encourage walking/cycling to the town centre reducing reliance on the private car improving access for all and enhancing

<b>Policy B: Reduce the negative impacts of vehicle movements in the Ringwood TAP area</b>				
<b>Location/ Issue</b>	<b>Proposed Measure</b>	<b>Est. Cost</b>	<b>Funding source</b>	<b>Purpose of Scheme</b>
	<p>provided on High Street.</p> <p>An environment and traffic management strategy for the future of the town centre is to be prepared.</p>			<p>the economic vitality and environment of the town centre.</p> <p>See paragraph 2.16</p>
TMH5- Bickerley Road at its junction with Bickerley Gardens	Junction improvement measures (possible change in junction priority)	£20,000	Developer contribution required	This scheme aims to improve visibility at the junction improving safety for pedestrians and cyclists improving links to and from the town centre along this route, encouraging non-car travel to the town.
TMH6 – CCTV for traffic/incident monitoring	B3347 Mansfield Road junction with the Furlong/Southampton Road. To be incorporated into HCC urban traffic control systems.	£35,000	HCC funding	CCTV linked to ANPR and Variable Message Signs (VMS) can be used to minimise congestion and better manage incidents such as road traffic accidents. VMS can warn westbound traffic on A31 of traffic queues ahead enabling people to amend their routes helping alleviate congestion.
TMH7 – Automatic Number Plate Recognition (ANPR)	<p>ANPR for journey time analysis and incident management at:</p> <ul style="list-style-type: none"> <li>• A338 Northbound, north of junction with the A31;</li> <li>• A338 Southbound north of junction with A31</li> </ul>	£24,000	HCC funding	

## 5.4 Longer Term Schemes - Public and Community Transport Improvements

Policy C: Provide measures and facilities to encourage the maximum use of public transport				
Location/ Issue	Proposed Measure	Est. Cost	Funding source	Purpose of Scheme
PT1 Southampton Road (north side adjacent to 6 Whitehart Fields and south side adj. 254 Southampton Road)	New bus shelters required	£5,000	Developer contribution required	Bus stop improvements in this area will assist/promote use of the public transport service by providing greater awareness and information of services available.
PT2 Ringwood Bus Interchange – Meeting House Lane	Measures required to include: <ul style="list-style-type: none"> <li>• Raised kerbs;</li> <li>• Bus stop/clearway boxes;</li> <li>• Poles and flags;</li> <li>• Litter bins;</li> <li>• Tactile paving;</li> <li>• Clocks;</li> <li>• Ticket Purchasing Facilities;</li> <li>• Improved interchange layout;</li> </ul> New lighting (below tree canopy level)	£70,000	Developer contribution required	Improvements to the bus interchange area will help promote use of the services available through greater awareness and knowledge of the services provided encouraging bus travel as a viable alternative mode of travel to the car for visitors/residents in the town. See paragraph 2.30
PT3 Ringwood Bus Interchange – Meeting House Lane	Journey planning kiosk required and bus departure screen for better information provision	£30,000	Developer contribution required	Improved information and knowledge of the services available will promote use of public transport by making the use of public transport more user-friendly. See paragraph 2.30
PT4 Ringwood Bus Interchange – Meeting House Lane	Provision of bus departure display screens inside shelters at the interchange for better information provision	£40,000	Developer contribution required	Improved information and knowledge of the services within the shelters assist users of the bus services and will promote use of public transport. See paragraph 2.30

## 5.5 Longer Term Schemes – Encouraging ‘Smarter Choices’

<b>Policy D: Develop and encourage alternative initiatives for travel change behaviour</b>				
<b>Location/ Issue</b>	<b>Proposed Measure</b>	<b>Est. Cost</b>	<b>Funding source</b>	<b>Purpose of Scheme</b>
SC1 Ringwood TAP Area Wide	School travel plan development and implementation	Variable	To be provided by developer	See paragraph 2.37
SC2 Ringwood TAP Area Wide	Workplace travel plans for existing and new employers in the area	Variable	To be provided by developer	See paragraph 2.36
SC3 Ringwood TAP Area Wide	Travel plans in association with new development	Variable	To be provided by developer	See paragraphs 2.35
SC4 Ringwood TAP Area Wide	Provision of electric vehicle re-charging points in suitable locations, which may include public car parks and designated on street parking places. Provision should also be made as part of development proposals.	Variable	Developer to implement and contributions required	Provision of this will promote use of ‘greener’ electric vehicles See paragraph 2.34

## 5.6 Longer Term Schemes – Public Realm Improvements

<b>Policy E: Support enhancements to Ringwood’s pedestrian environment/ public realm, underpinning the future economic strength of the town</b>				
<b>Location/ Issue</b>	<b>Proposed Measure</b>	<b>Est. Cost</b>	<b>Funding source</b>	<b>Purpose of Scheme</b>
PR1 Southampton Road (southern section to Fridays Cross)	Enhanced pedestrian environment to make the area safe and attractive for walking and cycling. Could present Phase 2 of the current Country Towns Initiative scheme described in AP1.	£200,000	Developer Contributions required	The scheme will enhance the pedestrian environment in the town centre and provide improved links to the services and facilities in the centre. The improved pedestrian links will promote walking to and from the town centre as a viable alternative to car travel. See paragraph 2.15
PR2 Southampton Road cul de sac (northern section from junction with Mansfield Road)	Accessibility improvements and enhanced pedestrian environment to make the area safe and attractive and to enhance footway links through the town.	£300,000	Developer contribution required	This scheme will improve pedestrian safety encouraging walking to/from the town centre reducing reliance on the private car. See paragraph 2.15
PR3 High Street/Market Place	Landscape and streetscape improvements to complement traffic management changes as described in TMH4	£300,000	HCC Funding	Improvements to the pedestrian environment will encourage non car travel to the town centre. See paragraph 2.16

## **6. Next steps, monitoring and review**

### **How the TAP will used**

- 6.1 This document will be used to guide the implementation of improvements to the transport infrastructure in Ringwood. It provides detailed information regarding the improvements to the local transport infrastructure that are required to enable development proposals in Ringwood to meet the requirements of the Core Strategy Policies CS24 and CS25 and Hampshire County Council's 'Transport Contributions Policy'. It sets out the schemes which developers' contributions will be used to implement to enable their development to proceed. It informs developers of the mitigation measures that are required in Ringwood (depending on the location of development). It is anticipated the TAP will also be used by developers in their preparation of Transport Assessments.
- 6.2 The TAP will be used to inform decisions on where funding should be sought and which schemes should be implemented. Detailed design work will ensure that each scheme complies with Policy CS2 (Design Quality) and Policy CS3 (Protecting and enhancing our special environment) of the New Forest District (outside the National Park) Core Strategy, and contributes positively to local distinctiveness. Further public consultation on individual schemes will take place as and when required. In some circumstances, it may be necessary to modify some of the schemes listed in the schedule as a result of detailed design considerations.

### **Responsibility for the implementation of the TAP**

- 6.3 The Ringwood Town Access Plan has been prepared by Hampshire County Council, New Forest District and Ringwood Town Councils in partnership.
- 6.4 The Ringwood Town Access Plan will be adopted by New Forest District Council as a Supplementary Planning Document, forming part of the Local Development Framework.
- 6.5 The document will be adopted by the County Council's Executive Member of the Environment (following the public consultation) as a County Council policy document.
- 6.6 All three authorities will however share the responsibility in implementing the TAP.

### **Likely and possible sources of funding for schemes**

- 6.7 The TAP is largely reliant upon developer contributions obtained through the implementation of the Core Strategy and Transport Contributions Policy policies. The TAP will serve as a key document in the negotiations that take place between developers, the Highway Authority and Local Planning Authority to secure appropriate local improvements to transport infrastructure to support new development within the town.

- 6.8 There may be the opportunity to direct other sources of funding towards the delivery of schemes by the pooling of funds. This may include LTP funds, capital funds from NFDC or HCC or other key stakeholders investing in the town such as the Department for Transport and Public Transport operators.

#### **How implementation of this TAP will be monitored and reviewed**

- 6.9 The TAP will be jointly monitored and kept under review. Future reviews will take account of:
- revisions to local and national policy, and in particular the emerging Sites and Development Management Development Plan Document (under preparation by New Forest District Council);
  - new information on transport/access issues in Ringwood;
  - the impact of new development;
  - changes to the transport network;
  - the impact of schemes implemented as a result of the TAP;
  - any new schemes or initiatives emerging from NFDC/HCC/RTC monitoring that are suitable for inclusion in the Action Plan.

## Appendix 1 – Hampshire County Transport Contributions Policy

### Transport Contributions Policy: A New Approach to Calculating Transport Contributions in Hampshire

September 2007

<b>C3 - Residential</b>	<b>Cost per Trip (£)</b>	<b>Household Occupancy</b>	<b>Multi-Modal Trips (per dwelling)</b>	<b>Cost per dwelling (£)</b>
1 Bed Dwelling	535	1.3	3.7	1980
2-3 Bed Dwelling	535	2.42	7.0	3745
4+ Bed Dwelling	535	3.5	10.2	5457
<b>B - Employment</b>	<b>Cost per Trip (£)</b>		<b>Multi-Modal Trips (per 100sqm)</b>	<b>Cost per 100 sqm (£)</b>
B1 Business	230		18.7	4301
B2 General Industry	230		7.5	1725
B8 Warehouse & Distribution	230		9.4	2162

## **Appendix 2 – Accessibility Assessment/TAP Methodology**

The following paragraphs provide evidence of the various ways in which the access needs of Ringwood have been highlighted and analysed. The outcomes are reflected in the Ringwood TAP Action Plan.

### **Ringwood Town Plan / ‘Love It, Hate It, I Wish’ surveys**

As part of the development of the Town Plan and its associated Strategic Implementation Programme in 2008, the depth and breadth of townspeople’s views were sought on a number of topics. The surveys capture issues such as roads, transport and accessibility. As a snapshot of some of the outputs, people cited the fact that they liked the good transport links, especially the town’s strategic position on the road network and the fact that there is a good provision of bus and coach services. On the flip side, people found that entering and exiting the town from the A31 was difficult due to congestion. Many people wished for a traffic free shopping area in the High Street and an extended network of cycle tracks throughout the town. The full results can be viewed on the Town Council’s webpages<sup>13</sup>.

### **Ringwood Town ‘Signage Group’ Work**

A Signage Project Group was set up in 2006 to carry out a review of directional and other signage in the town and to put forward proposals for their improvement. The Group is made up of members of the public, representatives of the Chamber of Trade and Town Councillors. The Group identified the need to improve pedestrian signing in the town centre so that visitors can find their way easily to all parts of the town, the need to improve signage on the A31 to attract more people into the town and to improve the signs at entry points to the town. A new map was created and map boards located in the Furlong car park now act as a starting point for visitors. The proposed new pedestrian signs will guide visitors to areas of interest located on the map and require implementation through the TAP Action Plan.

### **Qualitative Assessment**

It is important to combine the various consultation events with local knowledge and perceptions which can highlight the range of difficulties and barriers that individuals face reaching their destination by all modes available to them. This has been gathered through informal consultation with the different departments responsible within the County and District Councils for issues affecting accessibility.

### **Stakeholder Consultation**

Local stakeholders, including elected members, Headteachers, Chamber of Trade, New Forest Access for All Forum, and Students have been widely consulted and questioned on transport and access issues. The Local Strategic Partnership action group responsible for transport, (who comprise of a large number of organisations who work in the community), were asked to prioritise the main transport issues in the town and their responses have informed the preparation of this document.

A stakeholder workshop was held in July 2009 which focused on participants’ knowledge of transport and access problems within Ringwood. Participants consisted of local members, students, New Forest access groups and schools. Groups were asked to map barriers to accessibility and provide any useful information from their experiences of access within the town.

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<sup>13</sup> <http://www.ringwood.gov.uk/town-plan/>

## **Community Street Audits (CSA's)/ Ringwood Walking and Cycling Strategy**

CSA's are essentially audits of the street carried out by a representative community/ public group. The purpose is to identify the barriers and obstacles to access and movement within the town and to suggest ways in which they can be overcome. The outcomes of the audits can be used to help prioritise the implementation of works.

The County Council hosted five CSA's between 2002 and 2004 in partnership with the Town and District Councils and with the involvement of community representatives. The purpose of these CSA's was to help develop a comprehensive walking and cycling strategy for the town. Some of the outcomes of these CSA's still remain valid and have helped form the basis of street audits that were carried out in August 2008 to act as a refresher of the original CSA's held some years ago.

Common issues identified in the CSA's included poor maintenance, obstructions to footpaths and inadequate signage for pedestrians and cyclists.

Some of the results of these CSA's have already led to changes within the town such as the permanent road closure of Quomp. This has stopped rat-running and speeding traffic and produced a pleasant environment for walking and cycling to the local schools and town centre.

The time and effort of those who contributed to the CSA's between 2002 and 2004 and the Walking and Cycling strategy is gratefully acknowledged in the production of this plan.

## **Appendix 3 - Action Plan Measures**

**Map 1 Transport Schemes**

**Map 2 Cycle Routes**

