

NEW FOREST NATIONAL PARK

Off-Road Cycle Network Wayfinding Plan



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NEW FOREST NATIONAL PARK

Off-Road Cycle Network Wayfinding Plan

SECTIONS	HEADINGS	Page Numbers
1.	Contents	2
2.	Summary	3
3.	Project Background	4
	Scope of Work	5
4.	Nodal Navigation Systems Used Elsewhere	6
	Current Nodal Navigation Network in the New Forest	7
5.	Physical Audit of Waymarkers on the Crown Lands	8
	What is good about the wayfinding around the current network	10
	What is bad about the wayfinding around the current network	11
6.	Physical Audit to and from the Current Network	13
	To / from the current off-road cycle network : Brockenhurst (+ Cyclexperience)	14
	To / from the current off-road cycle network : Lyndhurst (+ The Woods Cyclery)	17
	To / from the current off-road cycle network : New Milton	20
	To / from the current off-road cycle network : Ringwood	21
7.	Proposed NF Cycling & Walking Infrastructure Plan Network	22
	Proposed NF Cycling Infrastructure Plan (LCWIP) : Brockenhurst	23
	Proposed NF Cycling Infrastructure Plan (LCWIP) : Lyndhurst	24
	Proposed NF Cycling Infrastructure Plan (LCWIP) : New Milton	25
	Proposed NF Cycling Infrastructure Plan (LCWIP) : Ringwood	26
8.	Use of the NF Nodal Navigation Waymarking System	27
10.	Key Principles - Legibility	33
11.	Key Principles - Location	35
12.	Key Principles - Design	37
	Design of signage to / from the Off-Road Network	38
	Design of Waymarkers on the Off-Road Network	40
	Incorporating Other Waymarking Elements	50
13.	Recommendations for Future Waymarker Locations	51
14.	Digital Recommendations	52
15.	Cost Estimate	53
16.	High Level Risk Register	54
Appendix 1	Stakeholder Feedback	
Appendix 2	New Forest Waymarker Survey Data Final 20June25	
Appendix 3	Clarifying Waymarker Locations Photos Final 20June25	

Following a detailed survey of all the off-road waymarkers across the Crown Lands in March and early April 2025 a stakeholder ride-along event was held to trial a preliminary design.

The design focussed on the location and orientation of a revision to the existing waymarker posts with the addition of directional arrows pointing the way to the adjacent post in each direction. This nodal navigation network is a trail planning and route finding system that is used extensively across Netherlands and Belgium. The New Forest, at some point in the past, has partially introduced this system, without quite making the connection between adjacent posts. The benefit of a nodal navigation system is that route planning can be undertaken prior to setting out, or on arrival at the entry point of the off-road network. No maps are needed, or internet connection required - cyclists (or walkers) merely follow their list of pre-noted waymarker numbers and arrows.

The system can be used for cyclists crossing the New Forest, directing bike hire customers riding a promoted circuit (in any direction or configuration), guiding campsite users to a local pub or destination, or just people wanting to ride for as far as possible on the gravel network.

This document sets out the principles behind this waymarking strategy in terms of waymarker legibility, location and design, with each waymarker being appraised for its purpose - e.g. to be a start or end point on entering/exiting the network, giving reassurance to stay on the right track, or direction at decision making junctions. The various design options for different scenarios have been illustrated and presented to the stakeholder group with feedback being incorporated into this document.

General recommendations have set out the approach to signage for cyclists accessing the off-road network from the surrounding towns and villages - essentially making a clear distinction between road cycle signage and off-road track waymarking.

A database of existing waymarker signage has been compiled with the existing waymarker's location, orientation and design being appraised and adjusted to provide proposals for each retained, or relocated waymarker's location and design across the entire network. This database is supplemented with photographs showing the proposed relocation of waymarkers for ease of future installation.

The commission task is to design a wayfinding plan that enables users to navigate the cycling network confidently and effectively, ensuring routes are clearly marked and integrated with nearby access points including villages, train stations, and key locations on the on-road network. The wayfinding plan needs to consider potential users of all experience levels, including families, couples, new cyclists and those with additional needs including use of adaptive bikes. The network is also used by walkers, mobility scooters, horse-drawn carriages and horse riders so consideration of these users is also needed. Wayfinding should give confidence to those not familiar with the New Forest, national parks and the countryside, and be easy to use and legible.

The off-road network consists of mostly wide gravel tracks suitable for forestry vehicles along with limited sections with grass and natural gravel base. It is currently marked by 396 waymarker posts, each with an individual number and a QR code. It is approximately 150km long. Future additions to the network are currently being discussed with partners which could eventually add 60km to the network.

The National Cycle Network crosses the National Park on NCN 2 (Hythe to Christchurch) and partially crosses the National Park on NCN 236 (Totton to Lyndhurst).

The waymarking system needs to be sensitively designed to complement the special qualities of the national park as well as complement existing guidance on national Forestry England signage, NFNPA right-of-way signage and NFDC 'Green Way' waymarking. It is expected a bespoke 'New Forest' approach can be taken, as is the situation with current wayfinding. There are additional stakeholder constraints related to impact of signs on grassland which reduces available grazing for local commoners animals. Any approach will need to take account of this, and guidance will be provided to the successful consultancy.

The New Forest National Park cycle map [New-Forest_Cycle-Routes-Map_2021_0.pdf](#) [Link](#)

This map indicates the off-road network on Crown Lands with dotted green lines and the location and number of some (but not all) waymarker posts are given. In addition, the market towns of New Milton and Ringwood can be seen as well as inset maps for the two villages of Lyndhurst and Brockenhurst. A selection of other on-road routes is also shown (but not to be investigated as part of this study unless to either bridge sections of the off-road network or are part of the wayfinding to / from the two market towns and two villages).

OFF-ROAD CYCLE NETWORK WAYFINDING PLAN

Scope of Work - from Tender Specification

A physical audit of the existing wayfinding network includes:

- Waymarker locations on Crown Lands, assessing the effectiveness of wayfinding around the current off-road cycle network.
- Location of waymarkers to/from the network from the case study market towns (Ringwood and New Milton) and villages (Brockenhurst and Lyndhurst), evaluating the efficiency of wayfinding to/from the current off-road cycle network.
- Other wayfinding schemes within the New Forest area.

Key Principles:

- Establish key principles and a methodology to guide the legibility, location, and design of wayfinding.

Design of waymarkers (urban and rural) aligning with the landscape:

- Propose different draft designs and refine to a final waymarking system with preferred waymarker posts/signs suitable for installation.
- Consider design guides and signage guidelines from partners, selecting appropriate waymarker types according to location. Finalise agreed design(s) following option appraisal and consultation.
- Minimize impact on commoning/forestry operations, habitat, and landscape designations.
- Ensure waymarkers accommodate sign elements such as National Cycle Network routes, marked circular loops from travel hubs, and navigational/directional/distance information (e.g., nearest village 3 miles).

Recommendations for future waymarkers on the network include:

- Future waymarkers with accurate GPS locations across the entire network on Crown Lands, including current proposals for network expansion.
- Future waymarkers with accurate GPS locations to/from the network from central locations such as Ringwood and New Milton, and villages like Brockenhurst and Lyndhurst.

Develop digital recommendations for future investigation and integration:

- Provide recommendations on future digital wayfinding.

Provide a cost estimate for the production, installation and maintenance of waymarkers.

Develop a high-level risk register for the wayfinding project.

OFF-ROAD CYCLE NETWORK WAYFINDING PLAN

Nodal Navigational Systems Used Elsewhere

Nodal Cycle Network in Belgium and the Netherlands

In Belgium and the Netherlands the extensive cycle network is waymarked by signposts at every intersection. Each node is numbered randomly from 1-99 and marked on a location point sign (e.g. photo to the right where the green sign indicates the location node is number 20). The numbers 1-99 are repeated multiple times, but arranged in such a way that adjacent location numbers can't be confused.

Every route from that numbered location point is then signed with an arrow indicating the direction to the next numbered node (e.g. on the photo to the right the white signs with green borders are indicating the direction to node 78 and 94).

Navigating by this nodal system is very easy. It just requires a list of numbers from the start point to the destination. It is a system that can be used in multiple ways to create direct routes, loops of varying lengths including in opposite directions. It is easy to add extra stops, or to quickly alter a route if required.

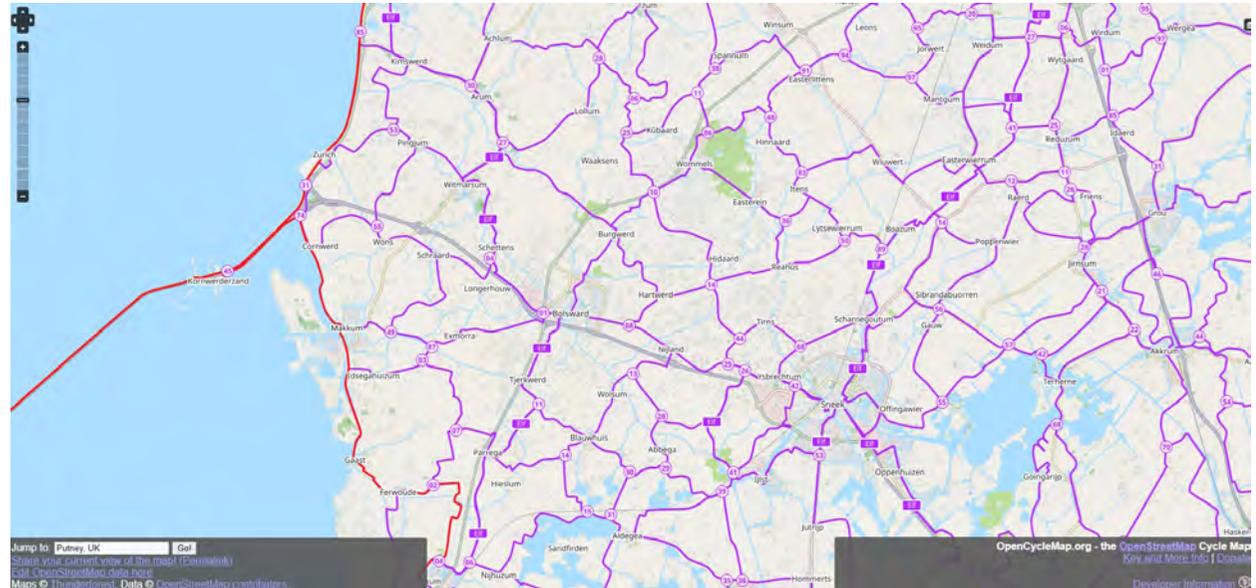
In the New Forest the nodal network is already in place, and being used in part, as can be seen from the Open Cycle Map on page 7. The waymarking posts are already acting as numbered nodes with each intersection having arrows pointing in the direction of the next intersection.

The missing components are the numbers on the arrows indicating the direction to the next numbered node.



How do the cycle nodes work?

There are approximately 8900 cycle nodes in the Netherlands: each individual node has a number between 1 and 99 and is clearly signposted along bicycle paths. These signs at these junction nodes show the name of the network and the cycle route and display directional arrows at and between the various junction nodes that denote how to proceed to nearby nodes. Using this system, cyclists can either follow an existing route or devise one of their own by simply making a list of the nodes they wish to explore.



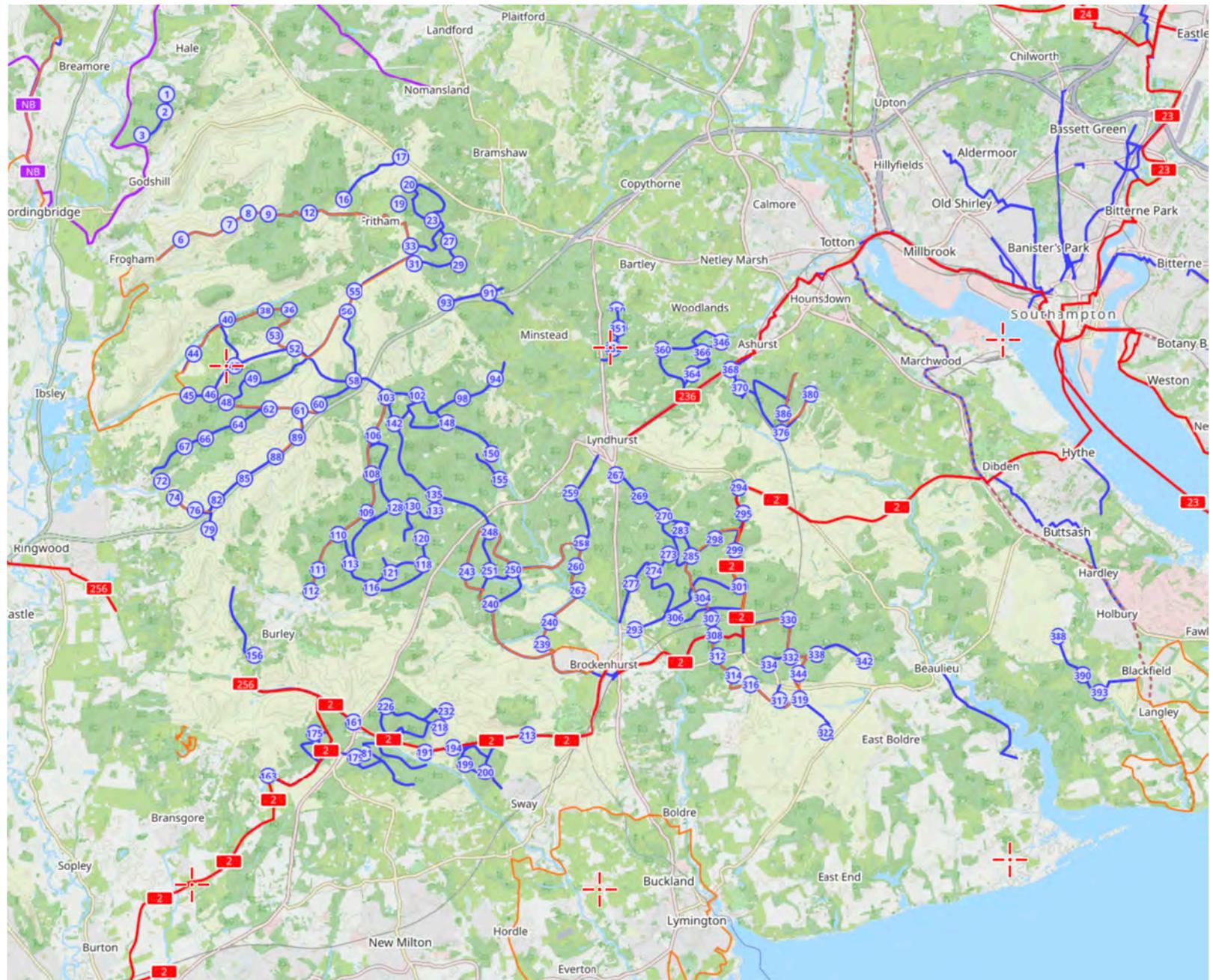
OFF-ROAD CYCLE NETWORK WAYFINDING PLAN

Current Nodal Navigation System in the New Forest

Screen shot from Locus Maps app with OpenCycleMap showing the off-road cycle network and numbered waymarkers across the New Forest Crown Lands.

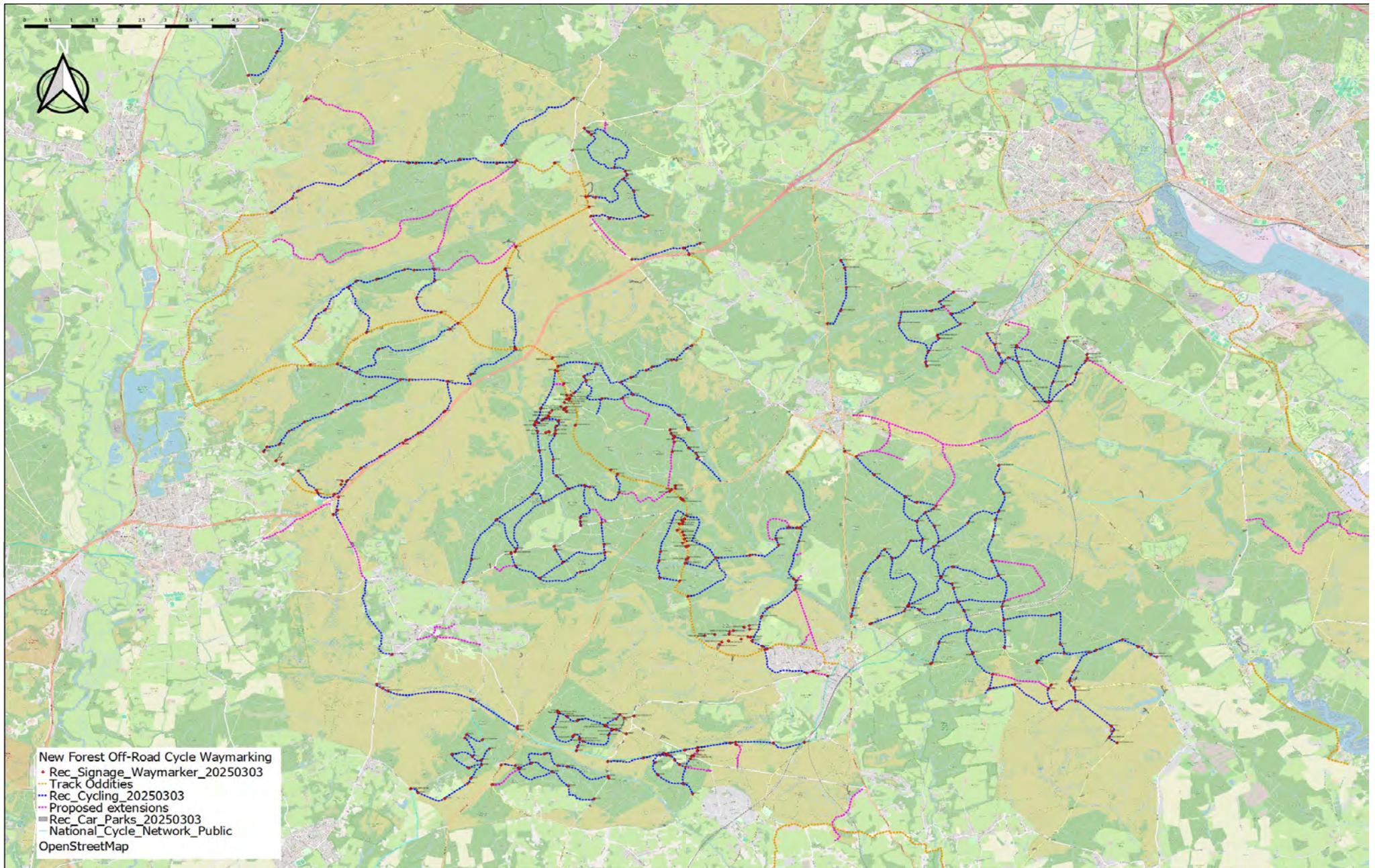
The benefit of a nodal navigation system is that it is flexible for:-

- users to create their own routes.
- businesses to guide customers to them as a destination.
- bike hire companies to create simple routes.
- guide riders across the forest or to destinations within the forest.
- land owners and managers to divert cyclists for operational reasons.
- add to in the future.



OFF-ROAD CYCLE NETWORK WAYFINDING PLAN

Physical Audit of current waymarkers on the Crown Lands



OFF-ROAD CYCLE NETWORK WAYFINDING PLAN

Physical Audit of current waymarkers on the Crown Lands

The most up-to-date data on the current location of waymarkers was provided by Forestry England from their GIS dataset (map on previous page). The location of over 400 waymarker posts (red diamonds), along 200km of forest tracks (blue dotted lines), and possible future extensions to the network (pink dotted lines) across the Crown Lands were surveyed by bike as part of the physical audit. Each waymarker post was GPS located, orientation recorded by compass, and directional information noted and linked in the spreadsheet to a photograph clarifying the location, or a specific point highlighted.

Below: Sample from the spreadsheet of current waymarker locations.

Current Location						
10th March	Description	National Grid Reference	Current Post Orientation N,E,S,W, NE, SE, SW, NW NNE, ENE, ESE, SSE, SSW, WSW, WNW, NNW	Waymarker purpose RS. Roadside indicator KT. Key Trailhead MT. Minor Trailhead TJ. Trail junction RR. Reinforcing Route (where the gravel track is pretty obvious)	Directions Indicated 1. Arrows straight on R/L, U/D 2.Arrows right angle U/R, U/L, D/R, D/L 3.Arrows T junction with stalk of T arrow U,D,R,L 4. Arrows Cross U/D/R/L	Attachments
342	Situated in grass roundabout with diagonal arrow. Trail head. Could be relocated to gate with straight on arrow. Would still be visible	SU 36785 02416	NW	RS	1. One diagonal	342
341	Location inside gate. Good location.	SU 36648 02492	NE	MT	1. Left	341
Gate post - no number	Cycling discs fixed to each side of the inclosure gate, indicating straight on.	SU 36390 02667	NW-SE	RR	1. Up each side	Gate post no number
340	Post with a diagonal arrow. Maybe timber stacking area.	SU 36068 02830	NE	RR	1. One diagonal	340
339	Reassure. Orient NNW.	SU 35815 02728	NNW	RR	1. up each side	
338	Reassure. Orient NNW. Location good.	SU 35493 02581	NNW	RR	1. up each side	338
337	T junction. Location could be better. Orientation currently N.	SU 35348 02523	N	TJ		337
332	T junction. Location not good. Orientation E	SU 34808 02510	E	TJ		332
333	Minor entry point. Location inside gate.	SU 34236 02324	SE	MT?	1. Up each side	333
334	Post marking trail on public highway. Plus entry to inclosure at right angle. Post broken and leant against fence.	SU 34219 02291	S	TJ	3. T junction, arrow N	334
331	Location could be on other side of track so visible from both gates entering inclosure.	SU 34731 02713	NE	RR		331
330	Direction 90 degree.	SU 34728 03486	NNW	DC		330
329	Reassurance straight on. Good location. Orientation slight adjustment to S	SU 34529 03401	S slight adjustment needed	RR	1. Up each side	329
326	Directly east of gate. T junction. Plus NCN2. Slightly confusing as some distance from T junction.	SU 33524 03301	E	TJ	3. T junction arrow E	326
327	T junction.	SU 33540 03032	E	TJ	3. T junction arrow E	327
328	Minor trail entry point. NCN2? Exit from Roundhill campsite. Location somewhat obscured.	SU 33544 02641	W	MT	1. Up arrow on south side	328

What is good about wayfinding around the current off-road cycle network?

- The wayfinding network is extensive, waymarking good quality, wide, compacted stone roads (tracks) that are relatively level with few hills and generally traffic free.
- It has been previously numbered with waymarker locations both on the ground and on Open Cycle Maps (OSM). See page 7.
- The wayfinding network that has been created in the New Forest is known as a Nodal Network Waymarking System, which was pioneered in Belgium and used extensively, and extremely effectively across the Netherlands.
- The presence of the cycle waymarkers gives users the reassurance that cycling is permitted and encouraged on the designated tracks. Only occasionally (usually on the open forest) were No Cycling signs spotted emphasising permitted use of main track network.
- 150x150mm section timber posts that are 1.2m high are visually clear (equivalent of 22,500mm² footprint). The timber dimensions are easily sourced, machined and installed.
- The natural timber posts from Douglas Fir blend well into the New Forest landscape at an appropriate scale that does not look spindly or domestic or industrial, they are sufficiently large to be seen and robust enough not to be damaged by ponies.
- The development of the current post design includes wrapping the base of the untreated timber with a waterproof membrane to prevent decay, this enables the post to be disposed as timber (since it is not pressure treated with preservative that requires special waste disposal). They are therefore relatively cheap to purchase, to install and to replace.
- The sloping post top aids the shedding of water, thereby reducing the risk of rot at the post top. There seems little benefit to the added cost of router out sections on the sides of the posts to take the panels.

What is bad about wayfinding around the current off-road cycle network?

- The numbering system does not work unless accompanied by a map (paper or digital), and even then it is easy to become disoriented, not knowing which way the next number is from a given location.
- The current waymarker system utilises a single design structure and configuration in multiple situations (roadside indicator, route reassurance, trail head, directional change). It is therefore not providing sufficient information to the user in the context of each situation.
- The use of waymarkers alongside and approaching public roads is inconsistent. In some locations the public highway is indicated by arrows as being included in the 'off-road' network and sometimes it is not, with a track network coming to an end. It is possible that the inclusion of the public highway, as suggested by the arrows, was to indicate to users that some distance up the road they can rejoin the off-road network (possibly to make a loop). This creates a potential confusion to the user about what is off-road, and a small, but potential liability to the landowner/land manager promoting safe off-road cycling for all ages.
- During the survey of the existing waymarkers Roger stopped and spoke to people cycling the network. The majority of those who stopped were visitors to the New Forest and were confused about where they were and were headed. Those on hire bikes from Cyclexperience, Brockenhurst, and The Woods Cyclery, Lyndhurst seemed to be the most disoriented, despite having maps from the hire centres (see examples). People cycling who were local knew where they were going and did not need the waymarking or a map. These user observations were reiterated by stakeholders on the cycle-along event.
- General directions and distances are not given on the current waymarkers.
- As a consequence of slight location and orientation issues some waymarkers don't always indicate accurately which are the recommended routes.
- The waymarker numbers on the post tops have the greatest visual prominence, but in reality the number has little meaning. The location number is imprinted onto the surface of an aluminium plate that is screwed/nailed to the top of the angled post top. The steepness of the angle seems to attract birds to perch and poop on the sign top. Scratch marks on many aluminium panels seem to indicate that ponies might be teething them. Occasionally the number panels seem to have been scratched or struck by people with a stone, a stick (or shot with an air pellet in one roadside location).

What is bad about wayfinding around the current off-road cycle network? (Continued)

- Multiple arrow panels are used around the sides on the post, in various combinations of straight on arrows, 'L' and 'T' arrows, to denote which tracks are on the cycle network. This may lead to a confusing arrangement of four panels per post. The arrows are black printed on a white plastic panel.
- Diagonal arrows on posts help clarify odd track angles, though this has only been necessary in less than 5% of cases.
- The QR codes do not work (as a consequence of poor mobile signal and the website hosting the QR codes being defunct).
- The OS references given on some waymarker posts are of limited value without people using an OS map.



Current waymarker post sometimes indicate the public highway is on the network.



Typical damage to number plate. Bird droppings, scratches and strike marks, plus possible pony teeth marks.



Prominence of number on angled post top with little meaning, bike symbols unnecessarily duplicated and confusing arrows on each post face in routed panel.



150x150mm Douglas fir waymarker post wrapped in waterproof material at base.

What is good about wayfinding to / from the current off-road cycle network?

- From New Milton and Ringwood the opportunity for cycle links along relatively quiet roads is fairly good. Examples have been given on the maps following.
- Plans are underway through the Local Cycle and Walking Infrastructure Plan (LCWIP) that will make connections to some Off-Road Cycling Entry Points (see pages 18 & 19), these connect with the stations in Brockenhurst and New Milton.

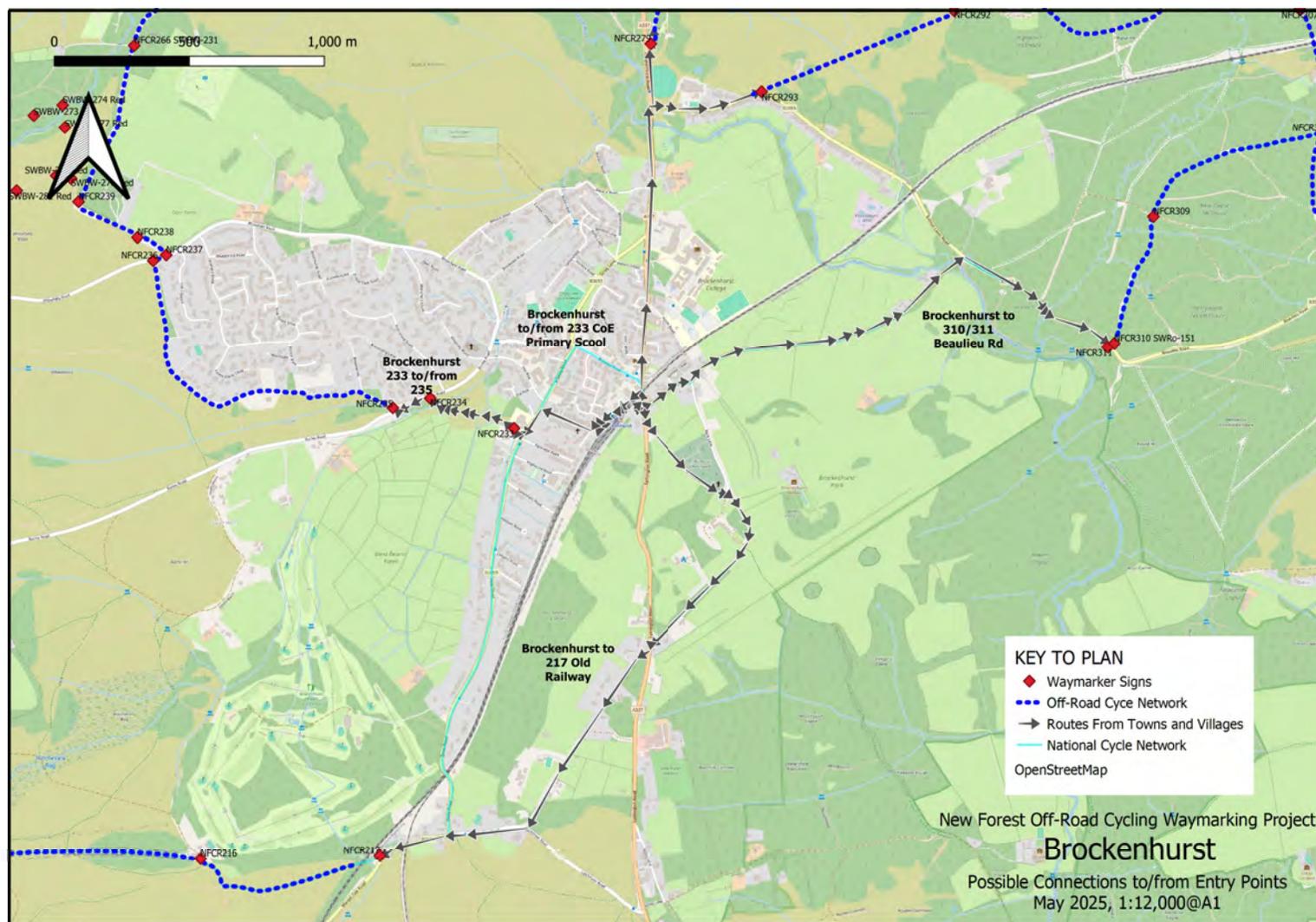
What is bad about wayfinding to / from the current off-road cycle network?

- There is currently no recognised route from New Milton or Ringwood to the New Forest network.
- The route from both Lyndhurst and Brockenhurst to the Off-Road trail network is not a pleasant experience, with busy roads to negotiate, including from both cycle hire centres.
- Cycle waymarking is generally absent, and where present, it is often difficult to see and in poor condition.
- The road side cycle signage does not clearly indicate the starting point for cyclists wanting to access the Off-Road Network.
- There are even fewer signs indicating routes from exit points back to villages in the New Forest and the towns surrounding.

To / from the current off-road cycle network - Brockenhurst (+Cyclexperience)

NB. Route planning is not part of this waymarking commission. The routes depicting in this section are possible route from Brockenhurst to the off road network to show the possible extent of blue road signs. A key point is that all/any route connecting a surrounding town/village should be correlate to the adopted Cycling and Walking Infrastructure Plan.

Waymarking to / from each of these off-road cycle network 'Entry Points' should be in the style of blue, street signage, with entry point numbers and distances indicated as depicted on page 39.



- Option to off-road entry point 310/311 - Beaulieu Road, and return via the same route.
- Option to off-road entry point 233 - Sway Road, beside Brockenhurst CoE Primary School, and return via the same route.
- Option to off-road entry point 217 - Along Church Lane/Tilebarn Lane to end of old railway line, return via the same route.
- Additional option to off-road entry point 279 - Hollands Wood Campsite.
- Additional option to off-road entry point 293 - Balmer Lawn.

Waymarking from Brockenhurst to Entry Point 310/311



1. Busy main road crossing, to Mill Lane opposite, blue street sign indicating NCN2 to Hythe and Southampton Ferry (13 miles), no indication of connection to off-road network .



2. Junction of Mill Lane and Balmer Lawn Road, at the entrance to The Pig. Blue, street, cycle signage indicating route of NCN2, no indication of connection to off-road network .



3. Roadside Indicator 311 / Trailhead 310 Entry point to the off-road network, indicated by off-road cycle waymarker, on the side of the public highway, opposite forest road entrance. Blue panel also indicating route of NCN2.

Waymarking from 310/311 to Brockenhurst



4. Roadside Indicator 311 at exit of the off-road network, indicating public road is included on the network. No indication of direction to Brockenhurst, or distance.



5. Blue, street, cycle signage indicating route of NCN2 at the entrance to The Pig.



6. Arriving back at Brockenhurst Station signage is obscured.

Brockenhurst Station (+Cyclexperience) Waymarking to/from Entry Point 233

Apart from the lack of waymarking at the entrance of Brockenhurst Station the principle of waymarking to/from the off-road network is demonstrated in this example. Clearer naming/branding(?) of the off-road network, entry point numbering and distance would further improve this.



7. Exiting the south eastern station approach from Cyclexperience to cross over railway no waymarking to off-road 233 was observed.



8. From the railway crossing to the north western station approach no waymarking to off-road 233 was observed, but it's easy to pick up the NCN2 by mistake and ride through the village.



9. The actual route passes through the NW station approach car park to Avenue Road. Bespoke 'New Forest Cycle Network' signs are easily missed.



10. Southern end of Avenue Road 'New Forest Cycle Network' sign points to 233. Return sign on same post indicates direction to the 'Station'. No distances given.



11. Junction of Avenue Road / Sway Road 'New Forest Cycle Network' sign points left towards 233. Return sign on same post indicates direction to the 'Station'.



12. Roadside Indicator directly opposite entry point to off-road cycle network 233. Return sign on same post indicates direction to the 'Station'.

To / from the current off-road cycle network - Lyndhurst (+The Woods Cyclery)

NB. Route planning is not part of this waymarking commission. The routes depicting in this section are possible route from Lyndhurst to the off road network to show the possible extent of blue road signs. A key point is that all/any route connecting a surrounding town/village should be correlate to the adopted Cycling and Walking Infrastructure Plan.

Waymarking to / from each of these off-road cycle network 'Entry Points' should be in the style of blue, street signage, with entry point numbers and distances indicated as depicted on page 39.



- Option to off-road entry point 268/267 - at the end of Beechen Lane, and return via the same route.
- Option to off-road entry point 259 - at Deerhurst House, Pinkney Lane, and return via the same route.
- Additional option to off-road entry point 362 - Ashurst Yard, Southampton Road.

Lyndhurst Town Centre (+The Woods Cyclery) Waymarking to/from Entry Point 268/267

There is no blue cycle street waymarking between Lyndhurst Town and the entry points promoted by The Woods Cyclery. Neither is there any waymarking of routes back to Lyndhurst from exit point 268 and 259, so the following photographs illustrate the possible street waymarker locations that would make it easier for cyclists to navigate to/from the off-road cycling network to entry point 268. Additional stickers on existing street furniture would provide reassurance to cyclists. The same principles could be applied to the return journey.



13. Start point Woods Cyclery, Lyndhurst town centre.



14. Waymarker close to Woods Cyclery / town centre utilising existing street furniture, indicating the way to entry points 268 and 259, to help cyclists get their eye in to the waymarking.



15. Key junction where waymarking splits for route to entry point 268 (keep left) and to entry point 259 (turn right). Sufficient advanced notice of route split required for cyclist to navigate to the correct lane.



16. Reassurance waymarker on street furniture after the route split, indicating way to entry point 268.



17. Roadside Indicator 267 at the junction of A337 & Beecham Lane. It's too small, obscured by hedge and not 'read' as a cycle waymarker. The route continues on the public road to the end of Beechen Lane so should be signed with cycle street signage.



18. Entry point 268, Pondhead In-closure, at end of Beechen Lane.

19a,b,c. Junctions on return journey to Lyndhurst from exit point 268 requiring blue, street cycle signage waymarking back to the town centre, with destination and distance marked. Occasional additional stickers on existing street furniture for extra reassurance.



Lyndhurst Town Centre (+The Woods Cyclery) Waymarking to Entry Point 259

As on the previous sheet the following photographs illustrate the possible street waymarking locations that would make it easier for cyclists to navigate to the off-road cycling network to entry point 259 (top photos). Additional stickers on existing street furniture would provide reassurance to cyclists. The same principles could be applied to the return journey (bottom photos).



20. Key junction where waymarking splits for route to entry point 259 (turn right). See previous sheet for waymarking to this point.



21. Street cycle waymarker needed to indicate route to entry point 259 is straight ahead.



22. Blue street, cycle waymarker indicating left turn, 1 mile, down Pinkney Lane to entry point 259.



23. Entry point 259 at Deerhurst House, Pinkney Lane - Roadside Indicator opposite forest track. For return journey blue sign indicating turn right for Lyndhurst (1.5 miles).

Return to Lyndhurst Town Centre (+The Woods Cyclery) from Entry Point 259



24. Return to Lyndhurst from 259 (Deerhurst House) along Pinkney Lane - one reassurance sticker or small sign on post part way along.



25. Return to Lyndhurst - Junction of Pinkney Lane with Chapel Lane turn left to Lyndhurst town centre.



26. Return to Lyndhurst - Junction of Chapel Lane with Sandy Lane turn right to Lyndhurst town centre.



27. Return to Lyndhurst - Junction of Sandy Lane with Shrubbs Hill Lane bear left to Lyndhurst town centre.

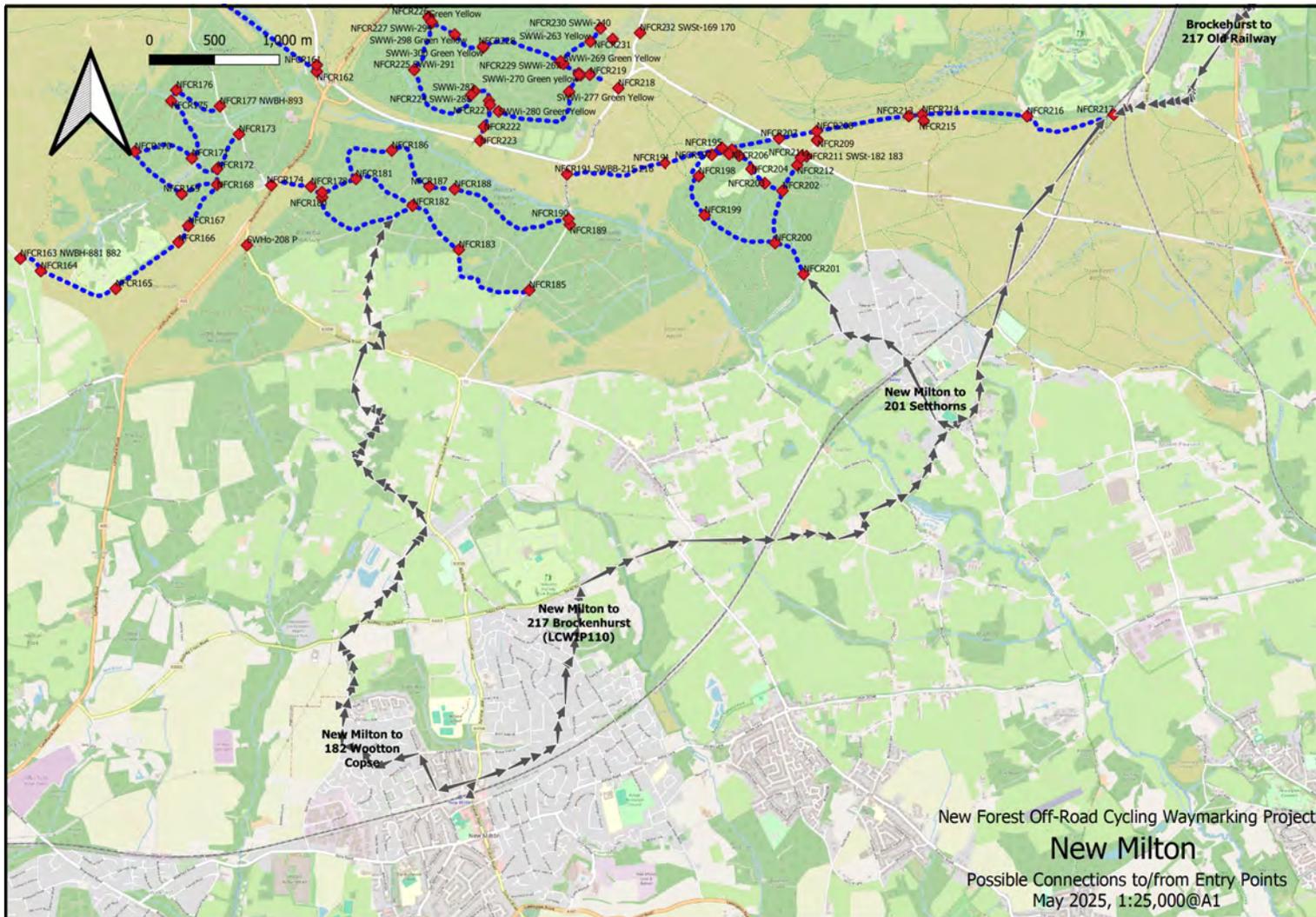


28. Return to Lyndhurst - Top of Shrubbs Hill Lane turn right in to Lyndhurst town centre.

Possible Connections to / from the current off-road cycle network - New Milton

NB. Route planning is not part of this waymarking commission. The routes depicting in this section are possible route from New Milton to the off road network to show the possible extent of blue road signs. A key point is that all/any route connecting a surrounding town/village should be correlate to the adopted Cycling and Walking Infrastructure Plan.

- Option to off-road entry point 310/311 - Beaulieu Road, and return via the same route.
- Option to off-road entry point 233 - Sway Road, beside Brockenhurst CofE Primary School, and return via the same route.

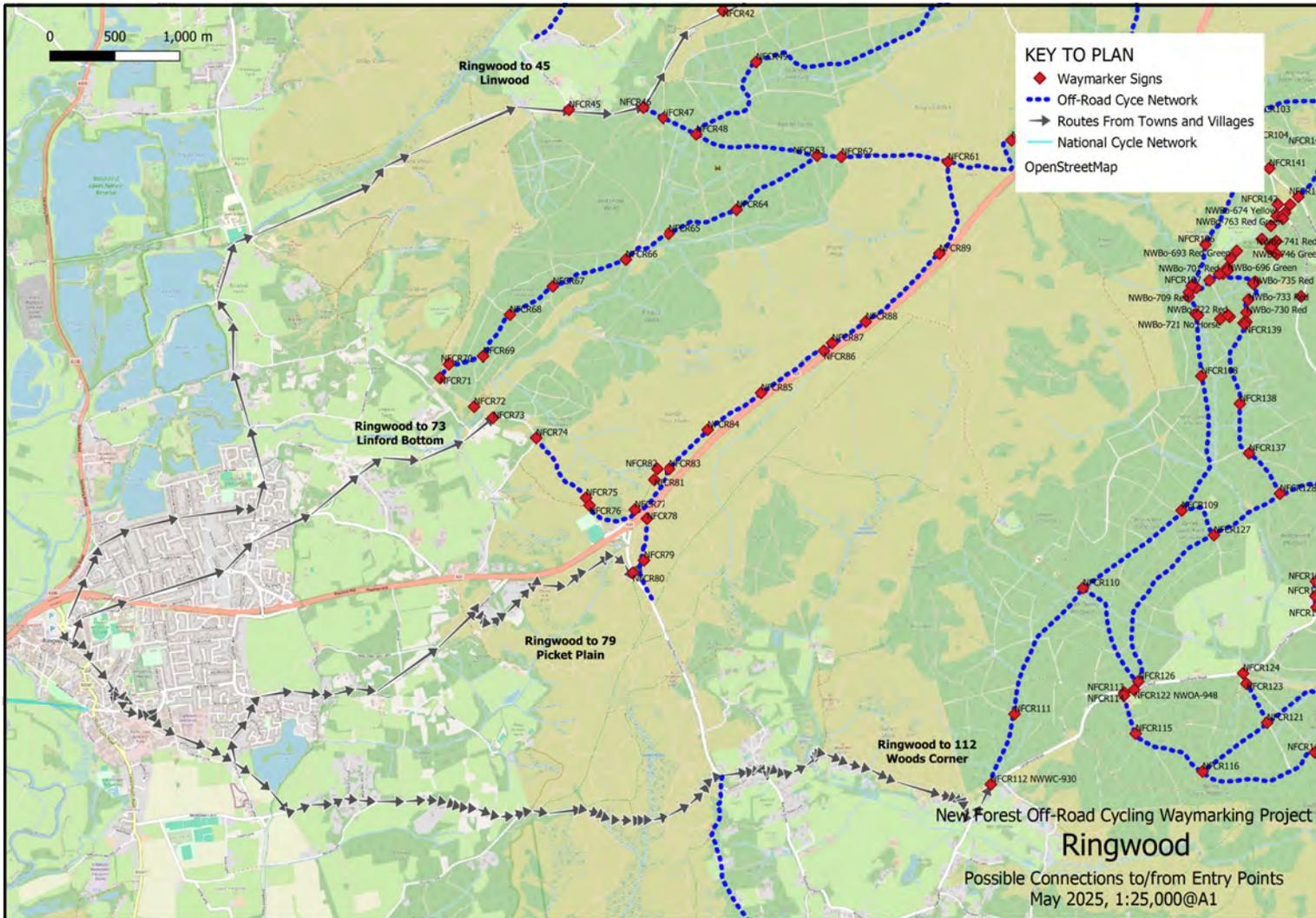


Waymarking to / from each of these off-road cycle network 'Entry Points' should be in the style of blue, street signage, with entry point numbers and distances indicated as the sample depicted on page 39.

Possible to / from the current off-road cycle network - Ringwood

NB. Route planning is not part of this waymarking commission. The routes depicted are possible routes from Ringwood to the off road network to show the possible extent of blue road signs. A key point is that all/any route connecting a surrounding town/village should be correlate to the adopted Cycling and Walking Infrastructure Plan.

Waymarking to / from each of these off-road cycle network 'Entry Points' should be in the style of blue, street signage, with entry point numbers and distances indicated as the sample depicted on page 39.



Option to off-road entry point :- 45 Linwood, 46 Amie's Corner, 42 Broomy Walk, 52 Broomy Plain.

Option to off-road entry point 73 Linford Bottom.

Option to off-road entry point 79 Picket Plain.

Option to off-road entry point 112 Woods Corner.

OFF-ROAD CYCLE NETWORK WAYFINDING PLAN

Draft NF Cycling & Walking Infrastructure Plan Network

Propensity to Cycle Tool data

Proposed New Forest cycling network and core walking zone (CWZ) Overview

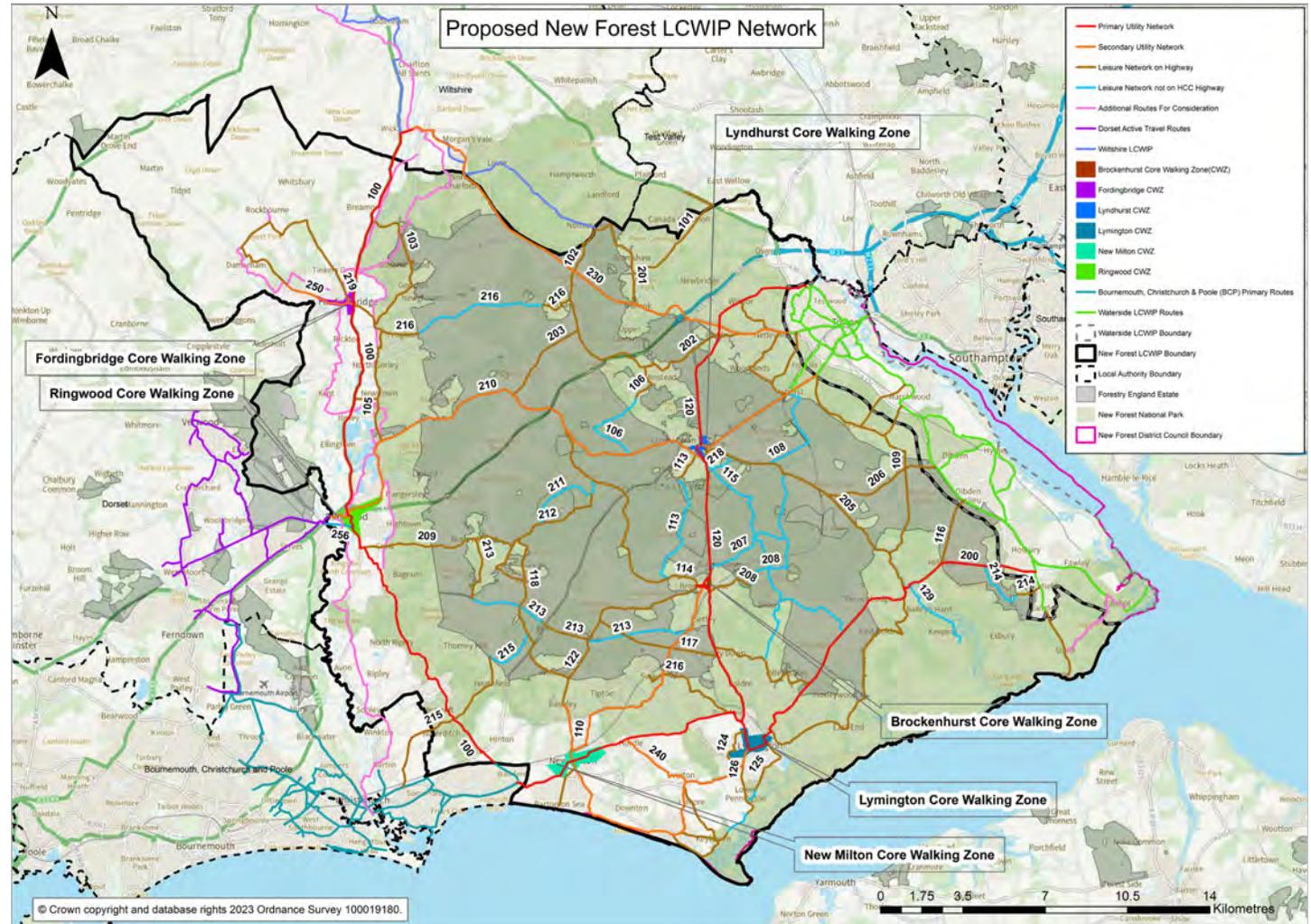


Figure 21– Proposed New Forest cycling network and Core Walking Zones

120.6 Brockenhurst Village

Existing conditions

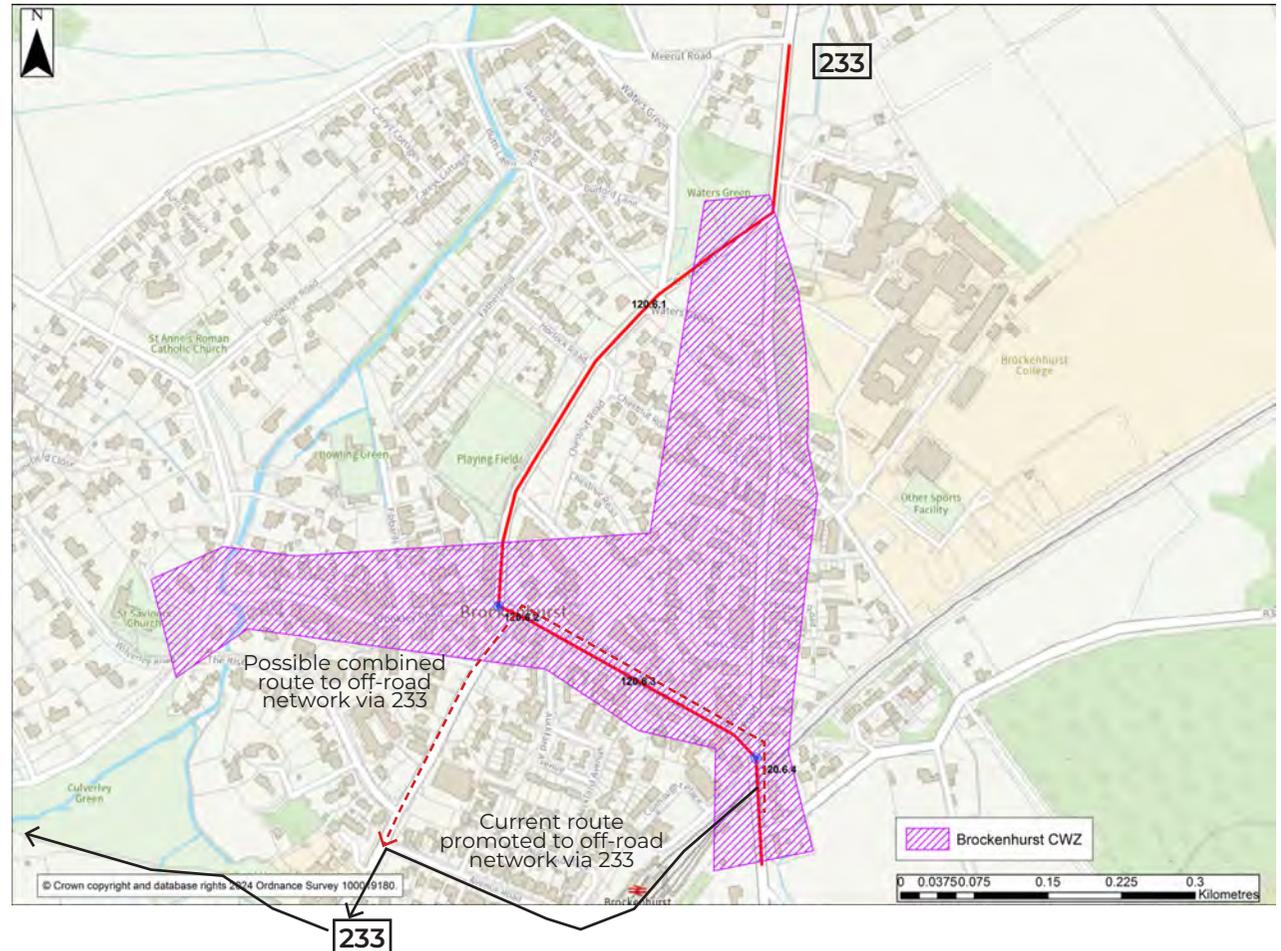
This part of route 120 passes through Brockenhurst, via Lyndhurst Road, Grigg Lane and Brookley Road. There are moderate motor vehicle flows along Grigg Lane and Brookley Road (around 5,000 vehicles per day), and high motor vehicle flows along Lyndhurst Road (around 10,000 vehicles per day). Within Brockenhurst, the speed limit is 30mph.

Pavements are present along either one or both sides of the road for most of Grigg Lane and all of Brookley Road. The pavement narrows towards the village centre.

There is no cycle-specific infrastructure present within this subsection.

Barriers to walking and cycling

The lack of crossing facilities is a key barrier to people walking, and the absence of cycle-specific infrastructure is the principal barrier to people cycling.



Whilst the draft new cycle network through Brockenhurst could provide a useful combined, route from the station to the off-road cycle network entry point waymarker 233, it is possible that combining the signage would confuse users, whereas keeping the two routes and signage distinct keeps it clearer for all.

120.4 Lyndhurst Village

Existing conditions

This section of route 120 passes through the village of Lyndhurst, a small settlement with many retail and tourist destinations. There are high traffic flows within the town as the A338 and A35 intersect within Lyndhurst.

A one-way system for circulating traffic is in place within the village centre, with two lanes of traffic flow along High Street west of the junction with Romsey Road, Gosport Lane and Shrubbs Hill Road.

The speed limit is 30mph along the majority of 120.4, except for a small section of Clay Hill (A337) from the junction with Beechen Lane to Coxlease School, which is 40mph.

Pavements, often narrow, are present along one or both sides of the road along the entire subsection. Currently, there is no cycle-specific infrastructure within the subsection.

Barriers to walking and cycling

High traffic flows and general traffic dominance, narrow pavements, lack of crossing facilities and no cycle-specific infrastructure are barriers to active travel.

There is a recorded cluster of personal injury collisions involving people walking or cycling along High Street between the Romsey Road and Gosport Lane junctions, possibly indicating there may be improvements which

could be made here to improve safety.

The two lanes of circulating traffic flow along this section means that people cycling may experience difficulty when moving into the right lane to keep or turn right.

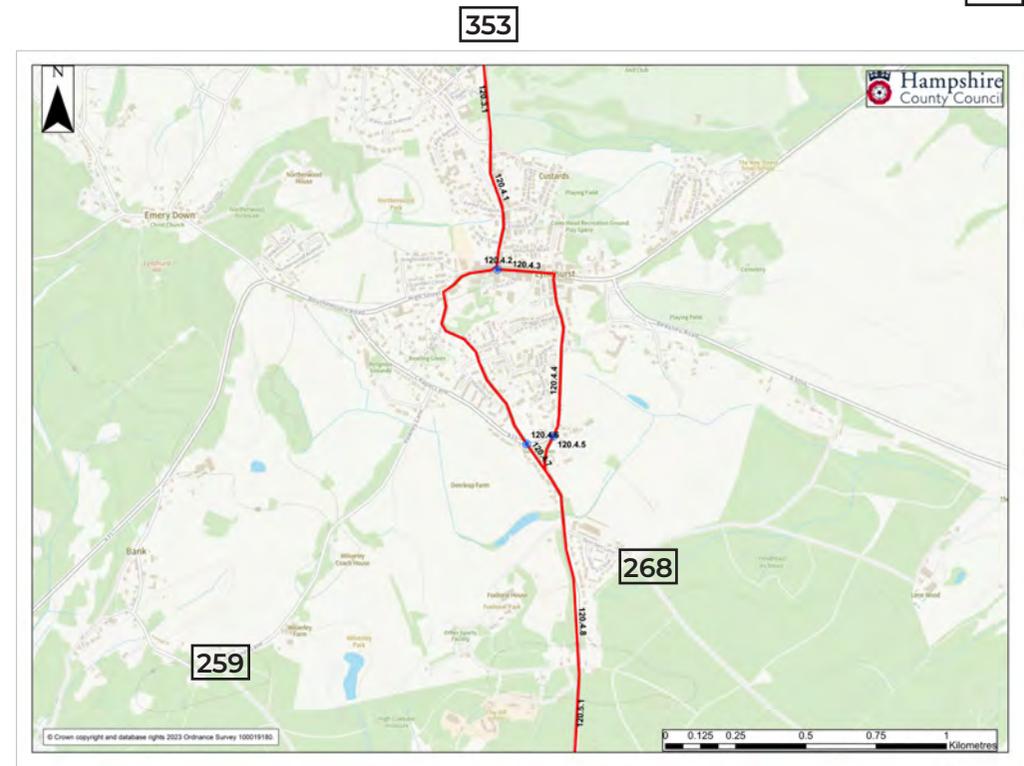
Potential options

120.4.1

Traffic volumes through Lyndhurst at present preclude a mixed-traffic solution. However, it is considered vital that access to and through the town for those walking and cycling is improved significantly. There is a potential alternative off-road route to the east (to the north of Racecourse View and The Custards through Lyndhurst FC and the recreation ground joining the A35 east of the Fire Station and using a short link to the B3035 Beaulieu Road and through Appletree Court to the A337); however, this route presents a significant diversion and does not address the issue of access to the town by sustainable means. Therefore, the potential for creating a 20mph zone through much of the town centre should be explored, together with a reduction to one lane on the one-way system wherever possible, to enable an appropriate level of provision for cyclists and walkers.

120.4.2

The current junction configuration of Romsey Road/High Street could be upgraded to include advanced stop lines with 'feed in' cycle lanes. It may also be possible to implement early release for cycles.



120.4.3

High Street between Romsey Road and Gosport Road is currently a one-way 30mph street with a single lane. A 20mph zone without traffic calming and recommendations from the CWZ audits could be implemented along this section of route 120.

120.4.4

Gosport Lane between High Street and Clay Hill could be redesigned to a single lane in order to provide additional highway space for people cycling. This could be in the form of a fully kerbed cycle track or light segregation – either one on each side, or a bi-directional route on one side.

The draft cycle network around Lyndhurst is a useful reinforcement of the town centre traffic circulation. The waymarking for the off-road cycle network can utilise the signage/waymarking for people cycling within Lyndhurst, or leaving to / returning from the off-road network. The link from Lyndhurst north will create a good connection to the off-road track in Furzy Lawn Inclosure, which is currently something of an isolated spur.

Route 110: New Milton to Brockenhurst via Sway

Route description

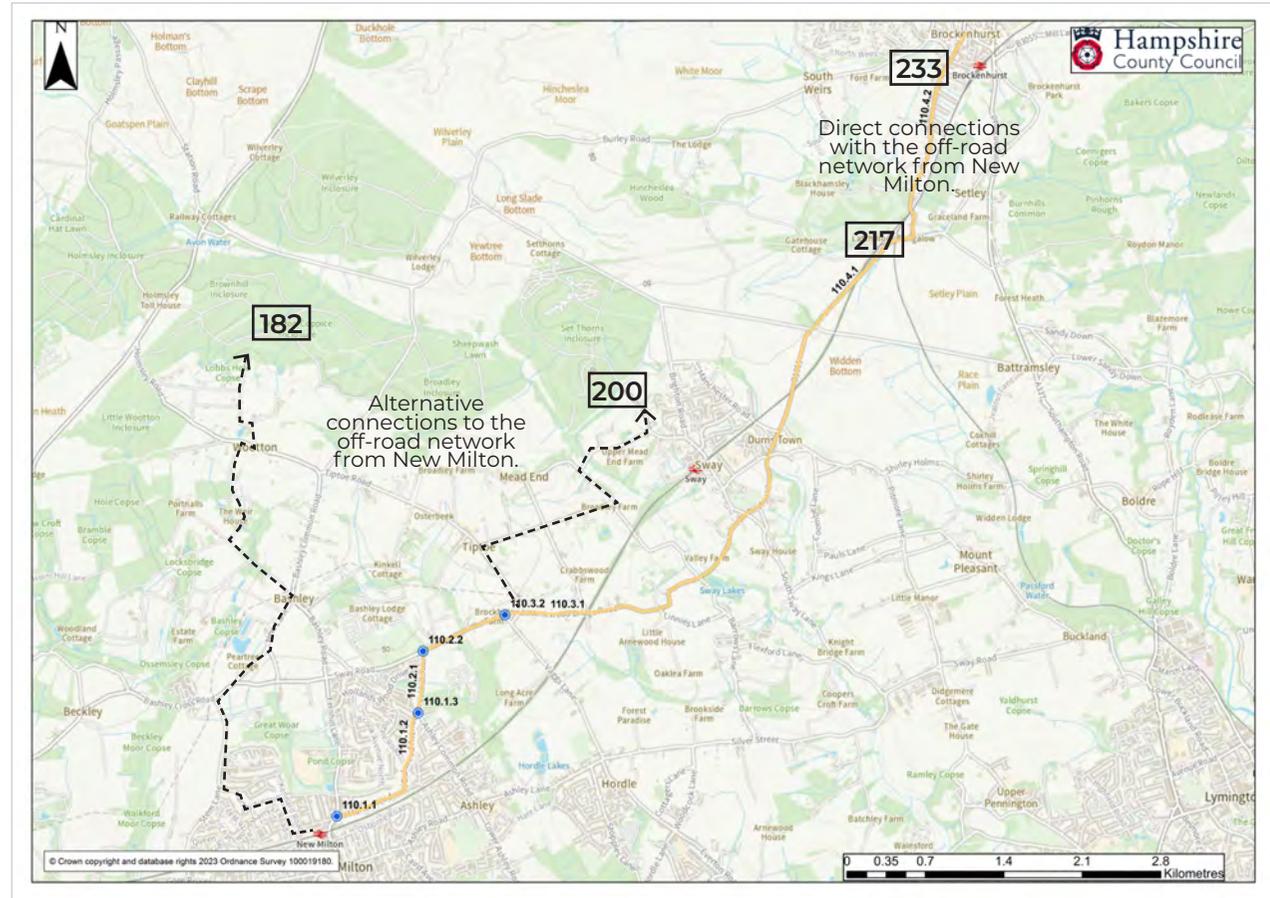
This secondary utility route provides a link between New Milton and Brockenhurst, passing close to Sway, and railway stations at Brockenhurst, Sway and New Milton. The short onward connections to all three stations should be considered as this route is developed to maximise its use. The route has a mixture of residential frontages and rural lanes, with the majority aligned with the B3055.

The route is approximately 10.3km long and serves two major development sites: land off Park Road and land at Brockhills Lane, as well as employment areas in Brockenhurst, Sway and New Milton.

Route 110 meets with both the utility network (route 220 in New Milton) and the leisure network (routes 117 and 216 around Sway).

Background

There are no bus stops and the route does not form part of the strategic road network but does intersect with National Cycle Network route 2 in Brockenhurst and follows the same path as far as Latchmoor Bungalow. It has been developed in consultation with the LCWIP Steering Group and other stakeholders.



The draft cycle Route 110 from New Milton provides a good route option to an off-road entry point at 217, at the end of the old railway line (Castleman's Corkscrew - Southampton and Dorchester Railway). A combined approach to cycle road waymarking both on the ground, and in map/digital formats, would reinforce the route, as well as minimise the duplication of waymarking signage on this route.

Two alternative connections to the off-road network have been indicated on the plan above where cycle street signage could be used to promote reasonably quiet routes to the off-road network from New Milton.

Draft New Forest Cycling & Walking Infrastructure Plan

Route 210: Ringwood to Totton

Route description

This route provides a link between the towns of Ringwood and Totton via Lyndhurst. The route is approximately 27 km long. Route 210 joins up with route 200 in Ringwood town centre, route 120 in Lyndhurst and Waterside LCWIP route 320 near Ashurst.

The route passes through urban and rural areas, with some shared use paths in Ringwood and between Lyndhurst and Totton. Small sections of on-road cycle lanes are present in Ringwood town.

Background

Ashurst New Forest railway station, Ringwood town centre, Lyndhurst town centre, Poulner Infant and Junior Schools and Ringwood School are all within a short distance of route 210.

This route follows the National Cycle Network 236 route between Lyndhurst and Ashurst. Bluestar bus service 6 follows this route along the A36 between Totton and Lyndhurst. It has been developed in consultation with the LCWIP Steering Group and other stakeholders.



The draft cycle Route 210 from Ringwood to Totton (via Lyndhurst) provides a fairly direct route along quiet roads to several of the off-road trail heads. A combined approach to cycle road waymarking both on the ground, and in map/digital formats, would reinforce the route, as well as minimise the duplication of waymarking signage.

Two alternative connections to the off-road network have been indicated on the plan above where cycle street signage could be used to promote reasonably quiet routes to the off-road network from Ringwood (79 Picket Plain, 112 Woods Corner).

OFF-ROAD CYCLE NETWORK WAYFINDING PLAN

Use of the NF Nodal Navigation Waymarking System

Cycle routes map
The New Forest National Park

Are you on the right track?

Caring for this special place

The New Forest has many sensitive habitats. It's home to many rare and important types of wildlife, and a working forest with forestry, farming and equestrian activity on its narrow roads and tracks. That's why we ask everyone coming here to help us respect and look after this special place.

You must stick to the way-marked cycle routes and avoid disturbing wildlife & livestock. By following these simple steps, we can all help to protect and enjoy the New Forest.

Be an easy rider!
Getting to the cycle network

There are lots of different ways to get on to the best trails and routes. The New Forest has good access from train stations, villages and nearby towns and cities so there is no need to carry bikes on a car to access the off-road routes.

These maps show the best access to the cycle network from the following villages and campsites.

Find out how you can explore the National Park by bike with over 100 miles of off-road cycle routes.

This map gives you an overview of where the best cycle routes are in the New Forest including traffic-free gravel tracks, bridleways and routes on roads. It covers how to access the network, the main New Forest villages and the railway stations at Ashurst, Brockenhurst and Sway, and the safest and most attractive routes.

Cycling is a great, environmentally friendly way to explore the National Park. We ask all visitors to follow the New Forest Code to help protect this unique landscape. This means that in the New Forest, cycling is only allowed on the way-marked cycle routes.

These routes are marked with numbered wooden posts. You can navigate your way around the tracks by entering some of these numbers on the map overlaid or following the Ordnance Survey grid references on the markers.

Ponies, cattle and other animals are free to roam the forest and most of its roads. Be aware that animals are easily startled and may suddenly move into your path.

No bike? No problem.

You can hire bikes from many places, for more information visit newforestnpa.gov.uk/things-to-do/cycling

PedalAll is an inclusive cycling scheme that provides cycling sessions for people who face a barrier to accessing cycling on the New Forest off-road cycle network, using a range of regular and specially adapted bikes. There's a variety of different ride options, please visit pedalall.org.uk for more information.

All e-bikes ridden within the New Forest must be compliant to "EAPC" legislation. EAPC "pedal-assist" e-bikes are helping make cycling accessible to more people by reducing the barriers to exercise.

Did you know?

You can get directly to the New Forest from Bournemouth or Southampton by using National Cycleway 2. Visit ncw2.org.uk for the map or follow the way-markers. There is also a route from Salisbury.

Contact

E: 0300 067 4000
E: enquiries@newforestnpa.gov.uk
E: tourist@newforestnpa.gov.uk
E: info@newforestnpa.gov.uk
E: info@newforestnpa.gov.uk
E: info@newforestnpa.gov.uk

Forest Office
Queen's Road, Lyndhurst
Hampshire, SO43 7HT

For alternative formats, please call 0300 067 4000 or email info@newforestnpa.gov.uk

Cycle routes

The New Forest National Park

Please remember to stay on the way-marked routes when cycling off-road on The New Forest Crown lands

KEY

Visitor Information

- Parking
- Pay & display parking
- Local information
- Food & drink
- Cycle hire
- Castle
- Camping in the Forest
- Public area
- Station
- Ferry services

Roads

Cycling in the New Forest is permitted on most public highways. The road types of the road apply but please follow our cycle code to make your ride safer for yourself and other road users. Road systems identify the road types. Main roads are not recommended for cyclists.

- M256 - Motorway
- A31 - Main road
- M103 - Minor road
- The New Forest Tour bus carries bikes free of charge

Cycling in the New Forest

- Approved off-road routes, usually gravel or asphalt
- National Cycle Route off-road
- Approved on-road routes
- National Cycle Route on-road
- Other routes, relatively quiet, unclassified routes on country lanes
- Bridleways & byways
- Warning that route crosses a main road or other potential hazard: look care
- Ford that may be impassable after heavy rain
- Show hill or other more challenging conditions (MHA classification)
- Crown land tracks: no cycling
- Numbered way-marker posts

Land Use

- City / Town / Village
- Woods / Hamlets
- New Forest National Park

Emergency info

In case of an emergency call 999

Inform Forestry England as soon as you can on 0300 067 4000

Hospital with A&E units:

- Southampton General Hospital, Trevelyan Road, Southampton, Hampshire, SO9 4LD
- 023 8077 7222

The New Forest cycling code

Be considerate

- Always give way and well clear of uneven road edges but with consideration for other road users. To allow vehicles to overtake safely, move into single file when necessary and only do so in a lane narrower than two abut lanes.
- Off-road, cycle only on the way-marked network of Forestry England, restricted byways and bridleways.
- Use a map to plan your route and try to be off Forest tracks by sunset.
- Be polite to other cyclists, especially pedestrians and residents.
- When passing people and animals, use your bell or call out a warning and please be aware of your own prepared to stop if necessary.
- Do not drop litter and feed the animals, human food and litter are a danger to them.
- Close gates behind you in the direction you're going.

Be safe

- If you are riding slowly and to one side if possible.
- A lock or fall from a horse could be fatal. Be prepared to stop.
- Use your bell or call out a friendly warning well in advance. Wearing safety gear wide and at washing points. Do not drop litter and feed the animals, human food and litter are a danger to them.
- Keep to a safe speed, on and off roads, particularly on narrow roads, steep hills and bends. Look out for post boxes, power lines and cattle grids.
- Look out for and obey safety signs. Do not pass large vehicles and trailers, your own horse and rider, is safe to do so.
- Carry a spare mobile by wearing bright reflective clothing. Use lights and call out in poor daytime visibility.
- Avoid the use of earphones.

DISCLAIMER

While every effort has been made to ensure the accuracy of this map, the publisher cannot accept any responsibility for any loss or damage caused as a result of its use.

The publisher and the authors have no responsibility for the condition or suitability of any routes. For the avoidance of doubt, the publisher and authors are not responsible for any loss or damage caused as a result of its use.

For more detailed map information, consult for instance when following specific routes, we recommend that this map is used in conjunction with the Ordnance Survey 1:25,000 Explorer Sheet 22 or the 1:50,000 Landranger Sheet 196.

Cycle Map of the New Forest Off-Road Network #1

This large scale leaflet map of the New Forest cycle network produced by Forestry England is available on-line as a pdf.

Forestry England Cycle Tail Loops

The New Forest Cycle Trails

- Waymarked trails
- Visitor amenities
- Places to eat
- Linked car parks

Over 100 miles of off-road trails...

Ride the Hawkhill trail
Great for beginners

Come and explore the New Forest on two wheels...
Exploring by bike is the ideal way to discover the magnificent beauty and fascinating wildlife that can easily be missed by car.

Follow the Forest Cycle Code

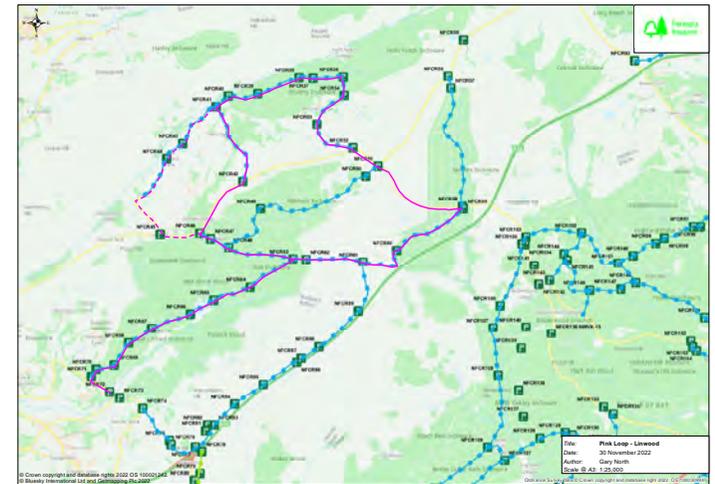
Cycle Hire with Free Sat Nav

Adventure Cycling

New Forest Family Cycling is supported by GARMIN

Moor's Valley Country Park road graded for forest road grade

Forestry England have provided pdf copies of five cycle trail loops that are promoted from New Forest car parks. These maps are used, or how/where these cycle trail loop options.



- Pink Loop from Linwood (above)
- Grey Loop Tall Trees
- Purple Loop from Burley Blue Loop - The Old Railway
- Pink Loop from Linwood
- Green Loop Denny Wood with campsite & Brockenhurst links.

Hawkhill Trail

A ride of discovery through woods, heath and the former site of a World War Two airfield.

A completely traffic free cycle, this route takes you past some of the most interesting features of Beaulieu Airfield with some very visible evidence of its WWII past. Combine this with stunning views of the New Forest's changing landscapes. It's a ride not to miss.

Be Forest Friendly: The New Forest is a working forest, with forestry, farming and equestrian activity on its narrow roads and tracks. Take notice of any warning signs and keep a safe distance from work sites.



1. Roundhill campsite entrance

Driving? Park at Beaulieu Heath car park, point north on the map, and follow instructions successfully from there.

If not then this ride starts at Roundhill campsite. Head out of the main entrance past the reception and cycle along the entrance road until you reach the main B3055 and waymarker 313. Cross over the main road and the cattle grid at waymarker 312.

Caution: Please be careful of cars when crossing the road as this is one of the main routes between Brockenhurst and Beaulieu.

Follow the gravel track down a hill and continue straight over at the cross roads at waymarker 308.

2. New Cope cottage railway bridge

Follow the gravel track and continue straight ignoring the junctions past waymarker 308. Continue through the gate adjacent to the cottage and cross the railway using the bridge. Pass through another gate and past waymarker 307.

3. Pignal Inclosure

After passing through several gates and waymarkers 306, 304 & 303 continue to follow the

Quick Info	
Start / Finish	Beaulieu Heath (Entrance) / Beaulieu Heath (Exit)
Distance	9.14 miles
Duration	2.0 hours
Surface	100% paved off road gravel track and asphalt
Getting there	By driving (see map for directions). Beaulieu Heath (Entrance) is located on the main B3055 and Beaulieu Heath (Exit) is located on the main B3055.

Cycling Hawkhill Trail

Moderate Distance: 9.1 mi Duration: 2 hr

Roundhill Campsite SO42 7QL

OPEN ROUTE IN GOOGLE MAPS

Distance: 9.1 miles (14.5 km)

Start/End: Roundhill Campsite. Grid ref. SU332020. Postcode SO42 7QL

what4works @charlots.fgs.saving

Enjoy a bike ride completely free of traffic! This route takes you past some surviving parts of Beaulieu Airfield with some very visible evidence of its WWII past.

Be Forest Friendly: The New Forest is a working forest, with forestry, farming and equestrian activity on its narrow roads and tracks. Take notice of any warning signs and keep a safe distance from work sites.

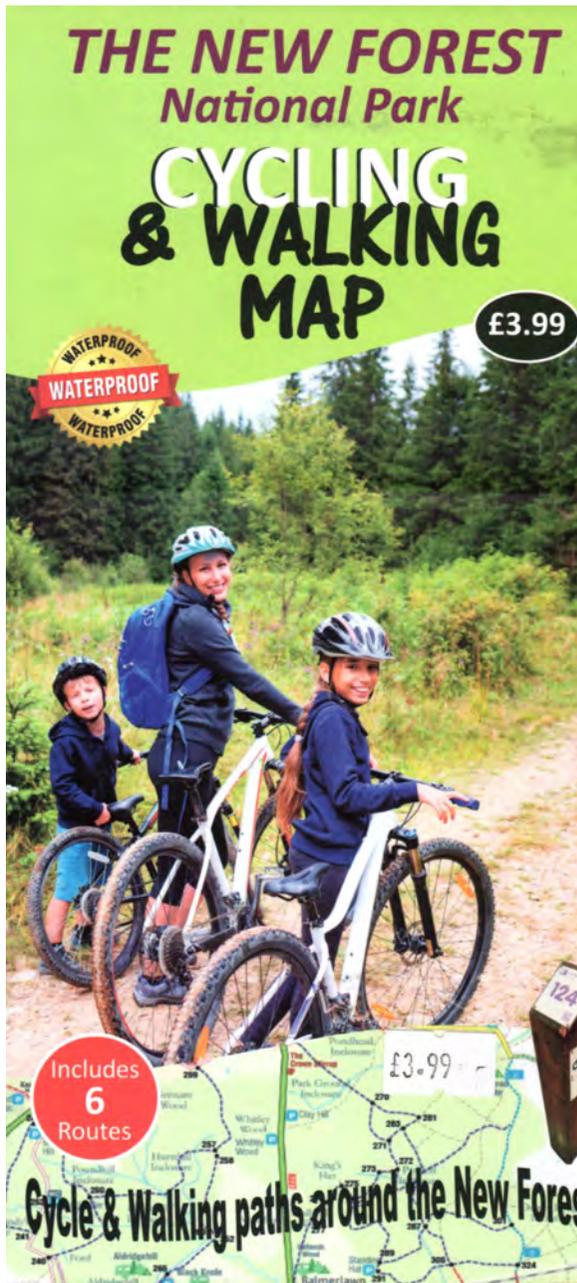
Click here for PDF of route

Longer Route Family Friendly

The New Forest National Park Authority have a comprehensive offer of cycling opportunities on the website:-

<https://www.thenewforest.co.uk/things-to-do/cycling/>

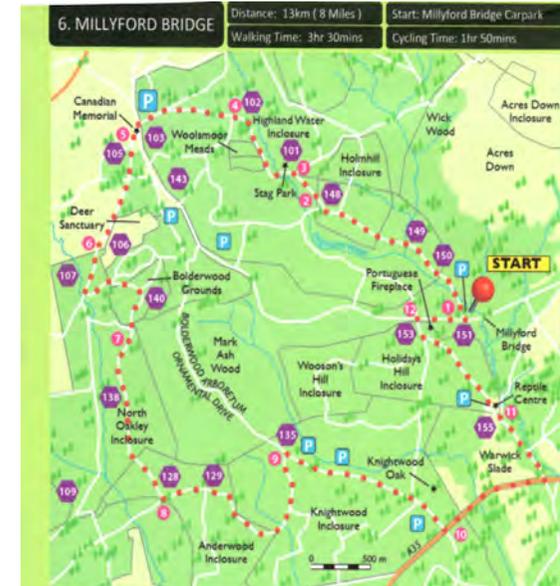
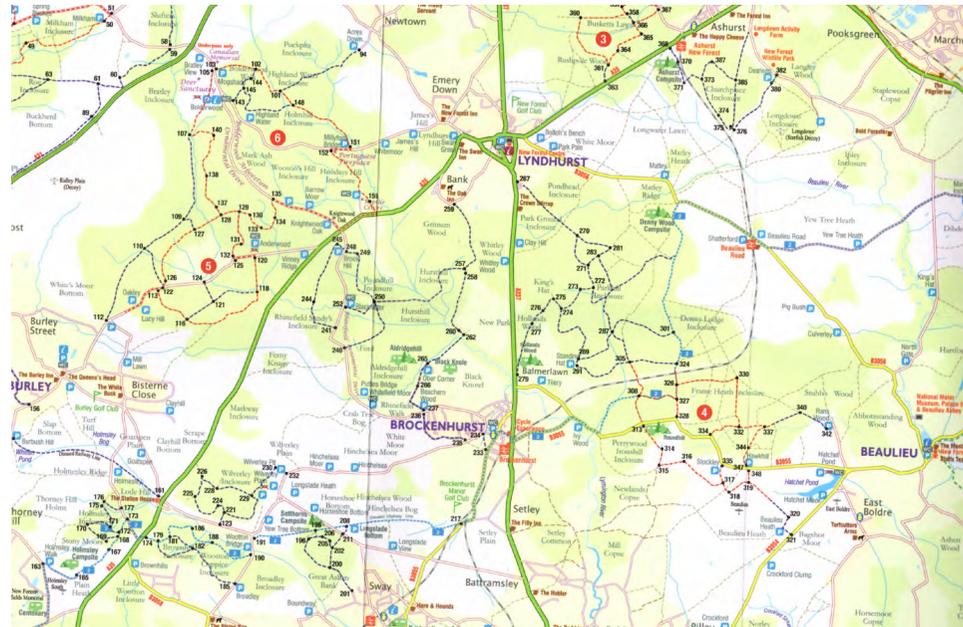
This includes numerous routes such as the Hawkhill Trail (left) with downloadable directions (right) that includes waymarker number references.



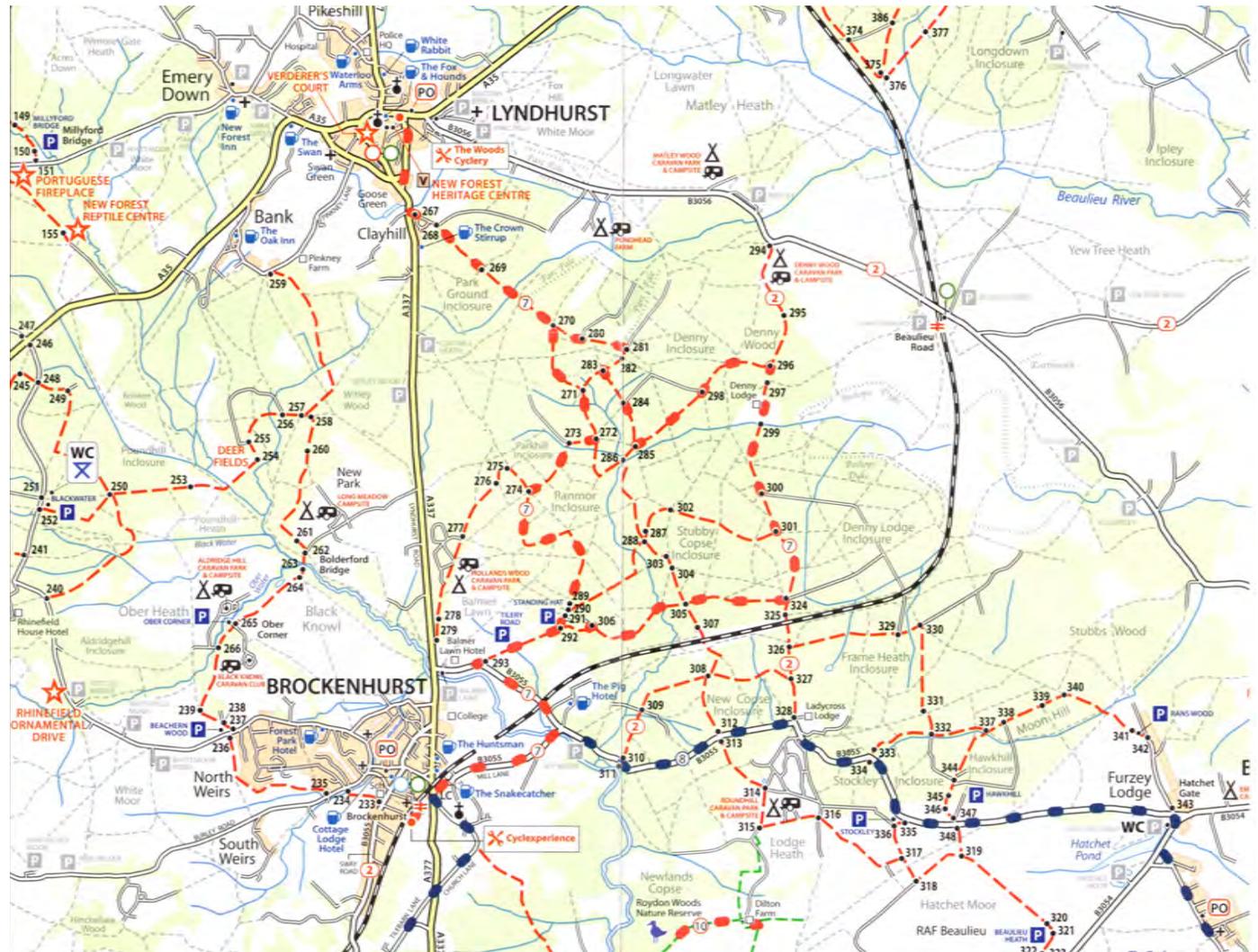
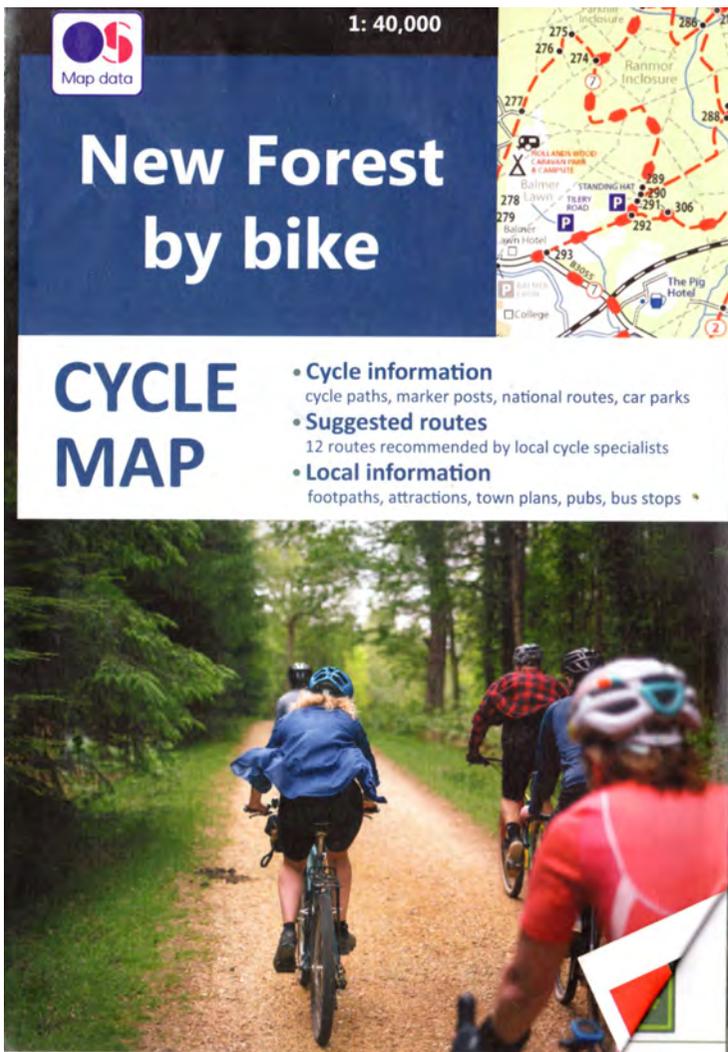
Cycle Map of the New Forest Off-Road Network #2

There are several ways in which the off-road cycling network is being promoted and used by local businesses. Some examples are given of the following sheets of the whole network being presented on large-scale maps covering the Crown Lands. The map represented on this page also includes several insets details of walks and cycle trails starting from different locations across the New Forest. The numbering system is used alongside written instructions.

The large scale map has clear and simple graphics with waymarker locations clearly numbered. The large, folded, waterproof maps are a bit clumsy to navigate by on a bike and rely on the visitor keeping track of where they are and which direction the next waymark number is located.



- 1) Leave the car park along the gravel track at cycle post 150. Cross Highland Water, and pass through a gate into Holmhill Inclosure cycle post 149 and after approx. 1km take the right hand fork at the 'Y' junction cycle post 148.
- 2) Continue on the track and go through another gate into Highland Water Inclosure.
- 3) Turn left at the junction cycle post 101 and re-cross Highland Water. Follow the track as it bears right, and carry on up the hill past cycle post 102.
- 4) Continue straight on up the hill to the end of the track and go through the gate to meet a minor road close to the Canadian Memorial and cycle post 103.
- 5) Follow the road to the left for short distance to pick up the cycle track on the right at cycle post 105. Continue for 1km (0.6 miles) down hill and the open view of heathland to your right and the Deer Sanctuary on your left until you reach the gate.
- 6) Go through a gate at cycle post 106 and continue until you reach the bottom, and before a bridge over Bratley Water, turn left at the junction cycle post 107. Follow the track to the next junction cycle post 140 carry straight on over bearing to the right.
- 7) Continue on the track as it twists left and then right and past post 138 to reach a junction and cycle post 128.
- 8) Turn left, and continue to the next junction past cycle post 129 and follow the track straight on and up the hill for a further 1.5kms (1 mile) go through a gate, first down the hill then up again past post 133 and carry straight on to reach Bolderwood Arboretum Ornamental Drive at cycle post 135
- 9) Turn right along the road going down the hill for approx. 1.5kms to reach the A35.
- 10) Turn left along the A35 for approx. 1km (0.6 mile) and turn left again onto the track leading to the 'New Forest Reptile Centre'. Continue up the track to the car park.
- 11) Once reaching the Reptile Centre go through the car park past cycle post 155 and going left down the track and straight on to the end through the gate at cycle post 153.
- 12) Turn right, and after 25mtrs you will see the Portuguese Fireplace on your right, and continue down the road to reach Millyford Bridge Carpark at cycle post 151.



Cycle Map of the New Forest Off-Road Network #3

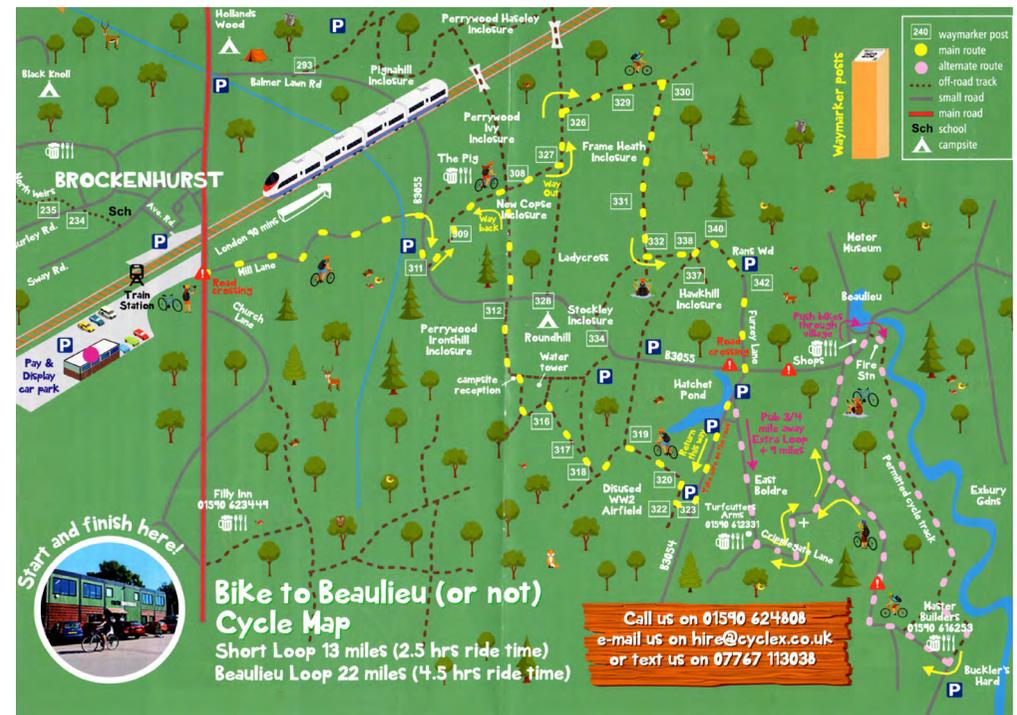
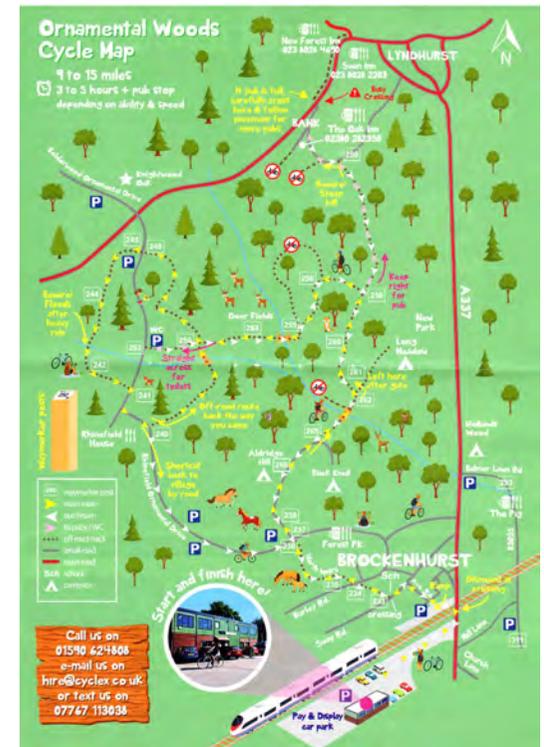
This large scale map also has clear and simple graphics with waymarker locations clearly numbered, and car park entry points marked. It's also large, folded and waterproof. It has 12 routes recommended by local cyclists which are described in words but without directions or waymarker number references. Both this map and the previous map (p27) were purchased from Cyclexperience in Brockenhurst, where the following bike hire trail guide map was available (p29). It is likely that the large scale maps would be more useful for visitors staying and exploring the area rather than cyclists using them for off-road cycle navigation.

Sample route maps from Cyclexperience in Brockenhurst.

These bespoke coloured maps available from Cyclexperience at the station in Brockenhurst are three of the route options being promoted by them.

The maps, limited instructions and waymark numbering are a little difficult to understand, particularly around Brockenhurst Village. This is compounded as the street cycle signage is absent, or not consistent. In conversation with the owner some bike hirers have used kamoot to find a route to follow, and the confusion there is that each route posted on kamoot has slightly different or conflicting names.

During the waymarker survey people who were using these maps expressed confusion and were lost, and once lost finding it very hard to correct their mistake.



Sample route maps from The Woods Cyclery, Lyndhurst.

The basic route card maps, with numbered locations and written instructions on the reverse, were acquired from The Woods Cyclery in Lyndhurst. The maps depict a clear distinction between the public roads and forest tracks, but provide no context for the user about the landscape around them. Several cyclists following these routes and who had lost their way were encountered during the survey.

In Lyndhurst there is no cycle street signage indicating routes out of the village to the off-road cycle network entry points, The crucial waymarker 267 on the junction of the Clayhill/Beechen Lane is too small and partially obscured by a hedge (photo right); nor is there signage waymarking routes back to Lyndhurst from the off-road cycle exit points.



£1.00

Tall Trees

02380 282028
54 High Street,
Lyndhurst
SO43 7BG

12 miles / 19 km
12.5 hours Cycling estimated
3 mile extension to
Brockenhurst
75% off-road

Lyndhurst

Brockenhurst

24846370

- 1) Leaving "The Woods Cyclery" turn right, signed towards 'Lymington and Brockenhurst'
- 2) To avoid road cycling, wheel bikes on pavement until you reach Goose Green, and bear right around the corner. Where the road splits on the one way system take the left split.
- 3) Continue along the road until you see Pinkney lane on your left, turn left.
- 4) Continue down Pinkney lane until you go past Pinkney Farm on your left. Take the next left, just before a cattle grid, post number (259).
- 5) Head down the gravel hill, straight on past side tracks, through a gate and continue
- 6) When you reach a large fork, turn left past (258) and through the gate.
- 7) Continue straight past (260) and past (261).
- 8) At (262) bear right and through a gate.
- 9) Passing 263 and over a bridge, continue past 264
- 10) At Ober Corner (265) continue straight past a single bar gate and onto tarmac.
- 11) Continue past (206) and Aldridge hill.
- 12) At (237) turn right, and continue straight, for just over 1 mile.
- 13) Passing Puffles Bridge you are now on the 'Ornamental Drive'.
- 14) Continue past (240) and past 'Rhinefield House Hotel'.
- 15) At (241) and a Cottage turn left onto gravel.
- 16) Bear right at (242) and straight at (243) and straight again and (244)
- 17) Continue on the track for a while, then bear right.
- 18) Meeting tarmac and (245) cross straight over past (248) and continue for 3/4 mile.
- 19) At crossroads (250) turn left passing (253) and through a gate.
- 20) Cross the bridge at (254), continue past (255) and (256) and through a gate.
- 21) Just after the gate and (257) take the left fork and continue up the hill.
- 22) You will meet the tarmac road after 1 mile. Go through gate (259).
- 23) For 'The Oak Inn', at Bank, turn left on you will see the pub after 200 yards.
- 24) For Lyndhurst and back to 'The Woods Cyclery' turn right, continue back down Pinkney Lane, when you meet the road, turn right, and push bikes along pavement back towards Goose Green and round to the left back to Lyndhurst village centre.

£1.00

Tall Trees

02380 282028
54 High Street,
Lyndhurst
SO43 7BG

12 miles / 19 km
12.5 hours Cycling estimated
3 mile extension to
Brockenhurst
90% off-road
705ft elevation

Lyndhurst

Brockenhurst

24813602

- 1) Leaving "The Woods Cyclery" turn right, signed towards 'Lymington and Brockenhurst'
- 2) To avoid road cycling, wheel bikes on pavement until you reach Goose Green, and bear right around the corner. Where the road splits on the one way system take the left split.
- 3) Continue along the road until you see Pinkney lane on your left, turn left.
- 4) Continue down Pinkney lane until you go past Pinkney Farm on your left. Take the next left, just before a cattle grid, post number (259).
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- 7) Continue straight past (260) and past (261).
- 8) At (262) bear right and through a gate.
- 9) Passing 263 and over a bridge, continue past 264
- 10) At Ober Corner (265) continue straight past a single bar gate and onto tarmac.
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£1.00

Tall Trees

02380 282028
54 High Street,
Lyndhurst
SO43 7BG

12 miles / 19 km
12.5 hours Cycling estimated
3 mile extension to
Brockenhurst
90% off-road
705ft elevation

Lyndhurst

Brockenhurst

24813602

- 1) Leaving "The Woods Cyclery" turn right, signed towards 'Lymington and Brockenhurst'
- 2) To avoid road cycling, wheel bikes on pavement until you reach Goose Green, and bear right around the corner. Where the road splits on the one way system take the left split.
- 3) Continue along the road until you see Pinkney lane on your left, turn left.
- 4) Continue down Pinkney lane until you go past Pinkney Farm on your left. Take the next left, just before a cattle grid, post number (259).
- 5) Head down the gravel hill, straight on past side tracks, through a gate and continue
- 6) When you reach a large fork, turn left past (258) and through the gate.
- 7) Continue straight past (260) and past (261).
- 8) At (262) bear right and through a gate.
- 9) Passing 263 and over a bridge, continue past 264
- 10) At Ober Corner (265) continue straight past a single bar gate and onto tarmac.
- 11) Continue past (206) and Aldridge hill.
- 12) At (237) turn right, and continue straight, for just over 1 mile.
- 13) Passing Puffles Bridge you are now on the 'Ornamental Drive'.
- 14) Continue past (240) and past 'Rhinefield House Hotel'.
- 15) At (241) and a Cottage turn left onto gravel.
- 16) Bear right at (242) and straight at (243) and straight again and (244)
- 17) Continue on the track for a while, then bear right.
- 18) Meeting tarmac and (245) cross straight over past (248) and continue for 3/4 mile.
- 19) At crossroads (250) turn left passing (253) and through a gate.
- 20) Cross the bridge at (254), continue past (255) and (256) and through a gate.
- 21) Just after the gate and (257) take the left fork and continue up the hill.
- 22) You will meet the tarmac road after 1 mile. Go through gate (259).
- 23) For 'The Oak Inn', at Bank, turn left on you will see the pub after 200 yards.
- 24) For Lyndhurst and back to 'The Woods Cyclery' turn right, continue back down Pinkney Lane, when you meet the road, turn right, and push bikes along pavement back towards Goose Green and round to the left back to Lyndhurst village centre.

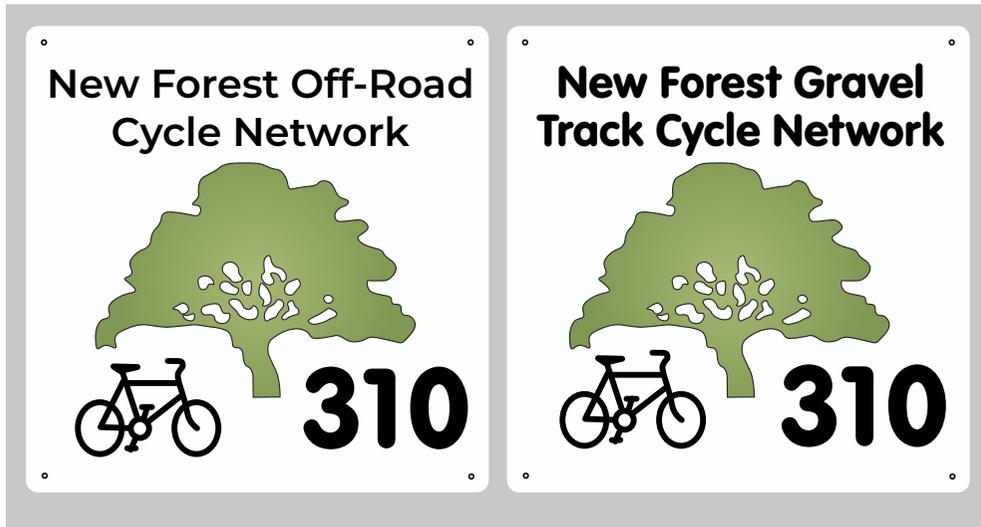
Key Principles and a methodology to inform the legibility, location and design of wayfinding.

Waymarker Legibility

- The branding of the waymarkers should not be based on existing organisational brand identity/logos, as the project is covering multiple landowners and partners. To do so would make the branding overly complex and confusing, and site ownership will be already be covered by other site signage.
- A simple unifying project brand image would be helpful as a visually unifying element. Some examples have been trialled on the Design pages, but these have been produced merely to indicate an idea and it's use, rather than propose a project brand image.
- The waymarking system must be simple to understand and use, particularly for those who are less familiar with the countryside, maps and navigation.
- The system must work for those reading maps, including those accessing maps digitally (e.g. on their phone).
- The system should also function efficiently for cyclists navigating by signs alone.
- Consideration should be given to the name of the network to reflect the nature of the cycling offer. For example 'Off-Road' implies that the network is not on a road, yet it is mostly on forest roads. 'Off-Road' could easily be misinterpreted as meaning riding on non-stone paths is part of the offer.
- Use of 'Gravel Track' or just 'Gravel' would reinforce the type of surface that are mostly being promoted for cycling in a positive manner. Likewise 'Network' accurately describes the web of gravel tracks on offer. Another option suggested by the stakeholder working group is 'Trail Routes'.
- The following page is a screen shot of the Open Cycle Map showing the Off-Road cycle network and numbered waymarkers already in existence and accessible through some apps (example shown is from the app Locus Maps).

OFF-ROAD CYCLE NETWORK WAYFINDING PLAN

Branding of Waymarkers



- The examples on this page and their use in the following mock-ups have been included to indicate an idea for a brand image and it's use as a visually unifying element. **This is not a project brand image proposal.**
- Likewise the naming of the network and the type of bike illustrated have been trialled here as examples, not recommendations. This will be a separate piece of work to follow this waymarking project.

Key Principles and a methodology to inform the legibility, location and design of wayfinding.

Waymarker Location

- Locate and orientate waymarkers in a logical and repeating pattern to make as clear as possible, with the simplest components, the approved routes for cycling. See following sheets for location, orientation and design principles.
- Minimum number of structures to achieve the objective of keeping cyclists on the network and off sensitive habitats, as well as minimising the amount of grazing lost by waymarker posts.
 - Removing unnecessary waymarkers,
 - Relocating waymarkers to make clear promoted routes
 - Only adding new waymarkers where there is obvious confusion that would result in cyclist making an error and ending up lost or on the wrong path.
- The existing off-road cycling network, and it's numbering system, provides a solid starting point for developing a nodal network navigational system similar to that used in the Netherlands and Belgium. The existing three digit numbering system adequately allows for the network to be expanded up to 999. New numbers could be allocated consecutively, and would not need to relate to numbers adjacent, or in to specific areas within the Crown Lands (this would make the system overly complex to manage).
- The following page conceptually illustrates a methodology for locating the various types (designs) of waymarkers to achieve different purposes:-
 - RS Roadside Indicator
 - KT Key trail head
 - EP Entry Point
 - TJ Trail junction
 - RR Reinforcing route

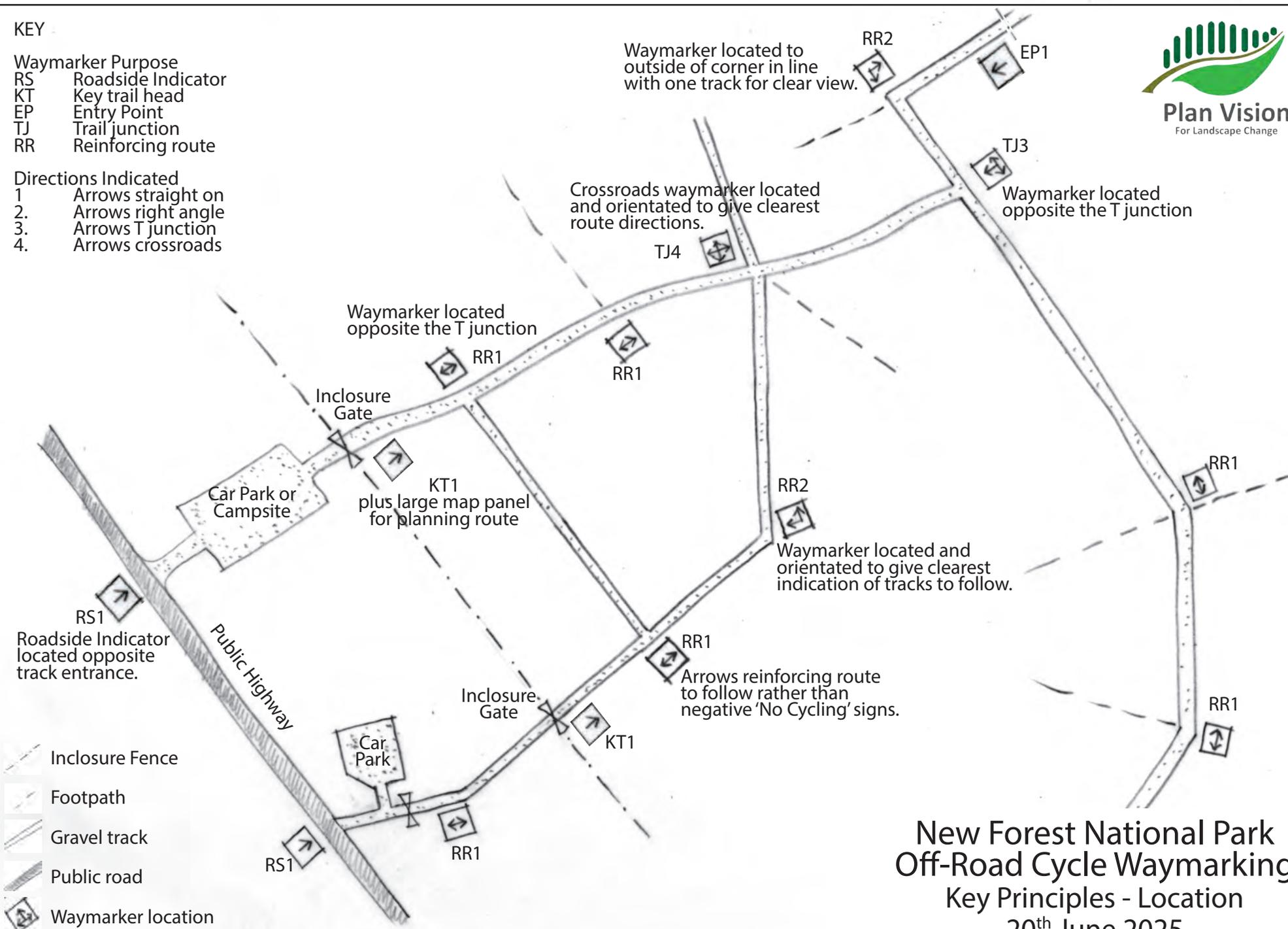
KEY

Waymarker Purpose

- RS Roadside Indicator
- KT Key trail head
- EP Entry Point
- TJ Trail junction
- RR Reinforcing route

Directions Indicated

1. Arrows straight on
2. Arrows right angle
3. Arrows T junction
4. Arrows crossroads



**New Forest National Park
Off-Road Cycle Waymarking
Key Principles - Location
20th June 2025**

Key Principles and a methodology to inform the legibility, location and design of wayfinding.

Waymarker Design

- Create a hierarchy of signs based on their purpose (previous page) and location.
- Make a clear distinction between public road signs and off-road network waymarkers. At the moment there is a discrepancy where the network exits onto a public highway - in some cases waymarkers indicate the end of the network, and others the waymarkers indicate the network continuing on the public highway. It is suggested that 'Entry Point' signs should indicate on their exiting side that cyclists are joining a public highway, and in some instances sign with blue, cycle street type signs the direction/distance to a useful nearby location, either place or next nearest waymarker number. By this means users will be warned of the road and options available without this potentially being confused with an off-road offer.
- The structures used for waymarking need to be visually obvious to users, at the same time as blending into the special natural environment of the New Forest by being in keeping with the woodland and open heath habitats, as well as other typical New Forest sign structures. The suggested waymarker post top angle is a balance between visibility (including for children and wheelchair users), shedding water and being able to align the arrows with the tracks on the ground. The final detail design will be refined by FE Design Team.
- The waymarking structures must be able to incorporate additional directional waymarkers/discs relating to NCN2, trail loops offered by partner land owner organisations or local businesses (e.g. bike hire or restaurant/pubs), possibly also warnings ahead (e.g. steep descent) and directional arrow discs to clarify/reinforce routes where there is confusion.
- The branding of the waymarkers should not be based on existing organisational brand identity, as the project is covering multiple landowners and partners, so the branding would become overly complex and confusing.
- The following Design Options pages illustrate some examples of the structures and their components. This study does not cover the graphic design of the brand identity, or panel components such as colour, fade resistance, font type, arrow style, etc. These have been depicted on the following pages to indicate an idea and it's use, rather than propose a definitive project signage brand. These sheets have been set out sequentially in the following order to reflect a cyclist journey from local town/village to, and then around the network.

OFF-ROAD CYCLE NETWORK WAYFINDING PLAN

Design of Waymarkers to / from the Off-Road Network

It is recommended that a suite of standard cycle road signs are designed, manufactured and installed to mark the principal routes from villages within the New Forest (e.g. Lyndhurst and Brockenhurst) and neighbouring towns (e.g. New Milton and Ringwood). These signs need to pick up any existing cycle routes, town centre location, railway station and proposed cycle routes with the aim of bringing cyclists to key entry points on the (off-road) cycle network, as illustrated in the mock-ups on this sheet and the next.

The reverse is also necessary, bringing cyclists from the exit points of the (off-road) cycle network back to town centre/ railway station.

In addition key places across the New Forest will need similar signage for cyclists using 'approved' road routes (NFNP Cycle Routes map).



Example of blue, cycle, street sign with destination and distance at key point in Brockenhurst village centre (e.g. station exit).

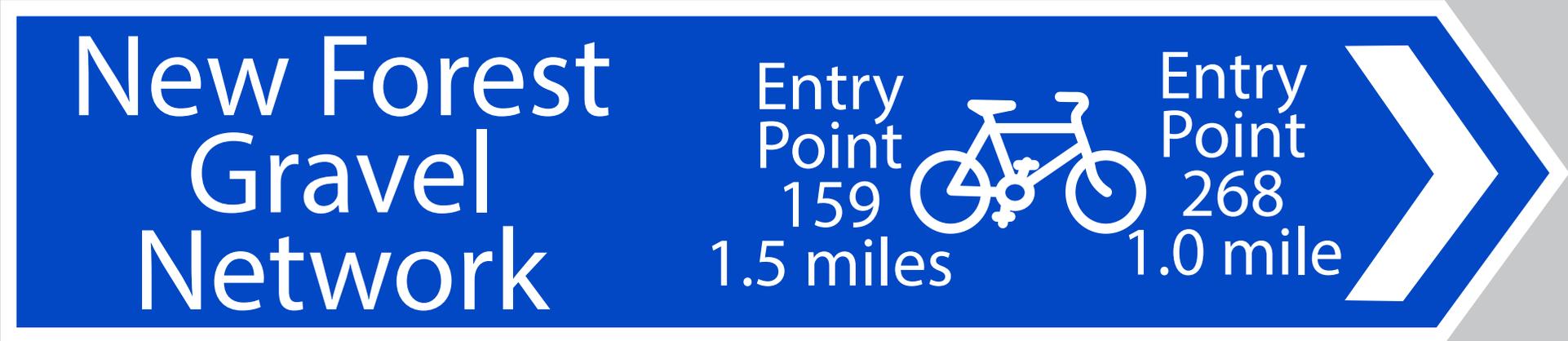


Examples of blue, metal type, cycle, street sign suitable for fixing to existing posts.

Examples of blue sticker type sign for fixing to existing posts along route.



Examples of cycle, street signs indicating the way back to Brockenhurst centre from Gravel Network exit point. Distance not required.



Example of blue, cycle, street sign with destinations and distances at key point in Lyndhurst village centre (e.g. Woods Cyclery).



Examples of blue, metal type, cycle, street sign suitable for fixing to existing posts.

Examples of blue sticker type sign for fixing to existing posts along route.



Examples of cycle, street signs indicating the way back to Lyndhurst centre from Gravel Network exit point. Distance not required.

OFF-ROAD CYCLE NETWORK WAYFINDING PLAN

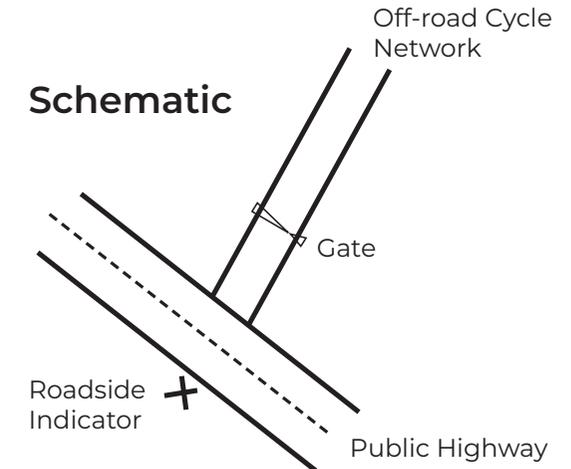
Design of Waymarkers on the Off-Road Network

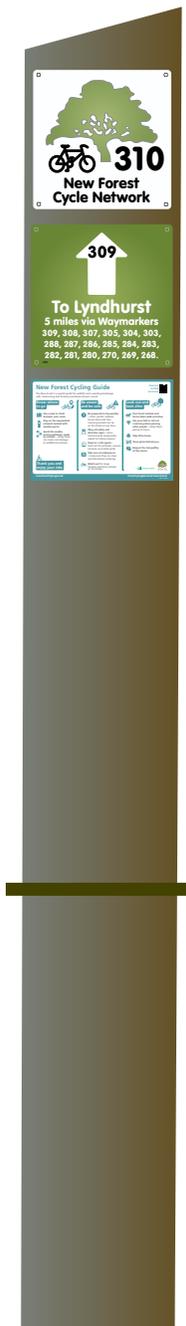
Roadside Indicator

At present the cycle waymarker posts on the roadside are unclear and sometimes confusing (as below left). They are partly helpful in highlighting to cyclists where the network entry points are.

A clearer system would be to utilise the design of the existing car park entry signs to incorporate the cycle network elements (as shown below right). This approach visually separates the public highway signage from the off-road cycle network signage, but makes the connection through the plates used. The use of the number plate would then enable cycle road signage (last sheet) to depict the network start number.

This is a very old sign design that Forestry England would most likely wish to update as part of a wider car park strategy across the New Forest. Incorporating the Roadside Indicator for an off-road cycle entry point should be included within this piece of work.





Imagery to match other New Forest National Park sign imagery.
Waymarker sign location number.

Arrow indicating direction to next waymarker post, with route information and distance to key destination, or possibly promoted loop (with distance) from key car park.

Exiting the off-road / gravel road network standard cycle signage to highlight destinations via road.

New Forest Cycling Guide

Ground level



Minor Trail Head post at key entry points to off-road / gravel road network, replicating FE's other car park signage in the New Forest.



Outward facing sign elevation - rejoining the highway



New Forest National Park
Off-Road Cycle Waymarking
Key Trail Head - Suggested
June 2025

Trail Head Structure and Constituent Components

Reflecting existing NF signs, the suggested Trail Head at key locations (car parks / main entry points) would be positioned at clearly visible, safe to gather locations, adjacent to the track.

This approach minimises the loss of grazing, and maximises the information to cyclists about where they can cycle.

The post elevation when entering the network would include the post number plate, directional information plate(s) to key destinations with distances, and the NF Cycling Guide.

The exiting elevation would indicate the end of the trail with the number plate, and road type cycle signs showing direction and distance information, and warning cyclists they are about to join the public highway. See following sheets for Mock-ups.

New Forest Cycling Guide

The New Forest is a world capital for wildlife and a working landscape with commoning and forestry operations all year round.

Know where to go

- Use a map to check and plan your route.
- Stay on the waymarked network marked with wooden posts.
- Avoid the smaller, narrow pathways made by animals – using these can cause real damage to wildlife and nature.

Be aware and be safe

- Be prepared to stop quickly – other cyclists, walkers, horse-riders and free-roaming animals can be on the tracks at any time.
- Obey all safety and diversion signs – some tracks may be temporarily closed for safety reasons.
- Keep to a safe speed – look out for potholes, uneven surfaces, and cattle grids.
- Take care at underpasses – make sure they are clear and safe before entering.
- Watch out for large forestry and farm vehicles on the tracks.

Look out and look after

- Pass forest animals and horse-riders wide and slow.
- Use your bell or call out a warning when passing other people – allow them plenty of room.
- Take litter home.
- Close gates behind you.
- Respect the tranquility of the Forest.

Scan me to find out more

Forestry England NEW FOREST NATIONAL PARK

newforestnpa.gov.uk forestryengland.uk/new-forest

NPA 01249

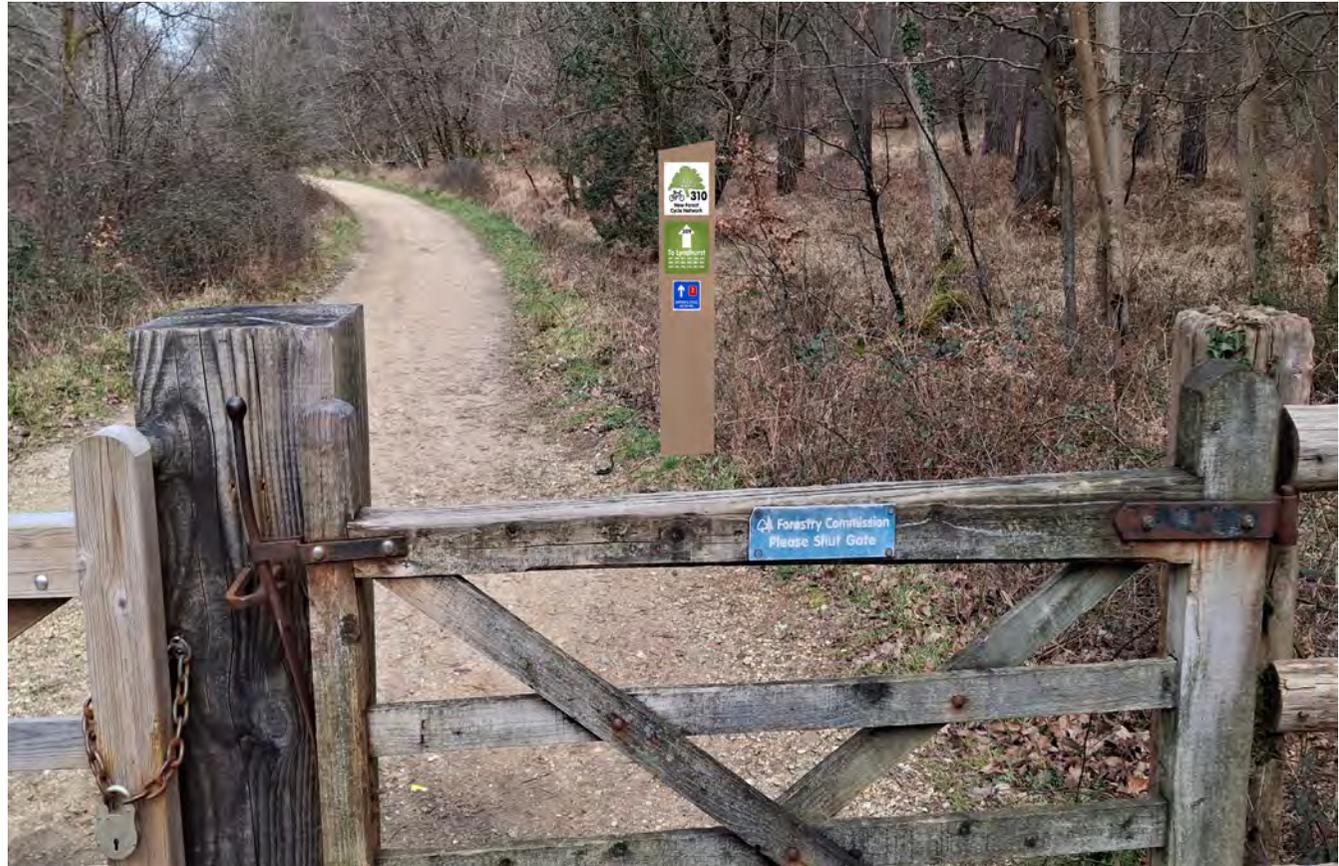
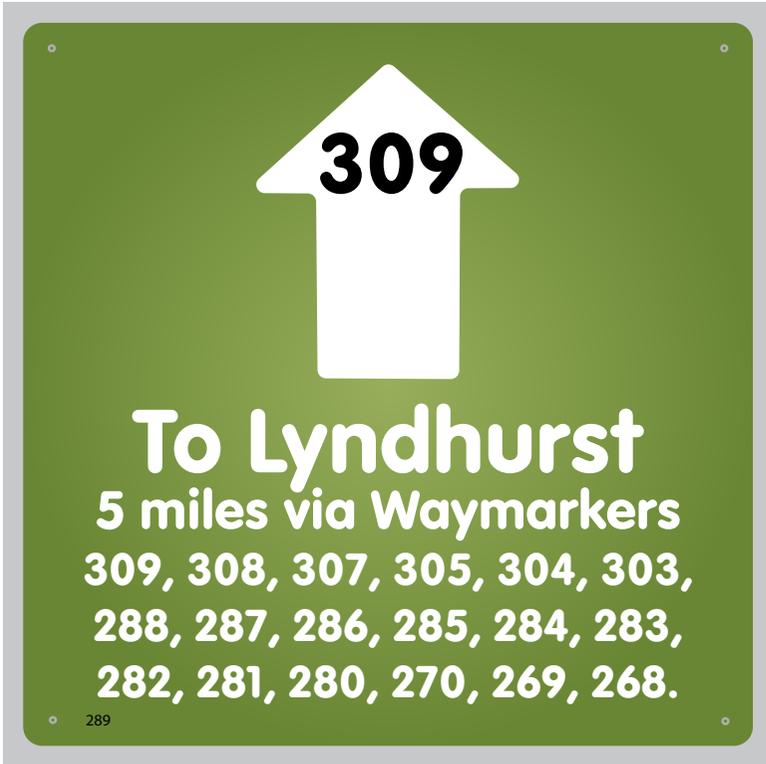
Principal Track Junctions within the Network

Trailhead waymarkers such as these could be used within the nodal network at the key junctions to reinforce the route and distance to destinations. However, this is likely to be required at limited locations on those routes promoted between main destinations (e.g. 272/286 - crossroads between Roundhill-Lyndhurst & Holland's Wood - Beaulieu).

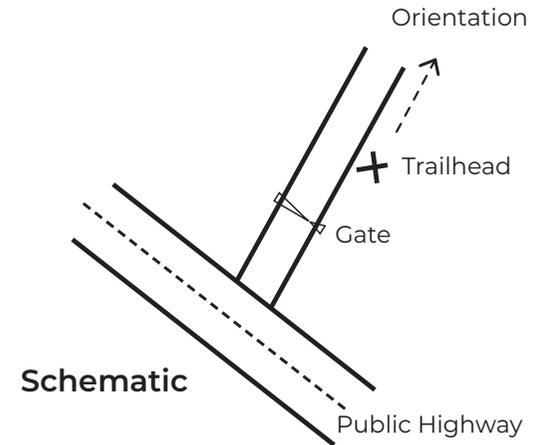
Key Trail Head - Entering the Network



Current Waymarker



Suggested Trail Head - Inward Facing with components below



Key Trail Head - Exiting the Network



Current Waymarker



Suggested Trail Head - Outward Facing



Example of possible components



Key Trail Heads at main entry points such as car parks or campsites providing access to the off-road cycle network

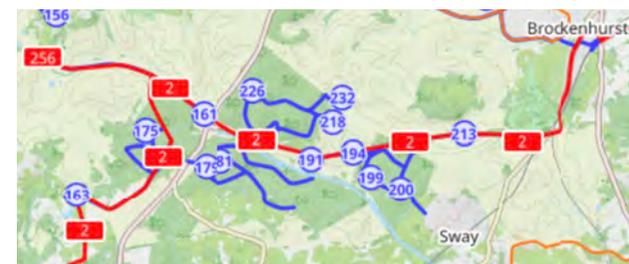
Forestry England Design Team would develop map based panels depicting the nodal navigation network, and range of opportunities/destinations from those sites where people will be most commonly accessing the off road network for recreation (e.g. Wilverley Plain, Brock Hill Car Park or Holland's Wood Campsite).

The photo to the left at Brock Hill car park is a relatively simple, short term post and panel interpretation structure.



Left - previous information structure at Wilverley car park incorporating site name, interpretive map, information, bylaws, leaflet dispenser, New Forest magazine dispenser, car park machine with tariff information.

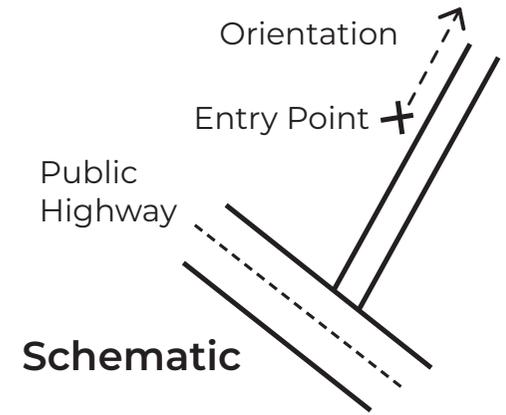
Below - Detail of nodal network around Wilverley Inclosure and connections to Brockenhurst and Christchurch via NCN2.



Minor Entry Point - Entering and Exiting the Network

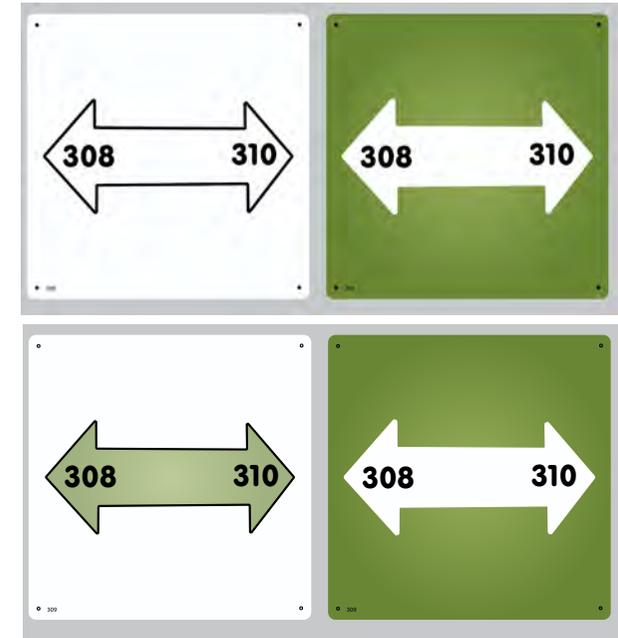
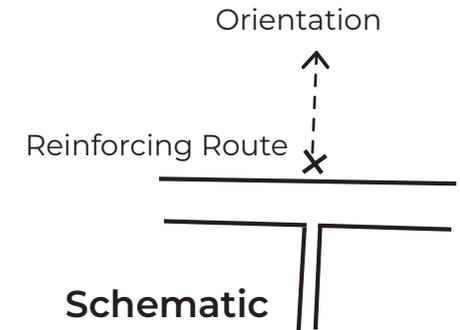
The Entry Point to the Off-Road cycle network at a location that is not frequently used, or on a route between two popular destinations this simple waymarker would be used to indicate the entry point (as indicated in the illustration) and exit point. The face of the post facing outward for exiting cyclists would have a panel indicating it was the end of the network and a public road ahead.

Below the arrow samples show possible different options for the arrow plates.



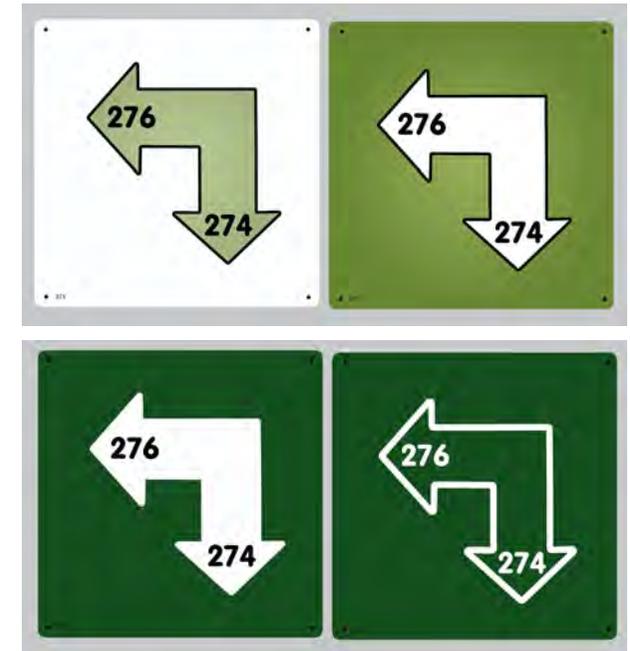
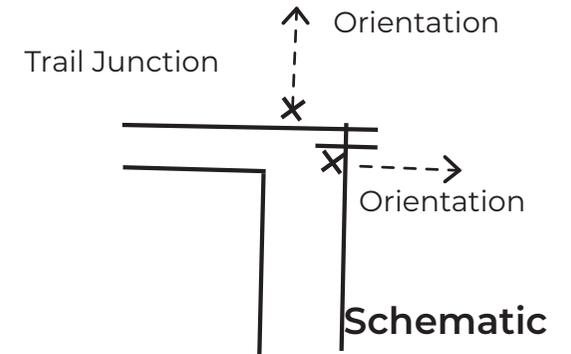
Reinforcing Route - Straight on

This is a very common waymarker, often located where a footpath joins or crosses the gravel track. The simplified sign clearly reinforces the route to take with the next numbered waymarker post indicated on the directional arrows. To the right the samples show different options for the arrow plates.



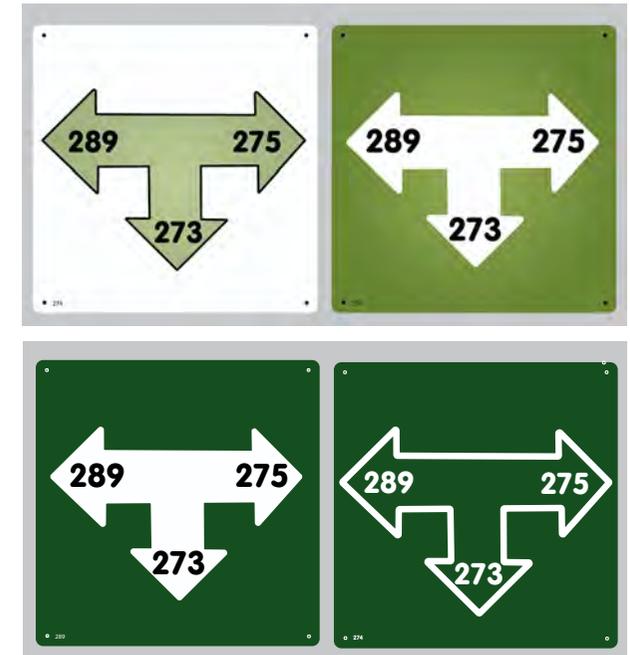
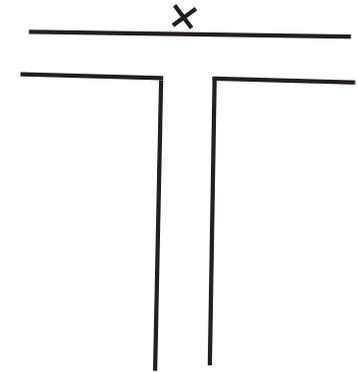
Trail Junction or Directional Change - 'L' Junction

The 'L' waymarker is best located directly opposite and central to one of the joining tracks (as below). The post should then be oriented with the slope of the post to the joining track so it can clearly be seen from all directions. The number plate should also face the adjoining junction, with the arrows facing down and right, or down and left. Additional discs can be used on the sides of the post to make clear the intended track in the rare instances where there is an odd angle or confusion with a footpath at the same location.



Trail Junction - 'T' Junction

Having identified the two lengths of track which form the top of the 'T', the waymarker is best located directly opposite and central to the adjoining track. The post should be oriented with the slope of the post and the 'T' arrow pointing down to the adjoining track. It can then be seen clearly from all directions with the number plate also facing the adjoining junction. Additional discs could be added to the sides to make clear the intended track if they are at an odd angle or could be confused with footpaths at the same location.



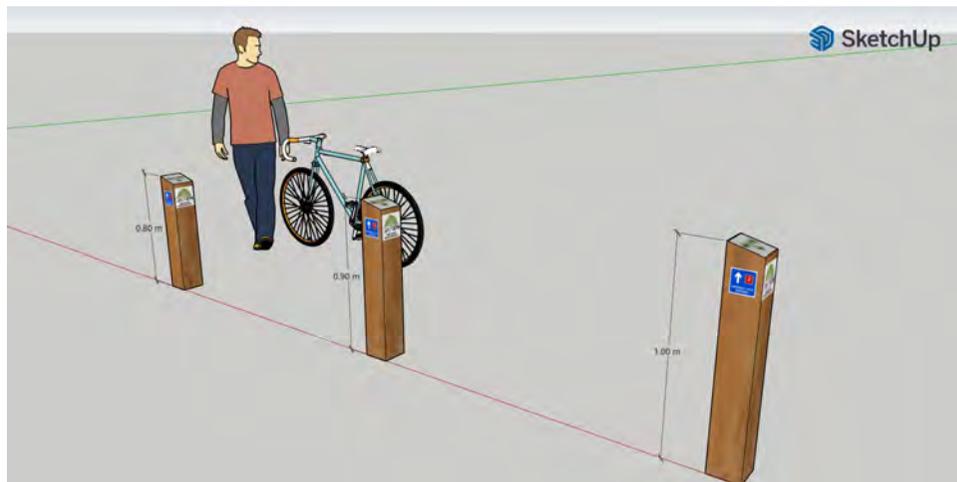
Key Principles and a methodology to inform the legibility, location and design of wayfinding.

Process of Design Development for this Study

- An initial concept design was developed based on replicating the current waymarker post, as this has been long established within the New Forest as an item of cycle waymarking infrastructure. It is of an appropriate scale, both height and cross-sectional area, to fit well in the outdoor environment, being robust enough to withstand the attention of ponies and people. The natural, unpainted finish is visually in keeping with the natural environment.
- The location and orientation of the waymarker posts, are critical to the success of the arrows marking the promoted routes and being aligned with the correct tracks. The sloping post top is therefore an important element in fixing the orientation of the front face of the post.
- In order to test this principle over a hundred waymarker post locations were surveyed and appraised. A mock-up of the post was fabricated along with stick-on panels to simulate the proposed design of the waymarking structure and it's component parts.
- On the 28th March 2025 a team of local experts were gathered to undertake a 'ride-along' stake-holder event, where the post and panels were located in their proposed locations. The principle was generally agreed, with feedback being received about post height, panel design and visibility.

Testing various height options for different user groups.

Liaison with PEDALL Inclusive Cycling required.



OFF-ROAD CYCLE NETWORK WAYFINDING PLAN

Incorporating Other Waymarker Elements



National Cycle Network

- This is already a component on some of the current waymarkers through the Forest. They have been added as a separate panel on the face of the post that cyclists are approaching to indicate the route ahead (see photo on previous page).
- This item on the side of the post is efficient and clear, but could become very cluttered if multiple routes/loops were added to post sides. Ideally it should only be exceptional instances where panels are added to the post sides.

Other waymarking

- Warnings : there are very few (if any) current examples of hazards being highlighted on waymarker post.

OFF-ROAD CYCLE NETWORK WAYFINDING PLAN

Recommendations for Future Waymarker Locations

Below: Sample from the spreadsheet of proposed waymarker locations either affirming the current situation or suggesting alternative purpose, location, orientation and content, together with a link to a photograph clarifying the location.

Suggested Alternative Location							
Alternative Location	Description	National Grid Reference	Post Orientation Eight Points of the Compass	Waymarker purpose RS. Roadside indicator KT. Key Trailhead MT. Minor Trailhead TJ. Trail junction RR. Reinforcing Route (where the gravel track is pretty obvious)	Directions Indicated 1. Arrows straight on R/L, U/D 2. Arrows right angle U/R, U/L, D/R, D/L 3. Arrows T junction with stalk of T arrow U,D,R,L 4. Arrows Cross U/D/R/L	Additional sign information	Attachments
342 relocate to fence	Relocated to gate with straight on arrow. Would still be visible.	SU 36767 02421	WNW	RS	1. Up		
341 alternative	Same location but waymarker switched to minor trailhead.	SU 36649 02489	NW	MT	1. Arrow up both sides	NW side signed Furzelodge. SE side signed to Brockenhurst	341 Alternative
	Unnecessary could be discontinued						
340 alternative	10m NW of existing post would allow for a right angle arrow. Still away from timber stacking area junction.	SU 36055 02831	NE	DC	2. Arrows down/right		
339	Existing location	SU 35815 02728	NNW	RR	1. R/L		
338	Existing location	SU 35493 02581	NNW	RR	1. R/L		
337 alternative	Opposite side of track. Straight up and down with T pointing opposite. Orientation SSE	SU 35340 02507	SSE	TJ	3. T arrow down NNW		337 Alternative
332 alternative	Relocate to the opposite side of the T junction, so visible from all three directions.	SU 34794 02494	SSW	TJ	3. T arrow down NNE		332 Alternative
333 alternative	Existing location	SU 34236 02324	NE	MT	1. Arrow Up		
334	Existing location	SU 34219 02291	S	RS	3. T arrow down N		
331 alternative	Could go here so visible from both gates. Orientation SW	SU 34735 02699	SW	RR	1. R/L		331 Alternative
330 alternative	If located here would be visible from greater distance in both directions. Not critical	SU 34733 03489	NNW	DC	2. arrows down/right		
329	Existing location	SU 34529 03401	Slight adjustment needed	RR	1. R/L		
326 alternative	Directly opposite T junction.	SU 33516 03292	WSW	TJ	T arrow down ENE		326 Alternative
327 alternative	directly opposite T. 9m south of current post and closer to track edge.	SU 33540 03025	E	TJ	T arrow W (down)		327 Alternative
328 alternative	20m south of existing post. Would be more visible from road and Roundhill campsite.	SU 33541 02622	N	MT	Arrow N (up)	N side - Roundhill. S side - To Lyndhurst	328 Alternative

Nodal Cycle Network in Belgium and the Netherlands

Using the Dutch based NodeMapp App it was possible to create a route plan from the Hook of Holland to Oostvaardersplassen in just a couple of minutes. The print out provides a list of nodes with the cumulative distances along the way.

This can be printed directly from the App in a variety of page sizes and formats for navigational clarity. All that is needed to navigate is to follow the list of waymarker numbers, and tick them off once they are reached. No map is required.

An additional benefit of this system is that if circumstances change during a ride (e.g. due to weather) it is very quick to re-plot a route to any destination via the app.

In the New Forest the nodal network is already in place as is the node numbering on Open Cycle Map, adapting this to a digital app seems a logical next step. However, it would be prudent to get all of the waymarker locations accurately plotted once the physical post upgrade has taken place to ensure waymarkers are mapped accurately.



Scan this QR code in the NodeMapp Bike app to follow the route with your smartphone.

distance: 124.5 km

route code: **p6ndtm**

starting point (approximate):
Stationsweg 17, 3151 HR Rotterdam, NL

94	22	19	18	65	17	17	16	16	15	14	18	59
0 km	2 km	3.2 km	4.4 km	6.7 km	8.5 km	8.5 km	9 km	9.1 km	11.8 km	13.2 km	14.4 km	14.7 km
48	48	23	82	60	45	68	68	68	68	66	70	71
16.5 km	16.5 km	17.1 km	18.2 km	20.3 km	22.4 km	23.8 km	23.9 km	23.9 km	24.1 km	24.3 km	24.5 km	25.1 km
38	69	75	75	77	77	79	81	94	92	91	3	9
25.2 km	25.8 km	27.9 km	27.9 km	28.9 km	28.9 km	29.6 km	30.6 km	33.6 km	36.6 km	36.8 km	38.2 km	39.2 km
9	9	16	70	70	17	18	18	71	41	11	12	13
39.3 km	39.3 km	39.9 km	40.2 km	40.2 km	41.2 km	42.4 km	42.6 km	43.5 km	46.4 km	48.1 km	48.6 km	49.9 km
78	45	44	44	43	43	53	79	35	11	11	30	30
50.6 km	52.7 km	53 km	53.1 km	54.8 km	54.8 km	57 km	58.4 km	59.6 km	62.2 km	62.2 km	67.9 km	67.9 km
31	31	28	29	68	68	68	62	62	63	64	65	65
71.3 km	71.5 km	73.9 km	75.7 km	78.4 km	78.6 km	78.8 km	82.8 km	83.1 km	87.9 km	88.3 km	92.4 km	92.4 km
65	43	72	44	16	16	16	17	18	26	21	28	6
92.5 km	93.5 km	93.9 km	95.4 km	98.5 km	98.6 km	98.6 km	103.1 km	104.8 km	106.9 km	108 km	110.2 km	114 km
7	8	55	14	56	66	67						
115.8 km	117.1 km	121 km	121.3 km	121.9 km	123.2 km	124.2 km						



OFF-ROAD CYCLE NETWORK WAYFINDING PLAN

Cost Estimate

COSTS	These are very Rough Estimates breaking the cost down into further development, design, fabrication, installation and in use/maintenance.	Number	Price per Unit	Total Cost	NOTES
Sign Schedule Development	Development of schedule for waymarker arrows and numbers panels	476	£ 5.00	£ 2,380.00	
	Development of schedule for KTs	46	£ 10.00	£ 460.00	
	Development of schedule for large Waymarker Map Panel at Major Entry Point (car park/campsite)	15	£ 30.00	£ 450.00	
	Development of schedule for all blue street waymarker signs (say 25 each for Lyndhurst, Brockenhurst, New Milton and Ringwood)	100	£ 5.00	£ 500.00	
Design Cost	Waymarker post design for RR, MEP, RJ, RS	1	£ 600.00	£ 600.00	FE Design Team in-house contribution?
	Design of location number panel	1	£ 300.00	£ 300.00	FE Design Team in-house contribution?
	Design of arrows with numbers for waymarker	1	£ 150.00	£ 150.00	FE Design Team in-house contribution?
	Design of other panels for waymarkers (e.g. NCN2=24no.)	1	£ 150.00	£ 150.00	FE Design Team in-house contribution?
	Design of Key Entry Point post	1	£ 300.00	£ 300.00	FE Design Team in-house contribution?
	Design of Key Entry Point panels	46	£ 40.00	£ 1,840.00	FE Design Team in-house contribution?
	Design of large Waymarker Map Panel at Major Entry Point (car park/campsite)	15	£ 300.00	£ 4,500.00	FE Design Team in-house contribution?
	Design of all blue street waymarker signs (say 25 each for Lyndhurst, Brockenhurst, New Milton and Ringwood)	100	£ 15.00	£ 1,500.00	FE Design Team in-house contribution?
Fabrication Cost	Waymarker post fabrication for RR, MEP, RJ, RS	476	£ 75.00	£ 35,700.00	Based on FE WAY-2
	Fabrication of location number plaque	476	£ 5.00	£ 2,380.00	Based on FE WAY-2 £3/unit, but in the NF needs to be really robust and pony proof
	Fabrication of arrows plaque with numbers for waymarker	476	£ 5.00	£ 2,380.00	Based on FE WAY-2 £3/unit, but in the NF needs to be really robust and pony proof
	Key Entry Point post fabrication	46	£ 300.00	£ 13,800.00	Based on FE INF-5
	Fabrication of other panels for waymarkers (e.g. NCN2=24no.)	24	£ 5.00	£ 120.00	Based on FE WAY-2 £3/unit, but in the NF needs to be really robust and pony proof
	Fabrication of large Waymarker Map Boards at Major Entry Point (car park/campsite)	15	£ 1,000.00	£ 15,000.00	Based on INF-2
	Fabrication of Panels for Major Entry Point (car park/campsite)				Included above
	Fabrication of all blue street waymarker signs (say 25 each for Lyndhurst, Brockenhurst, New Milton and Ringwood)	100	£ 100.00	£ 10,000.00	Internet price
Installation Cost	Waymarker post installation with panels for RR, MEP, RJ, RS	476	£ 10.00	£ 4,760.00	Say £300/day, 30 signs per day = 15 days
	Key Entry Point post installation with panels	46	£ 20.00	£ 920.00	Say £300/day, 15 signs per day = 3 days
	Large Waymarker Map Panel installation for Major Entry Point with panels (car park/campsite)	15	£ 60.00	£ 900.00	Say £300/day, 5 signs per day = 3 days
	Blue street sign installation	100	£ 15.00	£ 1,500.00	Say £300/day, 20 signs per day = 5 days
In Use	Inspections - 500 waymarker post on Forestry England Inspection Register			£ -	FE already doing this. RB could provide a price for what it actually costs
Maintenance	Replacing Broken panels			£ 238.00	Maybe replace between 2.5 and 5% /year increasing over time
	Replacing Broken Posts			£ 1,011.50	Maybe replace between 2.5 and 5% /year increasing over time
	Cleaning?			£ -	Unlikely to take place
Replacement	every 20 years?				
				£ 101,839.50	

OFF-ROAD CYCLE NETWORK WAYFINDING PLAN

High Level Risk Register

High Level Risk Register	
Waymarker Post and Other Cycle Sign Designs	The designer of the waymarkers needs to clearly understand how the nodal navigation network works and how the location and orientation determine the design and use of the waymarker. The risk is that the waymarking system does not work for the user.
Waymarker Arrow Panel Designs	The inclusion of numbers against arrows combined with the above (waymarker location and orientation) is a major task for over 500 posts. There is a significant risk of mistake as each directional panel needs to be designed individually, and saved for future reproduction in case of breakage and replacement.
Network Design	At present the public road network is sometimes included in the off-road network signage and sometimes is not. It is likely included to connect off road end points together. This is currently giving the impression to users that some public roads are on the network. The recommendation for the proposed future network suggests that it is made clear that cyclists are joining a public road and that signs on all road adopt the standard blue street signage style.
Network Hazards	The waymarker strategy has not included signage to highlight hazards (e.g. steep/loose descents) or areas where cycling is not allowed, but has tried as much as possible to reinforce permitted cycling tracks.
Waymarker and Other Signage Installation	The proposed location of posts have been plotted as accurately as possible with GPS, confirmed on Google Maps and https://gridreferencefinder.com . The proposed orientation has also been recorded as accurately as possible to an 8-point compass, but the combination of the location and orientation will need to be fine tuned on site, to ensure that the arrows of the panel are aligned accurately.
Waymarker and Other Signage Installation	Contractors installing waymarkers must have appropriate GPS tracking equipment to ensure the waymarker is installed in the location proposed.
Waymarker and Other Signage Installation	Contractors must ensure, before breaking ground, to install waymarker posts that there are no underground services. This must be checked and the location adjusted if underground services are detected.
Use	That cycle users do not understand how to use the nodal navigation network. The strategy suggests that each Entry Point has an explanation of how to use the nodal navigation network, including entry points from local settlements, camp/caravan sites and destinations like pubs. This will be reinforced by bike hire and land owner literature, paper maps and app based mapping systems
Use	That vandalism results in posts being broken, arrow/number panels going missing and people are unable to navigate the network. However as long as the panel with the post number remains the network will function exactly the same way as it does at the moment.
Use	It is possible that cyclists might miss a post and end up at the next incorrect post, without a mobile signal. This scenario is no different from what happens at present, but it will be easier to remedy - by returning back to the last known waymarker point and picking up where the user made the error.

APPENDIX 1

Stakeholder Feedback

New Forest Wayfinding Study

This shows a few interesting/different/difficult examples (marked on the official NPA cycle routes map) in order to help test any proposed scheme. The lack of a joined-up network, with tracks separated by unsafe roads and dangerous crossings, makes for challenging signage!

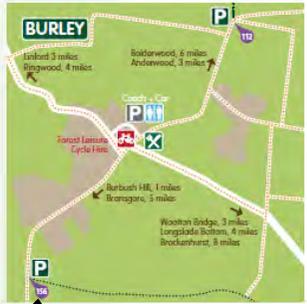
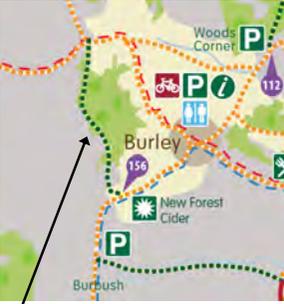
David Orme
NFALC Cycling Rep.



When exiting the station, the safest/shortest route to access the network is out the side gate (not shown on map) which leads on to Sway Road. All existing NF Cycle Network signage then takes you to the track to Bechern Wood and completely ignores the route to the main 'railway track' at Waymarker 217

- KEY**
- Cycling in the New Forest**
 - Approved off road routes, usually gravel or asphalt
 - National Cycle Route off road
 - Approved on road routes
 - National Cycle Route on road
 - Other Routes; relatively quiet, unaudited routes on country lanes
 - Bridleways + Byways

The Wootton Bridge end of the 'railway track' (I assume that's where waymarker 191 is meant to be) provides a dilemma - do you direct families up the steep and busy road to Wilverley (WM 229), or along the 'Holmsley Straight Mile' (busy, speeding traffic) to Burley via WM 161, or to Holmsley Campsite via 181 and 172?, using an extremely dangerous A35 crossing ?!



At Burbush carpark, the Burley end of the 'railway track', is WM 156 (note that the zoomed out main map show this instead at the start of Castle Hill!). Clearly this should give directions to Burley (although still not a great road for families, one of our club members died indirectly from dangerous driving on one of the bends on the outskirts of the village). Also it should show the directions to Burley Street, via Castle Hill (a gravel road, not part of the Forest Network).

As an aside, the symbols for Bike Shop and Steep Hill are both of a white bike on a red background - wouldn't it be better to have bike shops with green background? There are many other places with more challenging conditions than shown which are not marked

- Cycle Hire
- Steep hill or other more challenging conditions (IMBA classification)



This is primary candidate for the red cycle challenging conditions symbol. Not only the underpass is dangerous due to obstacles in the dark, but also the series of hills to Linford - which are fun on a full-suspension bike, but certainly not on a hybrid or gravel bike!

This is a steep and busy hill, not suitable for families to cycle

The end of Castle Hill gravel road probably should be marked as junction to Linford, Crow and (back along Castle Hill) to Burley. Would these be blue road signs since Castle Hill is not a Forest track?

The project hasn't specifically focussed on the route planning from Towns and Villages of the New Forest or the exact location of wayfinding to and from the off-road network. General principles have been suggested in Section 6 (p11-24).

This specific feedback has been captured here so that it isn't lost.