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New Forest Local Cycling and Walking Infrastructure Plan

September 2025

Hampshire County Council

Forestry England

New Forest District Council

New Forest National Park

Credit: New Forest Park Authority

Shared foreword of support

Councillor Nick Adams-King
Leader of Hampshire County Council

“This Local Cycling and Walking Infrastructure Plan (LCWIP) for the New Forest area is a collaborative effort between Hampshire County Council, New Forest District Council, New Forest National Park Authority, and Forestry England. This plan sets out a shared vision for making walking and cycling more attractive, accessible, and safe for everyday journeys across the New Forest. The LCWIP supports our wider strategic goals, such as Hampshire’s Vision for 2050 and the New Forest National Park Partnership Plan, together with informing the Local Plan reviews for the District Council and National Park Authority.

The New Forest is a unique and sensitive landscape, rich in biodiversity and cultural heritage. This plan recognises the importance of protecting and enhancing this special environment while enabling people to travel actively and sustainably. As part of our commitment to protecting the natural environment within the New Forest area, a Habitat Regulations Assessment has been conducted and its findings integrated into the LCWIP proposals.

Through careful planning and stakeholder engagement, we have developed a framework that respects the character of the area while promoting positive change. Engagement with local communities, stakeholders, and partners has been central to the development of this LCWIP, and their insights and aspirations have helped shape a plan that reflects local needs and priorities, ensuring it is both ambitious and grounded. Recognising the area’s popularity for leisure travel, the LCWIP includes a dedicated leisure cycling network to support and enhance recreational access while managing visitor pressures responsibly.

The LCWIP will enable us to secure funding for active travel improvements and guide investment in infrastructure that supports walking and cycling. It also plays a vital role in responding to future housing growth and developing our Local Plans that will look to deliver it, ensuring that new development contributes to a more sustainable transport network through developer contributions and integrated planning. This LCWIP aligns with our commitment to sustainable development, helping to shape communities that are healthier, better connected, and more resilient to future challenges.

Together, we are committed to delivering a future where walking and cycling are natural choices for short journeys, contributing to healthier lives, thriving communities, and a protected landscape.”

Contents

Section one

Introduction

This is the Local Cycling and Walking Infrastructure Plan (LCWIP) for the New Forest and it has been prepared by Hampshire County Council in partnership with New Forest District Council (NFDC), New Forest National Park Authority (NFNPA) and Forestry England (FE).

Roles and responsibilities of all LCWIP partners

- Hampshire County Council has responsibility for developing the LCWIP because it is the Highway and Transport Authority for the public highway within New Forest District (excluding the A31 Strategic Road Network, which is the responsibility of National Highways).
- New Forest District Council is the Planning Authority for all areas of the district outside of the boundary of the National Park.
- New Forest National Park Authority is the Planning Authority for everything within the National Park boundary.
- Forestry England is the authority that manages the Crown public forest estate in the National Park, which is nearly 50% of the total area.

This LCWIP covers the whole of the National Park west of the A326 (including crossings of the A326 into the New Forest) with the exception of an area to the north of the B3078, which is within Wiltshire. Walking and cycling infrastructure proposals developed by Wiltshire Council are shown within this document where they fall within the National Park boundary, to ensure the document provides a comprehensive overview of the walking and cycling network in the New Forest. It also covers the southern coastal area around the towns of Lymington and New Milton, the Avon Valley including Ringwood, Fordingbridge and the area around the villages of Damerham and Martin leading onto Cranborne Chase.

This LCWIP sits alongside the New Forest (Waterside) Local Cycling and Walking Infrastructure Plan[1], adopted by Hampshire County Council in 2022. The Waterside LCWIP covers the Waterside area of New Forest that generally lies to the east of A326 and includes Totton. The Waterside LCWIP was developed in advance of the rest of the New Forest area due to specific development pressures in the area and because the area is covered by a successful joint Transforming Cities Fund (TCF) bid secured in partnership with Southampton City Council.

The New Forest LCWIP network connects with route alignments in the LCWIPs that have or are being prepared in adjoining areas of Hampshire, Dorset, Wiltshire and Bournemouth, Christchurch and Poole, all of whom have been engaged during the development of this LCWIP.

Hampshire County Council, New Forest District Council (NFDC), New Forest National Park Authority (NFNPA) and Forestry England (FE) are committed to improving the roads and paths in the New Forest and share a desire to invest in sustainable transport measures, including walking and cycling infrastructure. Successful delivery of the network of routes outlined in this LCWIP will offer healthy and safe alternatives to travel by car for local short journeys to work, local services and schools as well as for leisure. In so doing, all residents and visitors in the New Forest area will experience benefits, such as: a reduction in air pollution, fewer delays, a potential decrease in the frequency of road traffic collisions including those involving forest animals, improved accessibility for people of all ages and abilities and enjoyment of the special qualities of the New Forest environment. The outcome will be healthier and friendlier communities with high levels of walking, wheeling, cycling, horse-riding and public transport across the New Forest area.

1 **Waterside LCWIP report**

LCWIP Overview

What is an LCWIP?

Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the government's Cycling and Walking Investment Strategy (CWIS), are a strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period, and form a vital part of the government's strategy to increase the number of trips made on foot or by cycle. They comprise:

- a network plan for walking and cycling which identifies preferred routes and core zones, based on the potential for modal shift for further development;
- a prioritised programme of infrastructure improvements for future investment; and
- a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

Requirements for an LCWIP

In July 2022, the government published its Second Cycling and Walking Investment Strategy (CWIS)[2] which has the following aim: 'To make walking and cycling the natural choices for shorter journeys, or as part of a longer journey by 2040'. The CWIS objectives to 2025 include:

- increase the percentage of short journeys in towns and cities that are walked or cycled from 41% in 2018–2019 to 46% in 2025;
- increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 365 stages per person per year in 2025;
- double cycling, where cycling activity is measured as the estimated total number of cycling stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025; and
- increase the percentage of children aged 5 to 10 who usually walk to school from 49% in 2014 to 55% in 2025.

The CWIS objectives beyond 2025 are:

- increase the percentage of short journeys in towns and cities that are walked or cycled to 50% in 2030 and to 55% in 2035; and
- deliver a world-class cycling and walking network in England by 2040.

Hampshire County Council, as the Highway and Transport Authority, to successfully secure funding from central government for walking and cycling improvements in the New Forest District, must show it has an approved LCWIP in place and will be delivering improvements that will help achieve the objectives set out in the CWIS.

The delivery of this LCWIP is supported by Hampshire County Council's own strategies including Local Transport Plan 4 and Hampshire Walking and Cycling Strategies. The aims of the respective, county-wide strategies are:

- Walking: By 2025, walking will be the travel mode of choice for short trips and the most popular and accessible means of recreation.
- Cycling: By 2025, cycling will be a convenient, safe, healthy, affordable and popular means of transportation and recreation within Hampshire.

Why do we want an LCWIP for the New Forest?

In June 2019, Hampshire County Council declared a Climate Emergency[3], joining more than 70 local authorities across the country in committing to put environmental issues at the heart of everything it does. New Forest District Council published its most recent Climate Change and Nature Emergency Strategy in summer 2023[4], having declared a Climate and Nature Emergency in 2021. The National Park Authority declared a Nature and Climate Emergency in January 2020[5], based on the following reasons:

- Only 7% of visitors travel to the New Forest car-free and high levels of car dependency can affect the quality of life of local communities, the quiet enjoyment of the National Park, the welfare of livestock and the integrity of the Forest's landscape and habitats.
- 40% of the New Forest's carbon emissions come from road transport.
- The New Forest National Park has one of the lowest 'easy to use' footpath network ratings compared with other National Parks and although there are over 100km of off-road cycle paths, they are not always well connected to enable round trips or active travel between destinations.
- The New Forest is closely surrounded by dense urban development with little intervening buffer area.

The National Park has an estimated 16 million day visitors per annum and planned nearby housing growth (about 130,000 dwellings are currently proposed for South Hampshire and southeast Dorset up to 2036 in the zone around the New Forest National Park) means that in the future this figure is only likely to increase. These numbers of visitors alongside the growth in residents can only be accommodated sustainably by achieving

2 **The second cycling and walking investment strategy - GOV.UK (www.gov.uk)**
3 **Responding to climate change | Hampshire County Council (hants.gov.uk)**
4 **newforest.gov.uk/climatechange**
5 **Climate and nature emergency - New Forest National Park Authority (newforestnpa.gov.uk)**

a shift from private car trips to active travel in the form of walking, cycling and public transport. This LCWIP document is an essential tool in enabling that shift as well as helping to address a range of rural transport issues by improving transport connectivity, health and wellbeing, and access to recreational opportunities by active travel modes.

Framework for New Forest LCWIP network

The New Forest LCWIP network has been developed to ensure it is coherent, direct, safe, comfortable and attractive. Routes have been identified that link the places people live or stay with key trip attractors, enabling them to make as many local trips as possible by cycling. As residential densities are lower in rural areas, use of rural parts of the network are likely to be lower than in urban areas, but it is still important to ensure there is a plan to improve options for people to access key services without reliance on the private car.

LCWIPs developed in Hampshire to date have generally shown a planned network divided into primary and secondary routes. For the New Forest LCWIP, a third category of leisure routes has been included. This is because there are different patterns of movement during the summer tourist season in the New Forest, with visitors making trips for leisure purposes, as well as the day-to-day journeys by residents.

The New Forest LCWIP goes beyond the identification of a utility trip network to include a leisure network encompassing both on- and off-road routes.

A fourth category of route has been included in the Network Map called 'Additional Routes for Consideration'. These are primarily Countryside Rights of Way or the Avon Valley long-distance walking path. These routes have been included in the Network Map for the consultation stage to understand whether there is support from stakeholders for the inclusion of these routes in the LCWIP network given the ecologically sensitive nature of some of the locations.

Definition of routes and zones:

- **Primary utility** – the main corridors linking key origins/destinations within settlements (and to nearby villages which closely relate to the main settlement); providing links between larger settlements which are relatively close together within the study area; or forming strategic links between key destinations, for example as part of the National Cycle Network. These utility routes are focused on the most direct alignments linking settlements which are often main roads. Further feasibility work is required to fully determine whether primary and secondary utility routes will be deliverable. If they are assessed to be undeliverable then alternative alignments along quieter roads or parallel routes will be considered.
- **Secondary utility** – important routes feeding into the primary routes, connecting more dispersed trip attractors or smaller population centres, and increasing the density of routes to allow more choice.
- **Leisure** – key routes linking settlements or significant seasonal destinations such as campsites via the public highway, countryside rights of way (CRoW) or Forestry England managed estate used primarily for leisure purposes and tending to be more popular on a seasonal basis. This document is not intended to capture all the leisure routes within the area and there are additional routes in existence on the gravel network that are not shown in this document.
- **Core Walking Zones (CWZs)** – These are areas with several walking trip generators located in close proximity, such as town or local centres. Walking zones set out areas for investment in pedestrian infrastructure over a larger area rather than a specific route.

Local Access Plans

A Local Access Plan is a localised strategy for improving access by sustainable transport modes in small to medium-sized settlements. It provides an opportunity to focus on a specific area and have detailed discussions with the parish or town council on transport matters in the local community.

The rural nature of the New Forest requires that the New Forest LCWIP recognises the essential role of the market towns and villages in serving the local community within each town and in the surrounding countryside as well as serving as gateways for visitors to access the National Park. Local Access Plans will be developed in partnership with the local community and focus upon the local services and facilities in each village or town centre, with walking and cycling routes linking the residential areas of each town to the surroundings rural settlements and to the National Park. Each Local Access Plan will be based upon the principles of supporting the local economy, creating Healthy Streets (see Hampshire LTP4) and will contain proposals for walking zones as described in LCWIP Guidance.

Each will include an action plan that typically sets out a 3–5-year programme of feasibility work, detailed design and delivery of schemes (including LCWIP schemes) that have regard to the known Local Plan context and the associated Infrastructure Delivery Plans.

New Forest LCWIP network components

The New Forest LCWIP has been developed with the following network components:

- A primary and secondary utility (all-purpose) cycle route network, identifying preferred routes for further investment and development based on the potential for modal shift.
- An on-road leisure cycle route network, identifying preferred routes for leisure trips, including linking leisure trips such as from campsites and car parks to leisure attractions such as ornamental drives and themed venues.
- An off-road local or leisure walking, cycle and horse-riding route network, utilising Forestry England permitted gravel trails and designated public and permissive rights of way for cyclists.
- Additional routes for consideration – routes where we are seeking feedback from stakeholders during the consultation stage as to whether these routes should be included in the LCWIP network.
- Core Walking Zones have been developed for the

towns and villages listed below that were deemed to meet the criteria. These will provide a starting point for the development of Local Access Plans in consultation with the representative bodies for each of the settlements:

- Brockenhurst
- Fordingbridge
- Lymington
- Lyndhurst
- New Milton
- Ringwood

- Local Access Plans will be developed for the market towns and villages where CWZs have been developed (listed above).
- Those settlements where CWZs or Local Access Plans are not proposed can still expect to see pedestrian and cycle infrastructure improvements associated with route development proposals.

The proposed primary and secondary utility cycle network has been assessed against the requirements of government guidance: **Cycle infrastructure design (LTN 1/20)**. The results of that assessment are set out in Section Two of this LCWIP.

The approach taken is aligned with the framework of established policies and principles for the National Park set out by Hampshire County Council, NFDC, NFNPA and FE. Whilst more detail is provided in the policy section below, essentially the approach will be to reduce impacts from motor vehicle traffic, such as safety hazards (including forest animals), tranquillity, noise, air pollution, visual intrusion, loss of habitat and grazing land.

In practice, within the National Park, this could mean for example:

- Where appropriate and supported locally, measures to reduce traffic levels to that required for local access only (including car parks where appropriate) and removal of through-traffic.
- Reducing traffic speed where this would assist in improving safety for people walking, cycling, horse riders and forest animals, for example by reducing the speed limit where this has the support of the local community or by reducing traffic provision to single file with passing places that could release land for grazing or be utilised for better walking, cycling or horse-rider provision.
- Redressing the balance of highway provision to reflect the latest revisions of the highway code and Hampshire's Local Transport Plan to give the highest priority to the most vulnerable road users.

It is recognised that this new approach represents a significant departure from current practices (albeit, some of these approaches were originally set out in the Highway Strategy for the New Forest, published in 1989) and therefore it will be pursued only after consultation with local communities and through pilot schemes to see what works, what doesn't and to learn lessons before such measures are considered for wider application.

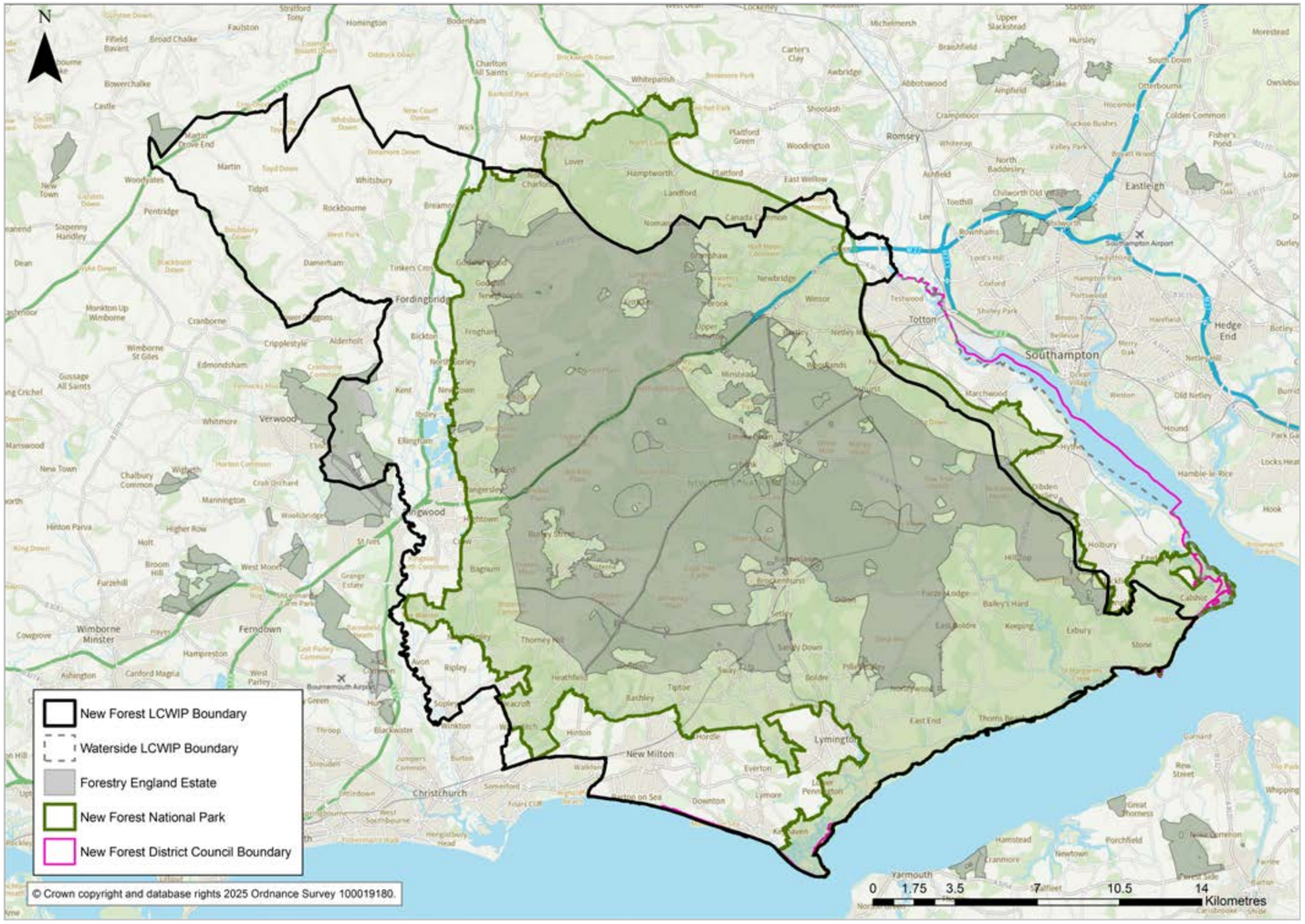
The proposed leisure network has not been audited at this stage due to available resources and a recognition that the unique environmental sensitivities of the National Park mean the application of LTN 1/20 standards for off-road routes will not always be appropriate. Going forward, the four partner organisations collaborating on the development of this LCWIP will work with key stakeholders, such as Natural England, to agree appropriate proposals for improving the leisure network identified in this LCWIP.

New Forest LCWIP Boundary

The black boundary line on the map opposite shows the extent of the New Forest LCWIP covered by this document with the boundary of the adopted Waterside LCWIP area shown by the grey dashed boundary line. The two LCWIP areas combined cover the New Forest District Council administrative area.

The extent of the National Forest Estate, managed by Forestry England on behalf of the Forestry Commission/ Crown Estate, is shown in the grey overlay.

The extent of the New Forest National Park is shown by the green boundary line with a green overlay. It predominately falls within the boundary of this LCWIP with the exception of an area to the north that extends into the county of Wiltshire. The Wiltshire LCWIP routes are shown in our network overview map; however, they have not been audited or considered further in this document other than to ensure cross-boundary alignment of routes.



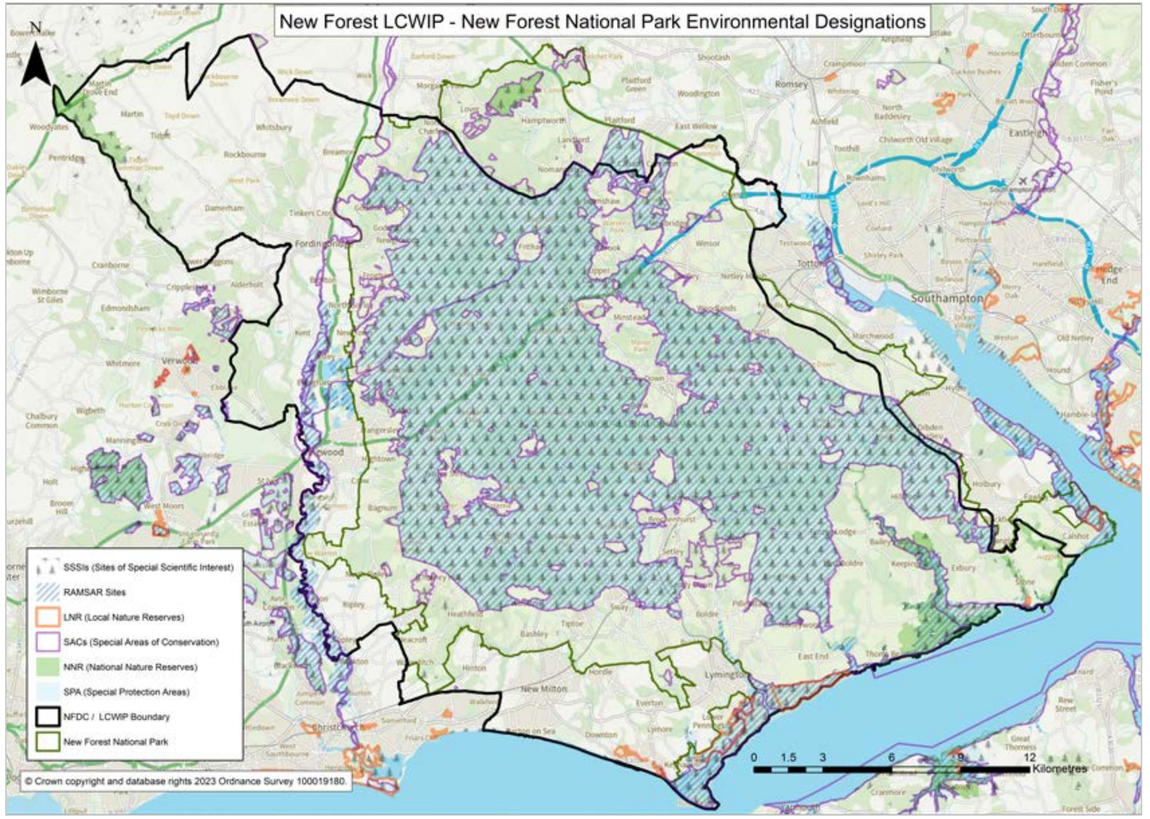
Ecological and Environmental Designations Map

The New Forest National Park is a nationally protected landscape, which has the highest status of planning protection. It has a higher proportion of its land covered by international nature conservation designations than any other planning area in England, including all other English National Parks.

The New Forest is home to a wide variety of important and often rare wildlife, habitats and species. The importance of these means that large areas of land in the National Park and its coastline have been designated as Special Areas of Conservation (SAC), Special Protection Areas (SPA), and Ramsar sites, benefitting from a high level of protection under international nature conservation directives. The New Forest's natural environment is further protected by extensive areas designated as Sites of Special Scientific Interest (SSSI), reflecting their national nature conservation importance.

Aligned with the Conservation of Habitats and Species Regulations 2017 (as amended), these internationally designated sites enjoy the highest level of statutory and government policy protection. Specific and stringent tests within the Habitats Regulations are set to ensure that no development will harm the integrity of these areas, other than in exceptional circumstances.

Many of the routes identified in this LCWIP pass through land that is both ecologically and environmentally very sensitive. The deliverability of some of these routes may not be feasible due to these constraints. Further feasibility work on these routes will require involvement of key stakeholders such as Natural England and the Verderers. Even routes on the public highway may be constrained as many roadside verges are covered by SSSI designation and opportunities for widening the highway to create segregated cycle tracks or footpaths may not be possible.



Designations:

- **National Nature Reserves (NNR)** – Nationally important sites for nature conservation, where conservation is the primary land use, designated under the National Parks and Access to the Countryside Act 1949.
- **Ramsar Sites** – A wetland of international importance, especially for wildfowl, designated under the Ramsar Convention on Wetland of International Importance.
- **Sites of Special Scientific Interest (SSSI)** – Nationally important sites for nature conservation, designated under the Wildlife and Countryside Act 1981.
- **Special Areas of Conservation (SACs)** – Areas designated under the EC Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora (The Habitats Directive) 1992 as being of European importance for habitats and species.
- **Special Protection Areas (SPA)** – Areas of European importance for birds, designated under the EC Directive on the Conservation of Wild Birds 1979 (the Wild Birds Directive).

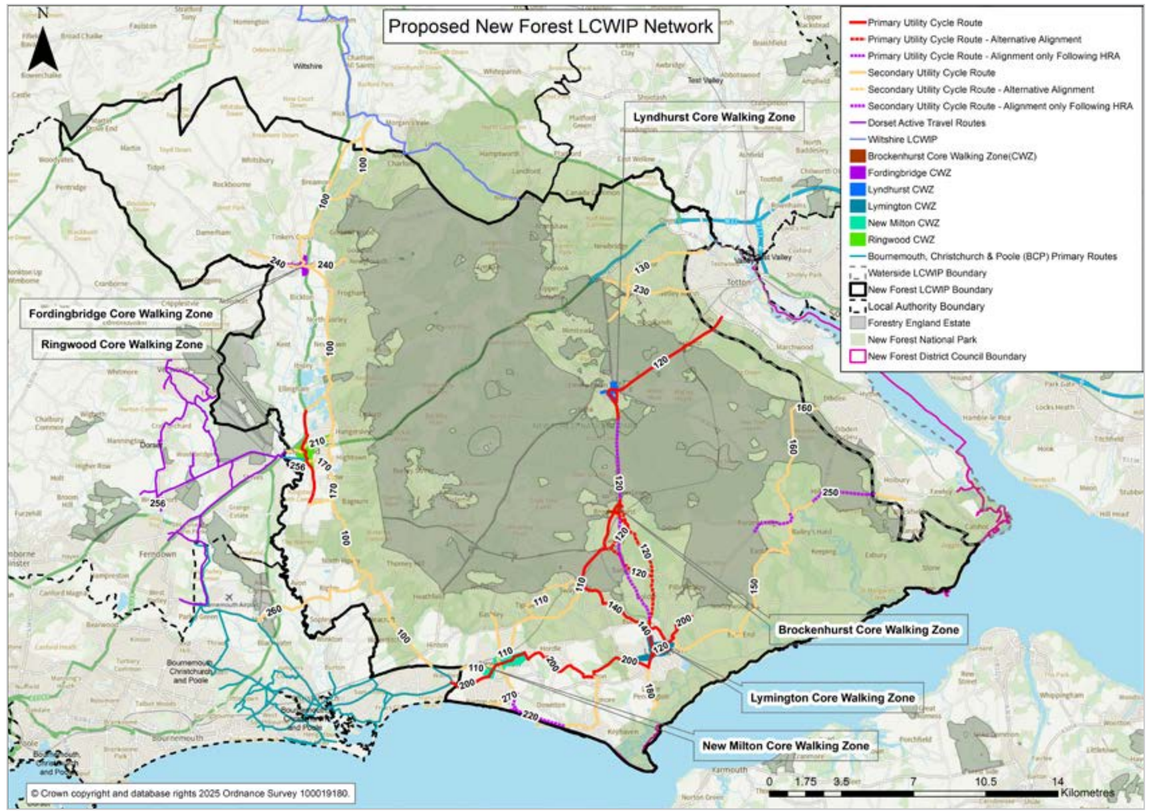
Proposed New Forest cycling network and core walking zone (CWZ) Overview

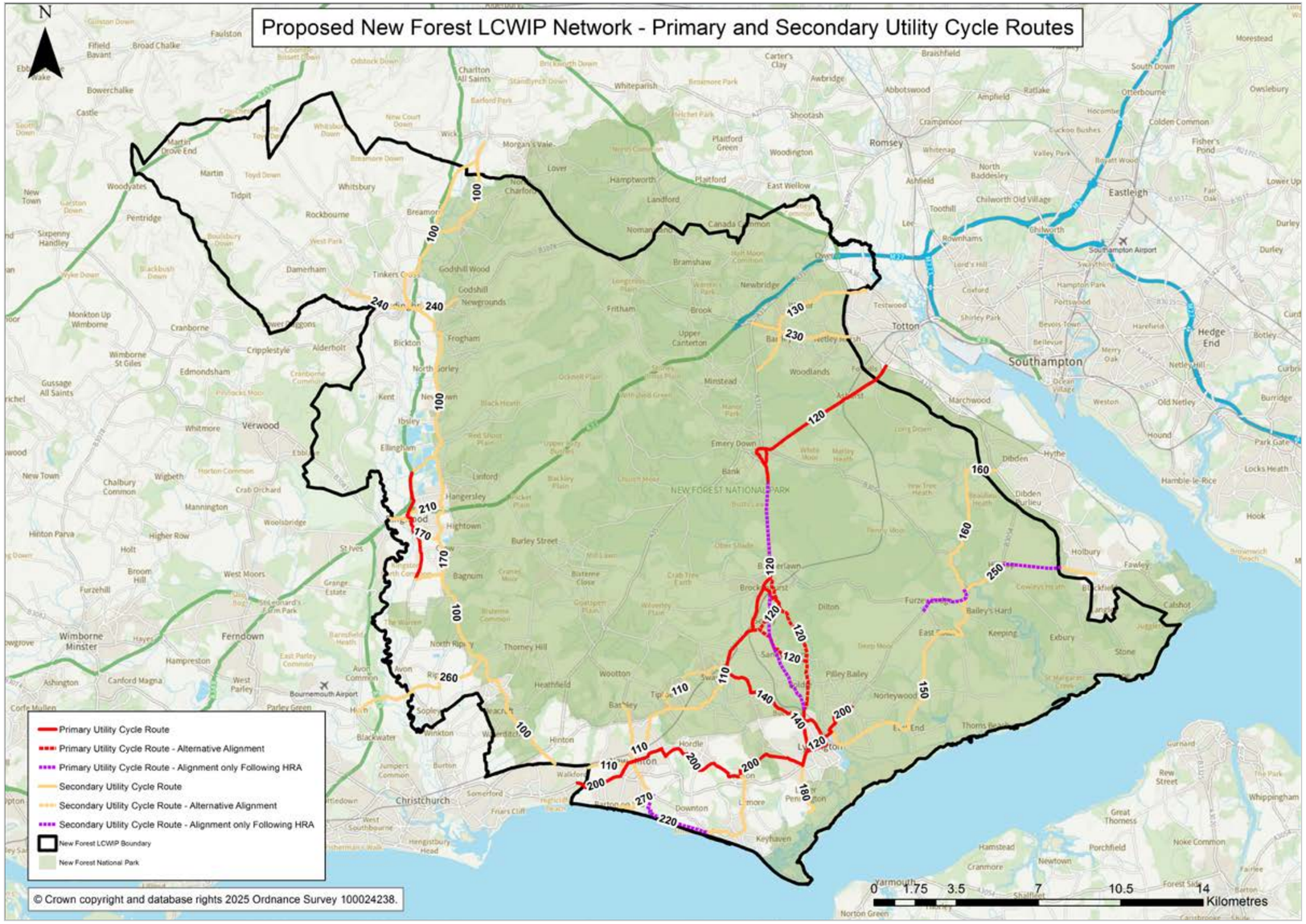
The map below shows the New Forest and the proposed cycle network and CWZs.

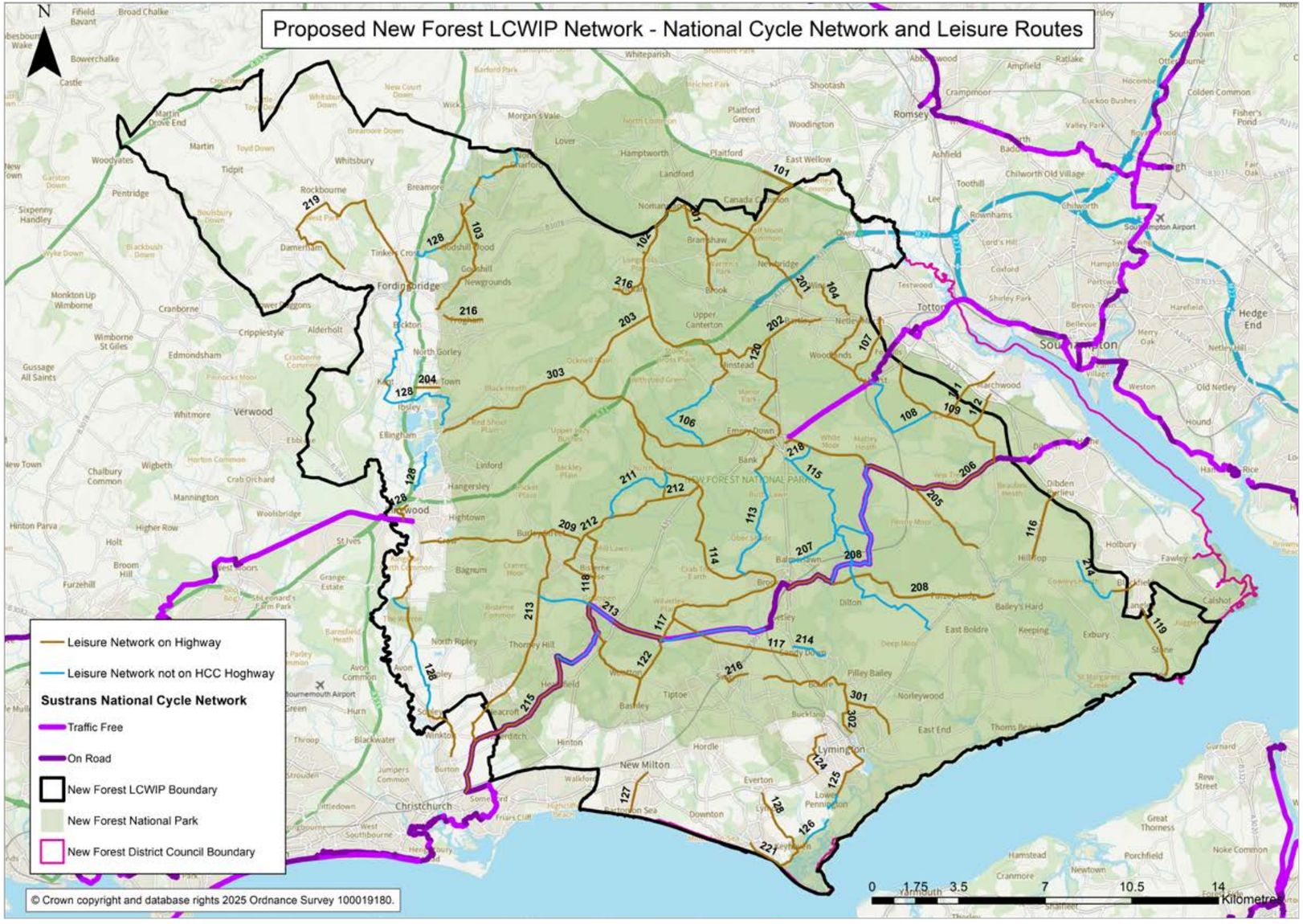
Each route has been assigned a three-digit reference number and divided into four categories of routes – ‘primary utility’, which represent busy, direct and main routes; ‘secondary utility’, which represent medium-usage routes through local areas; ‘leisure on highway’, which represent routes on HCC highways which are for leisure cycling; and ‘leisure not on highway’ which are routes for leisure cycling but not on HCC highways. There are also unnumbered leisure routes shown as additional routes on the plan, some of which are longer-distance routes, with others being shorter connecting links.

The Waterside LCWIP covers the eastern part of the New Forest District Council area. A key aim of this LCWIP is to improve active travel access from the Waterside area to the National Park. This will be done by reducing the severance created by the A326 through the provision of improved active travel facilities. The Waterside LCWIP routes are shown on the adjacent plan in light green. We have sought to ensure that the routes developed as part of this New Forest LCWIP connect with the Waterside LCWIP routes to create a cohesive east-west active travel network.

The following maps show the primary and secondary utility cycle networks, and the leisure route and National Cycle Network, in more detail.




Proposed New Forest LCWIP Network - Primary and Secondary Utility Cycle Routes
N
Primary Utility Cycle Route
Primary Utility Cycle Route - Alternative Alignment
Primary Utility Cycle Route - Alignment only Following HRA
Secondary Utility Cycle Route
Secondary Utility Cycle Route - Alternative Alignment
Secondary Utility Cycle Route - Alignment only Following HRA
New Forest LCWIP Boundary
New Forest National Park
© Crown copyright and database rights 2025 Ordnance Survey 100024238.
0 1.75 3.5 7 10.5 14
Kilometres


Proposed New Forest LCWIP Network - National Cycle Network and Leisure Routes
N
Leisure Network on Highway
Leisure Network not on HCC Hoghway
Sustrans National Cycle Network
Traffic Free
On Road
New Forest LCWIP Boundary
New Forest National Park
New Forest District Council Boundary
© Crown copyright and database rights 2025 Ordnance Survey 100019180.
0 1.75 3.5 7 10.5 14
Kilometres

Description of the New Forest

The population of the New Forest District Council area is 175,800 (2021 Census) of which 69,800 live in the area covered by the Waterside LCWIP. The total area is 753.2 square kilometres and the district borders the counties of Wiltshire, Dorset and Bournemouth Christchurch and Poole to the north and west, and Southampton to the east. Almost 70% of the New Forest District Council area lies within the National Park, which has its own planning system under the jurisdiction of the National Park Authority. The National Park was designated in 2005 and covers an area of 567 square kilometres and, with 62 people per square kilometre, it is the second most densely populated National Park after the South Downs. It operates within a detailed planning policy and legislative framework.

The main settlements are Fordingbridge, Ringwood, New Milton, Lymington, Lyndhurst and Brockenhurst. The last two are within the National Park and not subject to the jurisdiction of the New Forest District Council, which is the Local Planning Authority elsewhere. The settlement pattern is characterised by a series of relatively small towns and isolated villages widely dispersed throughout the area.

Features of the existing transport network are shown on the plan in the Introduction to Section 2. The National Park is crossed by several major routes which carry high volumes of traffic. The A31, which links southwest England with Southampton and elsewhere in the Southeast, is the most heavily used road in the National Park, carrying up to 77,000 vehicles daily and effectively cutting the National Park in two. The A31 is part of England's Strategic Road Network and managed by National Highways. A section of the A326 connecting Fawley with junction 2 of the M27 at Marchwood has recently been the subject of public consultation over plans to increase capacity in connection with the redevelopment of the former power station site at Fawley. The route continues as the A36 to Salisbury. The A338 between Salisbury and Bournemouth links the main settlements of Fordingbridge and Ringwood and mirrors the western boundary of the plan area. Other major routes are the A337 linking Lymington and Christchurch with junction 1 of the M27 via Lyndhurst. The A35 links Southampton with Bournemouth, again via Lyndhurst. The railway line between Bournemouth and London bisects the southern section of the National Park causing significant severance due to the limited number of crossing points over the line.

Despite major settlements in the area, e.g. Fordingbridge and Ringwood, having no railway station, long-distance travel is reasonably well catered for with Brockenhurst, Lymington and New Milton having direct connections to Southampton and London Waterloo. Lymington has two railway stations, one of which connects with the Isle of Wight ferry. There are also stations at Ashurst, Beaulieu Road, Hinton Admiral and Sway. There are several scheduled bus services through the area including a regular service between Southampton and Lymington via Lyndhurst and Brockenhurst. Many more isolated settlements and rural villages are not well served, however, and given the wide dispersal of smaller settlements there is little opportunity to establish viable services.

Much of the New Forest area, both within and outside the National Park, is rural in nature and therefore walking and cycling between settlements can be difficult due to the large distances involved and lack of infrastructure to support these modes of travel. Many of the roads that connect the settlements are A and B roads which have high volumes and speeds of motor vehicle traffic. Due to the historic nature of some of the settlements the roads and pavements can be narrow. On-street parking is also a barrier to walking and cycling in some town locations. The topography in some locations includes steep hills and these can be a barrier to people walking and cycling.

The existing cycle routes on permitted (gravel) cycle tracks (over 100 miles in all) within the New Forest were created by the Forestry Commission (now Forestry England). They provide circular off-road routes around most of the campsites in the Forest. It was acknowledged at any early stage that the scope for providing new cycle routes adjacent to existing main roads within the New Forest (which generally offer the most direct routes) would be challenging as the verges on unfenced roads come within the jurisdiction of the New Forest, and therefore covered by special protection status, and are not considered to form part of the public highway. Whilst some of the procedures to follow when considering LCWIPs are covered in the Department for Transport's Local Transport Note 1/20 'Cycle Infrastructure Design', some of the suggestions are more relevant/applicable to urban/suburban areas rather than widely dispersed small settlements set within a rural area. Active Travel England is currently preparing a guidance note on best practice governing the provision of cycling facilities in rural areas; however, at the time this LCWIP was in preparation, the guidance was still awaited. Any recommendations emerging from this document will be incorporated into the LCWIP where applicable.

The special environmental and historic characteristics of the New Forest National Park mean there are a diverse set of key stakeholders whose engagement will be needed to deliver the route network outlined in this document. Key stakeholders and their role in the New Forest are outlined below:

1. Parish and town councils within the district – local representatives of parishes and settlements within the district with responsibility for green spaces, toilets and in certain cases landowners in their own right.
2. The Court of Verderers – manage commoning of livestock in the New Forest.
3. Commoners Defence Association – an organisation that represents and supports commoners in the New Forest.
4. National Trust – significant landowner.
5. Natural England – government advisory body for the natural environment in England, helping to protect England's nature and landscapes.
6. Private landowners.

Policy framework

The policy framework for this LCWIP is provided by a variety of documents, plans and strategies belonging to the partners, which are summarised below.

Hampshire County Council

Local Transport Plan (LTP4)

The LCWIP supports Hampshire's Local Transport Plan 4 Vision of 'A carbon neutral, resilient and inclusive transport system designed around people, which supports health, wellbeing and quality of life for all; supports a connected economy and creates successful and prosperous places; and respects and seeks to enhance Hampshire's unique environment'.

The LCWIP supports the following guiding principles:

- Guiding Principle 1: Give people a choice of high-quality travel options.
- Guiding Principle 2: Provide a transport system that promotes high-quality, prosperous places and puts people first.

The LCWIP also aligns with Healthy Place policies, including:

- Policy HP1: Delivering the infrastructure required to support a large-scale shift towards walking and cycling for everyday trips.
- Policy HP2: Enabling healthy neighbourhoods and high streets in partnership with communities.
- Policy HP3: Widen participation and broaden the appeal of walking and cycling as a natural travel choice.

The LCWIP supports Rural Transport policies including:

- Policy RT1: Maintaining accessibility in rural areas, and providing realistic alternatives to reduce dependency on the private car.
- Policy RT2: Providing sustainable access to the countryside.

Policy (HP1) specifically references the need to 'deliver the infrastructure required to support a large-scale shift towards walking and cycling for everyday trips' and that Hampshire County Council will:

- ensure that any changes to the highway infrastructure prioritise walking and cycling, in line with our Road User Utility Framework and Movement and Place Framework, Walking and Cycling Principles, and national policies;
- use Local Cycling and Walking Infrastructure Plans to identify, prioritise and deliver infrastructure which connects people with where they want to go;
- use a 'Healthy Streets' approach and our 'Hampshire Walking and Cycling Principles' to plan, design and implement coherent, direct, safe, comfortable, attractive and inclusive networks for everyone regardless of ability, confidence, age and disability;
- create or reallocate road space to create better spaces for walking and cycling, and spending time (e.g. in town centres); and
- evaluate, when undertaking larger maintenance schemes, opportunities to bring existing infrastructure for walking and cycling up to current standards, rather than simply replacing like for like.

Hampshire Countryside Services Strategy and PRoW Improvement Plan

A Hampshire Countryside Services Strategy and Public Rights of Way (PRoW) Improvement Plan is currently under development. This document will be an update of the existing Countryside Access Plan 2015-2025[6].

Technical guidance notes

There are a number of technical guidance notes produced by Hampshire County Council of interest to developers and others proposing changes to existing walking and cycling provision. These include TG10, which deals with pedestrian and cycle facility provision and TG19 which covers walking, cycling and horse-riding assessment and review.

New Forest District Council

Local Plan 2016-36 – Part One: Planning Strategy

New Forest District outside New Forest National Park (Together with relevant policies from earlier Local Plans. A full review of the council's Local Plan commenced in February 2024.)

This contains policies to protect and enhance the special character and environment of the New Forest District outside the National Park, to provide more homes for local people, to support local businesses to prosper for the benefit of the community and to protect and promote the safety and wellbeing of people who live and work within the district. This latter policy includes commitments regarding climate change, environmental sustainability, infrastructure provision and sustainable access to opportunities and facilities.

Committed strategic transport projects included improvements to the A31 at Ringwood (which have now been implemented) and on the A35.

The Local Plan strategy for transport and access aims to promote a more integrated and sustainable local transport network, and to facilitate ease of access to local services and facilities supporting planned development and mitigating its cumulative impact on the highway network and other transport services.

A key ambition of the Local Plan is the maintenance, promotion and, where possible, improvement of access to services, employment, social and leisure opportunities by public transport, cycling and walking, whilst also maintaining safe and convenient access by car for which there is often no practicable alternative (especially in rural areas).

Neighbourhood Plans

Neighbourhood Plans are a way for communities to have a say in the future of the places where they live and work with the production of plans that hold weight in the planning process. Neighbourhood Plans for Lymington and Pennington, Fordingbridge, Ringwood and Sandleheath parishes are in preparation and the

6 **Countryside access plan 2015-2025 | Hampshire County Council (hants.gov.uk)**

plan for New Milton was adopted in June 2021. There are also a number of relevant documents prepared by the town councils, such as the Utility Travel in Ringwood Town Centre study and the Fordingbridge Access Plan. Approved options from these documents will be incorporated into the LCWIP at the consultation stage.

Local Plan Strategic Development Sites

Strategic site allocations as identified in the New Forest District Council Local Plan of relevance to this area are:

- Strategic site (SS) 5 – land at Milford Road, Lymington
- Strategic site 6 – land to the east of Lower Pennington Lane, Lymington
- Strategic site 7 – land north of Manor Road, Milford on Sea
- Strategic site 10 – land to the east of Brockhills Lane, New Milton
- Strategic site 11 – land to the south of Gore Road, New Milton
- Strategic site 13 – land at Moortown Lane, Ringwood
- Strategic site 14 – land to the north of Hightown Road, Ringwood
- Strategic site 15 – land at Snails Lane, Ringwood
- Strategic site 17 – land at Whitsbury Road, Fordingbridge
- Strategic site 18 – land at Burgate, Fordingbridge.

A plan of strategic sites is in the Introduction to Section 2.

Corporate Plan 2024 to 2028 – New Forest District Council

The New Forest District Corporate Plan is the overarching document that sets the organisation's vision, values, priorities and commitments. It describes how our services will work together towards our collective ambitions over the next four years.

The relevant Place Priorities outlined in the Corporate Plan include:

- shaping our place now and for future generations; and
- protecting our climate, coast and the natural world.

Climate Change and Nature Emergency Report and Action Plan 2023 (Updated Action Plan due summer 2024)

The travel and transport project areas include plans to encourage active travel by working with developers to achieve schemes that maximise the ability of residents to access facilities, employment and recreation by foot/cycle as well as reducing the need to travel.

National Park Authority

New Forest Local Plan 2016-2036 (Review of Local Plan commencing in 2024)

The Local Plan aims to deliver the long-term planning vision for the New Forest National Park and forms a key part of the statutory Development Plan for the area. This aims to deliver sustainable development within the context of a nationally protected landscape in conformity with the statutory Park purposes, the objectives of national planning policy and the ambitions in the New Forest National Park Partnership Plan described below. The main strategic policies are to:

- protect and enhance the natural environment of the National Park, including the natural beauty of the landscape and the range of habitats and species;
- conserve and enhance the cultural heritage and historic environment of the National Park, especially the wealth of individual characteristics that contribute to its local distinctiveness;
- plan for the likely impacts of climate change on the special qualities of the New Forest;
- strengthen the wellbeing, identity and sustainability of rural communities and the pride of local people in their area;
- promote appropriate housing to meet local needs and maintain the vibrant communities of the National Park;
- develop a diverse and sustainable economy that contributes to the wellbeing of local communities throughout the National Park;
- encourage land management that sustains the special qualities of the National Park;
- support development that encourages sustainable tourism and recreation, and provides opportunities for enjoying the National Park's special qualities; and
- reduce the impact of traffic on the special qualities of the National Park and supports a range of sustainable transport alternatives within the Park.

Neighbourhood Plans

Neighbourhood Plans for Lymington and Pennington, Fordingbridge, Ringwood and Wellow are in preparation and include the part of the parishes within the National Park. Plans for New Milton and Hythe and Dibden were adopted respectively in July 2021, and December 2019, and form part of the statutory Development Plan for the part of the National Park within each parish.

Village Design Statements

Village Design Statements are produced by local groups within each parish and are adopted as Supplementary Planning Documents to the New Forest National Park Local Plan. Several have been adopted to date covering parts of the National Park, and many highlight design considerations relating to highways, street furniture and signage.

Wayfinding signage and street furniture in the National Park must be appropriate and reflect the local character, with regard to the National Park Design Guide and relevant Village Design Statements for parishes within the National Park.

New Forest Partnership Plan 2021

The adoption and implementation of sustainable Transport Plans such as LCWIPs is a key action of the New Forest Partnership Plan[7], which contains an objective to achieve net zero with nature by 2050, including increasing sustainable travel. This echoes

7 **Re:New Forest - Partnership Plan 2022-2027 - New Forest National Park Authority (newforestnpa.gov.uk)**

policies in the National Park Local Plan and the New Forest District Plan that seek to encourage and enable more sustainable means of travel including walking and cycling, and to reduce reliance on private vehicles for the approximately 800 new dwellings planned within the National Park and the 10,420 new dwellings for the rest of the district outside the National Park for the period up to 2036. The Partnership Plan builds on actions in the 2019 Recreation Management Strategy update for the National Park.

Objective 4 of the Partnership Plan – net zero with nature – proposes the following outcome: a net zero carbon emissions target is achieved by 2050 through significant cuts in land-based emissions and the conservation and restoration of natural ecosystems, to both reduce emissions production and remove emissions from the atmosphere. Sustainable transport would be supported by:

- producing and delivering an agreed New Forest Local Cycling and Walking Infrastructure Plan (LCWIP);
- • campaigning for lower speed limits across the Forest where appropriate and evidenced, to secure quieter, slower and reduced traffic impacts;
- developing a more coordinated and integrated approach to sustainable transport through the relevant Local Transport Plans and by developing a New Forest Transport Strategy; and
- supporting bids for schemes that enable the decarbonisation of the transport system.

New Forest National Park Design Guide 2022

This sets out a design code which mainly covers both new buildings and alterations to existing buildings within the development context of the New Forest. However, there is also reference to the requirements for rural lanes within the New Forest, such as the maintenance of soft verges, which are of relevance to this LCWIP.

Forestry England

New Forest Inclosures – Forest Design Plan 2019-2029[8]

Forest Design Plans define the long-term vision for a woodland or a collection of woodlands and other habitats. It sets objectives and illustrates how management will move towards achieving this vision over the initial 10 to 50 years. This plan represents a review of the Forest Design Plans for the New Forest Inclosures which were first prepared in 1999 and subsequently in 2006/7. The revised Plans have been prepared following a review of the previous plans undertaken by Forestry Commission staff, stakeholder groups and the wider community. It has incorporated developments in policy and local initiatives that have occurred in the intervening years.

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Best practice example: increasing cycling capacity in London

The Mayor of London has set out his vision for cycling and his aim to make London a ‘cyclised’ city. Building high quality infrastructure to transform the experience of cycling in London and to get more people cycling is one of several components in making this happen. This means delivering to consistently higher standards across London, learning from the design of successful, well used cycling infrastructure and improving substantially on what has been done before. It means planning for growth in cycling and making better, safer streets and places for all.

The six core design outcomes, which together describe what good design for cycling should achieve, are:

- safety;
- directness;
- comfort;
- coherence;
- attractiveness and adaptability.

Adaptability is a measure in the Cycling Level of Service assessment matrix, with scores given against the following factors:

- Public Transport Integration;
- flexibility;
- growth enabled.

The key point here is that provision must not only match existing demand, but must also allow for large increases in cycling.

Margery Street, London WC1X

8 New Forest Inclosures Forest Plan Oct 2019.pdf (forestryengland.uk)

Methodology

The Local Cycling and Walking Infrastructure Plan for the New Forest has been prepared by Hampshire County Council, working in partnership with New Forest District Council (NFDC), New Forest National Park Authority (NFNPA) and Forestry England (FE).

It covers the whole of the National Park west of the A326, including that part within Wiltshire, the southern coastal area around the towns of Lymington and New Milton, the Avon Valley including Ringwood, Fordingbridge and the area leading onto Cranborne Chase around the villages of Damerham and Martin. It sits alongside the New Forest (Waterside) LCWIP, adopted by Hampshire County Council in 2022, which covers the Waterside area of New Forest east of the A326, including Totton to Calshot.

Unlike other LCWIPs, the scope of the work was not limited to utility trips to work, education and shopping of up to 5km. The focus on utility trips in more urban areas acknowledges that they have the greatest potential to convert car trips to walking and cycling trips, within local areas. The inclusion of leisure trips in the network covering the New Forest District was felt to be vital given the special nature of the area and is outlined in Section 2. Any further DfT guidance specifically relating to walking and cycling on rural roads will be incorporated into future revisions of this Plan.

Methodology survey work was undertaken by Hampshire County Council staff during 2022/3. The approach was to look at opportunities to create walking and cycling networks. Existing facilities and routes were considered, along with known improvement proposals. Local stakeholders helped to identify where new routes and improvements were needed. The potential walking zones and cycle routes were then surveyed through a mixture of audit methods depending on the environment, with all walking audits conducted on foot, and cycle route audits undertaken by a mix of cycling, desktop analysis or driving along each route with a mounted camera. Given the rural context of this New Forest-focused LCWIP, the routes often stretch beyond the standard 5km proposed in the LCWIP Guidance, in order to link up settlements within the districts including work, education and shopping destinations in neighbouring districts/ boroughs.

LCWIP technical guidance

Under the guidance, the key outputs of LCWIPs are:

- a network plan for walking and cycling which identifies preferred routes and core zones for further development;
- a prioritised programme of infrastructure improvements for future investment; and
- a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

The LCWIP process has six stages:

1. **Determining scope**
   Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.
2. **Gathering information**
   Identify existing patterns of walking and cycling and potential new journeys (via stakeholder workshops and important origins/destinations within the area). Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.
3. **Network planning for cycling**
   Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.
4. **Network planning for walking**
   Identify key trip generators, Core Walking Zones (CWZs) and routes, audit existing provision and determine the type of improvements required.
5. **Prioritising improvements**
   Prioritise improvements to develop a phased programme for future investment.
6. **Integration and application**
   Integrate outputs into local planning and transport policies, strategies and delivery plans.

Further information on how we developed the LCWIP is provided in Section Two.

Implementation

We are committed to delivering improved walking and cycling networks and zones across Hampshire; however, the inclusion of a specific route in the network plan is no guarantee that it will be implemented. While we have made every effort to ensure that our proposals are practical, it should be recognised that there are competing demands for highway space, including cars, buses, taxis and parking. Some sections of proposed routes may be on private land and discussions with landowners will be required.

Proposed road space reallocations for walking and cycling will need to carefully consider implications across all modes, although the ultimate aim must be to reduce the dominance of motor vehicles and make walking and cycling more attractive choices.

This report is not a feasibility study, but a high-level assessment. All proposals will be subject to further feasibility work and detailed design work will be necessary. In some cases, this may mean that a route is moved to an alternative parallel alignment.

If schemes are to be progressed, they will need to be prioritised for inclusion in delivery programmes alongside other proposals, with schemes subject to the appropriate level of business case development.

It is also intended that this LCWIP would be used to inform developers of the level of ambition for the walking and cycling network so that they may integrate their developments into the network and provide the necessary links to the network. The LCWIP focus is on the routes and zones that have the greatest potential to convert car trips to walking and cycling trips.

A rural guidance note is currently being developed to provide guidance as to how this walking and cycling infrastructure can be implemented in the more rural areas.

Best practice example: improving walkingand cycling infrastructure in Manchester

The goal in Manchester is to double and then double again cycling in Greater Manchester and make walking the natural choice for as many short trips as possible. The intention is to do this by putting people first, creating world class streets for walking, building one of the world's best cycle networks, and creating a genuine culture of cycling and walking. According to the 2011 Census, the proportion of commuters who cycled to work in Greater Manchester was 2.2%.

To make the vision a reality, the aim is to create dedicated networks for walking and cycling. This means building segregated cycling routes on main roads and through junctions supported by traffic-calmed cycling routes. It also means improving the quality of the public realm and better wayfinding to make walking short journeys much easier. The key actions being undertaken are listed below.

Taking action

1. Publish a detailed, Greater Manchester-wide walking and cycling infrastructure plan in collaboration with districts.
2. Establish a ring-fenced, 10 year, £1.5 billion infrastructure fund, starting with a short term Active Streets Fund to kick-start delivery for walking and cycling. With over 700 miles of main corridors connecting across Greater Manchester, this is the scale of network being aimed for.
3. Develop a new, total highway design guide and sign up to the Global Street Design Guide.
4. Deliver temporary street improvements to trial new schemes for local communities.
5. Ensure all upcoming public realm and infrastructure investments, alongside all related policy programmes, have walking and cycling integrated at the development stage.
6. Develop a mechanism to capture and share the value of future health benefits derived from changing how we move.
7. Work with industry to find alternatives to heavy freight and reduce excess lorry and van travel in urban areas.

Hampshire County Council walking and cycling principles

Together with movements in national policy and guidance, Hampshire County Council has developed draft principles for walking and cycling. These principles have been designed to:

- enable more people to walk, cycle or use public transport in scale with our Climate Emergency;
- deliver better environments to match our 2050 Vision, both in towns and in the countryside;
- deliver better transport for all;
- play our part in addressing the factors that contribute to public health including social disparities; and
- reduce social inequalities and exclusion by improving the ability for everyone to access destinations including work, education, visiting friends and family, shopping and leisure, without reliance on private cars.

Hampshire County Council has developed ten walking and cycling principles, reviewing best practice and giving consideration to: aspirations, movement, place, maintenance and engagement.

These principles have all been established via County Council Member and Officer steering groups and consulted widely through these groups.

They were presented at Hampshire County Council's first ever Active Places Summit (October 2020) to engage with a wide range of people who use our streets, high streets and walking and cycle routes on a day-to-day basis. They will be adopted with LTP4 in spring 2024.

The principles sit under three headings:

1. Overarching principles;
2. Planning; and
3. Design and implementation.

1. Overarching principles

- Prioritise walking and cycling for healthier people, healthier transport and a healthier planet.
- Have an integrated approach to all aspects of planning, development, design and operation.
- Ensure our planning is network based, shaped by evidence and monitored.

2. Planning

- Engage a wide range of users, and potential users, in the design process.
- Reframe the potential for walking, cycling and public transport to work together for longer-distance journeys.
- Trial new things, and if they do not work, we'll change them.

3. Design and implementation

- Focus street design on people.
- Incorporate national design principles into every transport scheme. Our designs will be:
    - safe;
    - coherent;
    - direct;
    - comfortable;
    - attractive;
    - adaptable; and
    - accessible to all.
- Deliver walking and cycling environments that feel comfortable and provide inclusive access for everyone regardless of confidence, age and disability.
- Design the right scheme for each location.

These principles, when applied, will help reinforce Hampshire County Council's goals in delivering a healthy, sustainable and active county, well into the future.

Government vision for cycling and walking

In 2020, the Department for Transport (DfT) published 'Gear Change: A bold vision for cycling and walking'. It states that:

'England will be a great walking and cycling nation. Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030.'

To help deliver this vision, the government:

- has developed new guidance on cycle design (Local Transport Note 1/20 – see below);
- recently established Active Travel England to act as an inspectorate and funding body, and to support local authorities to deliver the vision; and
- will be publishing new guidance on walking (and an update to Manual for Streets).

The key principles that underpin LTN 1/20 are:

- cyclists must be separated from volume traffic, both at junctions and on the stretches of road between them;
- cyclists must be separated from pedestrians;
- cyclists must be treated as vehicles, not pedestrians;
- routes must join together; isolated stretches of good provision are of little value;
- routes must be direct, logical and be intuitively understandable by all road users
- routes and schemes must take account of how users actually behave;
- purely cosmetic alterations should be avoided;
- barriers, such as chicane barriers and dismount signs, should be avoided; and
- routes should be designed only by those who have experienced the road on a cycle.

Summary taken from the DfT's 'Gear Change. A bold vision for cycling and walking'.

For the full information on these documents, please see:

- DfT's Gear Change: A bold vision for cycling and walking: Cycling and walking plan for England – GOV.UK
- DfT's Cycle infrastructure design (LTN 1/20) guidance: gov.uk/government/publications/cycleinfrastructure-design-ltn-120
- Department for Transport (DfT) Local Transport Note 1/20 – cycle infrastructure design.

The publication of the LTN 1/20 in July 2020 followed the government's announcement for new investment provided towards cycle improvements across the country. Local authorities and developers are now expected to use LTN 1/20 in the design of their schemes.

When reading this LCWIP, keep in mind that a number of recommendations for new zebra and parallel crossings may not meet Hampshire County Council's current policy as it relates to pedestrian/vehicle ratios (PV^2). Whilst we are confident that our approach to network planning aligns with this new guidance, all of the high-level suggested options will need further development.

Wayfinding

Wayfinding refers to information systems that guide people through a physical environment and enhance their understanding and experience of the space.

Wayfinding is particularly important in complex built environments such as urban centres, long-distance trails and transportation facilities.

As environments become more complicated, people need visual cues such as maps, directions and symbols to help guide them to their destinations. In these often high-stress environments, effective wayfinding systems contribute to a sense of wellbeing, safety and security.

LTN 1/20 states that:

- There is a balance to be struck between providing enough signs for people to be able to understand and follow cycle infrastructure and ensuring that the signs themselves do not create confusion or street clutter. Routes on other rights of way not on the highway can use customised waymarking.

Hampshire County Council would include wayfinding as part of its network planning in all schemes, in line with LTN1/20.

Cycle parking

Cycle parking is integral to any cycle network, and to wider transport systems incorporating public transport. The availability of secure cycle parking at home, at the end of a trip or at an interchange point has a significant influence on cycle use.

LTN 1/20 states that:

- Cycle parking is an essential component of cycle infrastructure. Sufficient and convenient residential cycle parking enables people to choose cycling. At the trip end, proximity to destinations is important for short stay parking, while for longer-stay parking security concerns can be a factor. As with other infrastructure, designers should consider access for all cycles and their passengers.

Cycle parking would be considered as part of relevant schemes and is something that is also being considered as part of Hampshire's Local Transport Plan 4 (LTP4).

Some examples of best practice cycle parking:

An example of on street lockable cycle 'hangar' style parking facilities – Waltham Forest, London

An example of cycle hub parking facilities – Winchester Train Station

Liveable neighbourhoods

Liveable neighbourhoods are designed to make communities healthier, safer, more sustainable and more attractive places to live. At the heart of a liveable neighbourhood lies the idea that streets should be more than just thoroughfares for vehicles; they should be vibrant spaces that people are proud of, where people can come together, socialise and enjoy their surroundings.

Through-traffic or rat-running can have a serious impact on the health and quality of life of the people living on a street, and impact disproportionately on more deprived communities. Noise and air pollution, and speed and volume of traffic are often cited as issues that affect peoples' enjoyment of spending time on their own streets.

Liveable neighbourhoods can create an improved environment, get neighbours talking and even see a return to children playing in the street. Quieter and safer-feeling streets can support a switch to healthier, more active ways of travelling around, particularly for shorter journeys to local amenities.

They aren't about preventing people driving. Residents, visitors or delivery drivers needing to reach anywhere within the liveable neighbourhood would still be able to do so by motor vehicle – though they might have to approach from a different direction. The aim is to rebalance residential streets so they are less car dominated and more people orientated.

In a recent case study*, liveable neighbourhoods resulted in an increase in children playing outside, lower air pollution, together with making walking and cycling more of a natural choice for everyday local journeys.

Liveable neighbourhoods can be delivered by using modal filters. These can take the form of many things from planters to bollards or even cycle stands, that can also act as handy cycle parking. They can also include one-way streets, allowing pavements to be widened, creating seating areas outside local businesses or allowing new planting.

Research into 46 liveable neighbourhood schemes found they 'typically resulted in a substantial relative reduction in motor traffic inside the scheme area… On boundary roads, by contrast, we found little change'.[9]

In 2018, Hampshire County Council officers attended a guided visit to the flagship Walthamstow Village project, which created a liveable neighbourhood in the London Borough of Waltham Forest.

'Recent research showed that more people in Waltham Forest are cycling. In our 2016 resident insight survey, 17% (approx. 46,100 people) said they cycle, compared to 12% (approx. 32,500 people) the year before – and two-thirds (73%) said they cycle at least once a week, up from 62% in 2015.' (London Borough of Waltham Forest)

Hampshire's approach to liveable neighbourhoods

There are many existing liveable neighbourhoods in Hampshire. These mainly take the form of housing estates with lots of pedestrian and cycle connections to neighbouring areas, but no cut-through for motorised vehicles.

Creating new liveable neighbourhoods in existing areas requires careful planning and involvement of the local community but have proved popular and effective in many areas. We are open to hearing from local communities who might like to develop or trial a liveable neighbourhood in their area.

Further detail on the approach of these sorts of measures will be incorporated into Hampshire County Council's Local Transport Plan 4.

*Source: **enjoywalthamforest.co.uk**

Northcote Road, Walthamstow – Modal filter with wooden bollards, planting, and cycle parking

Francis Road, Leyton – Time restrictions on through motorised traffic, footway widening and bollards to allow for seating areas

Orford Road, Walthamstow Village – Footway widening, cycle parking stands and one-way traffic flow with time restrictions on motorised traffic (except buses)

9 **Thomas and Aldred, 2023 Changes in motor traffic in London's Low Traffic Neighbourhoods and boundary roads - ScienceDirect**

Section two

Contents section two

Introduction

Section Two of this LCWIP for the New Forest has been prepared by Hampshire County Council in partnership with New Forest District Council (NFDC), New Forest National Park Authority (NFNPA) and Forestry England (FE).

Section Two provides information on how the cycling and walking networks were developed and the technical evidence that was gathered in the preparation of this LCWIP.

LCWIP methodology

Unlike other LCWIPs, the scope of the work was not limited to utility trips to work, education and shopping of up to 5km. The focus on utility trips in more urban areas acknowledges that they have the greatest potential to convert car trips to walking and cycling trips, within local areas. The inclusion of leisure trips in the network covering the New Forest District was felt to be vital given the special nature of the area and is outlined in Section 2. Any further DfT guidance specifically relating to walking and cycling on rural roads will be incorporated into future revisions of this Plan.

1. Methodology survey work was undertaken by Hampshire County Council staff during 2022/3. The approach was to look at opportunities to create walking and cycling networks. Existing facilities and routes were considered, along with known improvement proposals. Local stakeholders helped to identify where new routes and improvements were needed. The potential routes were then surveyed on foot and by bicycle where possible, although there were very limited opportunities for the latter and many audits took place with the aid of desktop studies and site visits, sometimes by car, with a mounted camera, to obtain photos and check data.

Gathering information

Comprehensive information and data sources were provided by Hampshire County Council and New Forest District Council which were augmented by publicly available datasets from the 2011 Census (e.g. employment), DfT traffic counts, road traffic collisions, schools, public amenities and previous consultation plans exploring existing and new networks. Review and analysis of the data was undertaken using Geographic Information Software (GIS). The main trip generators were identified and an initial network mapped out to link residential areas with these locations.

A stakeholder workshop was held at an early stage of the process (March 2021) to test assumptions and to gather useful information from local stakeholder groups. They were asked to identify barriers to walking and cycling, including crossing points of the main barriers (roads, railways, rivers), which form the nodes in the network. Large blank maps were provided for people to draw on, as well as background maps of the local transport network with information on trip generators from the Sustrans GIS database.

Mesh density

Mesh density is a term that describes how a grid of cycle networks is composed. High mesh density means that the grid of cycle routes is tighter, with more route choice, whereas low mesh density means there is less extensive route choice. A buffer analysis involves creating a 200-metre zone around each proposed route and assessing if there are any gaps in the coverage of the network. According to the LCWIP Technical Guidance (2017), in a joined-up urban cycle network, cyclists should typically not have to travel more than 400m to get between cycle routes of similar quality. However, this mesh density does not apply to small towns or rural areas, where origins and destinations are more dispersed. For the New Forest cycle network, mesh density is less relevant, and it was not considered for the network as most of the cycle routes are in rural areas.

Network planning methodology

Network planning for walking

Walking zones identification

Unlike with cycling, there are no datasets available to show where people already walk for utility trips, so there is no detailed mapping exercise as part of the background study. The stakeholder workshop session provided the initial input, with attendees outlining areas which they considered important candidates for walking zones.

The workshop feedback was then reviewed based on the number and concentration of walking trip attractors, to reflect the shorter distances that people are likely to walk; as well as population density. Following this process, the partner organisations reviewed the candidate Core Walking Zones (CWZs) together, to agree a shortlist to be audited for this LCWIP, and a further list of towns and villages to investigate in future iterations.

The DfT's LCWIP Guidance suggests that CWZs normally consist of a number of walking trip generators that are located close together – such as a town centre or business parks. An approximate five-minute walking distance of 400m can be used as a guide to the minimum extents of CWZs. Within CWZs, all the pedestrian infrastructure should be deemed as important.

We have assumed that the trip generators for walking are the same as those for cycling, albeit that shorter distances will be involved (less than 2km as recommended by LCWIP Guidance). The proposed cycle network provides a suitable framework for walking

trips, as a lot of improvements for cycling also improve walking conditions, such as new crossings or segregated facilities. However, it is recognised that a much finer-grained network is required for walking since most streets have pavements.

When the cycle network is designed, it will be vital to ensure that people on foot do not have a reduced level of service, for example, no existing pavements to be converted to shared use without widening. All crossings on the cycle network must accommodate people on foot and on bike.

The walking zones selected were then audited using both the DfT's Walking Route Assessment Tool (WRAT) and the Healthy Streets framework.

The six towns and villages selected for auditing in this LCWIP were:

- Fordingbridge;
- Ringwood;
- New Milton;
- Lymington;
- Lyndhurst; and
- Brockenhurst.

Walking zone audit methodology

The CWZ has been considered using the categories from the WRAT and the Healthy Streets tool. The WRAT has not been used to calculate the existing condition of the CWZ as the calculations relate to auditing a route rather than a zone; as such, the categories from that and the Healthy Streets check have been used instead, to provide an assessment.

Network planning for cycling

There is a wealth of data to consider when planning a cycle network for the New Forest. Our approach was to work through all the datasets, layering them on top of each other within our mapping system to build up the emerging network. The proposed network coincides with much of the existing cycle network within the area. When considering the number of routes to include in this plan, we have taken the advice from paragraph 5.21 of the LCWIP Technical Guidance that **'it will take time to develop a network with a tight density, and wider mesh widths (distance between routes) of up to 1,000m would be expected within the initial phases of the network's development.'**

Further routes can be added at a later stage to create a denser network, but our advice is to start with fewer routes and implement them to a high standard. From the available data and workshop sessions, a cycling network and walking zones were produced which targeted the greatest increase in walking and cycling. Auditing was mainly carried out as a desktop exercise for the primary and secondary utility cycle routes, but was checked on site and was undertaken to determine the most appropriate infrastructure improvements.

Existing transport network

The existing transport network is shown in Figure 1 below.

Origins and destinations

The identification of demand for a planned network started by mapping the key origins and destinations across the study area. This analysis will help to identify how people move within the city; in this instance, the district. These origins and destinations include the following:

- resident population (2021 Census);
- workplace population (2011 Census). Census 2021 was not considered for this analysis as the information was gathered during the COVID-19 pandemic and therefore a lockdown which affected where people worked. The 2011 Census remains the most comprehensive data which can be drawn upon for understanding people's commutes to work; and
- transport hubs.

Further to the initial mapping exercise, the origin and destination points within close proximity to each other have been clustered to simplify the analysis.

Firstly, key trip attractors within and just outside the LCWIP boundary were identified. These were selected using the 'points of interest' and 'transport nodes' layers on the Hampshire catalogue (Arcmap); education facilities, transport interchanges, key development sites, leisure facilities and healthcare practitioners and establishments.

Trip-producing areas/zones were then identified using Census 2011 data on the population density of LSOAs within the New Forest District boundary.

A population density threshold of 10 persons per ha or over was used to limit the number of origin zones, and whilst it is accepted that this is an arbitrary figure, amendments to the network to include less densely populated areas can be made in future reviews of the LCWIP.

An Origin Destination (OD) cost matrix was then constructed which created desire lines between origins and destinations, as well as the corresponding travel times between nodes on the road network.

Two maps were made using the desire lines under 15km and 10km respectively in order to evaluate which OD pairs were within an acceptable cycling distance of one another.

Once the key clusters were identified, direct desire lines were drawn connecting the clusters to identify the principal links to be provided by the cycle network. Desire lines are indicative links between clusters and do not link to existing roads or cycle routes at this stage. As shown in Figure 22 and Figure 23, these desire lines are clustered around New Milton, Lymington, Ringwood and Brockenhurst. There are very few east-west desire lines under 10km between Waterside and the rest of the New Forest, or between Fordingbridge and Ringwood. There is clearly a pattern of desire lines around the more built-up coastal areas, with some links to settlements to the northwest of the study area. The outputs of this exercise and details are shown below.

Local plan site allocations

The main development sites are shown on the plan (Figure 7 below) and listed in the introduction. These sites have been integrated into the walking and cycling etwork and contributed to the key trip attractors and generators used in the development of the proposed cycle network. There are large site allocations at Fordingbridge, Ringwood and New Milton. Future developments, including smaller sites not referenced in Local Plans, would be expected to demonstrate how they link to the LCWIP routes through the planning process.

Further to the initial mapping exercise, the origin and destination points within close proximity to each other have been clustered to simplify the analysis.

Firstly, key trip attractors within and just outside the LCWIP boundary were identified. These were selected using the 'points of interest' and 'transport nodes' layers on the Hampshire catalogue (Arcmap); education facilities, transport interchanges, key development sites, leisure facilities and healthcare practitioners and establishments.

Trip-producing areas/zones were then identified using Census 2011 data on the population density of LSOAs within the New Forest District boundary. A population density threshold of 10 persons per ha or over was used to limit the number of origin zones, and whilst it is accepted that this is an arbitrary figure, amendments to the network to include less densely populated areas can be made in future reviews of the LCWIP.

An Origin Destination (OD) cost matrix was then constructed which created desire lines between origins and destinations, as well as the corresponding travel times between nodes on the road network. Two maps were made using the desire lines under 15km and 10km respectively in order to evaluate which OD pairs were within an acceptable cycling distance of one another.

Once the key clusters were identified, direct desire lines were drawn connecting the clusters to identify the principal links to be provided by the cycle network. Desire lines are indicative links between clusters and do not link to existing roads or cycle routes at this stage. As shown in Figure 22 and Figure 23, these desire lines are clustered around New Milton, Lymington, Ringwood and Brockenhurst. There are very few east-west desire lines under 10km between Waterside and the rest of the New Forest, or between Fordingbridge and Ringwood. There is clearly a pattern of desire lines around the more built-up coastal areas, with some links to settlements to the northwest of the study area. The outputs of this exercise and details are shown below.

Propensity to Cycle Tool (PCT)

In addition to the clustering exercise, the PCT has been used to identify which routes within the study area have the greatest potential for an increase in the number of commuters cycling to work and the number of children cycling to school, as shown below. It also has been used to inform the Short Car Commuting Trips illustrated on Map 19.

Route identification

The desire lines identified by the above analysis were mapped to the existing highway network, and in some places the existing PRoW network. In this way, the network seeks to connect the key origins and destinations within the study area, including centres of population, employment locations, schools, leisure destinations and various amenities such as shops and health services.

Converting these desire lines into routes was an iterative process. In some cases, particularly in rural locations, there is a clearly preferred cycle route which is usually the most direct. However, in other cases there may be more than one potential route between origin and destination points or a reason why the most direct route would be less suitable for cycling. A multi-criteria route assessment was carried out to identify best route options considering workshop feedback, links to other LCWIPS, links to proposed routes in adjacent districts/local authorities, links to areas with high population density and links to local allocations/housing allocations.

At this stage, the network was mapped out based on the data analysis undertaken above and with reference to the Propensity to Cycle Tool (PCT) which shows which routes have the highest potential for an increase in cycling under various scenarios for change, and with reference to the outputs from the stakeholder workshops and collision data involving cyclists.

As most of the district is rural in character, the road network density is low in comparison to the built-up area of urban areas, meaning there is less choice of cycle routes. On this basis, some of the prospective cycle routes identified do follow some of the larger, busier roads. However, where a quieter route is available which is not too indirect, this option has been selected. It should be noted that the routes within the district are not dense so, in a number of areas, the route options are limited. Measures to improve the cycling environment in line with LTN1/20 are unlikely to be deliverable on some routes, due to a lack of physical space, the unique nature of the National Park and other requirements for the route.

For previous LCWIPs, the focus was entirely on trips for 'utility' purposes (primarily commuting and school trips) and identifying routes where there was the greatest potential to shift from the private motor vehicle to cycling. The New Forest LCWIP presented a unique challenge in the network planning phase. In the summer months, large numbers of visitors travel to the study area for leisure purposes which greatly affects the number and routes of cycling trips.

The New Forest LCWIP would also have to incorporate these 'leisure' trips. Therefore, two networks were proposed; one utility and one leisure. These networks would support each other;

- a **utility network** providing the strategic links within and between key settlements; and
- a **leisure network** connecting car parks and campsites with key leisure attractions and incorporating already-popular leisure routes.

The utility network was constructed using the same methodology that was used for other LCWIPs; identifying key trip attractors and generators (schools, railway stations, densely populated residential areas), and overlaying cycling propensity data (i.e. routes where cycling has greatest propensity to grow). Routes were then manually constructed in cooperation with our key partners; the District Council, National Park Authority and Forestry England. Routes were divided into primary and secondary routes. Primary routes were chosen based on the potential for high prioritisation scores, as well as their length and the number of key trip attractors they served. This process resulted in three primary routes being chosen, with the remainder being classed as secondary.

The leisure network was constructed in two phases:

- Taking car parks and campsites as origins, and popular tourist attractions as destinations, routes between all origins and destinations were plotted.
- Multiple rounds of additions and revisions followed, in collaboration with our key partners, to include existing links and key routes well known to officers within those organisations.

The proposed network was visually tested against the Propensity to Cycle Tool data. Proposed routes that connect with the LCWIP measures in the Waterside area of the New Forest were prioritised as well as links to areas with high population density, links to local site allocations and the output from the stakeholder workshop. There is a high degree of correlation between the routes suggested by the PCT and the proposed cycle network.

Major employment sites and secondary schools are served by the proposed network. It also serves settlements throughout the district and links to development sites.

Auditing the cycle routes

The primary and secondary utility routes were audited based on the DfT guidance relating to coherent, direct, safe, comfortable and attractive routes, with options developed using the LTN1/20 guidance. The measures proposed in the CWZs and Cycle Route audit sections have been put forward with the ambition of achieving compliance with government guidance contained in LTN1/20; however, it should be noted that the measures put forward are aspirational in nature. Due to the unique ecological and environmental constraints within the National Park it is acknowledged that it will be difficult to provide facilities in complete compliance with LTN1/20 in many of the rural areas of the district and within the New Forest National Park.

A number of routes on the proposed leisure network have been put forward for consideration for measures (such as Quiet Lanes) to protect and prioritise people both walking and cycling. These include:

- lanes between Christchurch and the New Forest – especially Waterditch lane (in Hampshire County Council on boundary with Bournemouth, Christchurch and Poole);
- lanes in the vicinity of West Wellow to address severance issues at the A36; and
- quiet lanes around A326 (north) – especially on Staplewood Lane.

Prior to the public consultation, all utility routes (both primary and secondary) were audited. After the public consultation, new proposed route alignments were added. Auditing of these new alignments will be conducted at the feasibility study stage for individual schemes.

The leisure network was not audited ahead of the consultation and, as above, will be audited at the scheme feasibility study stage.

All four delivery partners will work together to ensure the development and improvement of the identified leisure route network.

The following maps and supporting commentary outline the data-gathering process. The maps presented build the evidence base for the identification of desire lines, which inputs directly into Stage 3, Network Planning for Cycling.

- Existing transport network;
- Major traffic routes;
- Trip attractors and generators;
- Stakeholder routes and barrier identification;
- Census 2011 Workplace and Census 2021 Population Data;
- Neighbourhood and Local Plan Allocated Sites;
- Propensity to Cycle Tool;
- Proposed New Forest Cycling Network and Core Walking Zone (CWZ) overview; and
- Core Walking Zones.

Existing transport network

This map shows the existing key strategic transport routes and hubs (road, rail, waterborne, and walking and cycling) within the New Forest area, detailing traffic-free and on-road routes forming part of the National Cycle Network (NCN).

There are eight railway stations within the New Forest area: Ashurst New Forest, Beaulieu Road, Brockenhurst, Sway, New Milton, Hilton Admiral, Lymington and Lymington Pier. The principal rail connection to the region is the London to Weymouth line, which connects the first six stations in the list above to Southampton, Bournemouth, London and Weymouth. Lymington and Lymington Pier are served by a shuttle rail service to Brockenhurst Railway Station.

The M27 is the only motorway within the New Forest LCWIP area, which transitions to the A31 shortly after the junction at Cadnam, and continues southwest to Ringwood and past the Hampshire County Council boundary. Other key roads within the LCWIP area include the A337, which links Cadnam with Lymington via Brockenhurst and Lyndhurst, the A35, which connects Ashurst with Christchurch via Lyndhurst and Hinton Admiral, and the A338 to the west of the New Forest linking Salisbury with Ringwood and Fordingbridge.

Due to the predominantly rural nature of the district, the existing transport network leaves large parts of the district with poorer connectivity.

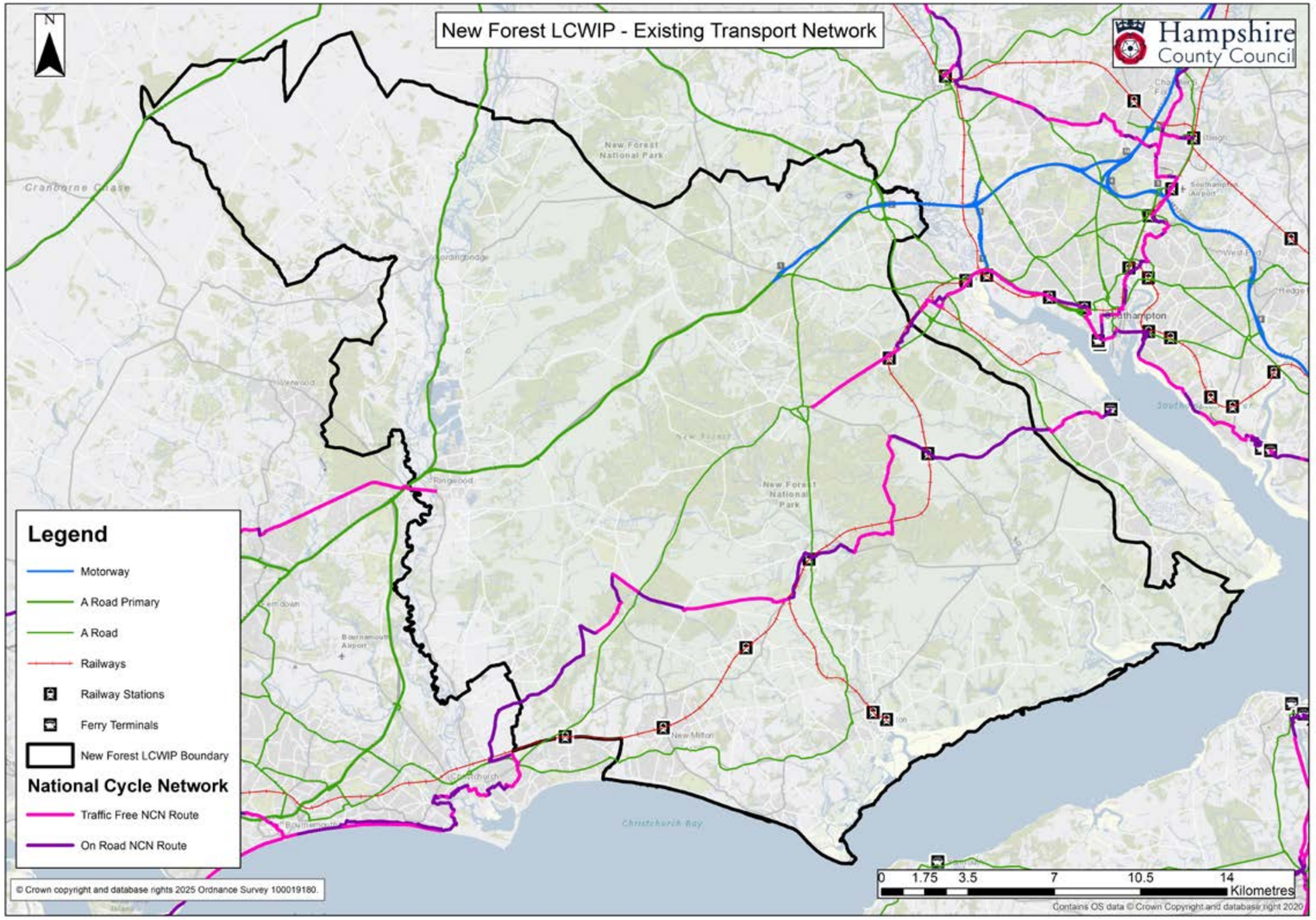

Figure 1 – Existing Transport Network

Major traffic routes

As part of the LCWIP process, it is important to identify where the main barriers to movement by walking and cycling are located, and how they may be overcome or negotiated. This plan illustrates the location of the roads in the New Forest which carry the highest volumes of traffic and therefore represent barriers to journeys by foot or by bicycle. The traffic flows are taken from the publicly available Department for Transport (DfT) count points. This data has been extrapolated to the sections of roads either side of the count points to the next major junction or where the next count point may be more relevant. The map derived from the stakeholder views of barriers to walking and cycling in the New Forest area (see Figure 5) shows a marked similarity with the major traffic routes map above.

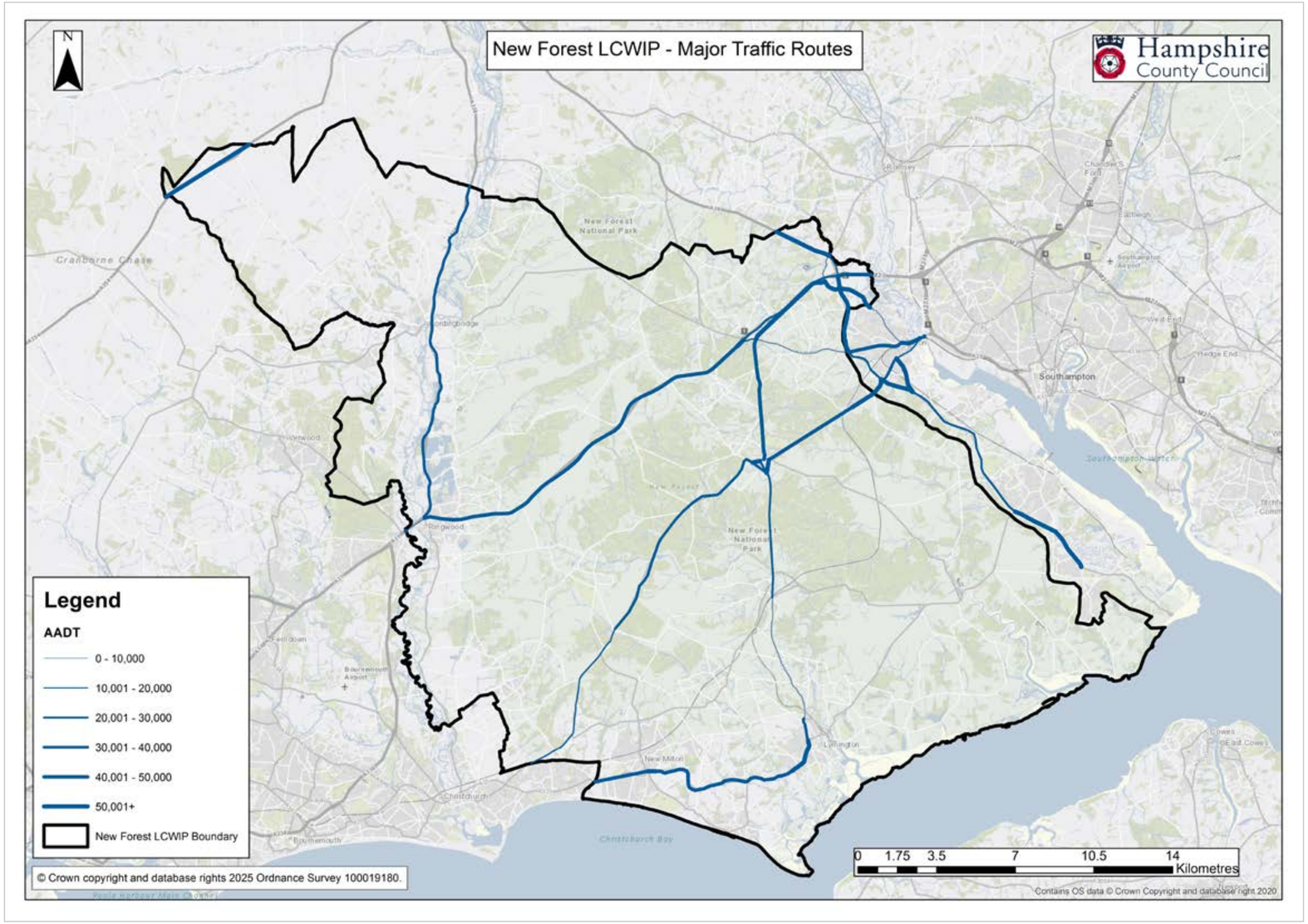

Figure 2 – Major traffic routes

Trip attractors and generators

This map shows the key destinations within the New Forest area. An important starting point in designing a walking and cycling network is to determine the likely origin and destination points for everyday trips to work, school, shopping and leisure. DfT LCWIP Guidance provides a list of key trip generators to consider, as part of the network planning stages. The trip generators map opposite gives a visual indication of the destinations, including employment areas, secondary schools, shopping areas, hospitals, leisure or sports centres. The key trip attractors included for the New Forest were agreed via the stakeholder workshop and also verified by desire lines from Propensity to Cycle Tool (PCT) data.

This map shows areas of high population and workplace density as key origins and destinations for everyday trips. It is critical to link these areas with high-quality active travel infrastructure.

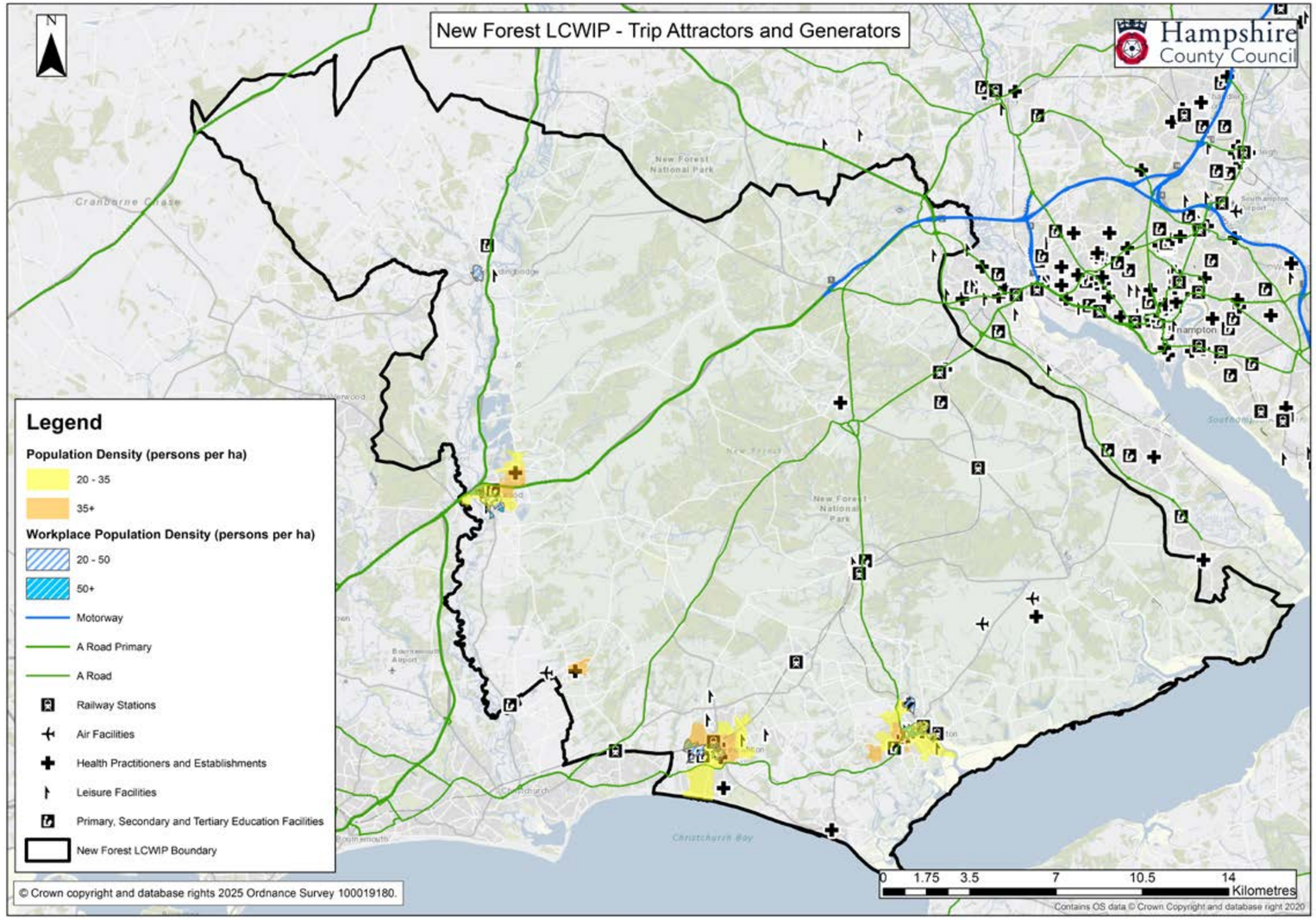

Figure 3 – Trip attractors and generators: key destinations

Origin-Destination Clusters and Desire Lines

This map shows clusters of trip attractors and generators (also known as origins and destinations) overlaid with desire lines under ten kilometres long. Trip attractors and generators include places of employment, areas of high population density, site allocations, railway stations and schools. Locations with a higher density of clusters indicate more of these trip attractors and generators within that area.

Given that much of the built-up area within the New Forest is located around the coast and along the A338 and A326 corridors, it is unsurprising that most of the desire lines fall within these areas. The highest density of desire lines are between Christchurch, New Milton and Lymington, suggesting that there is considerable potential for mode shift within and between these settlements. Areas of the New Forest southwest of the A326 have relatively few clusters, but links between these clusters and those in the Waterside LCWIP area indicate that LCWIP routes which connect to Waterside LCWIP routes could be very useful in connecting the wider New Forest area with Hythe, Totton and Marchwood.

The desire lines reflect greater potential demand for cycling, which is supported by the following Propensity to Cycle Tool (PCT) analysis and discussion from the stakeholder workshops.

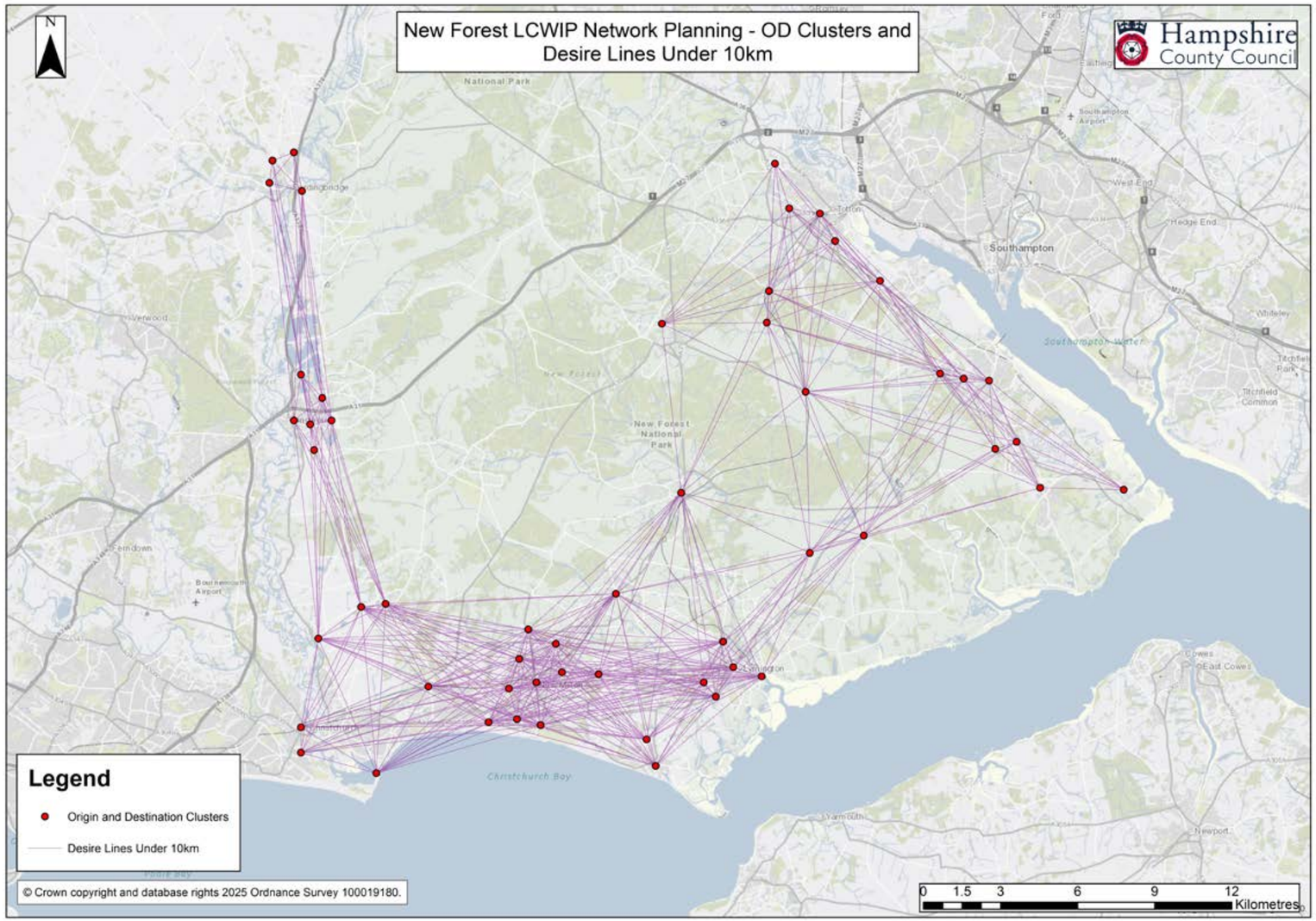

Figure 4 – Trip attractors and generators: origins clusters and desire lines

Stakeholder routes and barrier identification

This map shows the cycle routes and barriers suggested by stakeholders in the district following the initial workshop in 2021. The principal barriers to active travel identified through the workshop were A and B roads with high traffic flows, railway lines, country roads which felt unsafe to ride or walk along due to traffic speeds and/or restricted visibility, and lack of crossing points. The lack of connectivity between the New Forest and the Waterside area was also a key issue for stakeholders, with the A338 being cited as a major barrier to east-west travel.

Suggested cycle routes were primarily focused on less busy roads, particularly around built-up areas and connections between the Waterside area and the rest of the New Forest. The A337 was suggested as a key cycle route by many stakeholders largely because of the lack of suitable alternative options. Stakeholders were also keen to emphasise the importance of rural routes which would be able to connect local villages and towns, as well as support cycling for leisure purposes.

This dataset was used to support the development of the utility cycle network.

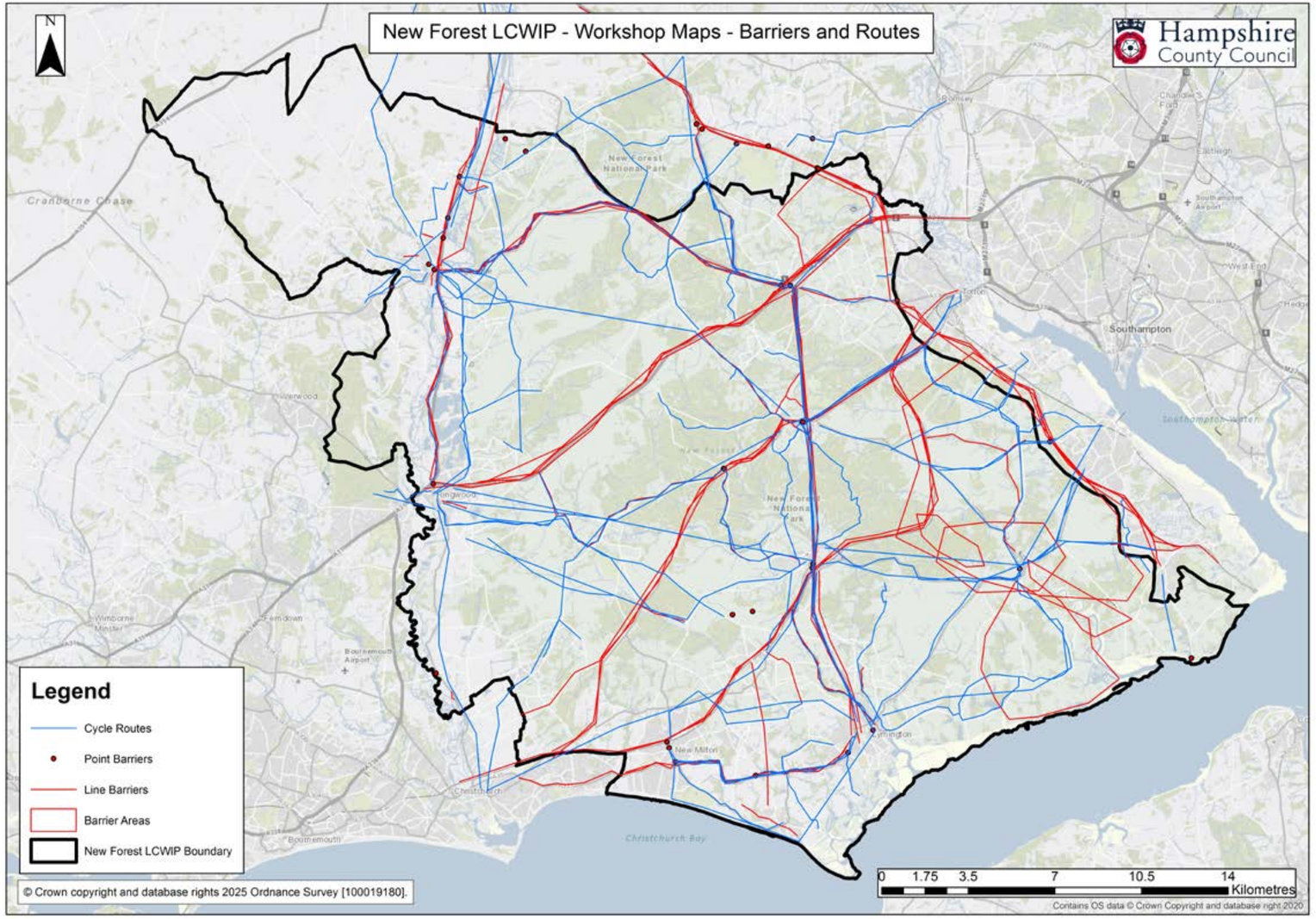

Figure 5 – Stakeholder engagement: cycle routes and barriers

Population and workplace density

The New Forest is sparsely populated, with larger settlements concentrated along the coast and the Avon Valley. New Milton, Lymington and Ringwood are the largest settlements within the LCWIP area. The nearest large town to many of these settlements is Bournemouth, which is outside the Hampshire County.

A corridor of higher population density is present from New Milton to Lymington, which could suggest a propensity for mode shift to active travel modes. However, much of the LCWIP network will pass through areas of low resident and workplace population density, and therefore will serve more trips passing through these areas rather than journeys which start or end in these zones.

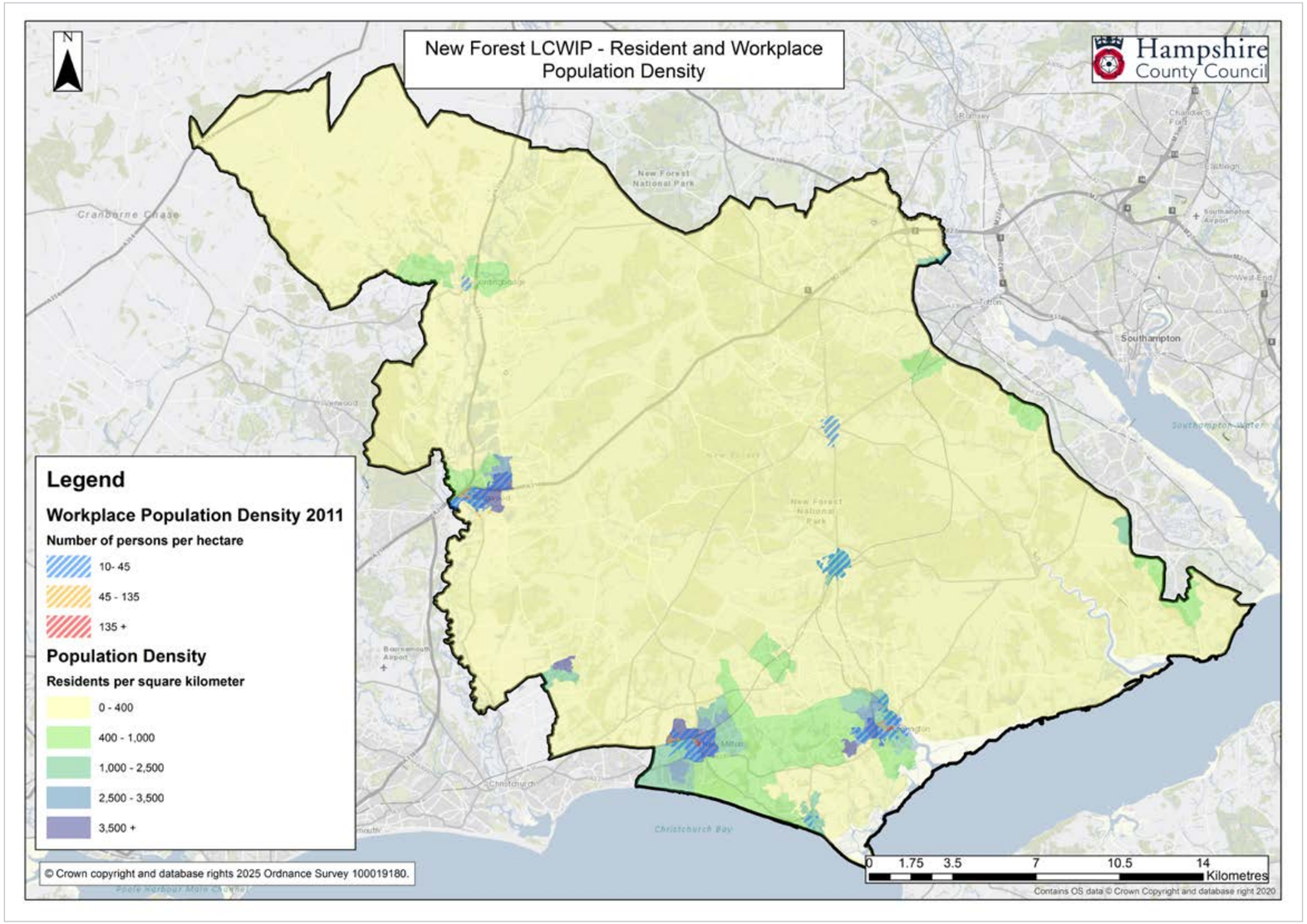

Figure 6 – Resident and Workplace Population density

Local Plan site allocations

This map shows relevant site allocations from the New Forest District Council Local Plan, as listed in the Section 1 introduction, and strategic sites from the Bournemouth, Christchurch and Poole Local Plan. As outlined earlier, they have been integrated into the existing walking and cycling network and are key trip attractors and generators used in the development of the proposed walking and cycling networks.

There are large site allocations around Ringwood and Fordingbridge, with smaller areas at New Milton and Lymington. Planning active travel routes from these allocations to key destinations is important for ensuring users of new developments have genuine travel choice.

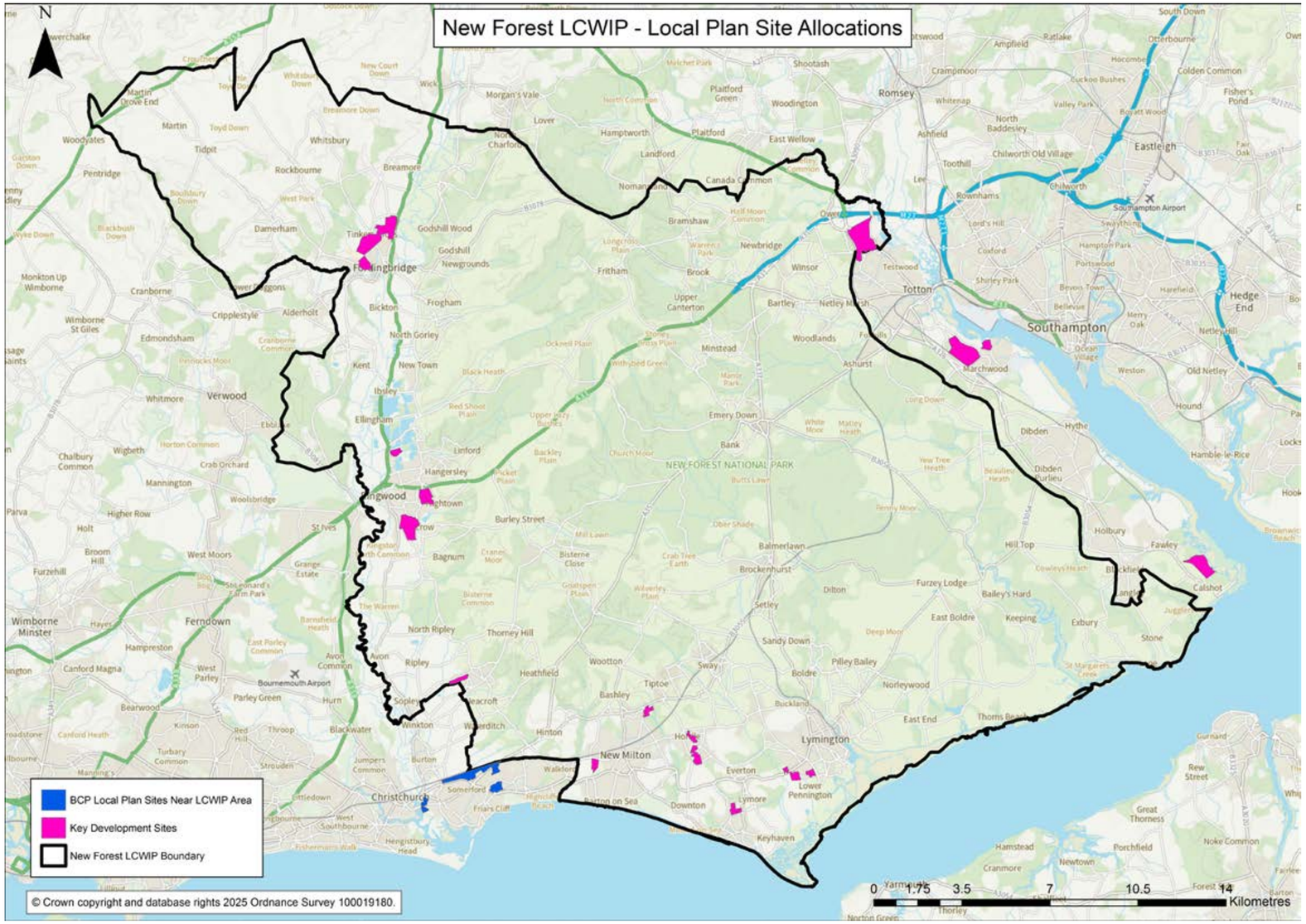

Figure 7 – Local Plan site allocations

Propensity to Cycle Tool data

The Propensity to Cycle Tool (PCT) is an open source transport planning system, part funded by the Department for Transport. It was designed to assist transport planners and policymakers to prioritise investments and interventions to promote cycling.

The PCT answers the question:

‘Where is cycling currently common and where does cycling have the greatest potential to grow?’

More information is available from the PCT website: **pct.bike**

The maps on the following pages outline the different scenarios from the PCT outputs, for the New Forest area.

The aim of the PCT is to inform planning and investment decisions for cycling infrastructure by showing the existing and potential distribution of commuter and school cycle trips and therefore inform which investment locations could represent best value for money.

PCT uses two key inputs:

- Census 2011 Origin and Destination commuting data and school data (O-D data) – 2021 Census commute data was gathered during a period of lockdown so is unlikely to reflect current commuting patterns.
- Cycle Streets routing – cyclestreets.net.

The model estimates cycling potential adjusted for journey distance and hilliness as well as predicting the likely distribution of those trips using the Cycle Streets routing application. The model can be applied to consider different scenarios which represent the maximum potential for cycling within the area, for example:

- Government Target (Equality): Corresponding to the proposed target in the DfT’s Walking and Cycling Investment Strategy, to double cycling in England by 2025;
- Go Dutch, if cycling levels were the same as in the Netherlands; and
- Government Target, where cycling levels meet the target for the current Government’s aim for cycling.

The following scenarios are presented on the pages below:

- commuter and school travel data by zones based on the Census 2011, Government Target and Go Dutch Scenarios;
- commuter and school route data based on the Census 2011, Government Target and Go Dutch Scenarios; and
- commuter short car trips (under 5km) based on Census 2011 data, as this reveals the potential for modal shift towards walking and cycling.

Whilst the PCT model is a useful tool, there are a number of limitations which should be considered especially when making decisions based on the patterns shown. Firstly, the data only shows travel to work and school trips (only 27% of all journeys); travel for shopping and for leisure is not included.

Secondly, the data also misses out minor stages of multi-stage commuter trips so cycle journeys to railway stations and bus stops/stations are not represented.

Lastly, the distribution of journeys is a prediction of the likely route taken based on the Cycle Streets routing algorithm and not the actual route being used.

It is worth noting that whilst the model builds an assessment of cycling propensity, it does not segment potential users, or provide any insight into people on foot. Although this model does provide planners with an overview to identify areas for appropriate investment for cycling trips to work, it does not provide further information on those potential cyclists and their personal attributes and behaviours to help design the most effective interventions.

The percentage of adults travelling by cycle for three or more days a week in Hampshire is comparable at 3% with the UK average of 3.1%. People in the Netherlands make 28.4% of trips by bicycle, 15 times higher than the figure for England and Wales, where cycling is skewed towards younger men. By contrast, in the Netherlands, cycling remains common into older age, and women are in fact slightly more likely to cycle than men. Whereas the cycle mode share is ‘only’ six times higher in the Netherlands than in England for men in their thirties, it is over 20 times higher for women in their thirties or men in their seventies.

The Go Dutch scenario represents what would happen if English and Welsh people were as likely as Dutch people to cycle a trip of a given distance and level of hilliness. This scenario thereby captures the proportion of commuters that would be expected to cycle if all areas of England and Wales had the same infrastructure and cycling culture as the Netherlands.

National Travel Survey of English residents published in 2022 is shown in the table below.

Journey purpose	Annual trips per person	Per cent
Commuting	119	14
Business	18	2
Education	62	7
Escort education	56	6
Shopping	151	18
Other escort	74	9
Personal business	69	8
Visit friends at private home	72	8
Visit friends elsewhere	41	5
Entertainment or public activity	50	6
Sport to participate	12	1
Holiday: Base	11	1
Day trip	34	4
Other (including just walking)	92	11
All purposes	**861**	**100**

PCT commute data

Census 2011

Baseline data

These maps use the 2011 Census as a basis. The 2021 Census was undertaken during a period of national lockdown and therefore does not represent normal travel to work patterns. Most of the New Forest achieves 2–3% cycling to work, roughly in line with the national average. Ringwood, New Milton and Lymington see much higher levels, at between 7–9%.

Government Target

This corresponds to the proposed target in the DfT's Cycling and Walking Investment Strategy, to double cycling in England by 2025. To meet the Government Target, most zones shown in the plan below experience an increase in cycle mode share, apart from a limited section within the National Park. Core areas focused on existing areas with higher cycling levels around Ringwood, New Milton and Lymington achieve an uplift to a potential 14%, with a lower figure achievable in a wider surrounding area.

Go Dutch

In the Go Dutch scenario, a greater proportion of the New Forest area away from the urban settlements is set to achieve a noticeably higher cycling level for work trips. Only the more remote parts of the National Park retain a lower cycling level, as might be expected. Even centres such as Fordingbridge, which under the baseline status and Government Target show little cycle use, emerge with a considerably higher cycling level. This projected uplift indicates a strong demand for cycling in key areas across the district if Dutch-style cycling interventions were implemented..

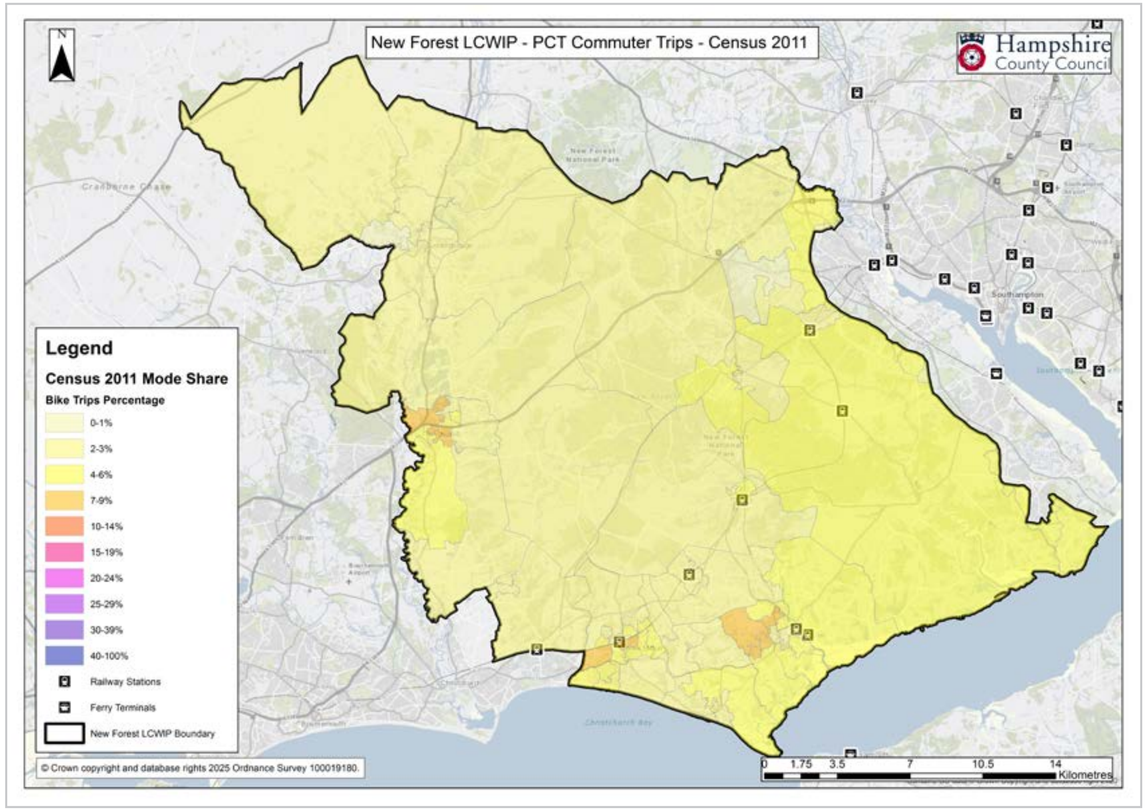

Figure 8 – PCT commute zone data – Census 2011

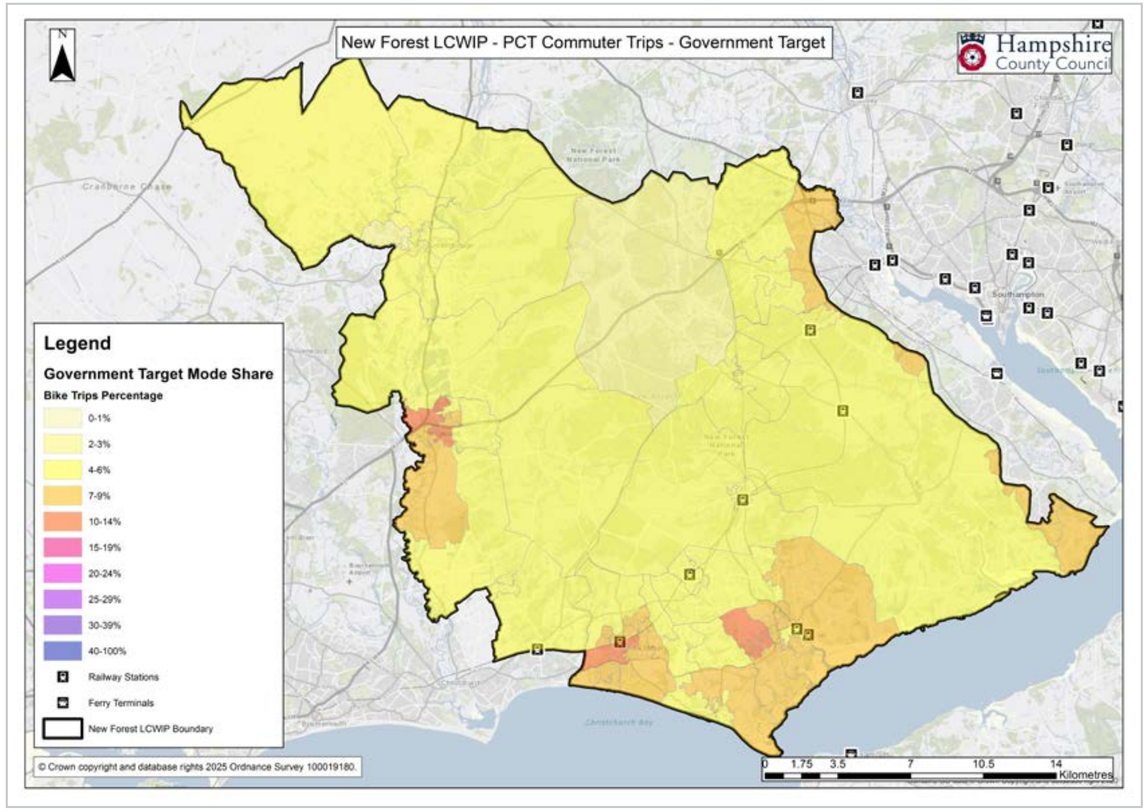

Figure 9 – PCT commute zone data – Government Target

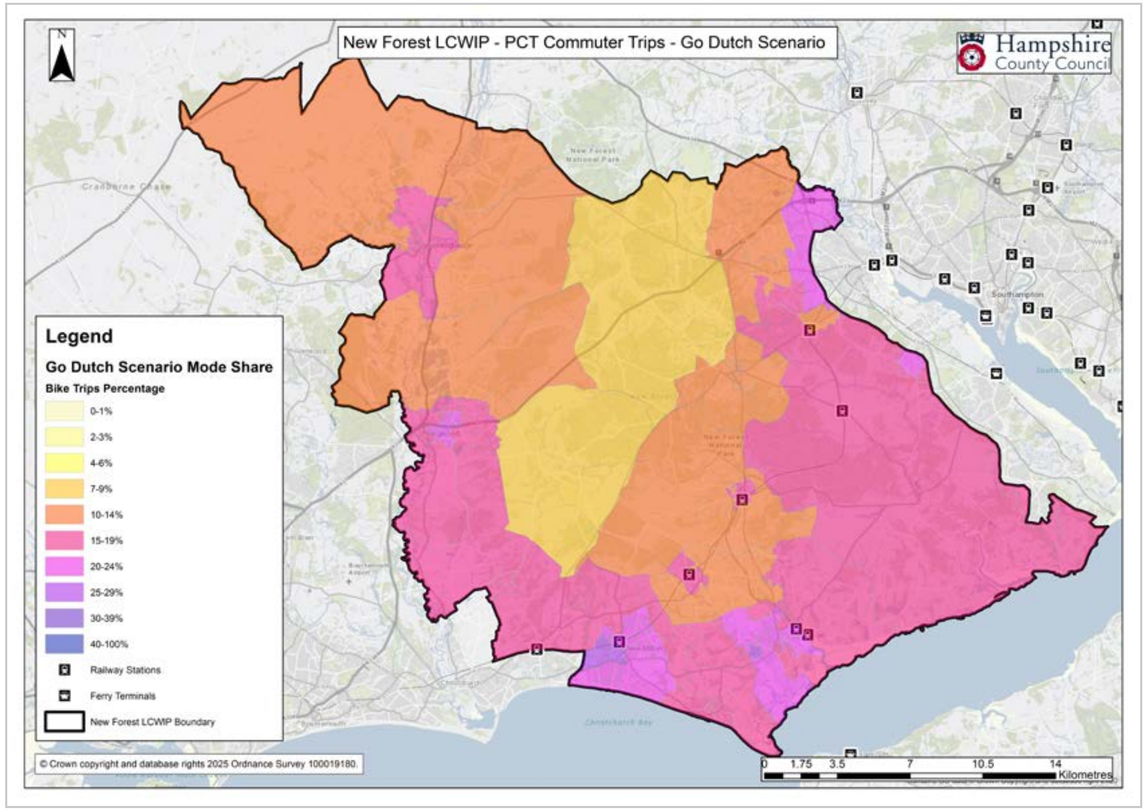

Figure 10 – PCT commute zone data – Go Dutch

PCT commute data

These maps of cycling routes to work are derived from Census 2011 data, so do not reflect any recent changes in employment sites. If the local priority is enabling more people to cycle to work, then these travel patterns are a useful guide to routes where investment is needed. However, it must be remembered that commuting is only 14% of all trips. In 2011, cycling made up 3.7% of mode share for work trips throughout the New Forest, which is slightly higher than the national average cycling mode share for commuter trips. The Government Target scenario reflects the cycling mode share that would be required to achieve a doubling of cycling nationally, as set out in the Department for Transport's Cycling Delivery Plan.

Propensity to Cycle Tool commute data shows that in 2011 very few roads had a high volume of cycle trips. Only routes to the east of Ringwood, and around Lymington and New Milton showed any appreciable use by people cycling to work.

Meeting the Government Target would extend use of the existing routes around Lymington in particular, as well as New Milton. Only the Go Dutch scenario radically improves cycling levels by significantly increasing flows around Lymington and to a lesser extent New Milton. There is a noticeable improvement along the A338 between Fordingbridge and Ringwood, as well as cross-boundary links west to Verwood and other destinations. Links to the north and east of Lyndhurst also show an uplift. Although there remain large areas of the New Forest that would see little change from interventions relating to commuter traffic, this is largely a reflection of the nature of the area and should not detract from the observation that there is a strong demand for cycling in key areas (i.e. around the larger settlements) of the district if Dutch-style cycling interventions were implemented.

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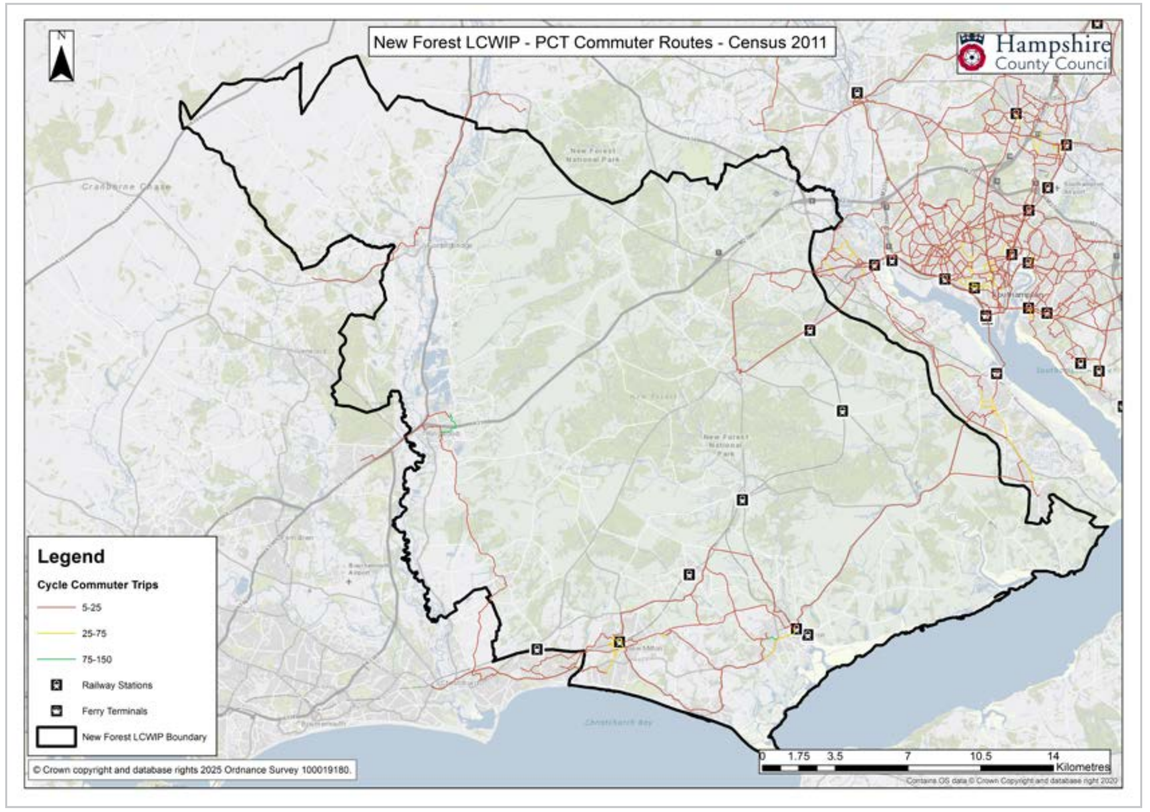


Figure 11 – PCT commute route network – Census 2011

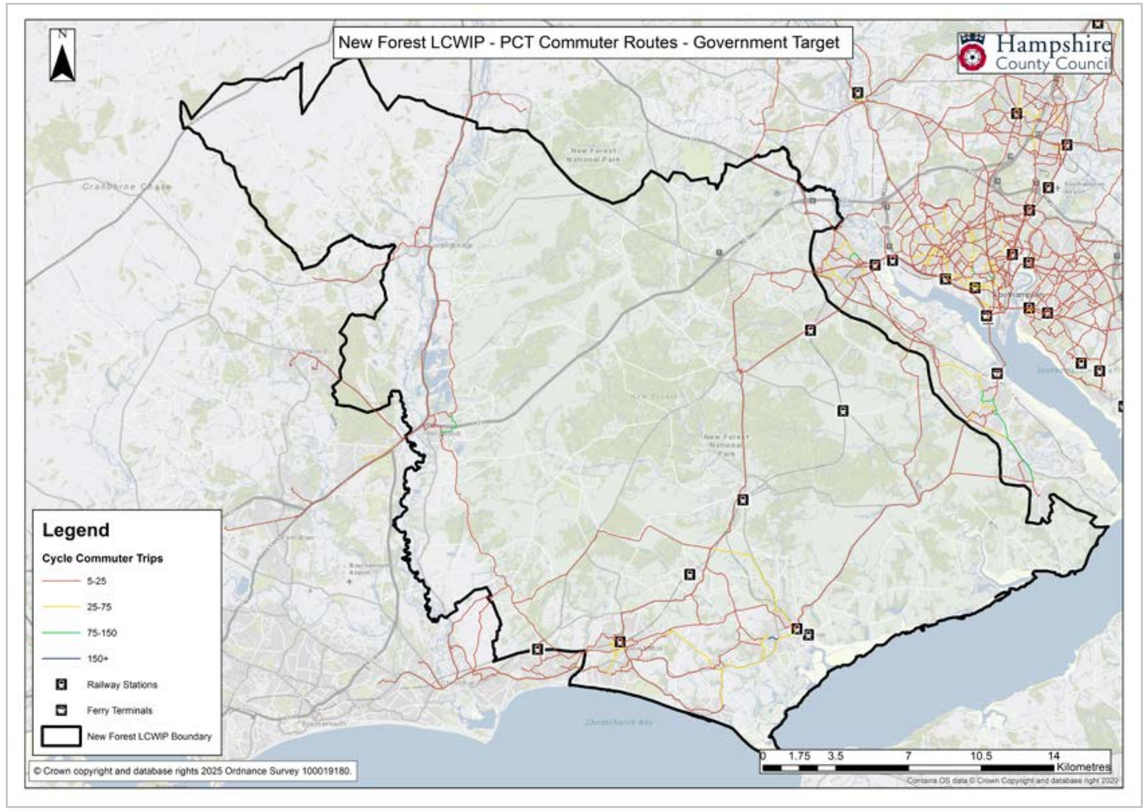


Figure 12 – PCT commute route network – Government Target

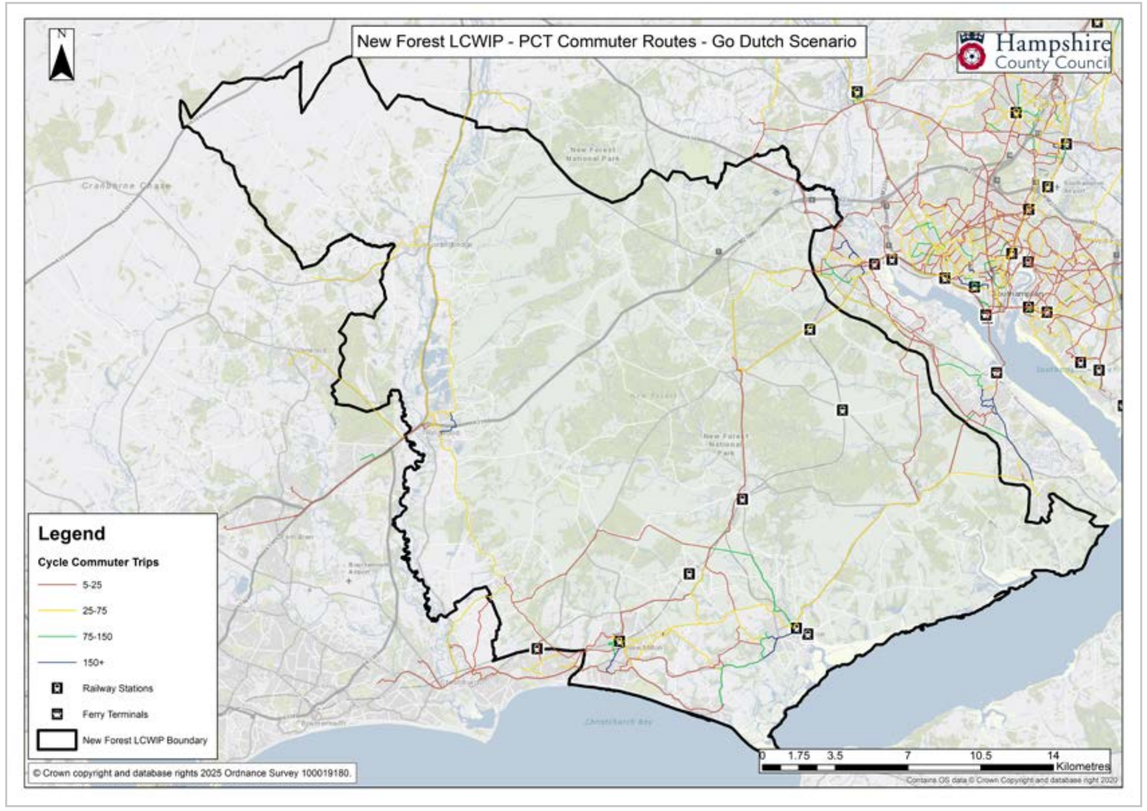


Figure 13 – PCT commute route network – Go Dutch

PCT school data

Census 2011

Baseline data

Baseline data from 2011 shows very little school cycling over most of the New Forest LCWIP area – in some areas the level is negligible. Totton shows a much higher mode share (10-14%), together with pockets closer to Hythe/ Holbury, with a section adjacent to Totton having a high 25-29% mode share. Of the towns in the LCWIP area, only Lymington has a significant bike mode share, at up to 20%.

Government Target

Corresponding to the proposed target in the DfT's Cycling and Walking Investment Strategy, to double cycling in England by 2025.

The Government Target shows an intensification of cycle use in existing higher mode share areas, with new higher levels opening up around Ringwood and Fordingbridge.

Go Dutch

The Go Dutch scenario shows a radically enhanced bike mode share, with the majority of the LCWIP area indicating potential to achieve levels of over 25%. There are two areas with very low cycling in this scenario; north central and south-east New Forest. The north central area does not contain a school, which accounts for the low cycling mode share. The south-eastern area only contains one school.

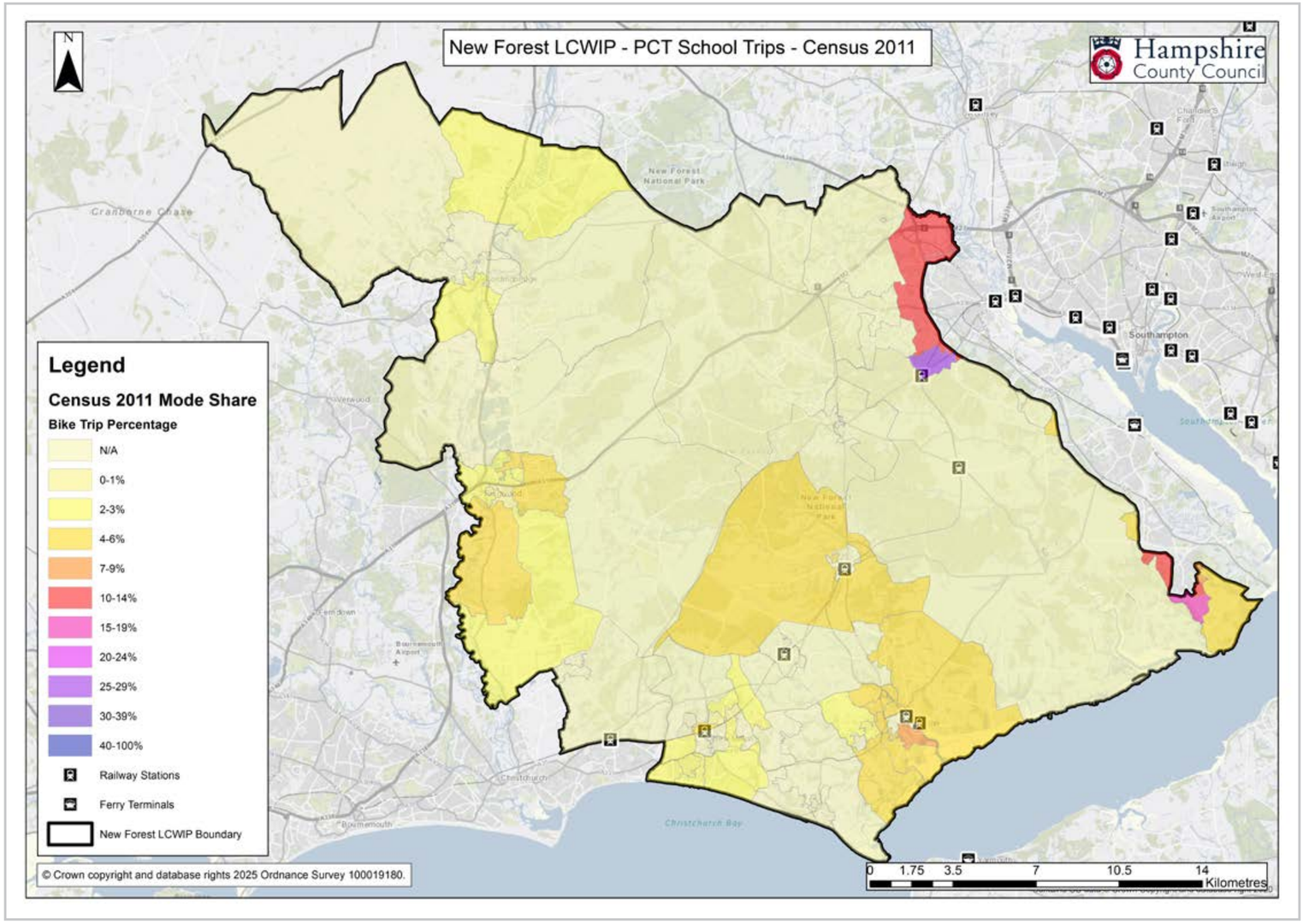


Figure 14 – PCT school zone data – Census 2011

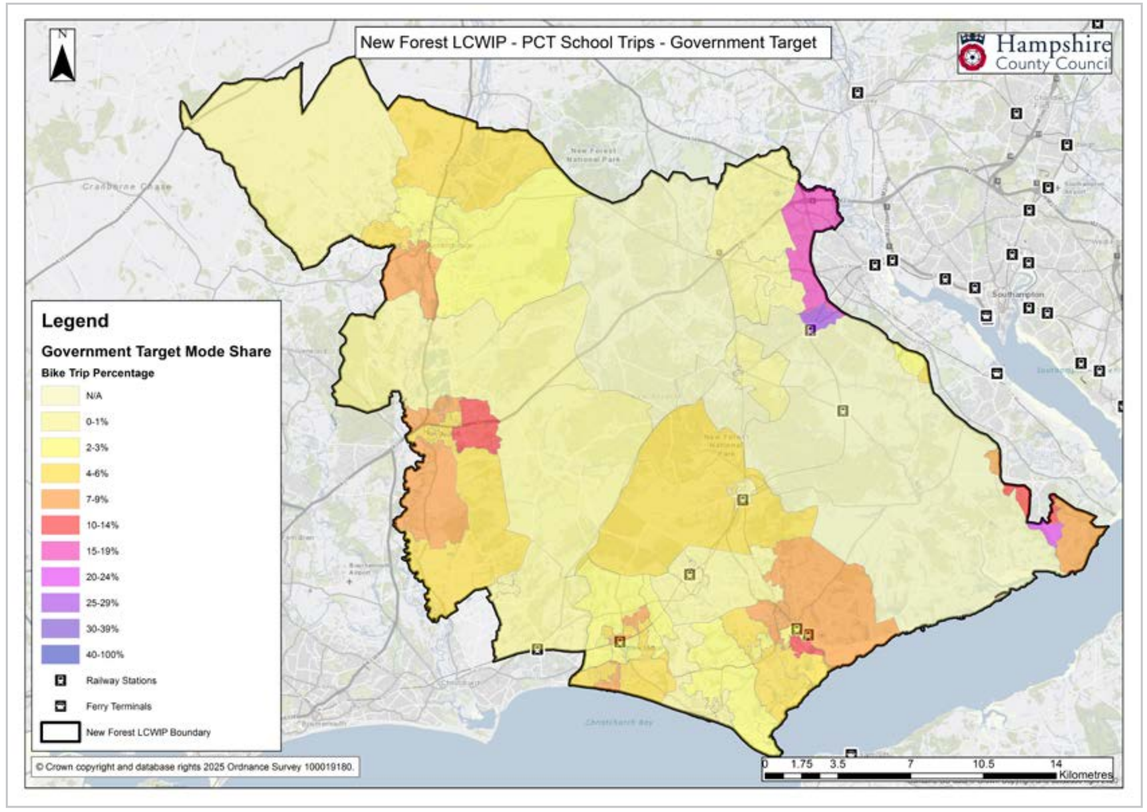


Figure 15 – PCT school zone data – Government Target

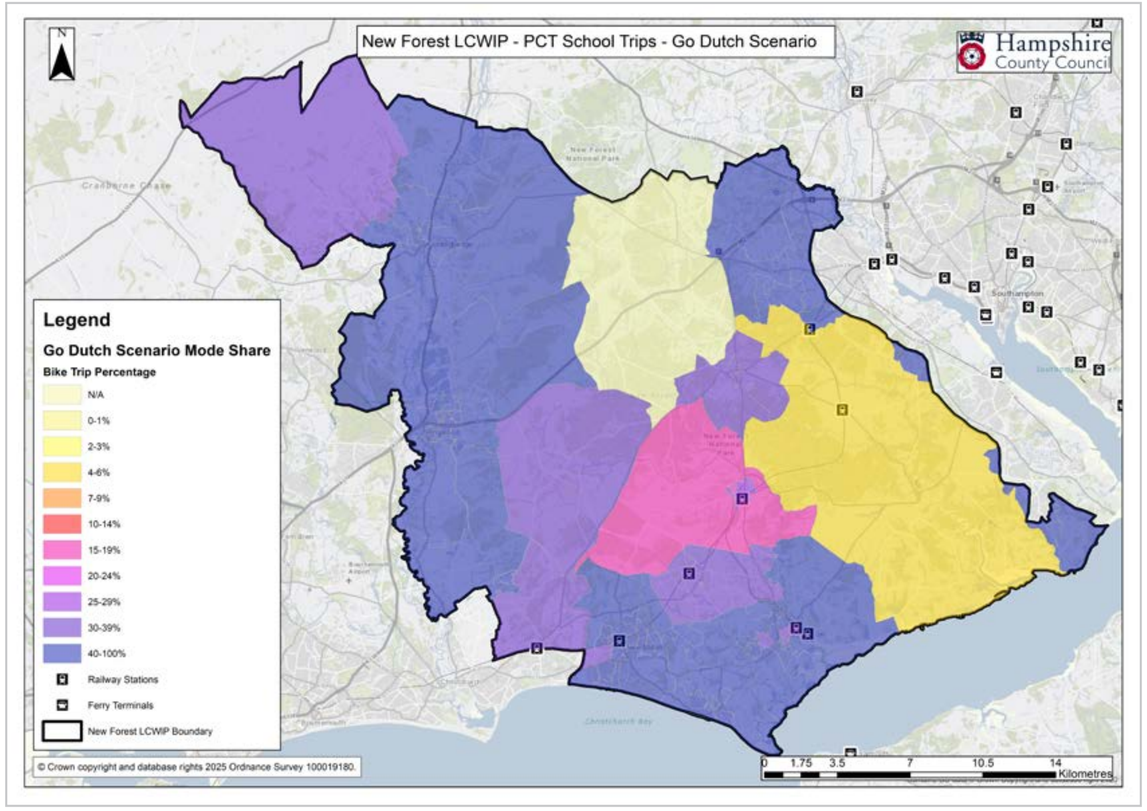


Figure 16 – PCT school zone data – Go Dutch

PCT school data

These maps of cycling routes to school are derived from School Census 2010-2011 data, so do not reflect any recent changes in school sites or catchment areas. If the local priority is enabling more students to cycle to school, then these travel patterns are a useful guide to routes where investment is needed. However, it must be remembered that education and escort to education is only add figure 13% of all trips.

Propensity to Cycle Tool school data shows that in 2011 very few roads had any people cyclist to school. The PCT model considers 10km routes for secondary and 5km for primary schools. Only a few routes around the settlements of Lymington, Ringwood and to a lesser extent, New Milton saw any cycling to school.

In the Government Target scenario, route networks at Ringwood and Fordingbirdge would see expanded cyclist numbers and a pattern linking Ashurst and Totton emerges. There is little change at Brockenhurst.

In the Go Dutch scenario, many key routes emerge that could see a significant potential uplift in cycling. These are focused on several of the larger settlements such as Ringwood and New Milton, as well as routes to the south and west of Ringwood and a network around Fordingbridge. A complete link to the south of Brockenhurst appears as well as a route following the existing road network around Lyndhurst.

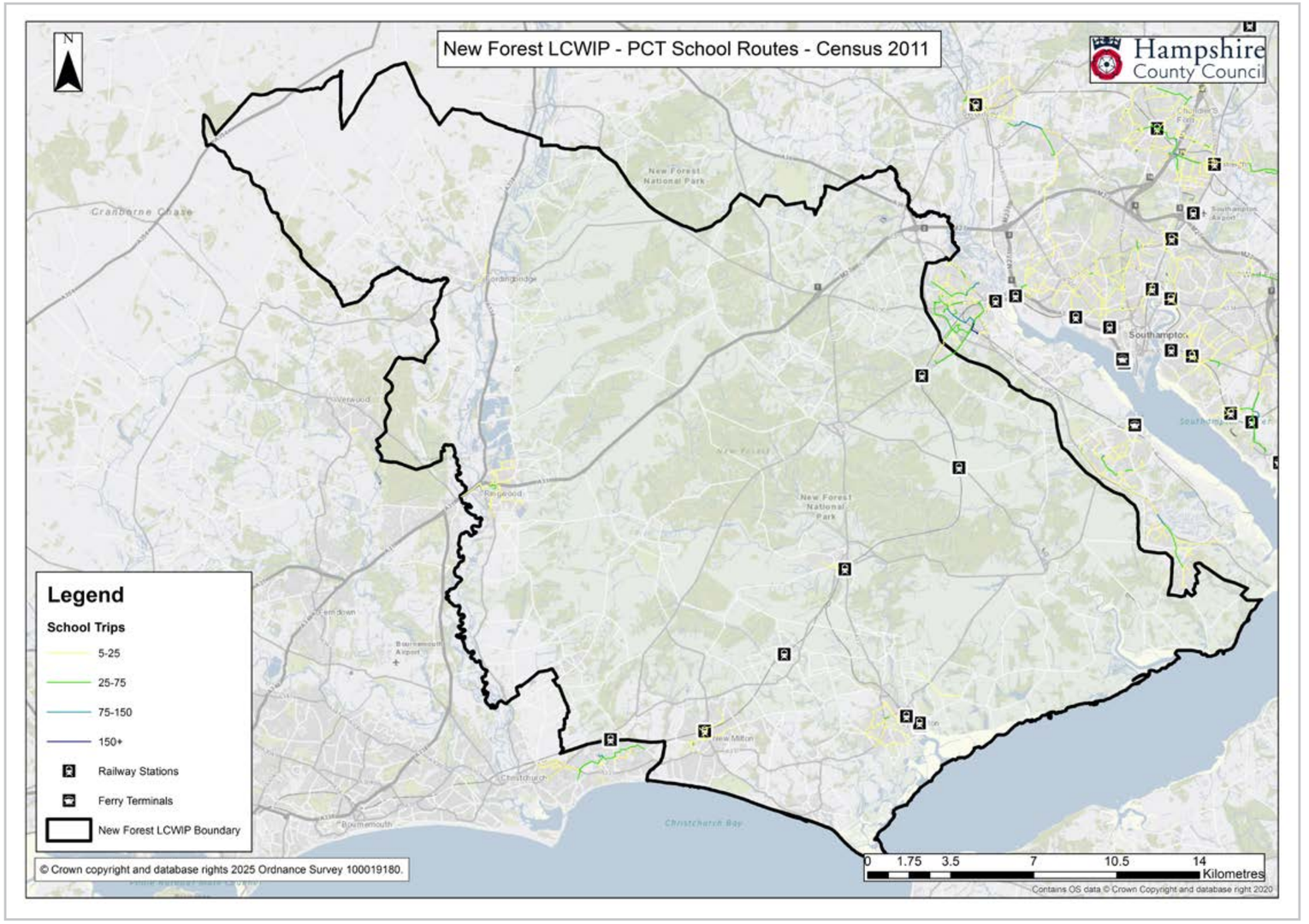


Figure 17 – PCT schools route network data – Census 2011

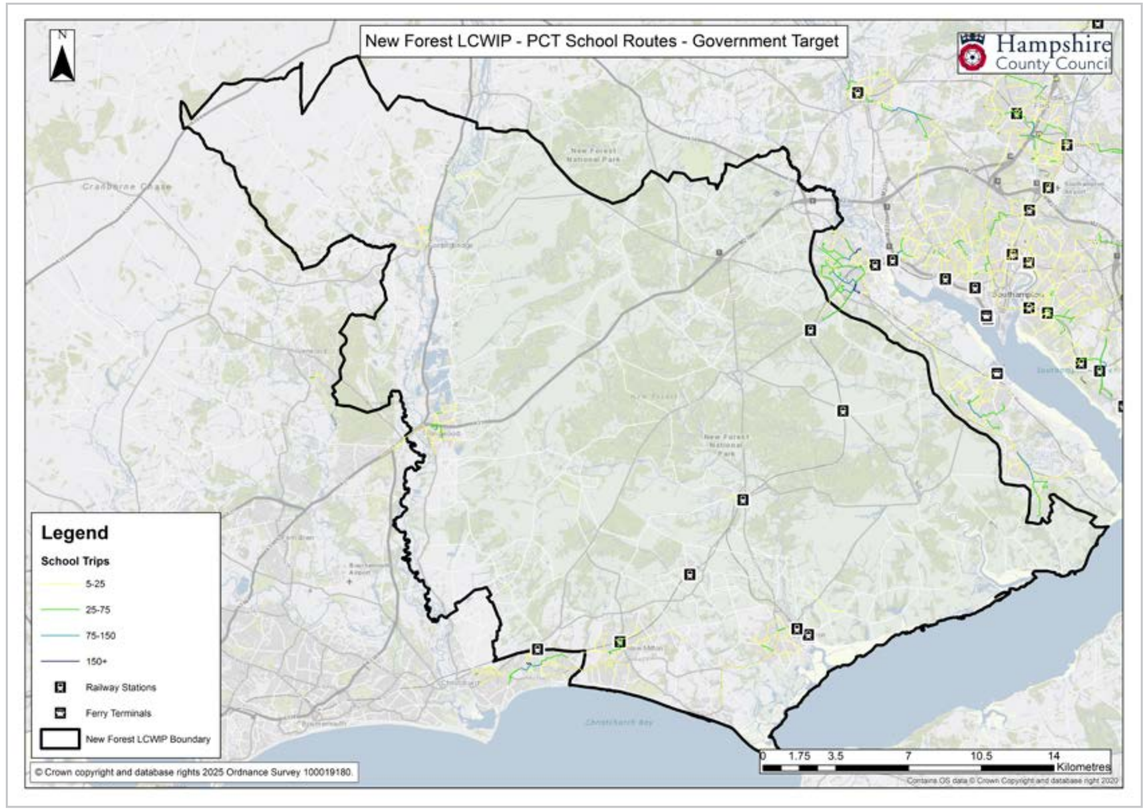


Figure 18 – PCT schools route network data – Government Target

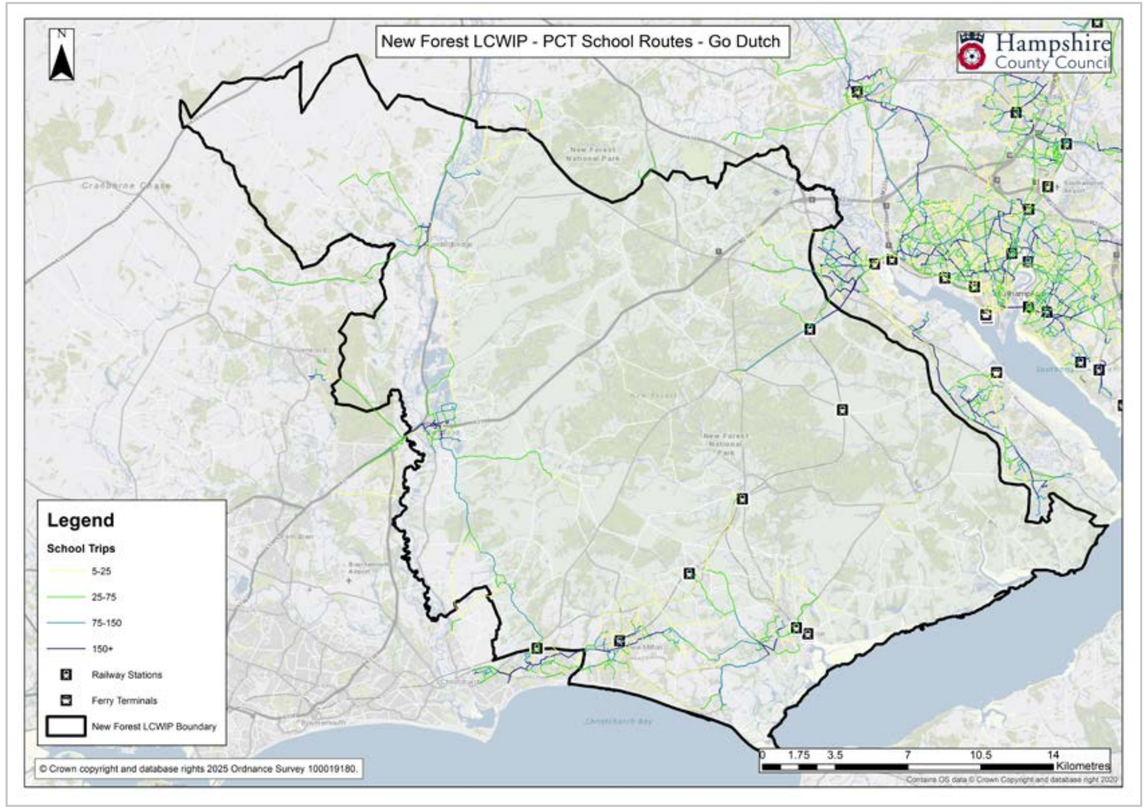


Figure 19 – PCT schools route network data – Go Dutch

PCT short car trips

One weakness of the PCT cycle commute model is that it is based on existing trips by bike and will tend to emphasise those routes that are already being used. The target market for new cycle trips is people currently driving short distances to work. This map shows the car trips under 5km from the Census 2011 travel to work data, mapped to the best available roads. Short car trips under 5km for journeys to work have been analysed on the basis that these might reveal the potential for a modal shift towards walking and cycling.

Across Hampshire, 31% of commuter trips are less than 5km (around a 30-minute cycle time) but only 7% of these trips are cycled. The 5km commuter trip figure for most of the New Forest LCWIP area is lower at less than 26%, with pockets of higher (up to 35%) of commuter trips less than 5km around Ringwood and around New Milton. The 2011 Census shows an average of 3.7% of journey to work trips are made by cycle in the New Forest as a whole (including Waterside) but this figure disguises wide discrepancies. The figure for the New Forest LCWIP area is comparable at up to 4% over most of the area but up to 7% in pockets around Ringwood and the more urban area around New Milton.

Figure 20 shows the draft LCWIP cycling network for the New Forest, based on the datasets outlined above, including Origin and Destination matrix desire lines and PCT data.

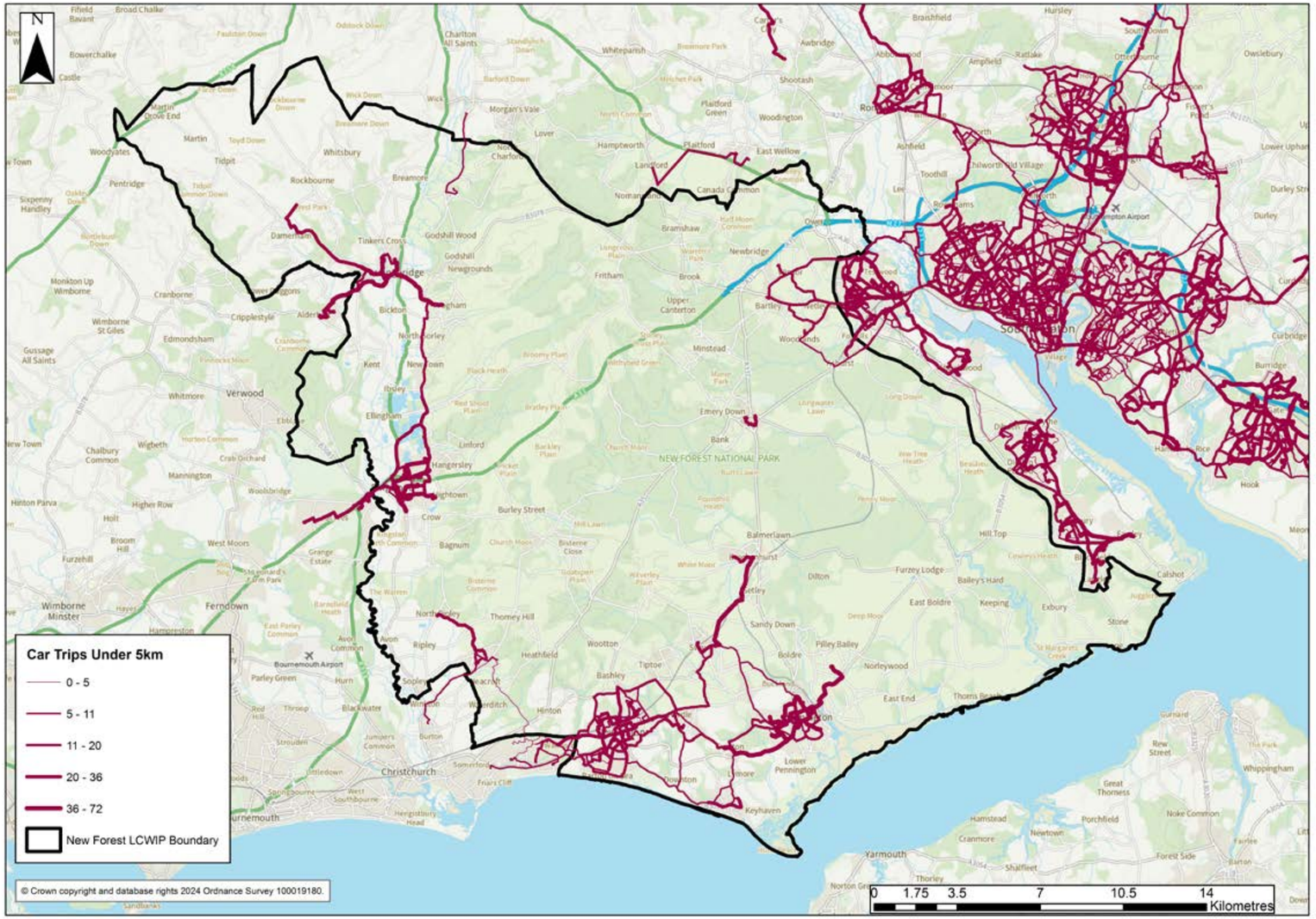


Figure 20 – PCT short car commuting trips (less than 5km)

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

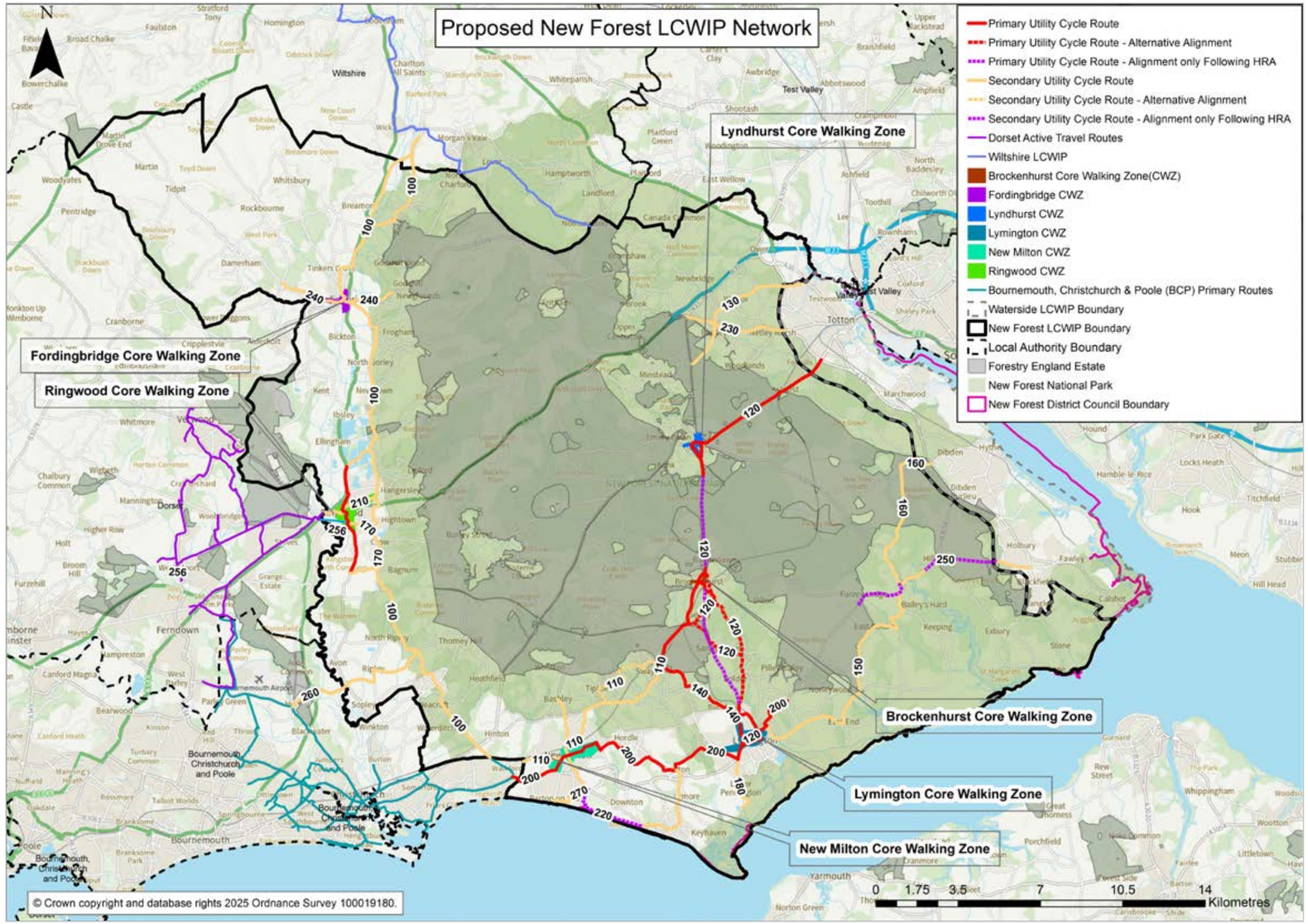


Figure 21– Proposed New Forest cycling network and Core Walking Zones

Walking audit
(Core Walking Zones)

Network planning for walking

We have assumed that the trip generators for walking are the same as those for cycling, albeit that shorter distances will be involved (less than 2km as recommended by LCWIP Guidance). The proposed cycle network provides a suitable framework for walking trips, as a lot of improvements for cycling also improve walking conditions, such as new crossings or segregated facilities – although more can be added to aid walking, e.g. consideration of continuous footways across all side roads. It is also recognised that a much finer-grained network is required for walking since most streets already have pavements.

When the cycle network is designed, it will be vital to ensure that people on foot do not have a reduced level of service, for example no existing pavements to be converted to shared use without widening. All crossings on the cycle network must accommodate people on foot and on bikes.

We have identified the six main urban settlements within the New Forest LCWIP area as the CWZs. These are:

1. Fordingbridge;
2. Ringwood;
3. Lymington;
4. New Milton;
5. Lyndhurst; and
6. Brockenhurst.

The LCWIP Technical Guidance suggests that CWZs should have a minimum diameter of 400m, so we have extended the zone out from the boundaries given by the local authority to account for this. Key walking routes should extend up to a 2km radius from CWZs, as shown by the buffer on the map. As a first approximation, we have assumed that the cycle network within this 2km radius will comprise the key walking routes.

The main routes into the Core Walking Zones have been audited, as part of the cycle routes, in some detail.

Methodology

The CWZs have been considered using the categories from the Walking Route Audit Tool (WRAT) and the Healthy Streets tool. The full WRAT and Healthy Streets tools have not been used to calculate the existing condition of the CWZs as the calculations within them relate to auditing a route or segment of a route, rather than a zone. As such, the key principles from both tools have been used instead to provide an assessment. Locations identified for improvement are shown on the maps and are detailed in the following paragraphs. The core principles for consideration in the WRAT are:

- attractiveness;
- comfort;
- directness;
- safety;
- coherence.

The core principles for consideration in the Healthy Streets check are:

- everyone feels welcome;
- easy to cross;
- shade and shelter;
- places to stop and rest;
- not too noisy;
- people choose to walk and cycle;
- people feel safe;
- things to see and do;
- people feel relaxed;
- clean air.

We will undertake a Healthy Streets audit when doing any future design work for the cycling routes, to ensure that improvements for walking are also considered. This is also required of developers, through Hampshire's Technical Guidance Notes.

Walking interventions toolkit

Dropped kerbs w/tactile paving

Necessary to create inclusive, accessible crossing points for pedestrians.

Wayfinding

Providing signage with key destinations helps improve the legibility of the pedestrian network.

Raised table

Raised tables at junctions reduce speeds of turning vehicles at side roads or across the entire junction.

Signalised crossing

Signal-controlled crossings comprising either a Pelican/ Puffin for pedestrians or a Toucan which can be shared between pedestrians and cyclists.

Zebra crossing

Pedestrian priority crossing requiring motorists to give way to pedestrians.

Public realm improvements

Adding green infrastructure such as planters, rest areas, cycle parking and other placemaking interventions creates a more welcoming environment for pedestrians.

All images provided by Sustrans unless otherwise noted.

Walking interventions toolkit

Parallel crossing

Similar to a zebra crossing, but with a separate parallel cycle crossing alongside the zebra crossing.

Source: LTN 1/20

Traffic calming

Measures to create slower speed environments can include build-outs, road humps, chicanes and planters.

One-way systems

Reallocating space from the carriageway to support wider footways, cycle facilities and vehicle parking. Can help increase cycle network permeability.

20mph speed zones

Lower speed limits and lower speed zones create safer environments for all, may need to be combined with infrastructure and enforcement changes to ensure compliance.

Continuous footway

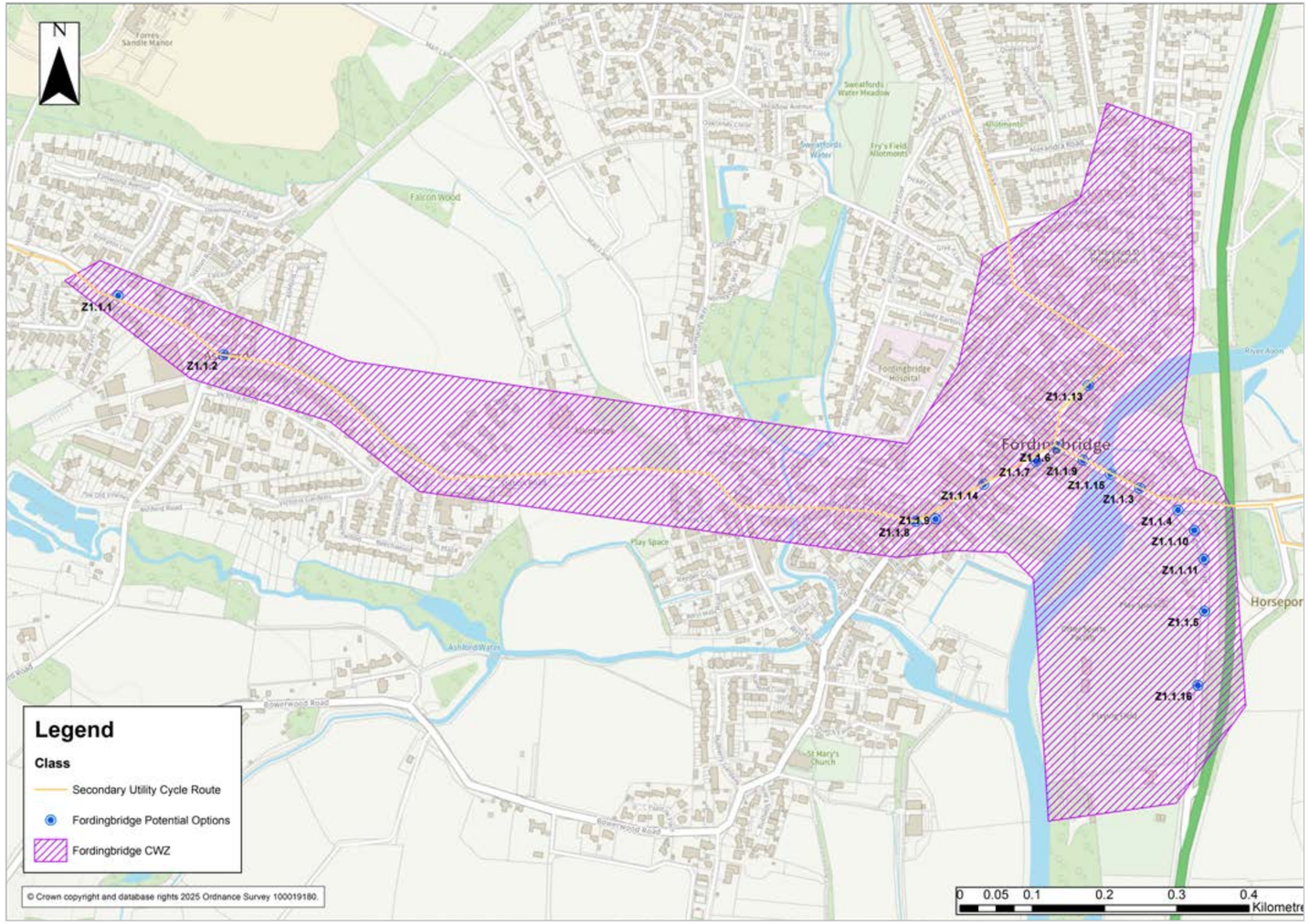
Continuous footways extend across side roads at the same level and use coloured paving materials, pedestrians have priority over motor vehicles.

Modal filter

A bollard or planter in the carriageway which people can travel past be walking or cycling. Helps create a low traffic environment by restricting access to motorised through-traffic.

All images provided by Sustrans unless otherwise noted.

Z1 Fordingbridge Core Walking Zone



Z1 Fordingbridge Core Walking Zone

Zone description

Fordingbridge is a settlement with a population of approximately 6,000 (2021 Census) situated on the River Avon at the north-western edge of the New Forest National Park. The railway station at Fordingbridge was closed in 1963 and today the main transport links are by road along the A338 running north to Salisbury and south via Ringwood to Bournemouth. From around 1960 onwards, the town expanded, with several housing estates added to the historic core of the town. A mid-1970s bypass diverted some of the traffic away from the old core of the town and medieval bridge.

There are limited employment centres in Fordingbridge and all educational facilities are located to the north of the town. The centre offers a wide range of facilities, including retail and health-related services, although the town's main recreation area (Fordingbridge Recreation Sports Field and Fordingbridge Recreation Ground Playpark) is less easy to access, being located in a confined space between Ringwood Road and the River Avon.

A masterplan, which includes the Local Access Plan described in the following paragraph, has been prepared outlining proposals for new walking and cycling links between the town centre and strategic development sites to the north of the town and to Alderholt in Dorset. These sites include SS16 at Ashford, SS17 (land at Whitsbury Road; designated mainly for housing) and SS18 (land at Burgate; for housing, shopping facilities, services and employment).

Fordingbridge Local Access Plan

The Access Plan was developed following adoption of the NFDC Local Plan 2016-2036, which allocated strategic development sites together with indicative masterplans and accompanying transport proposals designed to address the challenges faced. The final version, published in November 2023, included a contribution from Fordingbridge Town Council.

The focus of the Access Plan lies in improving access to the strategic sites and between the sites and the town centre, including:

- pedestrian priority on all arterial approaches to the town centre, e.g. Salisbury Road, Shaftesbury Street and on Whitsbury Road, especially at Parsonage Park Drive and between Salisbury Road and the northern entrance to the Augustus Park development
- localised pavement and crossing improvements between developments at Burgate, together with better links to Burgate School and Fordingbridge Infant/Junior Schools.

The proposals for the walking zone outlined below have taken into account the concerns expressed in the Access Plan relating to the town centre.

Existing conditions

The town lacks a railway station and is served by a small number of bus services, only two of which are frequent (defined as at least one bus per hour, up to seven days per week). There are extensive rights of way around the town, but walking facilities within the town centre are generally quite poor, with many narrow pavements and limited crossing opportunities in the High Street and around the Bridge Street and Market Place areas.

Barriers to walking

Poor pavement surfaces and narrow pavements make it harder and less comfortable to walk, especially for older people and people with certain physical disabilities.

There are too few opportunities for pedestrians to cross main roads in the town centre.

The presence of wide junction bellmouths (e.g. Ringwood Road/Bridge Street) make crossing of side roads difficult.

Street furniture causes some level of obstruction with guardrail an intrusive and potentially unnecessary presence in some areas.

There are high traffic levels on High Street (B3087) reflecting the lack of alternative routes for longer-distance or commuting traffic. This situation is exacerbated by the lack of crossing points over the River Avon.

There is regular congestion at key local junctions, e.g. High Street/Provost Street which may compromise the safe use of existing crossing opportunities. .

Z1.1 Potential options

Cycle route 100 (secondary utility) passes to the east of Fordingbridge along the A338. Cycle route 240 (secondary utility) passes through the town as shown on the plan above.

Z1.1.1

Station Road, Shaftesbury Street, High Street and Bridge Street could be considered for 20mph zone with widened pavements on the south side. Proposals should be considered in line with cycling proposals for route 240.

Z1.1.2

The Ashford Road/Station Road junction is currently a mini-roundabout but could be signalised and refuges/ tactiles provided.

Z1.1.3

Traffic calming could be provided through Station Road and the town to Southampton Road (though not the old bridge itself) in connection with the 20mph zone.

Z1.1.4

The Ringwood Road/Bridge Street junction is currently a wide bellmouth and could be narrowed.

Z1.1.5

A new refuge should be provided on Ringwood Road at the junction to assist crossing here.

Z1.1.6

The Bridge Street/Salisbury Street/B3078 junction is currently a mini-roundabout. Refuges and tactile paving are missing and should be considered, or a tighter, T-junction layout could be considered instead.

Z1.1.7

On the B3078 (outside Belinda's Bakery) an informal crossing could be provided.

Z1.1.8

Road width at the B3078/Shaftesbury Street junction should be reduced.

Z1.1.9

New pedestrian crossings should be provided on Bridge Street on the western approach to the bridge (there is no protected pavement on the south side), the Shaftesbury Street/High Street/Provost Street junction (together with road narrowing here) and on Station Road at locations compatible with potential future access points to SS16 at Ashford.

Z1.1.10

The informal crossing on Ringwood Road opposite the playpark could be converted to a controlled crossing.

Z1.1.11

The informal crossing from the car park to the sports ground should be made more prominent.

Z1.1.12

There should be more greenery/planting where possible, though narrow pavements in sections of the town may preclude this. Seating could also be provided at appropriate locations in the town centre, along with remarking of existing pedestrian crossing facilities.

Z1.1.13

Resurfacing of pavements, especially at the eastern end of Salisbury Street, should be considered.

Z1.1.14

Wayfinding should be provided within the town centre, to include bus services and cycle route information.

Z1.1.15

A circular walk in/around the town and a town trail from the bridge could be provided for tourists and for local leisure opportunities.

Z1.1.16

Bus shelter provision should be upgraded, e.g., at the northbound bus stop on Ringwood Road alongside the playpark/sports ground.

Z1.1.1 –Station Road between Jubilee Road and Ashford Road

Z1.1.2 – Ashford Road/Station Road

Z1.1.3 – Bridge Street

Z1.1.4 – Ringwood Road/Bridge Street junction

Z1.1.5 – Ringwood Road

Z1.1.8 – B3078/Shaftesbury St junction

Z1.1.11 – Informal crossing on Ringwood Road, car park to sports ground

Z1.1.14 – High Street

Z1.1.6 – Bridge Street/Salisbury Street/B3078 roundabout

Z1.1.9 – Bridge Street

Z1.1.12 – High Street

Z1.1.15 – Bridge Street

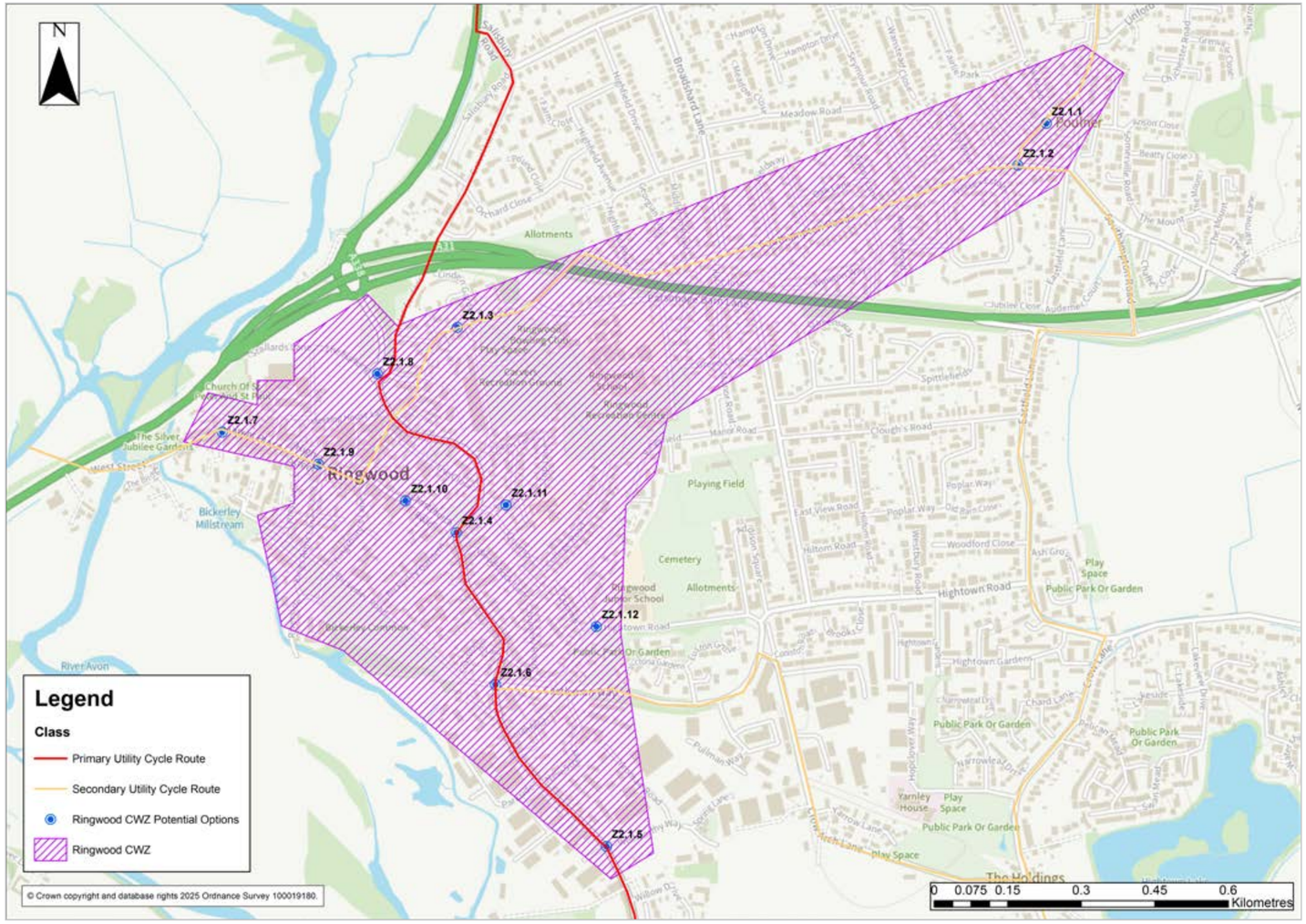
Z1.1.7 – B3078 High Street

Z1.1.10 – Informal crossing on Ringwood Road, opposite the playpark

Z1.1.13 – Salisbury Street

Z1.1.16 – Ringwood Road

Z2 Ringwood Core Walking Zone



Z2 Ringwood Core Walking Zone

Zone description

Ringwood is a market town situated on the River Avon to the south of Fordingbridge on the western edge of the New Forest National Park. It is bisected by the A31 dual carriageway which is part of the National Strategic Road Network maintained by National Highways. The A31 is the main road linking Bournemouth with Southampton, the Midlands and London. It carries high volumes of vehicular traffic and is subject to regular delays and congestion. This issue is particularly bad during the summer holidays with visitors accessing Bournemouth and the rest of the Dorset coastline.

Completion of strategic sites (SS) at SS13 Moortown Lane (residential and employment) and SS14 Hightown Road (mostly residential) will incorporate the creation of a new road layout in the town that is anticipated to take much of the through-traffic away from the town centre after completion, which is not due before 2027. There is another development site at (SS15) at Snails Lane, Ringwood, a little further distance from the town.

Existing conditions

The town centre offers a wide range of shops, restaurants and cafes and has a relatively pleasant and high-quality environment for cycling and walking. The closure of West Street access to the A31 has offered an opportunity to revitalise the historic core of the town centre, particularly around the historic Market Place and High Street. Much of the town centre is protected as a conservation area. The closure of West Street at the A31 also means there is now a low traffic route connecting the town centre with the shared path that runs alongside the A31 linking Ringwood with the settlements on the Dorset side of the River Avon (St Ives and Ashley Heath). The emerging Neighbourhood Plan supports initiatives to promote active travel and shared space options for the town centre, as well improving walking and cycling connections to and within the town centre.

There is no railway station in Ringwood but a central bus station area in Meeting House Lane caters for local and longer-distance bus and coach services to London, Heathrow and Gatwick airports, and destinations elsewhere in the New Forest, Bournemouth and Salisbury.

The Castleman Trailway is a former railway line that has been converted to a shared path greenway and forms part of NCN256 which provides a traffic-free active travel route across the River Avon to the west of the town linking the New Forest National Park with Dorset. The Avon Valley Trail, a long-distance walking route that runs north-south alongside the River Avon also passes through the town.

Barriers to walking

The relatively high traffic volume presents an obstacle to achieving high-standard walking provision outside of the town centre. The main section of the town centre currently enjoys a relatively high-quality pedestrian environment, although there are few dedicated crossing facilities. In some cases, this is due to the presence of on-street parking, such as in Market Place. Pavement widths are, on the whole, reasonable, but there is little planting and limited opportunities to provide seating within the main retail area.

The A31 pedestrian underpass between Gravel Lane and the town centre is frequently flooded during heavy rain and remains flooded for extended periods of time. This is a significant barrier to walking as it is one of a small number of pedestrian routes that links the town centre to the northern suburbs of Ringwood.

Z2.1 Potential options

Cycle routes 100 (primary utility) and 210 (secondary utility) run through the town as noted on the plan above.

Z2.1.1

The Gorley Road approach to the town centre could be covered by a 20mph zone.

Z2.1.2

Signalised crossings and cycle-friendly design could be provided at the Southampton Road/Gorley Road junction.

Z2.1.3

A 20mph zone on Southampton Road between Mount Pleasant Lane and Mansfield Road/The Furlong roundabout should be considered, together with, at least, crossing facilities in the form of refuges with tactiles at the roundabout, or a Dutch-style roundabout (which gives cyclists priority over other vehicles) or cyclops junction. Both these latter two suggestions separate pedestrians and cyclists from general traffic.

Z2.1.4

At the roundabout at the Mansfield Road/Christchurch Road junction refuges and tactiles should be provided on arms where they are currently missing, together with an entrance gateway at the junction, as a minimum, if retention of the roundabout is preferred. Consideration could also be given to a redesign of the junction, incorporating narrowed lanes, signalisation or a T-junction, and greater prominence given to the church and memorial gardens. Both this and the traffic calming proposed on Christchurch Road would be beneficial and could be partially funded by proposed development at the Moortown Lane development (SS13 identified above).

Z2.1.5

The Wellworthy Way/Christchurch Road roundabout could be redesigned to a signalised junction with dedicated pedestrian and cycling facilities.

Z2.1.6
Improved refuges and tactile paving should be provided at Christchurch Road/Bickerly Road/Castleman Way junction.

Z2.1.7
An entry treatment (raised table) could be installed all the way across the junction, where Strides Lane meets the West Street/Market Place junction and seating and planting could be provided.

Z2.1.8
The Furlong/Market Place junction would benefit from an informal crossing point (raised table) with tactile paving.

Z2.1.9
There are few crossing points along the High Steet. Further work should be done to establish where more crossings could be helpfully added.

Z2.1.10
Widened pavements are required on Christchurch Road.

Z2.1.11
Access to Ringwood Infant School on School Lane should be protected by 20mph zones with traffic calming.

Z2.1.12
A similar scheme should be considered for the approaches to the Junior School, particularly at the Kingsfield/Hightown Road junction, to complement the existing traffic management and safety measures.

Z2.1.1 – Gorley Road

Z2.1.3b – Southampton Road

Z2.1.6 – Christchurch Road/Bickerly Road/Castleman Way roundabout

Z2.1.2 – Southampton Road/Gorley Road mini-roundabout

Z2.1.4 – Mansfield Road/Christchurch Road Roundabout

Z2.1.7 – West Street/Market Place junction

Z2.1.3a – Southampton Road

Z2.1.5 – Uncontrolled crossings near the Wellworthy Way roundabout

Z2.1.8 – The Furlong/Market Place junction

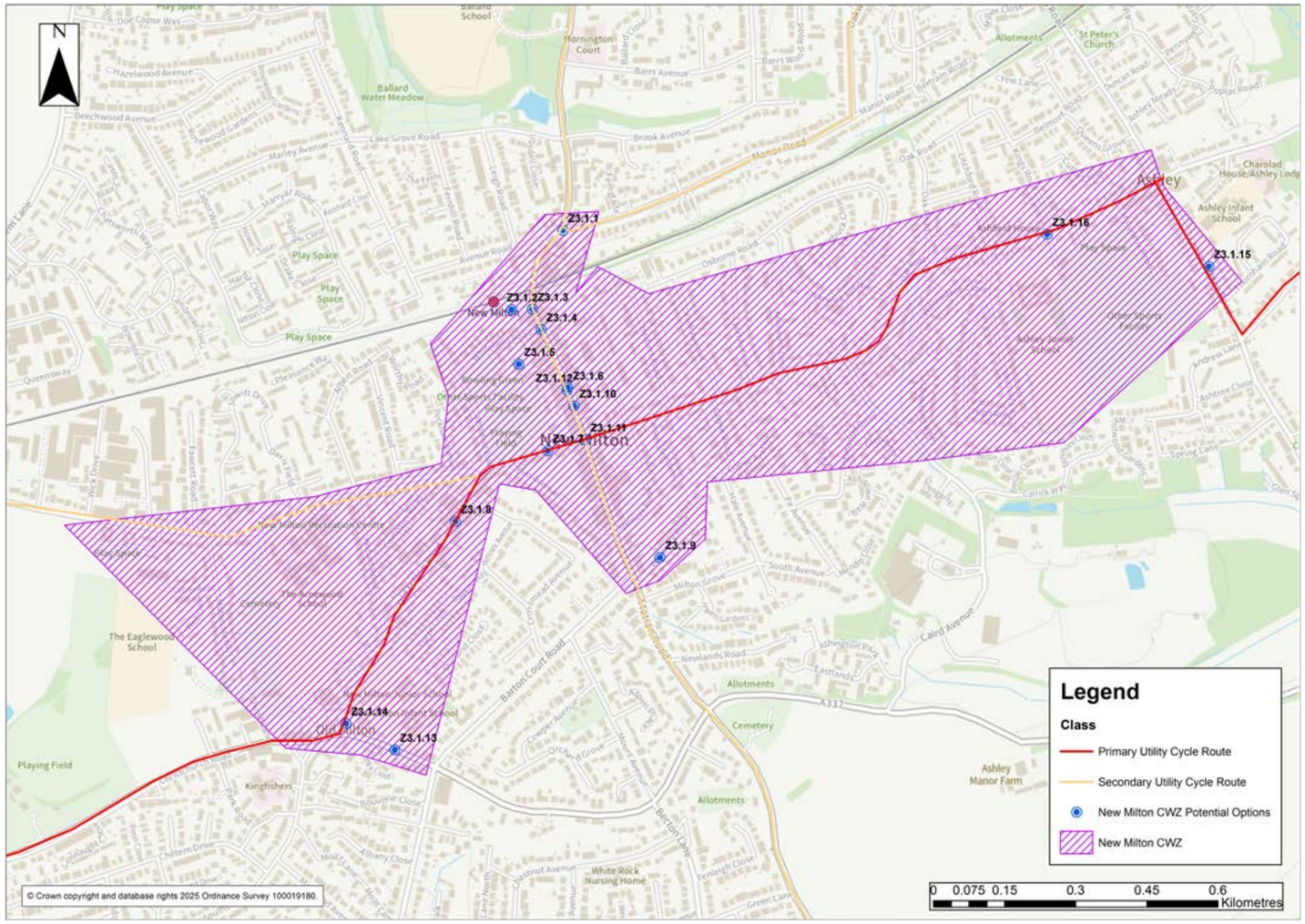
Z2.1.9 – High Street

Z2.1.11 – 11 School Lane (access to Ringwood Infant School)

Z2.1.10 – Christchurch Road

Z2.1.12 – Kingsfield/Hightown Road junction

Z3 New Milton Core Walking Zone



Z3 New Milton Core Walking Zone

Zone description

The zone includes the main retail area and routes to local schools; Ashley Infant and Junior Schools, and New Milton Infant and Junior Schools. The built-up area of New Milton extends to the coast, merging with Barton on Sea, due in part to its extensive expansion following the First World War and subsequently. According to the New Milton Neighbourhood Plan, much post-War development has taken the form of flats and apartments, replacing many of the single family dwellings and producing high densities in some areas. The town acts as a major centre for shops and services, including sports facilities, for the surrounding rural areas. Further expansion is proposed at strategic sites to the east of Brockhills Lane, New Milton (SS10) and to the south of Grove Road (SS11), both proposed developments are entirely residential.

Existing Conditions

There is a railway station located to the north of the town centre with links to London Waterloo via Basingstoke and to the south-west at Weymouth. There are local bus services serving destinations such as Lymington and Christchurch/Bournemouth. The main retail area has reasonably wide pavements and currently appears to be a relatively pleasant walking environment.

Barriers to walking

Despite the presence of wide pavements through much of the town centre, there remain a number of barriers to walking, chiefly around the junctions (at e.g. Station Road/Osbourne Road/Whitefield Road) and across both the main and side roads. Many of these barriers were highlighted in the adopted Neighbourhood Plan for New Milton.

Z3.1 Potential options

Cycle routes 200 (primary utility) and 210 (secondary utility) run through the town as noted on the plan above. Secondary utility route 110 touches the very northern edge of the walking zone.

Z3.1.1

The Avenue Road/Manor Road/Station Road junction to the north of the railway station is not easy to cross despite being one of the major points of access to the station. Alterations to the layout to provide better facilities for people crossing the junction should be investigated, together with measures to assist cyclists as indicated in the cycling proposals.

Z3.1.2

The existing crossing to the north of the railway station is not on the desire line and might benefit from relocation. If this is not possible, a new facility could be provided closer to the Station Approach junction. A continuous pavement across Station Approach should be considered.

Z3.1.3

There is potential for a town centre ‘gateway’ installation (e.g. Welcome to New Milton signs) to the south of the railway station, in the vicinity of the Station Approach junction.

Z3.1.4

Signalisation or zebra crossings (depending on traffic flows) installed right at the junction at the Station Road/ Osbourne Road/Whitefield Road junction could be considered, although at a minimum, refuges and dropped kerbs/tactiles should be provided.

Z3.1.5

Better access and signing to the Memorial Centre from Station Road could be considered.

Z3.1.6

An informal crossing along Station Road between the Osbourne Road and Ashley Road junctions should be considered.

Z3.1.7

A crossing facility on Old Milton Road should be investigated between Station Road and Elm Avenue to enable access between shops/services and New Milton Recreation Ground.

Z3.1.8

Old Milton Road south of the Gore Road junction offers a less favourable pedestrian environment than Station Road, with a number of longer vehicular access points and intermittent/poor-quality pavement on the northwest side. This pavement could be replaced and an informal crossing facility with kerb buildouts provided, although this is likely to entail loss of on-street parking.

Z3.1.9

Review of bus shelter provision in the town centre and approaches is needed, for example at Waverley Road.

Z3.1.10

Better signing is required from the railway station and within the town centre, both to local facilities and the coast.

Z3.1.11

Pedestrian and cycle facilities should be upgraded in line with proposals for route 200 at the Ashley Road/Old Milton Road junction.

Z3.1.12

There are a number of seats and some tree planting already in the High Street, but the opportunity should be taken to provide more, alongside investigations into narrowing the road and rationalising on-street parking. Cycle facilities as indicated in route 220 should be considered at the same time.

Z3.1.13

Consideration should be given to a controlled crossing on the A337 Lymington Road, alongside New Milton Infant School, along with investigation into widened pavements in association with rationalisation of on-street parking.

Z3.1.14

Crossing and safety facilities, including potential closure of some junction arms, should be considered at the A337/Old Milton Road junction to provide a safer crossing for New Milton Infant and Junior Schools.

Z3.1.15

Further parking restrictions should be considered on Lower Ashley Road to give more space to people walking to Ashley Infant School. The existing informal crossing adjacent to the school could be converted to a raised table. A 20mph zone on Lower Ashley Road should also be considered, as indicated in the cycling proposals for route 200.

Z3.1.16

Crossing arrangements should be reviewed on Ashley Road in the vicinity of Normans Way for better access to Ashley Junior School.

Z3.1.1 – Avenue Road/Manor Road/Station Road junction

Z3.1.4 – Station Road/Osbourne Road/Whitfield Road junction

Z3.1.7 – Old Milton Road

Z3.1.2 – Station Approach

Z3.1.5 – 5 Memorial Centre

Z3.1.8 – Old Milton Road south of Gore Road

Z3.1.3 – Station Approach junction

Z3.1.6 – Station Road

Z3.1.9 – Waverley Road

Z3.1.10 – Station Road

Z3.1.13 – Lymington Road

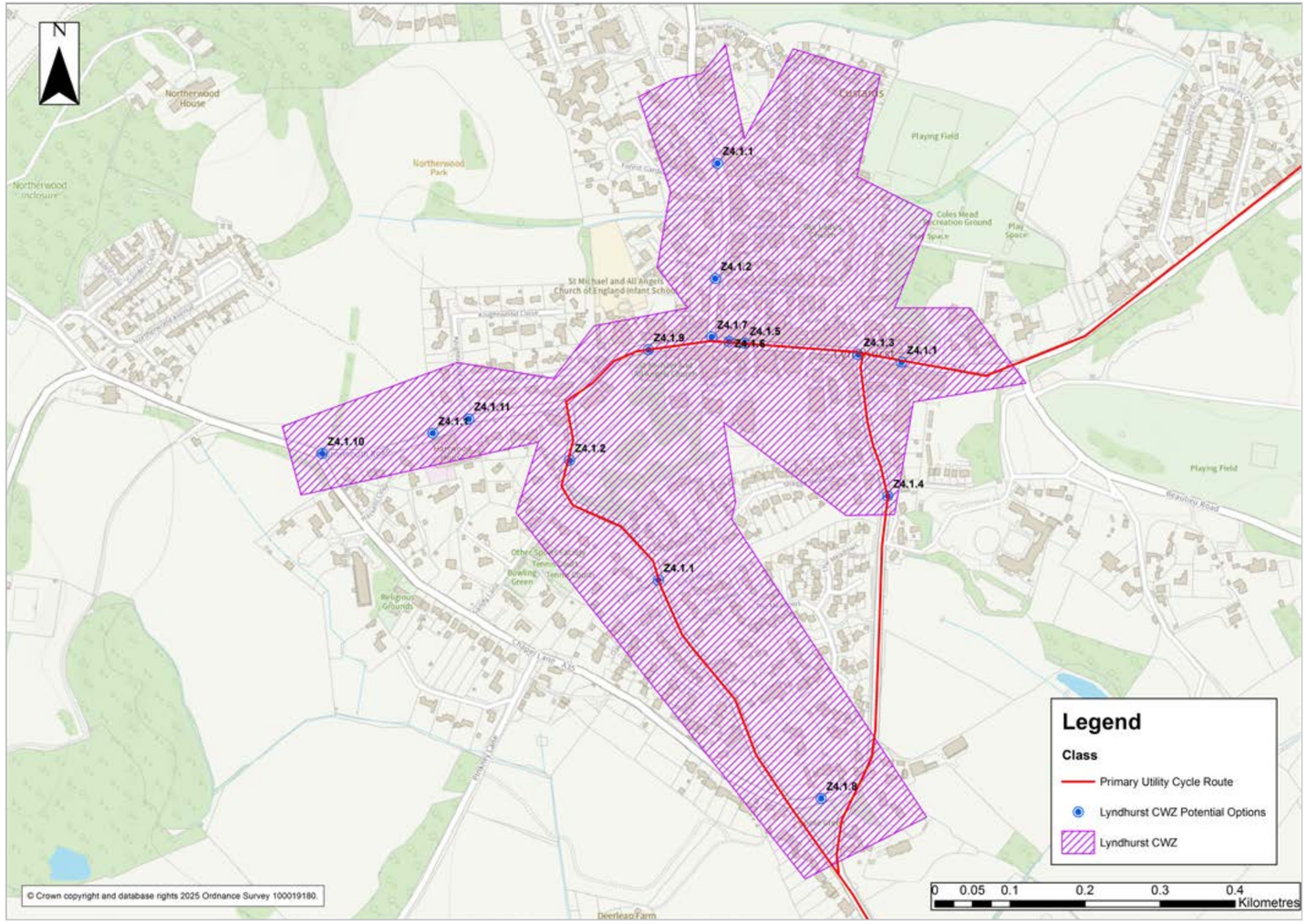
Z3.1.11 – Ashley Road/Old Milton Road junction

Z3.1.14 – A337/Old Milton Road junction

Z3.1.12 – High Street

Z3.1.15 – Lower Ashley Road

Z4 Lyndhurst Core Walking Zone



Z4 Lyndhurst Core Walking Zone

Zone description

Situated in the centre of the New Forest, the environment of this attractive and ancient settlement is compromised by its location on the busy A337 which, as part of one of the few direct traffic routes between coastal destinations and the New Forest, is regularly congested. The centre is a popular tourist destination, and the main retail area contains a number of independent shops, bars and restaurants serving the town and nearby holiday accommodation/campsites. The zone covers the town centre including the main and local retail areas, local pre-schools and infant schools, and all main approaches to the one-way system.

Existing conditions

As with many one-way systems, there is little impediment to speeding traffic when vehicular flows are lower; however, given the heavy use of the route due to a lack of alternatives, the one-way system around the town is regularly very busy. There is no railway station but there are bus services connecting with Ringwood, Southampton, Lymington, Salisbury and Brockenhurst.

Barriers to walking

The main retail area of the High Street is relatively pedestrian friendly given the single traffic lane and wide, largely uncluttered pavements. However, as there is no bypass road, the town centre has to accommodate high volumes of vehicular through-traffic on the A35. This results in regular queues of vehicles on the approach to junctions resulting in poor air quality and the feeling of a traffic-dominated environment. The extensive one-way traffic system in the town results enables vehicles to be driven at higher speeds and adds to the perception of traffic dominance.

The main challenges arise at junctions and crossing the one-way system, particularly the dual lane stretches on Gosport Lane and Shrubbs Hill.

Z4.1 Potential options

Cycle route 120 (primary utility) passes through the town as shown on the plan above.

Z4.1.1

Consistent with measures to improve safety and facilities for cycling in the town centre, a 20mph zone with signing and gateways on all four main approaches to the town should be considered. Alternative routes to enable people cycling to navigate the town centre present a long diversion, as noted in the proposals for cycle route section 120.2.1. The creation of a 20mph zone through the one-way system in the town centre is vital to provide an appreciable difference in the walking and cycling environment.

Z4.1.2

The pavements throughout the peripheral areas of the town especially the southern section of Romsey Road and the A337 west of Romsey Road, should be resurfaced.

Z4.1.3

At the High Street/Gosport Lane junction, the path through the island indicates a crossing point but there are no consistent dropped kerbs/tactiles – these should be provided and the island itself widened into the existing hatched areas and resurfaced. The A35 approach could be narrowed to reduce speeds entering the one-way system.

Z4.1.4

An informal crossing point or refuge should be considered on Gosport Lane close to Appletree Court, at the vehicular exit and pedestrian access to the NFDC offices, together with continuous footways over the side roads along this stretch. Consideration should also be given to single lane operation with cycle facilities, as indicated in the cycling proposals.

Z4.1.5

There is a single crossing on High Street opposite Lyndhurst Workmens Club. Additional informal crossing facility opportunities along the High Street should be investigated. One possible location is around the Fox and Hounds pub to supplement the crossing path at the nearby junction (Z4.1.7). Side roads and the entrance to the car park should be level with the pavement.

Z4.1.6

There are some benches and limited tree planting alongside the Lyndhurst tea house on High Street; there may be scope for more in the vicinity of the Mailmans Arms and at the Gosport Lane junction alongside The Woods Cyclery.

Z4.1.7

Crossing facilities could be provided at the High Street/ Romsey Road (A35/A337) junction. Signals may not be necessary but dropped kerbs, tactiles and crossing paths should be considered and advanced stop lines for cycling and feed in cycle lanes.

Z4.1.8

A new controlled junction with crossing facilities and cycle facilities should be considered at the Gosport Lane/ Chapel Lane junction.

Z4.1.9

The existing zebra crossing outside St Michael and All Angels could be upgraded to a pelican crossing as flows are over 12,000 vehicles per day. Trees and seating could be provided in the widened pavement area outside the school.

Z4.1.10

A new crossing should be considered on Bournemouth Road at the junction with Chapel Lane.

Z4.1.11

Provision of a crossing point or at least a refuge should be considered on Bournemouth Road in the vicinity of the Knightwood Avenue junction. The junction itself should be tightened as it seems unnecessarily wide, and a continuous footway provided.

Z4.1.1c – - Bournemouth Road/A35

Z4.1.2b – Shrubbs Hill Road/A337

Z4.1.4 – Gosport Lane

Z4.1.1a – High Street/A35

Z4.1.1d – Shrubbs Hill Road/A337

Z4.1.2c – Romsey Road

Z4.1.5 – High Street

Z4.1.1b – Romsey Road

Z4.1.2a – Romsey Road

Z4.1.3 – High St/Gosport Lane junction

Z4.1.6 – High Street

Z4.1.7 – High Street/Romsey Road

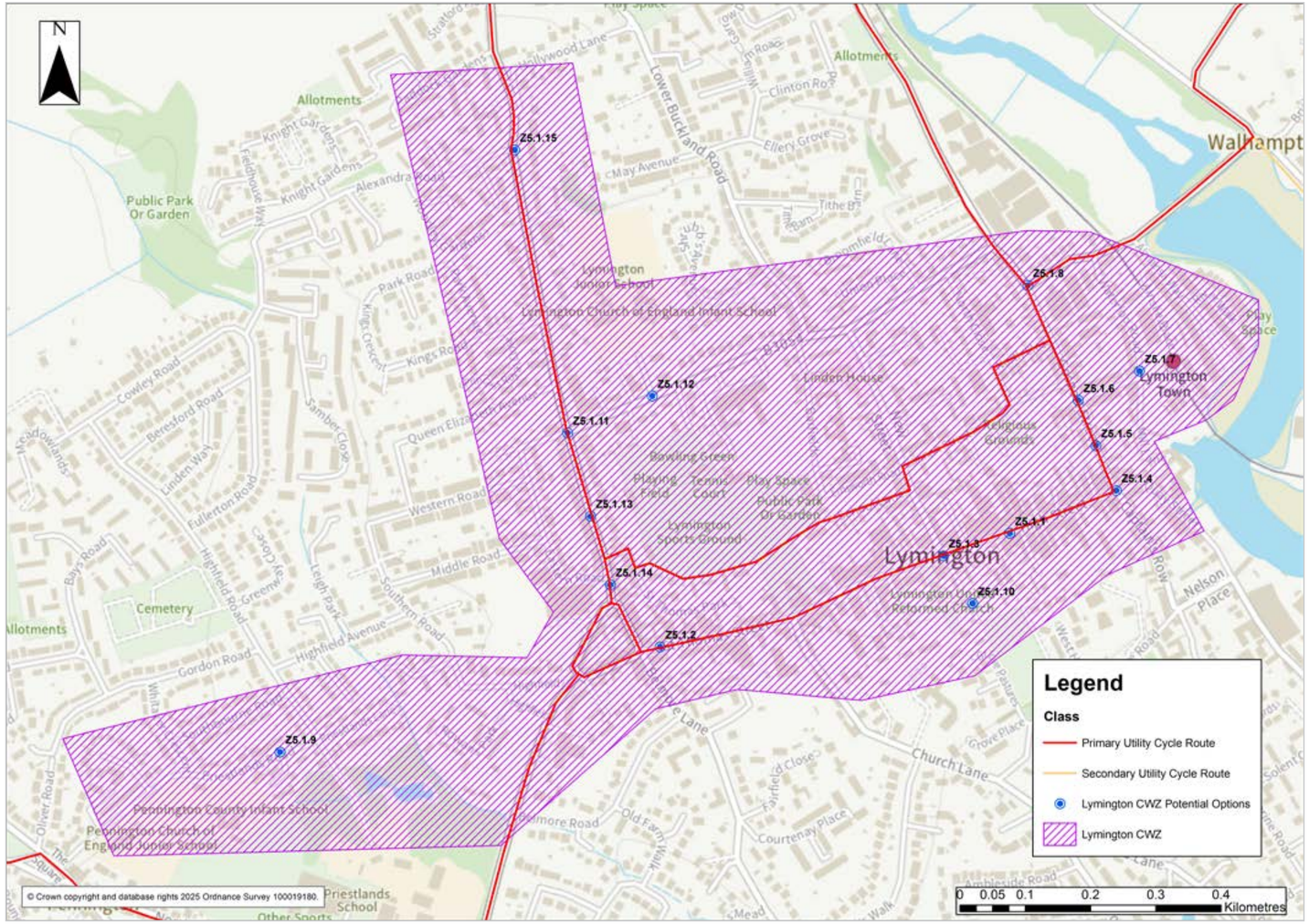
Z4.1.10 – Bournemouth Road/Chapel Lane junction

Z4.1.8 – Gosport Lane/Chapel Lane

Z4.1.11 – Bournemouth Road/Knightwood Avenue junction

Z4.1.9 – High Street outside St Michaels School

Z5 Lymington Core Walking Zone



Z5 Lymington Core Walking Zone

Zone description

The character of the historic coastal town of Lymington is defined by its pretty working harbour, linked to the edge of the High Street by a cobbled street providing access to the Quayside.

There is a railway station (Lymington Town) a short walk from the lower end of the High Street which, together with the area around the Quayside, is where the majority of shops and pubs/restaurants are located. There is another railway station, Lymington Pier, across the estuary serving the ferry port with regular sailings to the Isle of Wight, which sites outside of the CWZ.

Existing Conditions

As with other towns in the New Forest there is a considerable number of tourists, especially in the summer months. There are a limited number of bus services for local destinations, other towns in the New Forest and Bournemouth. The High Street has two-way traffic and a significant amount of on-street parking which impacts adversely on the character of the town centre, and limits potential crossing points.

New pedestrian and cycle links (including better access to local schools) will be provided when developments come forward from strategic sites SS5 Milford Road and SS6 Lower Pennington Lane (both largely residential).

Barriers to walking

As a popular leisure destination, there is high pedestrian footfall, which is higher still on market days. As a result of this, and the amount of space given to roads and on-street parking, pavements can be very busy. There is space for pavement widening, if on-street parking were reduced.

There is a lack of crossing facilities and signed access to the railway stations, and between the town centre amenities and the station.

Z5.1 Potential options

Cycle routes 200 (primary utility), 140 (primary utility), and a short section of route 150 (primary utility) pass through the town as shown on the plan above.

Z5.1.1

There is limited potential for pavement widening along High Street unless some of the on-street parking is removed. The pavement on the south side of St Thomas Street could be widened. Widening pavements would also assist provision of additional crossings. Consideration could also be given to provision of bus gates to offer bus priority and reduce traffic flow within the town centre. A dropped kerb could be provided at the point where St Thomas Park emerges onto St Thomas Street.

Z5.1.2

Continuous footways could be considered at side roads and car park access points along St Thomas Street, including the St Thomas Street/High Street/Church Lane junction.

Z5.1.3

The existing zebra crossings on the High Street and St Thomas Street would benefit from reduction of the road width at these points.

Z5.1.4

At the Gosport Street/High Street/Captains Row junction (Quayside access), a tighter junction radius and informal crossing could be considered (although it is noted that Captains Row is an abnormal load route).

Z5.1.5

Effective pedestrian priority could be provided on pavements along Gosport Street from the High Street to the Station Street junction by removing guardrail and providing raised surfaces. Safety could be improved by the introduction of a 20mph zone.

Z5.1.6

At the Station Street junction, an entrance ‘gateway’ feature could be provided. Similar features, in connection with a 20mph zone could be provided at ‘entry points’ around the town centre.

Z5.1.7

Informal crossings with wayfinding to the town centre from Lymington Town station could be provided at the Gosport Street/Station Street junction.

Z5.1.8

At the Bridge Road/Gosport Street junction, pedestrian crossing facilities could be provided at the roundabout or the junction upgraded to a signalised arrangement to assist both people walking and cycling.

Z5.1.9

On Priestlands Road, a 20mph zone or provision of a designated school street for the benefit of local schools should be considered.

Z5.1.10

Improved walking and cycling facilities to Harbourside from the residential area to the south and from Grove Gardens to High Street should be considered.

Z5.1.11

At the junction at Avenue Road/Southampton Road, the Avenue Road arm could be reduced in width to assist people walking. Those cycling will be assisted by modifications to the signals as indicated in proposals for route 200.

Z5.1.12

Improvements for people walking and cycling are needed along Avenue Road in connection with access to Lymington Junior school and the Town Hall, including at the New Street junction where existing cycle provision should be revised. Improvements for walkers to include raised surfaces over side roads and investigation into potential crossing points.

Z5.1.13

A gateway feature on Southampton Road between Avenue Road and Eastern Road should be considered in connection with a 20mph zone.

Z5.1.14

Junction redesign incorporating improved crossing facilities (dropped kerbs/raised tables/tactile paving) and cycle-friendly design should be provided at the Queen Street/Priestlands Place/Stanford Road junction, along with a 20mph zone on Stanford Road, Priestlands Place and Southampton Road.

Z5.1.15

At the Alexandra Road/Southampton Road junction, crossing facilities in association with cycling changes could be considered, with a raised refuge on the Alexandra Road arm and tactile paving. The mini-roundabout could be converted to a T-junction.

Z5.1.1 –High Street

Z5.1.4 – High Street/Gosport Street/Captains Row junction

Z5.1.7 – Station Street leading to Lymington Town station

Z5.1.2 – St Thomas Street

Z5.1.5 – Gosport Street

Z5.1.8 – Gosport Street/Bridge Road junction

Z5.1.3 – High Street

Z5.1.6 – Gosport Street/Station Street junction

Z5.1.9 – Priestlands Road

Z5.1.10 – Ashley Lane between Grove Gardens and the High Street

Z5.1.13 – Southampton Road

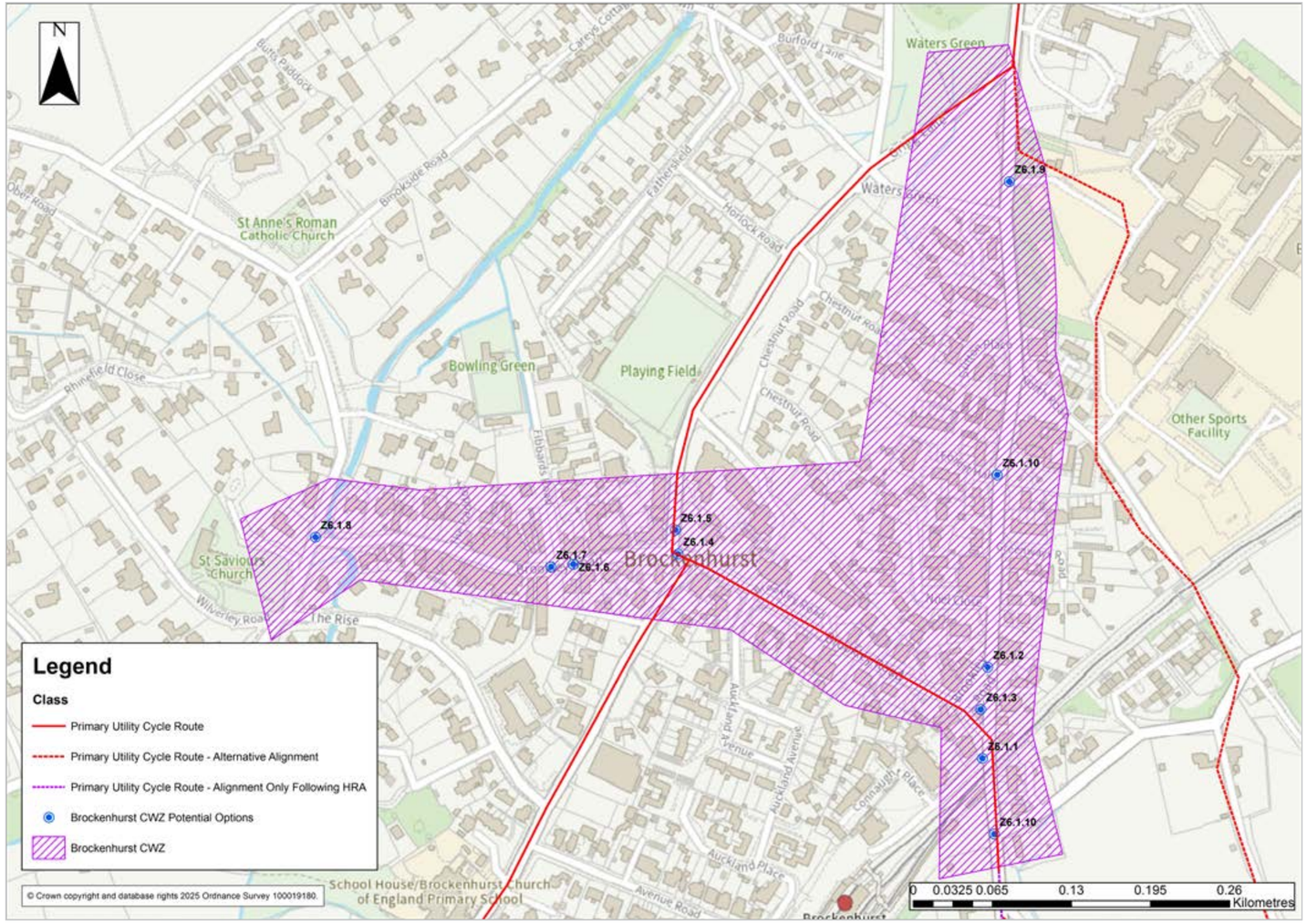
Z5.1.11 – Southampton Road/Avenue Road junction

Z5.1.14 – Queen Street/High Street/Belmore Lane junction

Z5.1.12 – Avenue Road

Z5.1.15 – Alexandra Road/Southampton Road junction

Z6 Brockenhurst Core Walking Zone



Z6 Brockenhurst Core Walking Zone

Zone description

A large village rather than a market town, Brockenhurst is in the centre of the New Forest and has a railway station with direct links to London Waterloo and the south coast. There are regular bus services to destinations such as Southampton and Lymington with more in the summer months to serve the tourist economy, as well as services to Brockenhurst College. The College is a post-16 establishment with 2,700 full time and 8,000 adult learners drawn from a wide area of the New Forest, larger cities in Hampshire, East Dorset and South Wiltshire. The village centre appears to be well used by a combination of resident and visiting populations.

Existing Conditions

It is surprising that, with the number of tourists it welcomes, Brockenhurst has little wayfinding beyond the location plan at the railway station. This affects particularly the location of the main retail centre, which is not obvious upon arrival at the town. Within the compact centre, there is a generally good-quality walking environment, although the presence of extensive on-street parking compromises opportunities for crossing the road within the High Street area. Narrow pavements offer little scope for seating; however, the intimate feel of the shopping area ensures that the lack of such facilities results of little discernible detriment to the overall attractiveness of the shopping area.

Barriers to walking

A generally pleasant walking environment; however, there are very narrow or no pedestrian pavements and inadequate crossing facilities in key places such as the junction of Lymington Road and Brockley Road.

Wayfinding between the railway station and town centre could be improved.

Z6.1 Potential options

Cycle route 120 (primary utility) and a short section of route 110 (secondary utility) pass through the town as shown on the plan above.

Z6.1.1

An informal crossing path in the form of a continuous footway could be provided at the Lymington Road junction with Station Approach, together with tighter junction geometry as highlighted in the cycle proposals for route 120.

Z6.1.2

Wayfinding could be provided at the Lymington Road/ Brookley Road junction indicating the shopping centre.

Z6.1.3

Significant uplift in pedestrian accessibility and safety is required at the triangle of roads that form the junction of Lymington Road and Brockley Roads. This can be achieved through the reallocation of road space to widen pavements and introduce new crossing facilities. This could be undertaken in conjunction with the cycling proposals for route 120. A widened pavement could be provided on the eastern side of Lymington Road north of Station Approach.

Z6.1.4

The junction at Sway Road/Grigg Lane/Brookley Road could be improved by reducing the size of the junction or widening the refuges. Dropped kerbs and tactile paving could be added. There appears to be a drainage issue on Grigg Lane, directly on the walking desire line, which could be addressed. Cycle proposals for route 120 indicate a signalled configuration might be desirable here; this needs to be considered further.

Z6.1.5

The existing informal crossing on Grigg Lane could be reviewed and if possible relocated closer to the desire line at the junction.

Z6.1.6

Raised tables should be provided across side access roads along the main retail area of Brookley Road.

Z6.1.7

An informal crossing point could be provided along Brookley Road, together with widened pavements, which will entail loss of existing on-street parking. A 20mph zone could be considered here in line with cycling proposals for route 120.

Z6.1.8

Improved crossing facilities, e.g. a raised table and/or tighter junction radius, could be considered on Brookley Road at the Rhinefield Road junction, next to The Watersplash as this appears to be a well-used crossing path.

Z6.1.9

A crossing facility over the A337 opposite Brockenhurst College could be considered, together with tightened junction geometry at the Lymington Road/Brookley Road junction to reduce motor vehicle speeds and assist both walkers and cyclists.

Z.6.10

Village gateway features encouraging slower and careful driving on the busiest approaches to the village could be considered, e.g. on the A337 around the Forest Hall junction and at Lymington Road/Mill Lane.

Z6.1.1 – Lymington Road/Station Approach

Z6.1.4 –- Sway Road/Grigg Lane junction

Z6.1.7 – Brookley Road/Grigg Lane junction

Z6.1.10a – Lyndhurst Road/Forest Hall junction

Z6.1.2 – Brookley Road/Lymington Road junction

Z6.1.5 – Grigg Lane

Z6.1.8 – Brookley Road/Rhinefield Road junction

Z6.1.10b – Lymington Road/Mill Lane junction

Z6.1.3 – Brookley Road/Lymington Road junction

Z6.1.6 – Fibbards Road/Brookley Road junction

Z6.1.9 – Lyndhurst Road

A326 – East-West Connectivity

A key objective of this LCWIP is to reduce the severance created by the A326 through the provision of new and improved active travel routes and crossings between the Waterside area and the National Park.

The following routes that provide this East-West integration have been identified and mapped in this LCWIP document: 111, 109, 206, 116, 214. A further two routes have identified in the Waterside LCWIP connecting Totton to the National Park to the west.

The specific proposals to improve crossing locations on the A356 identified in this LCWIP are as follows:

- Staplewood Lane
- Twiggs Lane
- Applemore Roundabout
- Heath Roundabout
- Rawleston Road
- Exbury Road
- Lepe Road

Whilst Route 206 is categorised as a leisure route, it is being treated as a priority and improvements are taking place at the Applemore Roundabout.

Reducing severance through the National Park due to National Highways Road Network (A31 and A36)

The A31 and A36 are busy roads that bisect the National Park creating severance for active travel users wanting to move north-south through the area. These roads are part of the National Strategic Road Network managed by National Highways and carry high traffic volumes and high numbers of HGVs.

The A31 is a dual carriageway road and, in reality, the severance created by this road can only be overcome through the introduction of a new bridge or underpass to cross it which is unlikely to be achieved due to the financial cost.

The A36 is single carriageway through the New Forest and there are opportunities to address the severance issues through the provision of more controlled and uncontrolled crossing points on the route.

The partners involved in the development of this LCWIP have been in discussions with National Highways to prioritise interventions to tackle this severance particularly in the vicinity of the village of Wellow at the Black Hill junction, which forms part of Route 101 of the leisure network identified in this LCWIP.

Proposed cycle networks

Route 100: Downtown to Bransgore (via Ringwood)

Route description

This utility route provides a link between Downtown and Christchurch, passing Ringwood. The route is predominantly along B-roads and rural lanes (where it is a secondary utility route), with a more urban section at Ringwood (where it becomes primary). The southern end of the route serves Hinton Admiral railway station.

The route serves several development sites: Land at Moortown Lane and Land at Snails Lane in Ringwood, and Land at Bursgate and Land at Whitsbury Road in Fordingbridge.

The route serves several bus stops, mainly in Downtown, Fordingbridge and Ringwood. The C15 bus service, Salisbury to Brockenhurst via Ringwood, runs along some of this route.

The route meets with Fordingbridge CWZ and Ringwood CWZ.

Route 100 meets with route 240 in Fordingbridge, route 210 and 170 in Ringwood, and route 260 in Bransgore. It crosses the National Cycle Network route 2 near Bransgore.

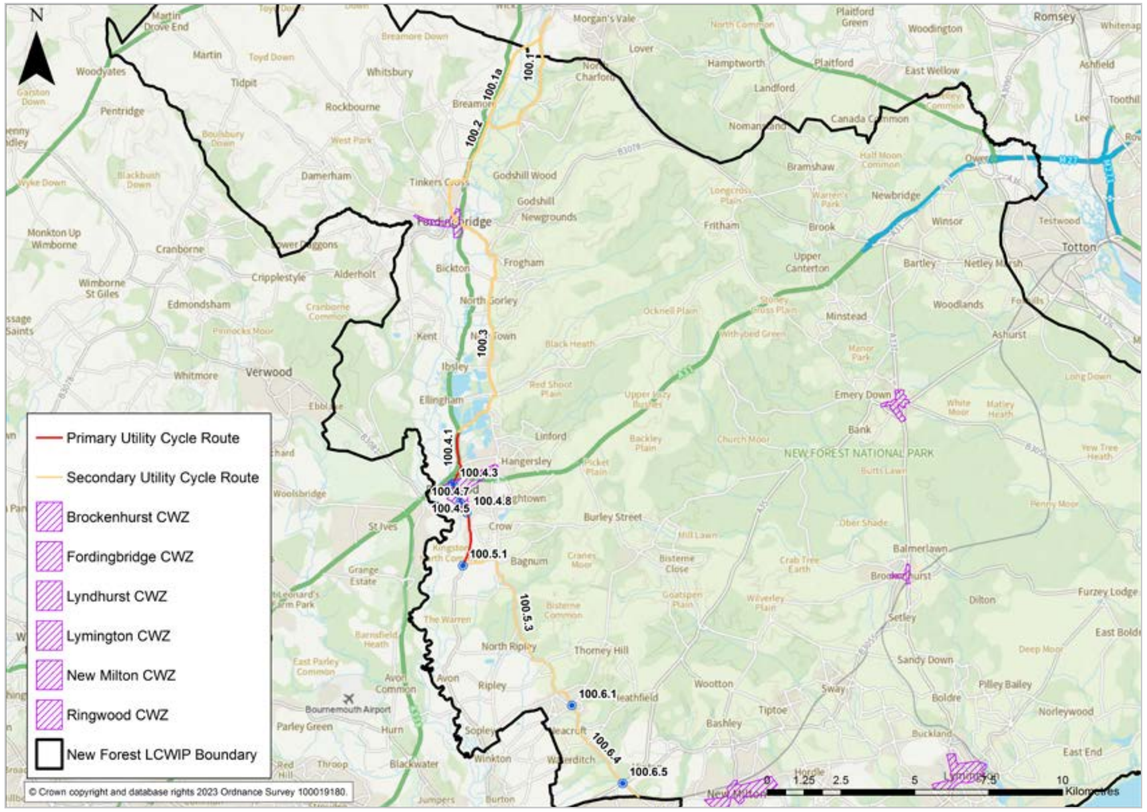
Background

The route has been developed in consultation with the LCWIP Steering Group and other stakeholders.

Following the consultation process the route has:

- been redirected to quieter, low traffic alternatives toward Wick/Ringwood, primarily using off-road paths.
- been realigned to the disused railway line along the Breamore path. Had a a slight amendment so that it passes through the centre of Bransgore via Belsy Lane.

The Habitat Regulations Assessment has also resulted in changes including the route rejoining the road at the southern end of the Braemore path at sufficient distance from the Special Area of Conservation (SAC) boundary.



100.1 Downton to Breamore via Woodgreen

Overview

Following the consultation, the proposed alignment for subsection 100.1 was changed from the A338 to roads with lower traffic levels. As shown in the figure below, the route begins in Wiltshire before continuing to Woodgreen via Moot Lane and Hale Road. It then proceeds along Moorgreen Road to join up with the public right of way along the disused Breamore railway line. There are no bus routes along this subsection.

This subsection has some opportunities to link to active travel routes that cross the border into Wiltshire.

Barriers to walking and cycling

There are a number of locations where there is limited highway space available along route 100.1. In combination with 40mph speed limits for much of the route, this can impact cycle accessibility. An alternative, mainly off highway route, is described below in 100.1a.

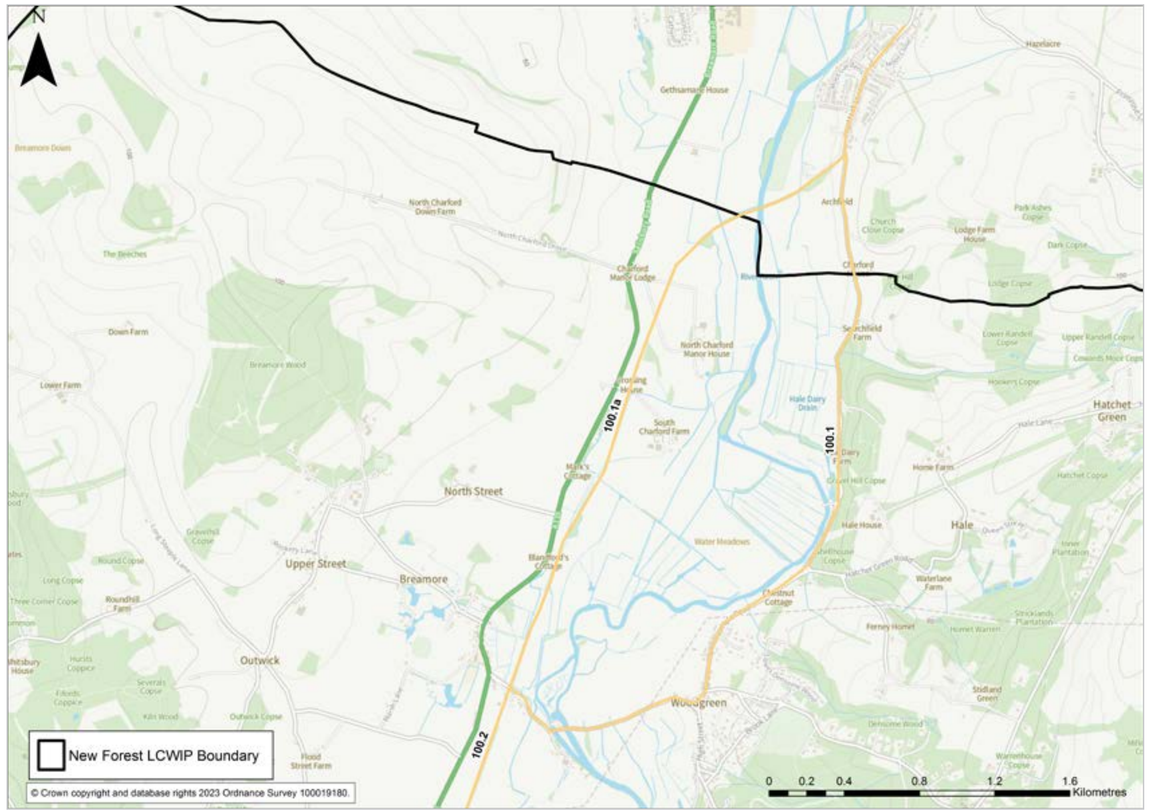
Habitat Regulations Assessment

The Habitats Regulations Assessment has identified that this route is close to the River Avon Special Area of Conservation. Therefore, care should be taken to provide potential options that would not impact the nearby environment.

Potential options

As this route alignment was introduced following the public consultation it has not been audited. Therefore, no potential options have been proposed for this route subsection.

This route alignment will be audited when funding can be secured for a feasibility study.



100.1a Downton to Breamore Alternative Alignment

Overview

Following the public consultation, this alternative route alignment to route 100.1 was introduced as a potential off-road route along the disused Braemore railway line. It is intended that this alternative alignment will enable further study into the use of the disused railway line for walking and cycling.

This route would likely require significant works to improve it to an adoptable standard. These include potential options such as a bridge over the Avon River.

Barriers to walking and cycling

Due to the route being entirely rural and traffic-free, there are no bus routes, and no access for motor vehicles. However there is no consistent street lighting provision, and as the alignment has not yet been audited, its current condition is unknown.

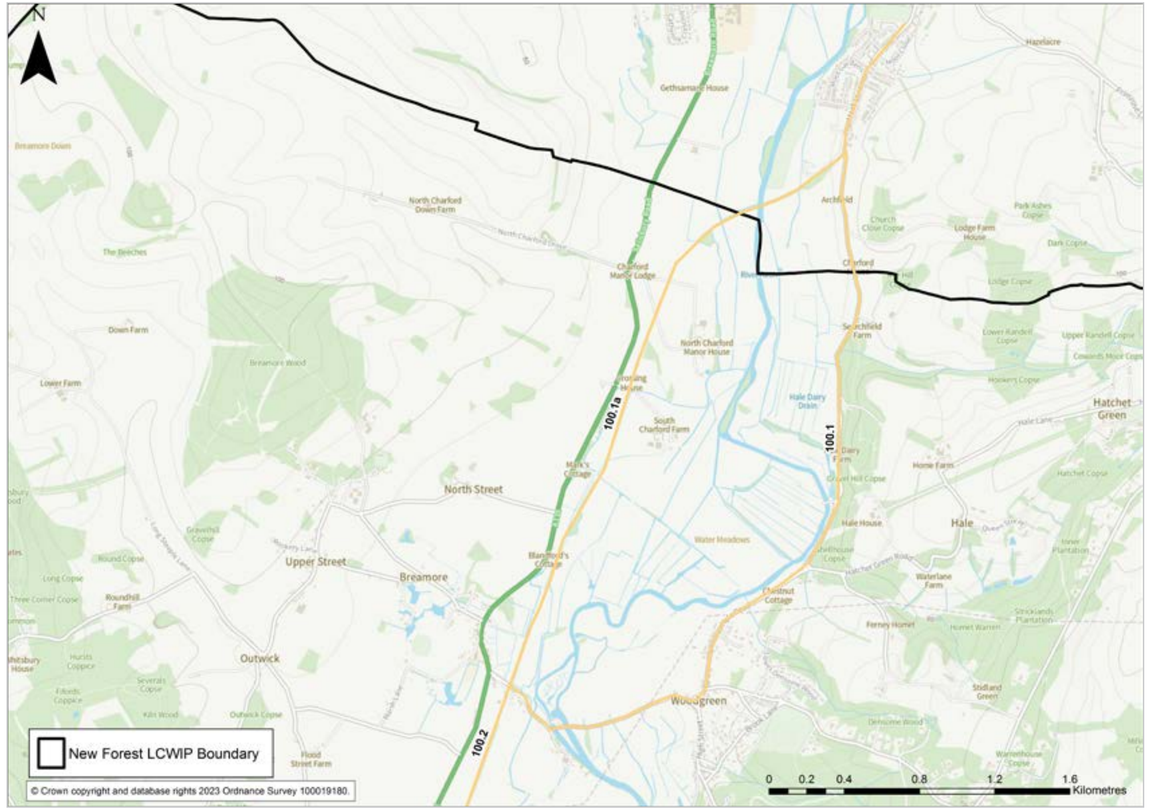
Habitat Regulations Assessment

Although the Habitat Regulations Assessment could only be applied for audited routes with suggested potential options, route 100.1a passes over the River Avon SAC, and any future works would need to take this into account, aiming to minimise any disturbances to sensitive environmental sites by people undertaking recreational activities like walking, dog walking etc.

Potential options

As this alternative route alignment was introduced following the public consultation it has not been audited. Therefore, no potential options have been proposed for this route subsection.

This route alignment will be audited when funding can be secured for a feasibility study.



100.2 Breamore to Fordingbridge

Overview

Following the consultation, secondary subsection 100.2 has changed alignment from the A338 in order to take advantage of roads with lower traffic volumes. The new alignment is primarily rural in nature, but changes to a more suburban setting when approaching and within Fordingbridge.

Most of the route is off-road or on lower-traffic roads, utilising the disused railway line, which is currently the subject of a project within HCC to improve the surfacing and enable cycle access. This has been funded by New Forest District Council .

There is a short section of the A338 that links the end of the Breamore path to Lower Burgate; once the route crosses the A338, the route uses footpaths to the north and west of The Burgate School. This follows Pennys Lane, Whistbury Road, Green Lane and Salisbury Street.

Public transport is available on this route: bus route C15 runs once daily along the A338.

Barriers to walking and cycling

Due to the route being entirely rural and traffic-free, there are no bus routes, and no access for motor vehicles. However, there is no consistent street lighting provision and as the alignment has not yet been audited, its current condition is unknown.

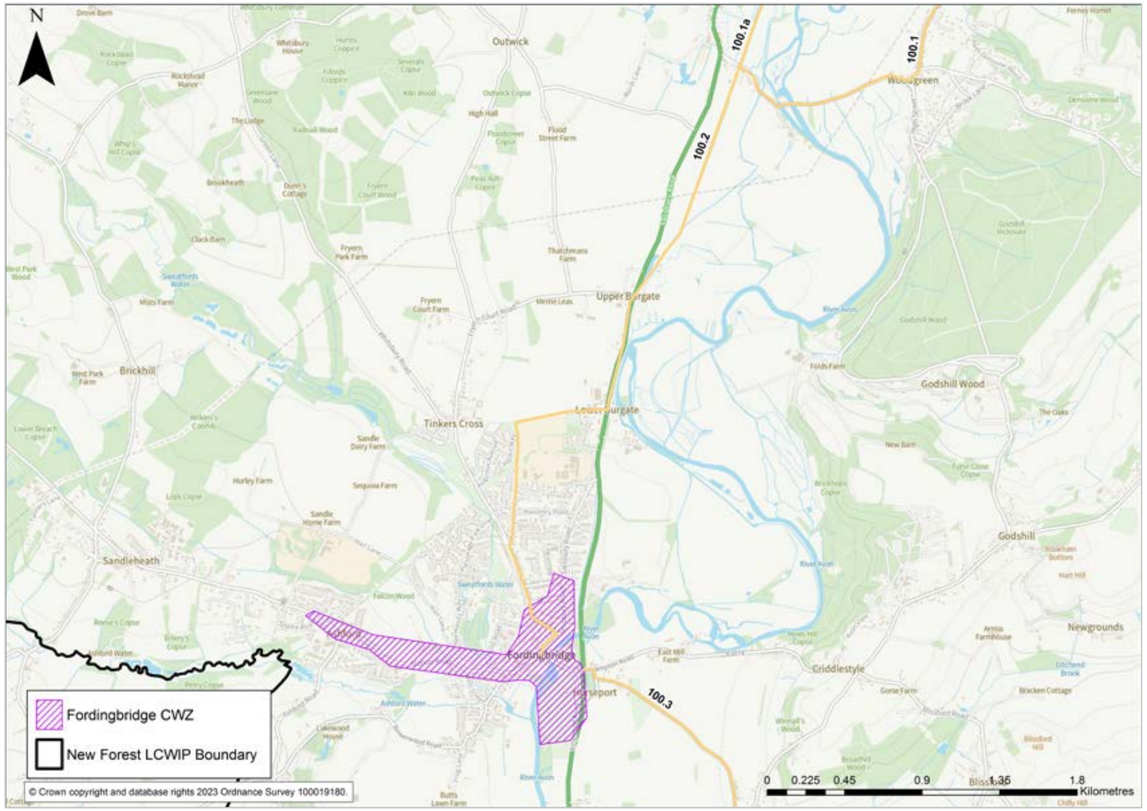
Habitat Regulations Assessment

Although the Habitat Regulations Assessment could only be applied for routes with suggested potential options, the southern end of the revised route passes close to the SAC boundary. It is therefore recommended that this route will need to rejoin the road at sufficient distance from the boundary to avoid impacting this sensitive environmental site.

Potential options

As this alternative route alignment was introduced following the public consultation it has not been audited. Therefore, no potential options have been proposed for this route subsection.

This route alignment will be audited when funding can be secured for a feasibility study.



100.3 Fordingbridge to Ringwood

Existing conditions

This secondary subsection's alignment has been amended from the A338, following consultation with stakeholders, to take advantage of the lower traffic roads.

This subsection is now entirely on country lanes, with minimal traffic. It follows Stuckton Road, Hyde Lane, Hungerford Hill, Ringwood Road, Gorley Road and Ivy Lane. The route connects Stuckton, North Gorley, New Town, Mockbeggar and Rockford.

Due to the more rural nature of the route, there are fewer residential frontages, and there are no bus routes along routes.

Barriers to walking and cycling

There is no consistent street lighting provision and as the alignment has not been audited, its current condition is unknown.

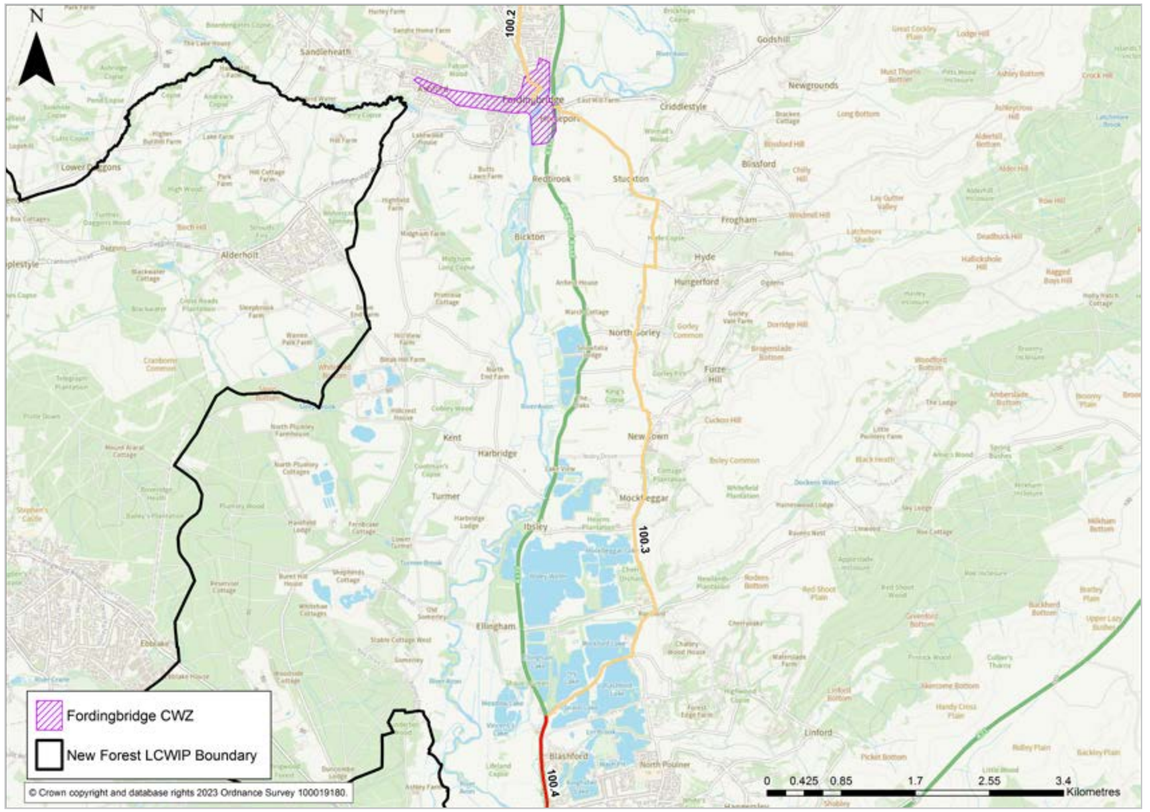
Habitat Regulations Assessment

The Habitat Regulations Assessment found that there are unlikely to be any impacts on sensitive environmental sites along this section of route 100.

Potential options

As this route alignment was introduced following the public consultation it has not been audited. Therefore, no potential options have been proposed for this route subsection.

This route alignment will be audited when funding can be secured for a feasibility study.



100.4 Ringwood to Moortown

Overview

Following the public consultation, a minor change has been made to the route alignment from Salisbury Road (A338) to Gravel Lane and Linden Gardens. The new alignment takes advantage of an existing underpass which allows people walking and cycling to avoid crossing the A31.

This primary subsection of route 100 starts at the Ivy Lane/Ringwood Road junction and continues until the Christchurch Road/Moortown Lane junction.

The speed limit at the northern extent of the subsection, prior to the Salisbury Road/A31 interchange, is 40mph. Where the route passes through Ringwood town and on to Moortown, the speed limit is 30mph.

A bus service run by Go Ahead/Morebus (the X3) operates along part of this subsection every 30 minutes on weekdays and Saturdays, and every hour on Sundays.

This subsection has a more urban character than other parts of the route, with more frequent vehicle accesses to private properties and businesses, consistent street lighting provision, and highway width constraints due to existing infrastructure and properties.

Pavements are present along at least one side of the road for the entire length of the subsection. Shared use paths have been installed along some of the route subsection within Ringwood town.

Barriers to walking and cycling

The combination of high traffic flows through the centre of Ringwood and lack of crossing facilities between junctions restrict accessibility for people walking.

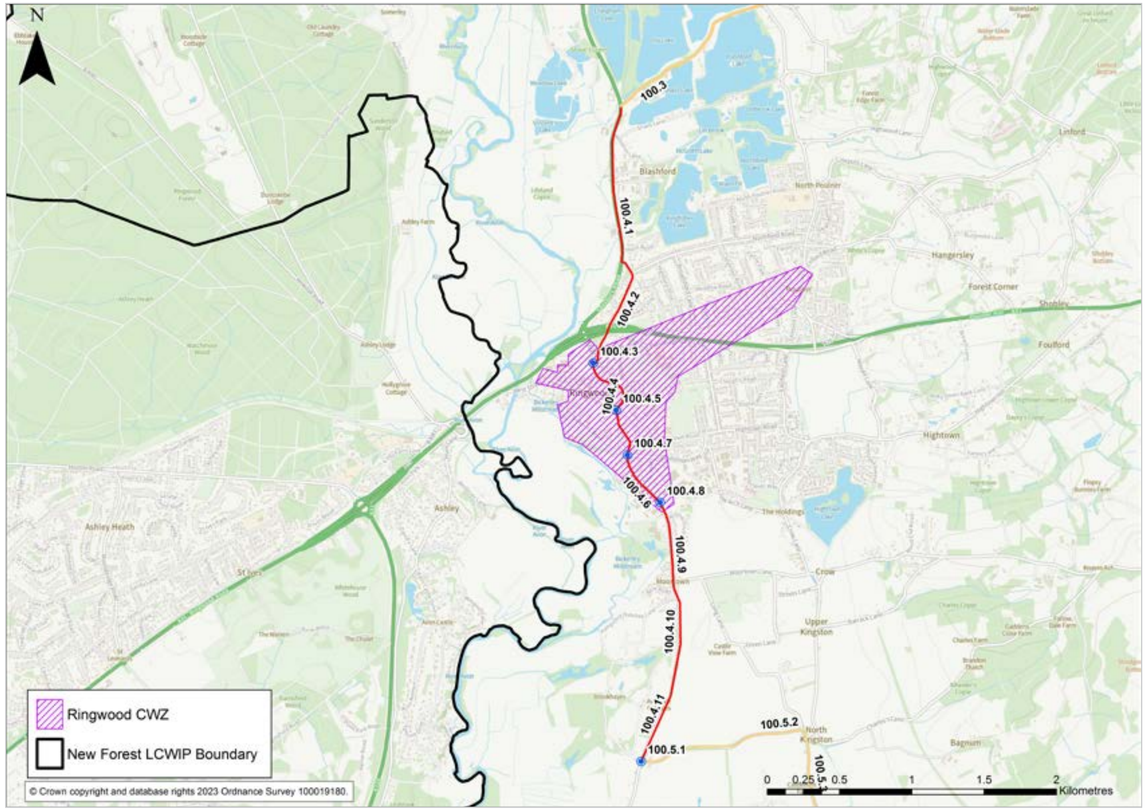
There is a recorded cluster of personal injury collisions over the past five years within Ringwood town involving people walking and cycling.

There are a number of roundabouts along the route which may deter people from cycling, particularly given the high motor vehicle flows.

Inconsistent infrastructure provision would likely pose a barrier to people cycling, as frequent switching between the road and shared use paths introduces potential points of conflict.

Habitat Regulations Assessment

The Habitat Regulations Assessment did identify some potential impacts on sensitive environmental sites towards the north of the subsection. However, these potential impacts were sufficiently mitigated by specifying the minimisation of tree loss and ensuring any future construction schedule avoids bird breeding or overwintering periods.



Potential options

100.4.1

There appears to be sufficient width to install a segregated cycle track, subject to land availability, on Salisbury Road between Ivy Lane and Salisbury Road.

Any future works should ensure that tree loss will be minimised, and the construction schedule avoids bird breeding or overwintering periods. Screening and noise monitoring may also be required during construction.

100.4.2

Following the consultation, this route was changed from the A338 to Salisbury Road and Gravel Lane to take advantage of lower-traffic roads and the existing underpass to cross the A31. Potential options along this section should be evaluated following a feasibility study.

100.4.3

The roundabout at Mansfield Road could be redesigned to explore the potential for a Dutch-style roundabout (which gives people walking and cycling priority over other vehicles) or cyclops junction.

100.4.4

Presently, high traffic volumes along Mansfield Road (B3347) are unlikely to support cycling in mixed traffic. Currently, reducing traffic volumes along Mansfield Road would be the only way to achieve LTN 1/20 compliant cycle infrastructure improvements. Therefore, alternative routes which avoid Mansfield Road should be explored at a future feasibility study stage.

100.4.5

The mini-roundabout at the Christchurch Road/Mansfield Road junction should be reviewed to improve cycle continuity.

100.4.6

Presently, high traffic volumes are unlikely to support cycling in mixed traffic so the route along Christchurch Road between Mansfield Road and Wellworthy Way is not suitable for all users. Currently, reducing traffic volumes along Christchurch Road would be the only way to achieve LTN 1/20 compliant cycle infrastructure improvements. Therefore, alternative routes which avoid Christchurch Road should be explored at a future feasibility study stage.

100.4.7

Options to redesign the Castleman Way/Christchurch Road roundabout to a signalised junction should be explored. Suitable facilities for cycling such as advanced stop lines or early cycle release could also be considered.

100.4.8

The Wellworthy Way/Christchurch Road roundabout could be redesigned to a signalised junction with a dedicated left turn for cycles.

100.4.9

Due to high traffic levels on Christchurch Road, a mixed traffic approach is unlikely to be appropriate at present. Currently, reducing traffic volumes along Christchurch Road would be the only way to achieve LTN 1/20 compliant cycle infrastructure improvements. Therefore, alternative routes which avoid Christchurch Road should be explored at a future feasibility study stage.

100.4.10

Between Moortown Lane and the start of the 50mph limit, consider widening the existing pavement on the west side of Christchurch Road to provide a shared use facility.

100.4.11

Between the start of the 50mph limit and its junction with Rod Lane, Christchurch Road has high traffic volumes and is unlikely to support cycling in mixed traffic, so it is currently not suitable for all users.

100.4.1 – A338 between Ivy Lane and the A31

100.4.5 – B3347/Christchurch Road mini-roundabout

100.4.8 – The Wellworthy Way/Christchurch Road roundabout

100.4.11– Christchurch Road from the start of the 50 mph limit to the junction with Rod Lane

100.4.3 – The Southampton Road/The Furlong/ B3347 roundabout

100.4.6 – Christchurch Road between Mansfield Road and Wellworthy Way

100.4.9 – Christchurch Road between Wellworthy Way and Moortown Lane

100.4.4 – Mansfield Road

100.4.7 – Castleman Way/Christchurch Road Roundabout

100.4.10 – Christchurch Road between Moortown Lane and the start of the 50mph limit

100.5 Moortown to Bransgore via North Kingston

Overview

This secondary section of route 100 is largely rural in nature, with a narrow road, some intermittent property frontages with vehicle accesses and mostly lined on both sides of the road by trees. The speed limit is 40mph along this subsection.

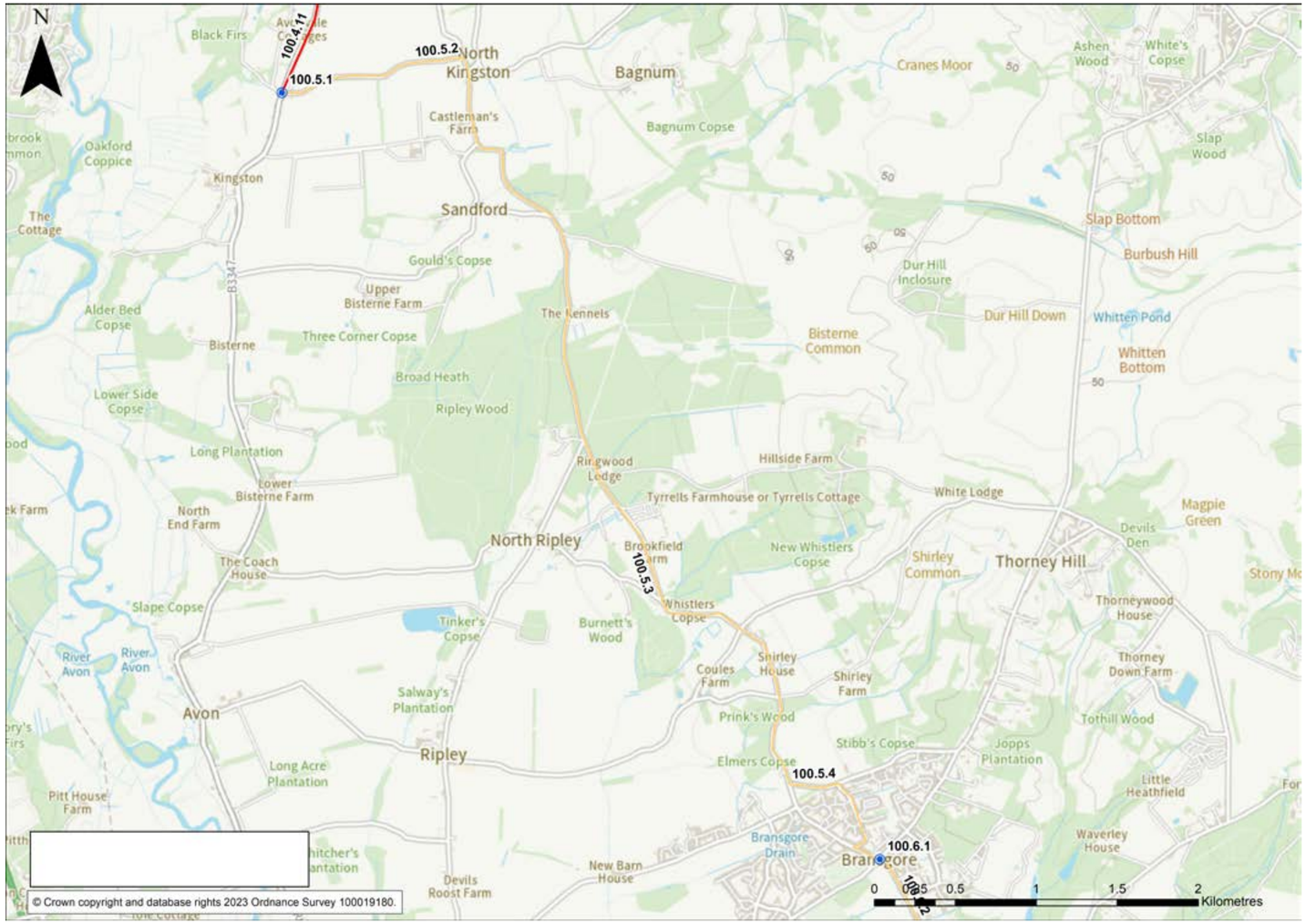
There are no pavements or cycle-specific infrastructure present.

Barriers to walking and cycling

The lack of infrastructure for people walking or cycling, and the speed of traffic are the primary barriers to active travel. There are some tight turns along this route subsection which restrict visibility and may reduce comfort for people cycling.

Habitat Regulations Assessment

The Habitat Regulations Assessment did identify some potential impacts on sensitive environmental sites near this subsection. However, these potential impacts were sufficiently mitigated by specifying the minimisation of tree loss and ensuring any future construction schedule avoids bird breeding or overwintering periods.



Potential options

100.5.1

The Christchurch Road/Rod Lane junction could be improved by upgrading the existing junction to a signalised format.

100.5.2

Rod Lane is not sufficiently wide enough to install fully segregated cycle tracks on either side of the road. A 20mph zone with traffic calming and modal filters, if traffic volumes are too high, may be appropriate following further study.

Any future works along 100.5.1 and 100.5.2 should ensure that the construction schedule avoids bird breeding or overwintering periods. Screening and noise monitoring may also be required during construction.

100.5.3

The highway from the junction of Rod Lane with Long Lane to Burnt House Lane is too narrow to install cycle-specific infrastructure without widening the existing highway. Given that there will be significant constraints to widening the highway, it may be more practical to implement a 20mph zone with traffic calming and modal filters, if traffic volumes are too high, as well as other measures to improve visibility, or identify an alternative route.

100.5.4

Burnt House Lane, Betsy Lane, and Ringwood Road until the junction with Burley Road could be reduced to 20mph with traffic calming measures to enable a mixed traffic approach.

100.5.1 – The Christchurch Road/Rod Lane junction

100.5.2 – Rod Lane

100.5.3a –Thatcher's Lane between the Rod Lane/ Long Lane junction and the beginning of subsection 100.6

100.5.3a – Thatcher's Lane between the Rod Lane/ Long Lane junction and the beginning of subsection 100.6

100.6 Bransgore to Walkford

Overview

This secondary subsection has suburban characteristics within Bransgore before transitioning to a rural setting once outside the settlement.

Pavements are present within Bransgore, and along one side of the road for a short distance south of the village but are absent otherwise until the Lyndhurst Road/ Ringwood Road junction. Cycle-specific infrastructure is lacking along this subsection.

The speed limit is 30mph within Bransgore, 40mph between Bransgore and the Lyndhurst Road/Ringwood Road junction, and national speed limit for the remainder of the route.

Barriers to walking and cycling

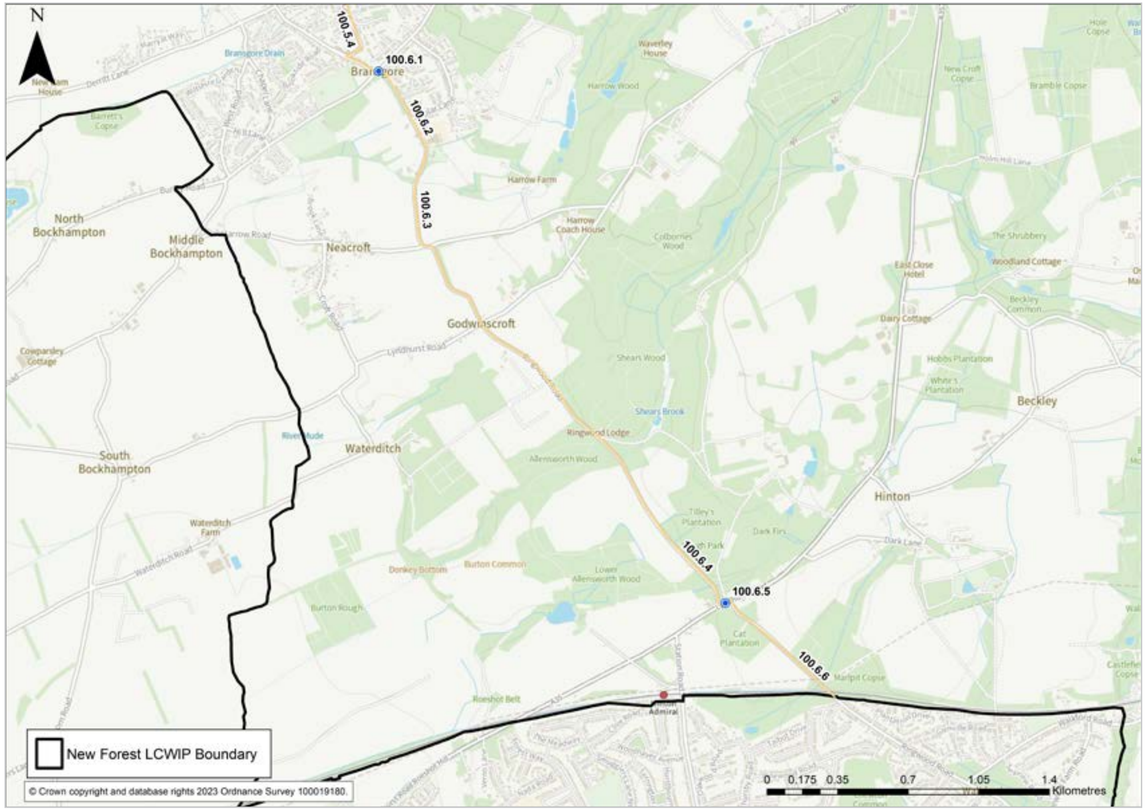
The lack of pavements is the main barrier to walking. Cycle-specific infrastructure is not present along this subsection.

The junction of Lyndhurst Road and Ringwood Road is difficult for cyclists to negotiate, as continuing either southbound or northbound requires transitioning into the right-hand lane immediately after turning onto Lyndhurst Road.

There is a cluster of personal injury collisions involving people walking and cycling within Bransgore.

Habitat Regulations Assessment

The Habitat Regulations Assessment did identify some potential impacts on sensitive environmental sites south of Bransgore. However, these potential impacts were sufficiently mitigated by specifying that the ditch and surrounding habitat on Ringwood Road would be required in the event that Great Crested Newts are present.



Potential options

100.6.1

The Ringwood Road/Burley Road junction could be upgraded to a signalised junction to improve comfort and safety for cyclists.

100.6.2

Following Ringwood Road from Burley Road to the start of the 40mph zone, a 20mph zone with traffic calming could be implemented. Modal filters may be required if traffic volumes are too high.

100.6.3

Between the start of the 40mph speed limit and the junction with Harrow Road it may be possible to implement a shared use path along the east side of the road by widening the existing pavement. The retention of the ditch and supporting habitat will be required if further studies identify the presence of Great Crested Newts. Alternatively, a 20mph zone may be appropriate.

100.6.4

Ringwood Road between Harrow Road and the junction with Lyndhurst Road has a number of constraints which may prevent LTN 1/20 compliant infrastructure from being implemented, including property frontages, environmental considerations and available highway width. A 20mph mixed-traffic approach with modal filters could be acceptable, following further study.

100.6.5

The Ringwood Road/Lyndhurst Road junction could be upgraded to improve northbound/southbound cycle priority through the junction.

100.6.6

The pavement on the southwest side of Ringwood Road between Lyndhurst Road and the Hampshire County boundary could potentially be widened to accommodate a shared use path.

100.6.1 – The Ringwood Road/Burley Road junction

100.6.2 – Ringwood Road south of Burley Road

100.6.3 – Ringwood Road between Bransgore and Harrow Road

100.6.4 – Ringwood Road between Harrow Road and Lyndhurst Road

100.6.5a – The Ringwood Road/Lyndhurst Road junction

100.6.5b – The Ringwood Road/Lyndhurst Road junction

100.6.6 – Ringwood Road south of Lyndhurst Road

Route 110: Brockenhurst to New Milton via Sway

Route description

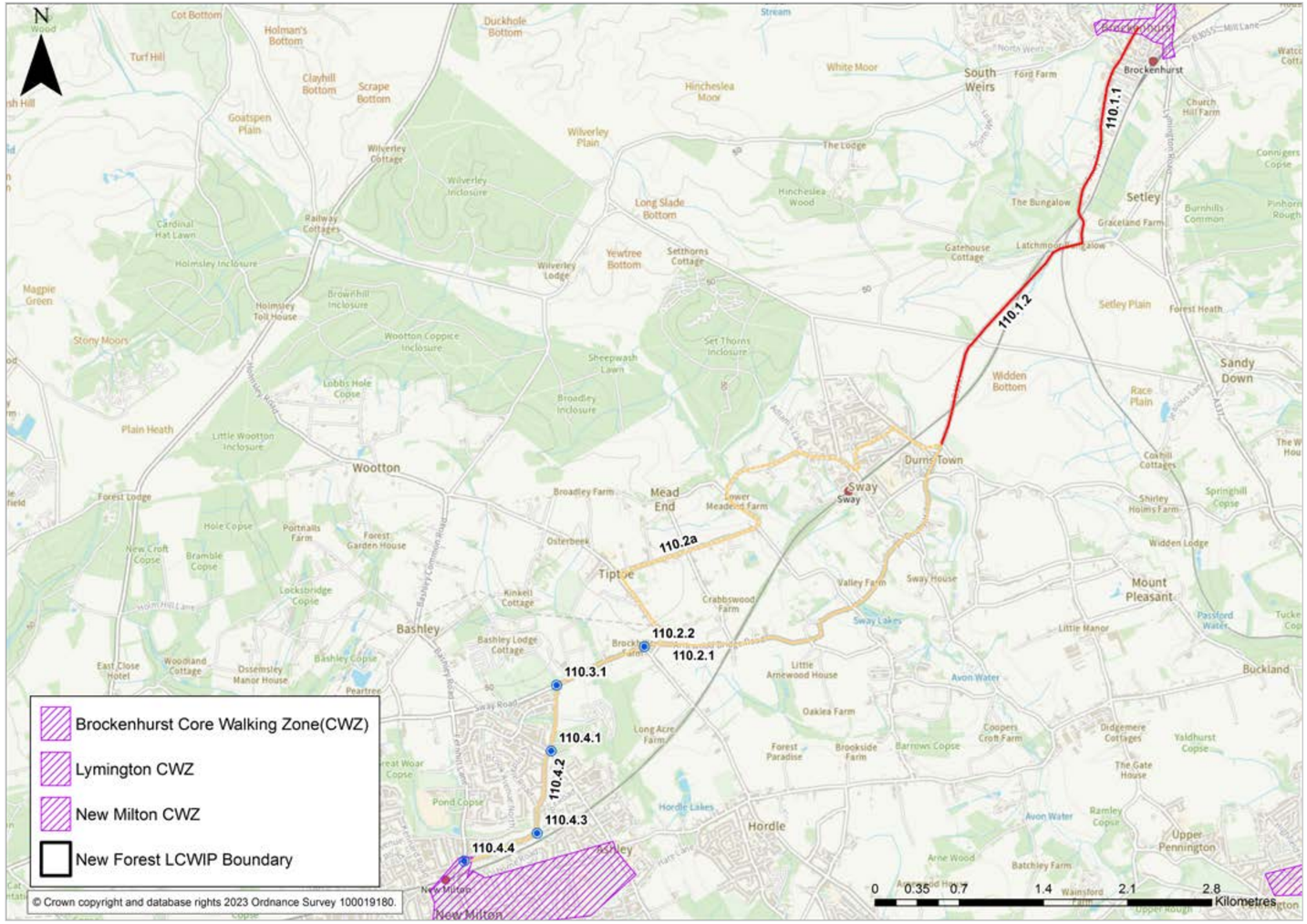
This secondary utility route provides a link between New Milton and Brockenhurst, passing close to Sway, and railway stations at Brockenhurst, Sway and New Milton. The short onward connections to all three stations should be considered as this route is developed to maximise its use. The route has a mixture 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.



110.1 Brockenhurst to Durns Town

Overview

Following the public consultation, this first section of route 110 has been reclassified as a primary utility cycle route, as it connects Brockenhurst to Sway and has the potential to support relatively high numbers of people cycling.

Subsection 110.1 follows the B3035 from the Durns Town/Pitmore Lane junction to Brockenhurst.

Average traffic flows along this subsection are 6,000 vehicles per day, with speed limits of 30mph within Brockenhurst and 40mph beyond Latchmoor Bungalow.

Footpaths are present along at least one side of the B3055 as far as the junction with Brockenhurst Manor Golf Club. Beyond this point there is no provision for pedestrians. Additionally, there is no dedicated cycling facility throughout the full extent of 110.1.

Within Brockenhurst, the route is mainly bordered by property frontages. Beyond this the route is in rural National Park land.

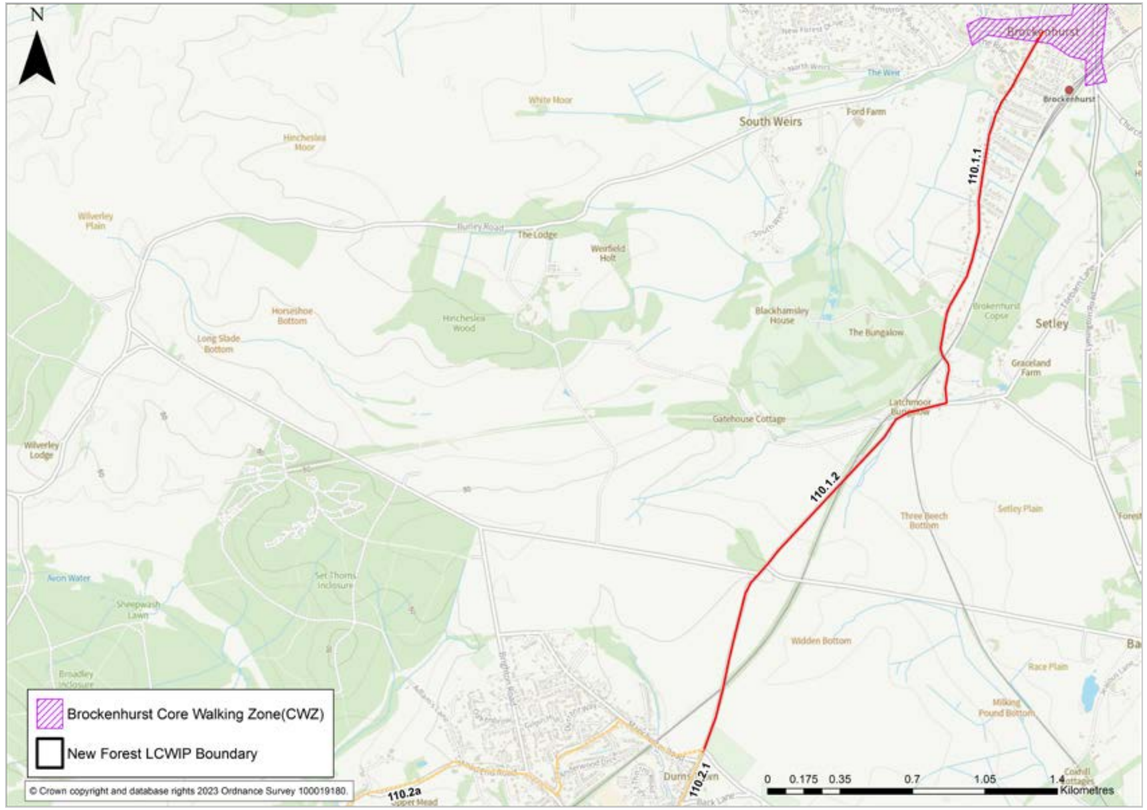
Barriers to walking and cycling

Relatively high traffic volumes and motor vehicle speeds along this subsection are a barrier to cycling. The lack of footpaths beyond the golf course also reduces the attractiveness of walking.

Junctions along the subsection are often uncontrolled, with no pedestrian refuges and wide bellmouths, making cycling and walking less attractive. There are also pinch points where the route crosses railway lines.

Habitat Regulations Assessment

The Habitat Regulations Assessment identified some potential impacts on sensitive environmental sites near 110.1.2. However, given that the potential option for 110.1.2 did not involve taking land from either side of the carriageway, no changes were necessary to ensure that sensitive environmental sites remained unaffected.



Potential options

110.1.1

Investigate the possibility of implementing dedicated cycle tracks on either side of the road (B3055) between the start of the 30mph zone south of Brockenhurst and Sway Road/Latchmoor Road junction. These should be made with appropriate materials which will preserve the character, and ecological integrity of the area. Due to the ecologically sensitive nature of the area, and as part of any feasibility study, engagement will need to take place with key stakeholders such as Natural England, The Verderers, Forestry England and NFNPA to determine whether the route is achievable.

110.1.1a – Sway Road between Brockenhurst and the Sway Road/Latchmoor Road junction

110.1.2

Between the Sway Road/Latchmoor Road junction and the Marlpit Oak Road/Pitmore Lane junction, there is insufficient highway width available to provide fully kerbed or lightly segregated cycle tracks along the whole of Sway Road. Therefore, a 20mph zone with traffic calming and potentially modal filters could be implemented instead.

110.1.1b – Sway Road between Brockenhurst and the Sway Road/Latchmoor Road junction

110.1.2 – Marlpit Oak Road (B3055)

110.2 Durns Town to Brockhills Lane

Existing conditions

The second section of route 110 follows the B3035 from its junction with Brockhills Lane to the Durnstown/ Pitmore Lane junction.

Average traffic flows along this subsection are 9,000 per day, with a speed limit of up to 40mph, including a section of 30mph between Valley Farm and Arnewood Manor Farm.

There are no footpaths or cycling-specific facilities located along this subsection. The subsection is entirely rural in nature with occasional narrow verges and farm frontages.

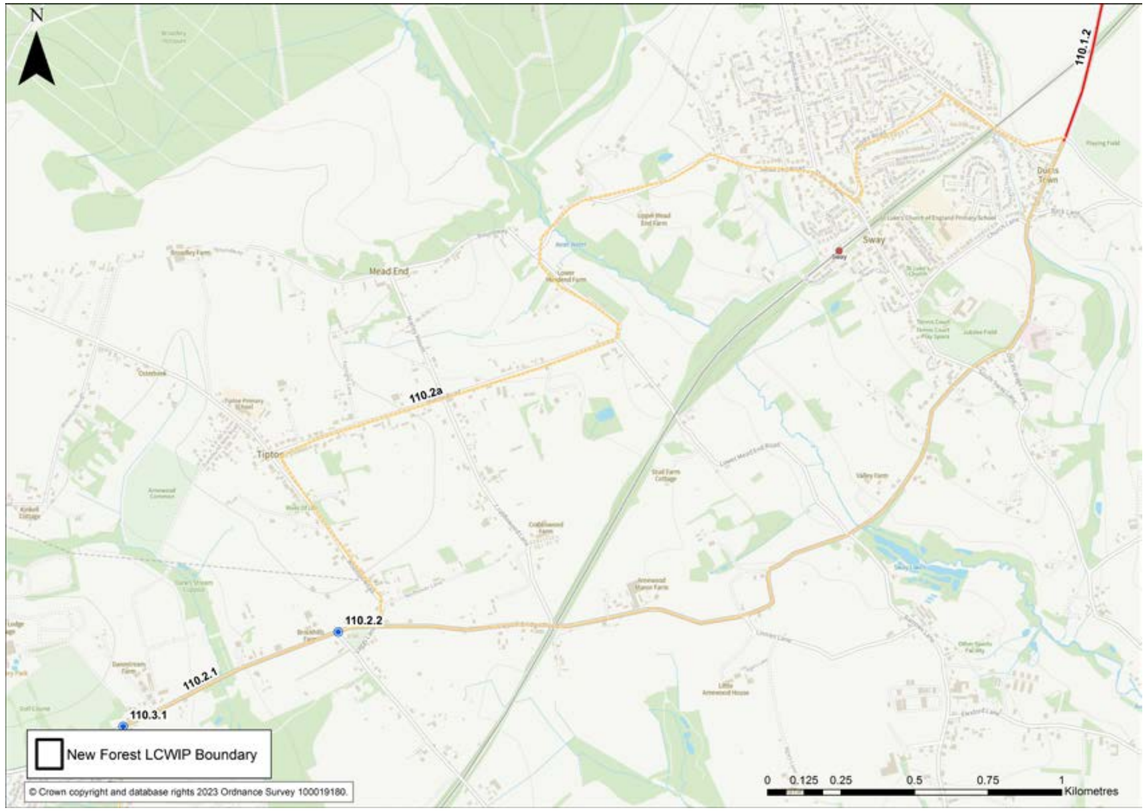
An alternative route alignment to 110.2 was introduced following the consultation. The alternative alignment takes advantage of roads with lower volumes of motor vehicles, and could be investigated should funds become available for active travel infrastructure in this area.

Barriers to walking and cycling

High traffic volumes and motor vehicle speeds along this subsection paired with no dedicated pedestrian or cycling provision create significant barriers.

Habitat Regulations Assessment

The Habitat Regulations Assessment found that there are unlikely to be any impacts on sensitive environmental sites along this route.



Potential options

110.2.1

Between the Pitmore Lane/Durnstown junction and the Sway Road/Brockhills Lane junction, there is not enough available highway width to consistently provide segregated cycle facilities. A 20mph zone with traffic calming, and potentially filters, could be implemented instead.

110.2.2

A review of the Vaggs Lane junction should be undertaken to explore improvements for cycle route continuity through the junction.

110.2.1a – Birchy Hill between the Pitmore Lane/ Durnstown junction and the Sway Road/Brockhills Lane junction

110.2.1b – Sway Road between Vaggs Lane and Brockhills Lane

110.2.2 – The Sway Road/Vaggs Lane junction

110.2a Durns Town to Brockhills Lane – Alternative Alignment

Overview

This alternative route alignment was introduced following the consultation in order to take advantage of roads with lower traffic flows. It connects Brockhills Lane with Durn Town via Manchester Road, Middle Road, Station Road, Mead End Road, Middle Road and Wootton Road. This alignment should be investigated further should funding become available for walking and cycling improvements in future.

Barriers to walking and cycling

As this alternative route alignment has not been audited, its current condition is unknown.

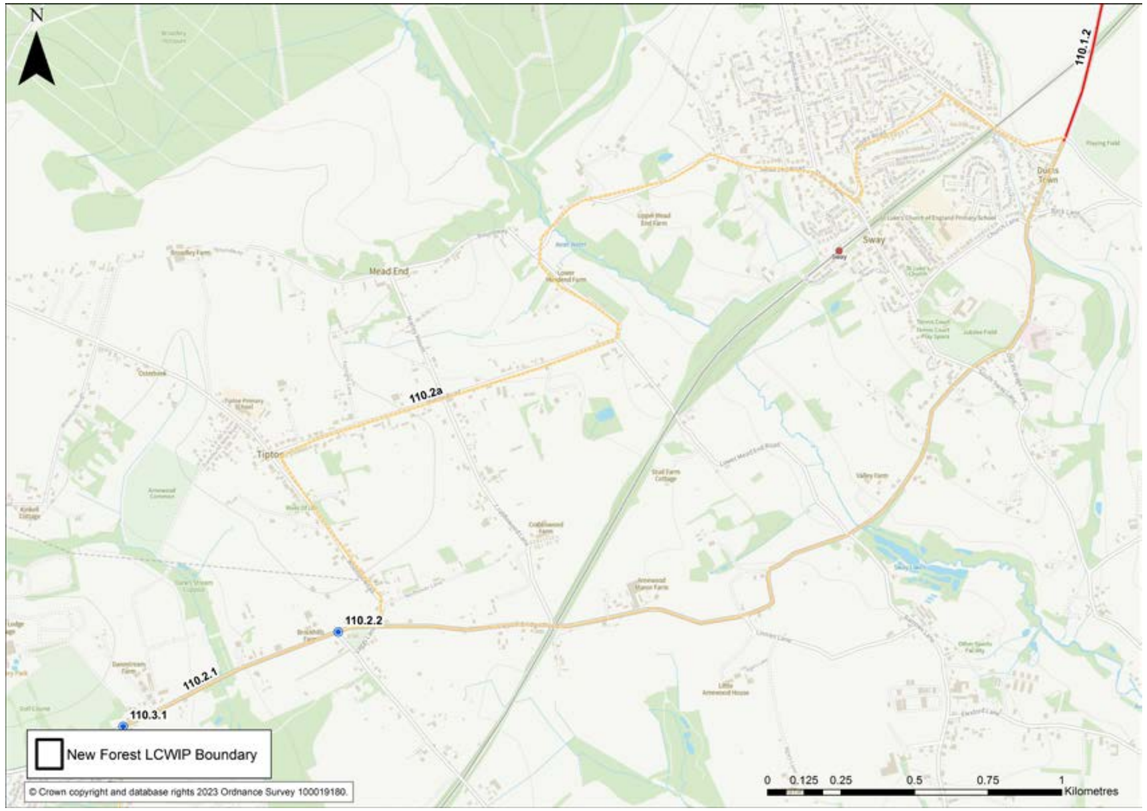
Habitat Regulations Assessment

Although the Habitat Regulations Assessment could only be applied for routes with suggested potential options, the northern end of the revised route passes close to the New Forest Site of Special Scientific Interest (SSSI). Any future works would need to take this into account, aiming to minimise disturbances to the SSSI from people undertaking recreational activities like walking, dog walking etc.

Potential options

As this alternative route alignment was introduced following the public consultation it has not been audited. Therefore, no potential options have been proposed for this route subsection.

This route alignment will be audited when funding can be secured for a feasibility study.



110.3 Brockhills Lane

Overview

Section 110.3 follows Brockhills Lane. Average traffic flows along this subsection are 2,000 vehicles per day, with a speed limit of 30mph. Footpaths are present for approximately a quarter of the section along the southernmost extent. There is no cycle-specific provision available. Most of the subsection has property frontages with occasional rural access. No changes were made to this section of route 110 following the public consultation.

Barriers to walking and cycling

The greatest barriers to walking and cycling are the lack of pedestrian and cycling facilities combined with the speed limit. In addition, there are no crossing facilities over side roads and limited natural surveillance.

Habitat Regulations Assessment

The Habitat Regulations Assessment found that there are unlikely to be any impacts on sensitive environmental sites along this section of route 110.

Potential Options

110.3.1

A review of Sway Road/Brockhills Lane junction should be undertaken to explore improvements for cycle route continuity through the junction. Potential opportunities to upgrade sections of PRoW to create new links to destinations and improve safety.

110.3.2

A 20mph zone with traffic calming could be implemented along Brockhills Lane, with measures to reduce traffic volume if needed.

110.3.1 – Sway Road/Brockhills Lane junction

110.3.2 –Brockhills Lane between Sway Road and Oakwood Avenue

110.4 Brockhills Lane to B3058

Existing conditions

The section of route 110 starts at Fernhill Lane (B3058) and follows Manor Road and Oakwood Avenue to Brockhills Lane.

Average traffic flows along this subsection are 2,200 vehicles per day, with speed limits of 30mph throughout.

Footpaths are present along both sides for the whole subsection. There is no dedicated cycling infrastructure present.

The subsection is fronted by residential properties except for the Manor Road and B3058 junction, where there are some commercial buildings.

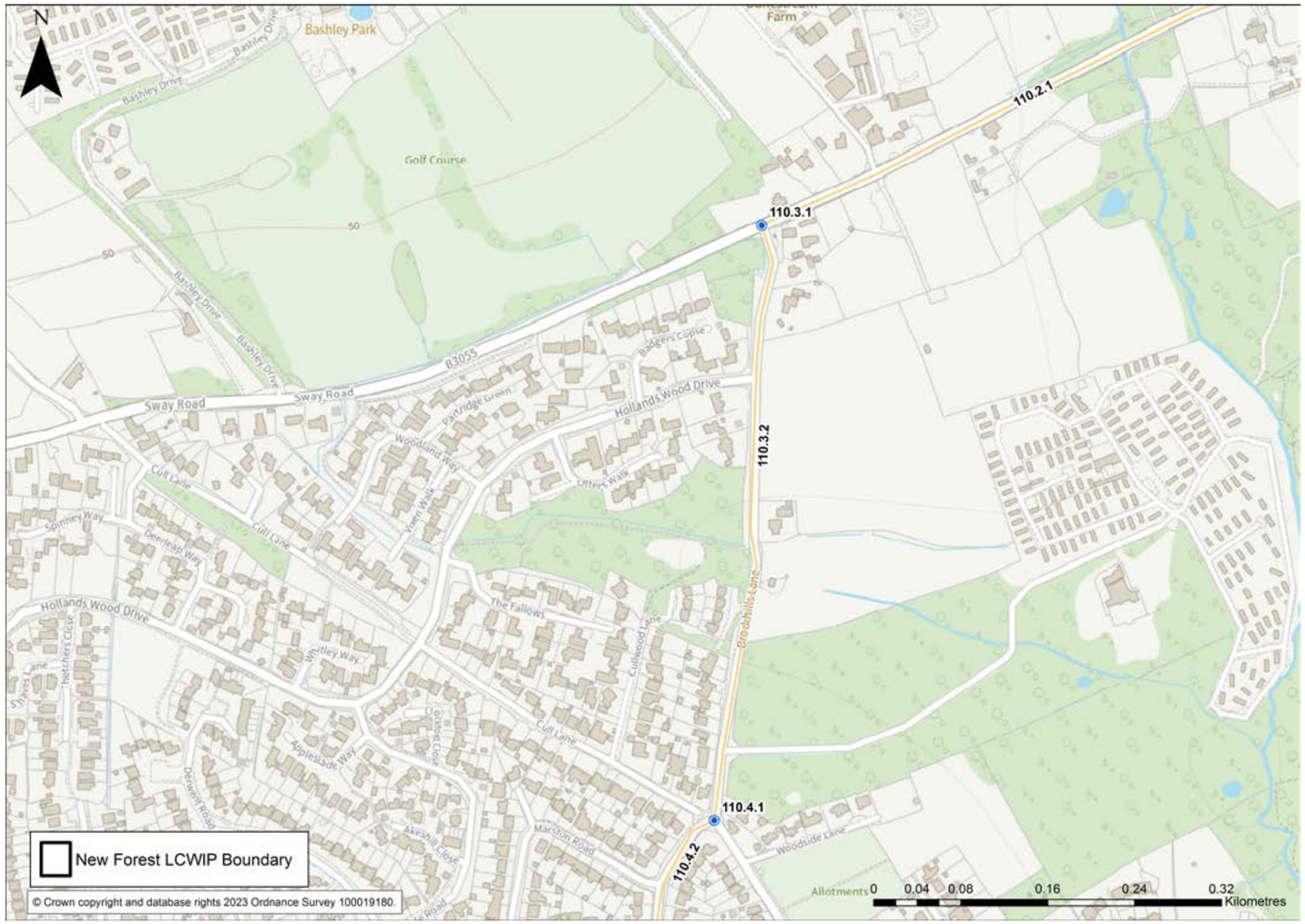
No changes were made to this section of route 110 following the public consultation.

Barriers to walking and cycling

Barriers to walking and cycling are the lack of priority over side roads, the speed limit, and lack of dedicated cycling facilities. On-street parking can also present a hazard.

Habitat Regulations Assessment

The Habitat Regulations Assessment found that there are unlikely to be any impacts on sensitive environmental sites along this section of route 110.



Potential options

110.4.1

The Oakwood Avenue/Ashley Common Road/Brockhills Lane junction priorities could be changed to improve cycle route continuity.

110.4.2

The section of Manor Road and Oakwood Avenue between the Brockhills Lane/Ashley Common Road junction and the Fernhill Lane junction currently has no cycle facilities and a 30mph limit, so is unsuitable for cycling in mixed traffic. Therefore, a 20mph mixed-traffic street could be considered, with traffic calming to reduce speeds, and possibly a modal filter to reduce traffic volume.

110.4.3

Changing the Manor Road/Oakwood Avenue junction priorities to improve cycle route continuity along the route should be explored.

110.4.4

A review of the B3058 Fernhill Lane/Avenue Road/ Manor Road junction should be undertaken to explore improvements for cycle route continuity through the junction. The potential for providing a cyclops style junction here could be investigated.

110.4.1 – Oakwood Avenue/Brockhills Lane junction

110.4.3 – Oakwood Avenue/Manor Road junction

110.4.2 – Manor Road between Oakwood Avenue and the B3058/Fernhill Lane

110.4.4 – Manor Road/Fernhill Road junction

Route 120: Totton to Lymington via Lyndhurst and Brockenhurst

Route description

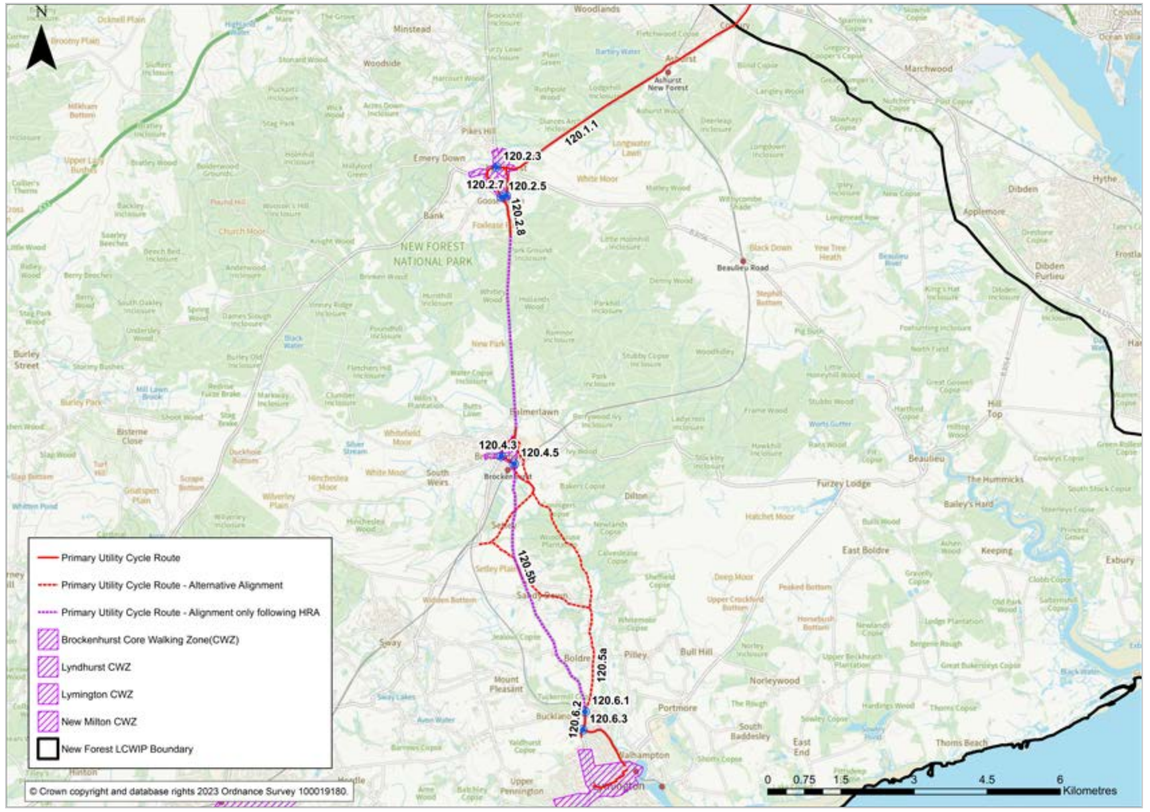
This route connects the northern end of Totton with Lyndhurst, Brockenhurst and Lymington. It is primarily rural in nature, with much of the route aligned with the A337. Route 120 is approximately 23.5km long.

It passes a number of key destinations, including Woodhaven Hospital, Coxlease School, Brockenhurst College and Brockenhurst railway station, as well as the Brockenhurst and Lyndhurst village centres.

The Bluestar number 6 bus service from Southampton to Lymington stops frequently along this route between Lyndhurst and Lymington. This bus service provides a link between Lyndhurst, Brockenhurst and Lymington Town centres, as well as Brockenhurst College, Brockenhurst Railway Station and Lymington Town railway station.

Background

This route crosses the National Cycle Network route 2 at Brockenhurst, and the adopted New Forest Waterside LCWIP route 324 at Calmore. It has been developed in collaboration with the LCWIP Steering Group and other stakeholders. Post consultation changes have included alternative routes which take account of work being undertaken to improve active travel infrastructure in the area.



120.1 Colbury to Lyndhurst

Overview

This section of the route runs from Colbury to Lyndhurst.

The subsection is mainly rural with residential properties set back from the road and becomes more urban in Ashhurst. The speed limit is 50mph starting from the A326/A35 junction, then reduces to 40mph shortly afterward. As you approach Ashurst, it drops to 30mph. Upon exiting Ashurst, the limit increases to 60mph before decreasing again to 30mph when entering Lyndhurst.

There is a shared use path along the entire length of 120.1 on the north side of the road. From the beginning of the route until exiting Ashurst, there is pavement on the south side of the road.

Barriers to walking and cycling

The primary barrier to walking is narrow pavements. Traffic speeds will also be a barrier, particularly to people cycling.

Habitat Regulations Assessment

The Habitat Regulations Assessment did identify some potential impacts on sensitive environmental sites southwest of Ashurst. However, these potential impacts were sufficiently mitigated by modifying the potential options to specify that any future works should not impact the ecological designation, and that street lighting may not be possible.

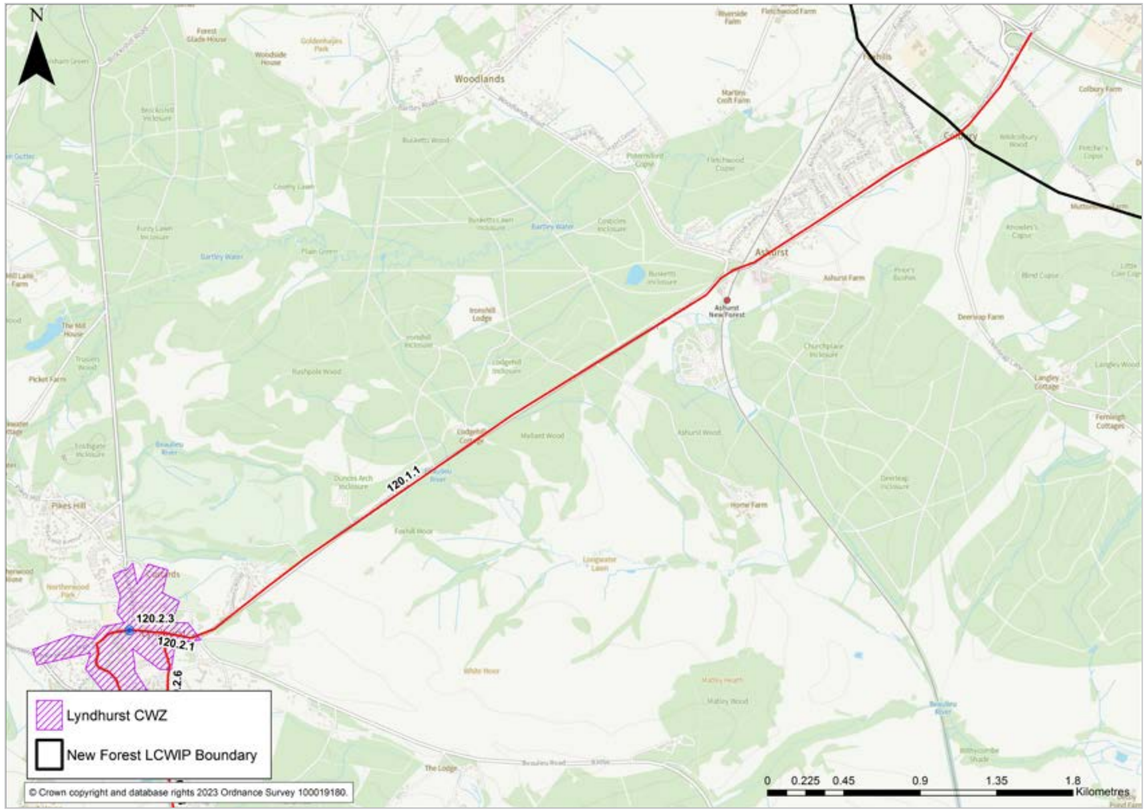
Potential options

120.1.1

The existing shared use path along the north side of Southampton Road between the B3056 and the A326 could be widened using the existing highway space without impacting the ecological designation and upgraded with additional signage, but it's unlikely this could be lit due to environmental considerations here.

120.1.1a – Southampton Road between the B3056 and the A326

120.1.1b – Southampton Road between the B3056 and the A326



120.2 Lyndhurst Village

Overview

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

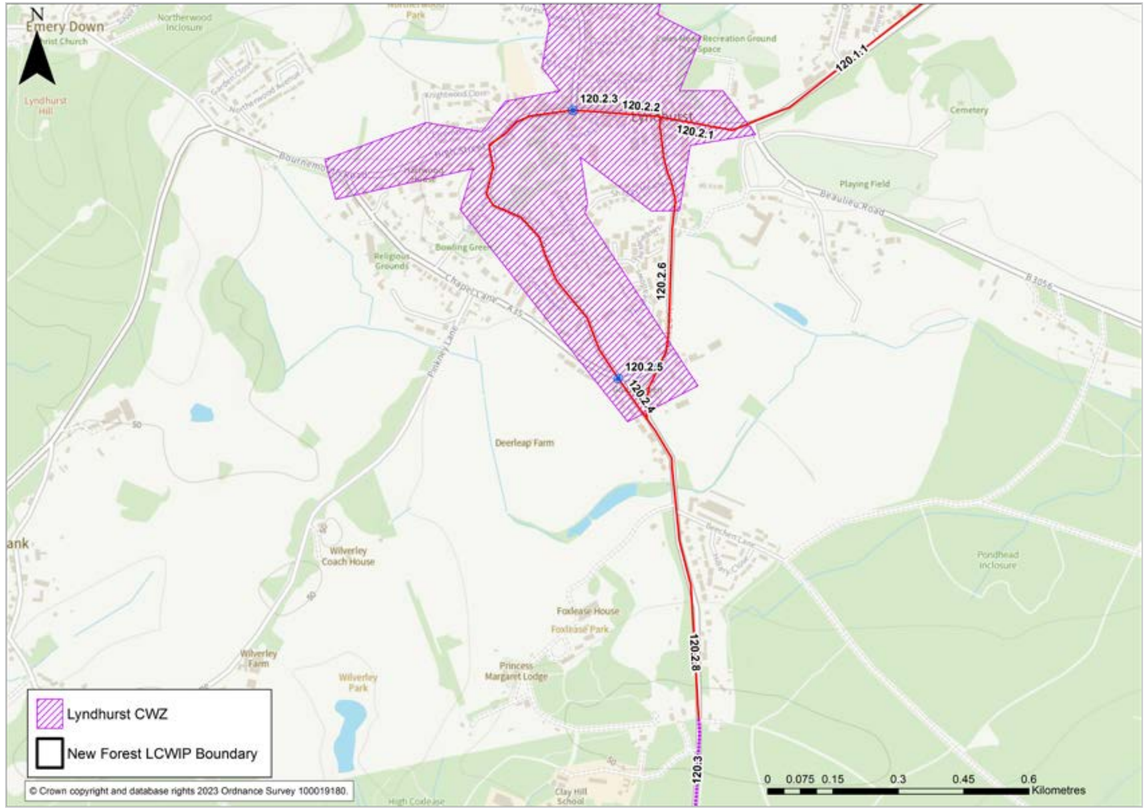
High traffic flows and general traffic dominance, narrow pavements, lack of crossing facilities and no cycle-specific infrastructure are barriers to active travel.

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.

Habitat Regulations Assessment

The Habitat Regulations Assessment did identify some potential impacts on sensitive environmental sites near the A337 south of Lyndhurst. However, these potential impacts were sufficiently mitigated by clarifying that the potential option of a segregated cycle track would be along the western side of the road, furthest from the designated ecological area.



Potential options

120.2.1

A 20mph zone could be implemented along High Street between Gosport Road and the B3056. The recommendations from the CWZ should be incorporated along this section of the town centre.

120.2.2

High Street between Romsey Road and Gosport Road is currently a one-way 30mph street with a single lane. A 20mph zone with traffic calming and recommendations from the CWZ audits could be implemented along this section.

120.2.3

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.

120.2.4

Along Shrubbs Hill and Bournemouth Road it may be possible to remove a lane and install segregated cycle tracks along either side of the road, or bi-directional on one side, using the reclaimed highway space.

120.2.5

Due to the existing one-way loop, Shrubbs Hill Road and Bournemouth Road have also been reviewed. The junction of Clay Hill/Chapel Lane/Shrubbs Hill Road could be upgraded to a signalised junction to improve the safety and comfort of people cycling north from Chapel Lane to Shrubbs Hill Road.

120.2.6

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.

120.2.7

Depending on measures undertaken along Gosport Lane, the junction of Gosport Lane/Chapel Lane could be reviewed in order to provide a better solution for cyclists who need to transition from the left to the right lane at this location.

120.2.8

At the A337/Clay Hill south of Lyndhurst, traffic volumes are too great for a mixed-traffic solution. There appears to be scope to provide a segregated cycle track along the majority of this section on the western side of the road subject to land availability. A short section of shared use path at the northern end may be required.

120.2.1 – High Street between Gosport Road and the B3056

120.2.4 – Approaching the Clay Lane/Shrubbs Hill/ A35 junction

120.2.2 – High Street

120.2.5 – Clay Hill/Chapel Lane/ Shrubbs Hill Lane junction

120.2.3 – Romsey Road/High Street junction

120.2.6 – Gosport Road between High Street and Clay Hill

120.2.7 – Gosport Lane/Chapel Lane junction

120.2.8 – A337/Clay Hill south of Lyndhurst

120.3 Lyndhurst to Brockenhurst

Overview

Lyndhurst Road (A337) is the most direct highway link between Lyndhurst and Brockenhurst. Around 13,000 motor vehicles use this road per day. This subsection is approximately 4km long. The speed limit is 60mph. Bluestar bus service 6 from Southampton to Lymington runs along this part of Lyndhurst Road.

There is no pavement on either side of the road, and no cycle-specific infrastructure provision

Barriers to walking and cycling

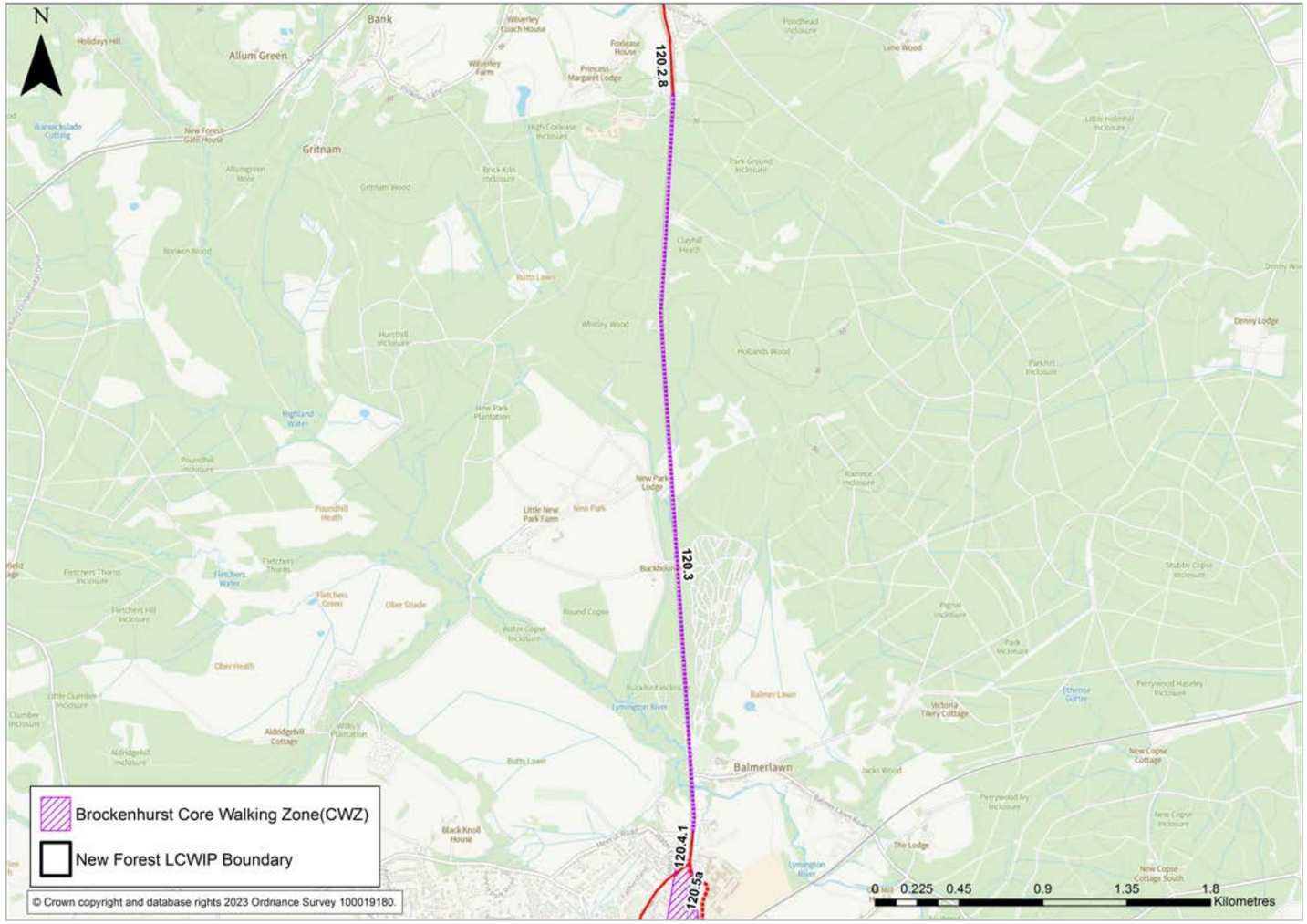
The lack of pedestrian or cycling infrastructure, combined with high traffic flows and speeds, make this section of route 120 unsupportive of cycling or walking.

Habitat Regulations Assessment

The Habitat Regulations Assessment has identified that any loss of verge habitat would be considered loss of Special Protection Area or Special Area of Conservation habitat. Therefore, alternative alignments should be investigated.

Potential options

Following the consultation and Habitat Regulations Assessment, the potential options for this section of route 120 have been removed. Existing off-road tracks to the east and west of the A337 could be investigated as alternative routes if funding becomes available.



120.4 Brockenhurst Village

Overview

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.

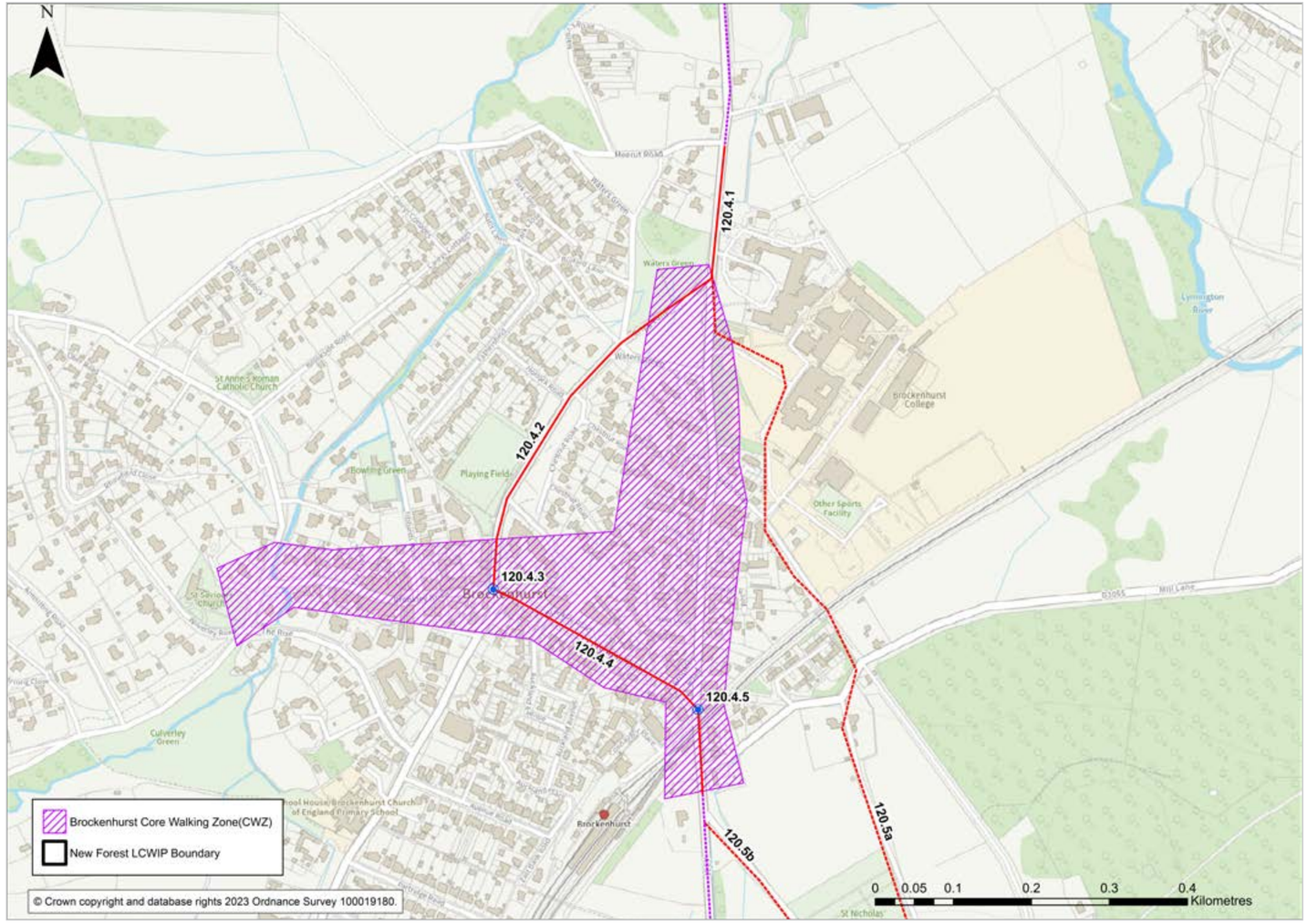
There is no cycle-specific infrastructure present within this subsection.

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.

Habitat Regulations Assessment

The Habitat Regulations Assessment did identify some potential impacts on sensitive environmental sites to the north of Brockenhurst. However, these potential impacts were sufficiently mitigated by clarifying that in the event that the off-road option is taken forward, no land should be taken from sensitive environmental areas.



Potential options

120.4.1

Traffic volumes are unlikely to support a mixed-traffic solution on Lyndhurst Road from the junction with Meerut Road. The potential for an alternative off-road route linking to Meerut Road and accessing Grigg Lane from Waters Gardens could be investigated. If the off-road option is taken forward, the proposals should ensure that no land is taken from sensitive environmental areas.

120.4.2

Grigg Lane and Brookley Road may need modal filters to reduce traffic volumes and the introduction of a 20mph zone. Any scheme being delivered along this route subsection should also consider improved access to the college for people cycling.

As indicated in the walking zone section, a new crossing facility could be provided in the vicinity of the bus stops and College, which could also include provision for cyclists.

120.4.3

The junction of Brookley Road and Grigg Lane could be upgraded to a signalised configuration. An alternative could be considered if traffic speeds could be lowered.

120.4.4

The road along Brookley Road and Lymington Road between the junctions with Grigg Lane and Church Lane varies in width, and there is unlikely to be available highway space along the road to implement segregated cycle facilities. A 20mph zone with traffic calming could be introduced along Brookley Road, potentially with modal filters to reduce traffic volumes. Traffic calming and placemaking could be implemented along the short section of Lymington Road to encourage lower motor vehicle speeds. The recommendations contained in the CWZ for walkers, including widened pavements and additional crossings, should also be incorporated.

120.4.5

The Station Approach/Lymington Road and Lymington Road/Brookley Road junction geometries could be tightened to reduce motor vehicle speeds, and a continuous footway added across Brookley Road. The cycle slip onto Brookley Road could be widened and the on-street parking rationalised to improve cycle flows from Lymington Road.

120.4.1 – Lyndhurst Road north of Brockenhurst

120.4.4 – Brookley Road/Lymington Road between Grigg Lane and Church Lane

120.4.2 – Grigg Lane

120.4.5 – The Lymington Road/Brookley Road junction

120.4.3 – Grigg Lane/Sway Road/Brookley Road junction

120.5 Brockenhurst to Lymington

Overview

This section of route 120 passes along Lymington Road (A337) and Southampton Road (A337) which both have high traffic volumes (around 10,000 vehicles per day). The speed limit along this subsection is 40mph, apart from a section around Boldre which is 50mph.

This part of the A337 has rural characteristics, frequently lined with trees and grass verges. Pavements and cycle-specific infrastructure are absent for the vast majority of the route.

There are no pavements on either side of the road, and no cycle-specific infrastructure provision.

Barriers to walking and cycling

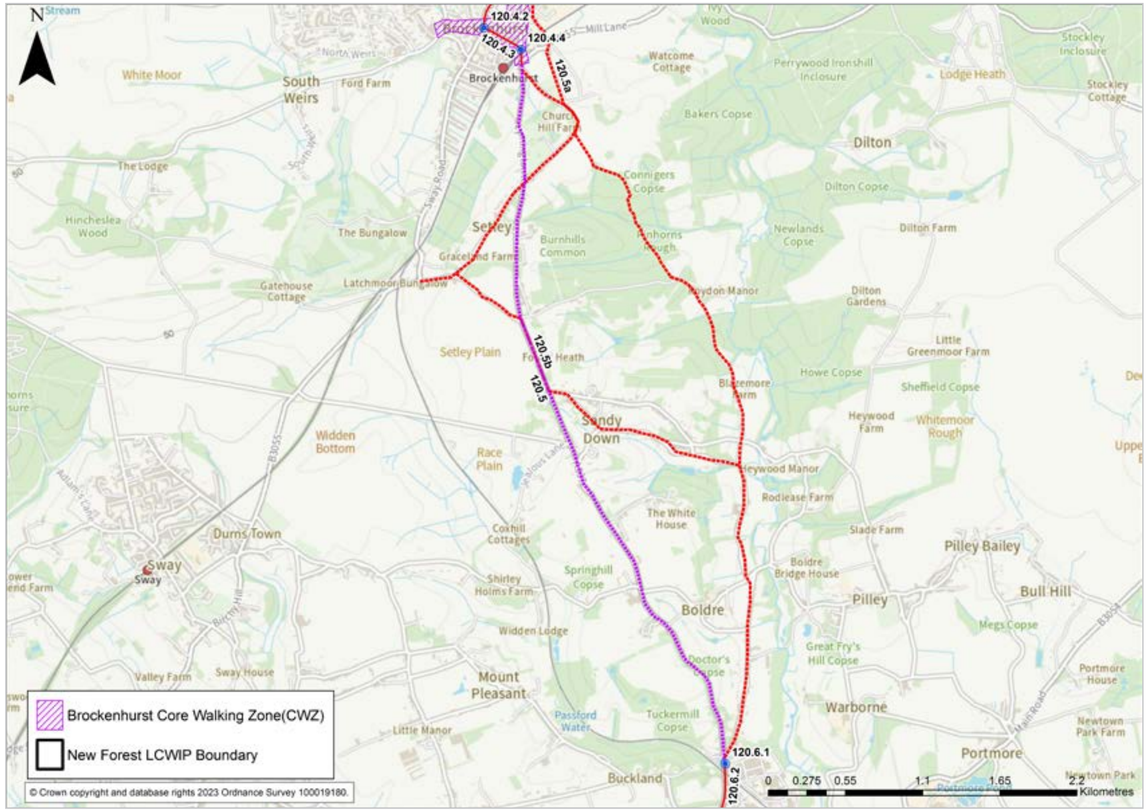
High traffic flows and speeds and lack of pedestrian or cycling infrastructure make Lyndhurst Road unsupportive of people cycling or walking.

Habitat Regulations Assessment

The Habitat Regulations Assessment has identified that any loss of verge habitat would be considered loss of Special Protection Area or Special Area of Conservation habitat. Therefore, either alternative alignments should be investigated, or potential options which would not require additional highway space.

Potential options

Following the consultation and Habitat Regulations Assessment, the potential options for this section of route 120 have been removed. Alternative alignments are identified and explored below in subsections 120.5a and 120.5b.



120.5a Brockenhurst to Lymington – Alternative Alignment

Overview

This alternative route alignment was introduced following consultation feedback. This alternative subsection of route 120 passes by Brockenhurst College, along North Road, Back Lane and Church Lane in Brockenhurst. It proceeds south using existing bridleways to Blazemore Farm, where it rejoins the highway, linking through to north Lyndhurst via Royden Lane and Boldre Lane.

Barriers to walking and cycling

As this alternative route alignment has not been audited, its current condition is unknown.

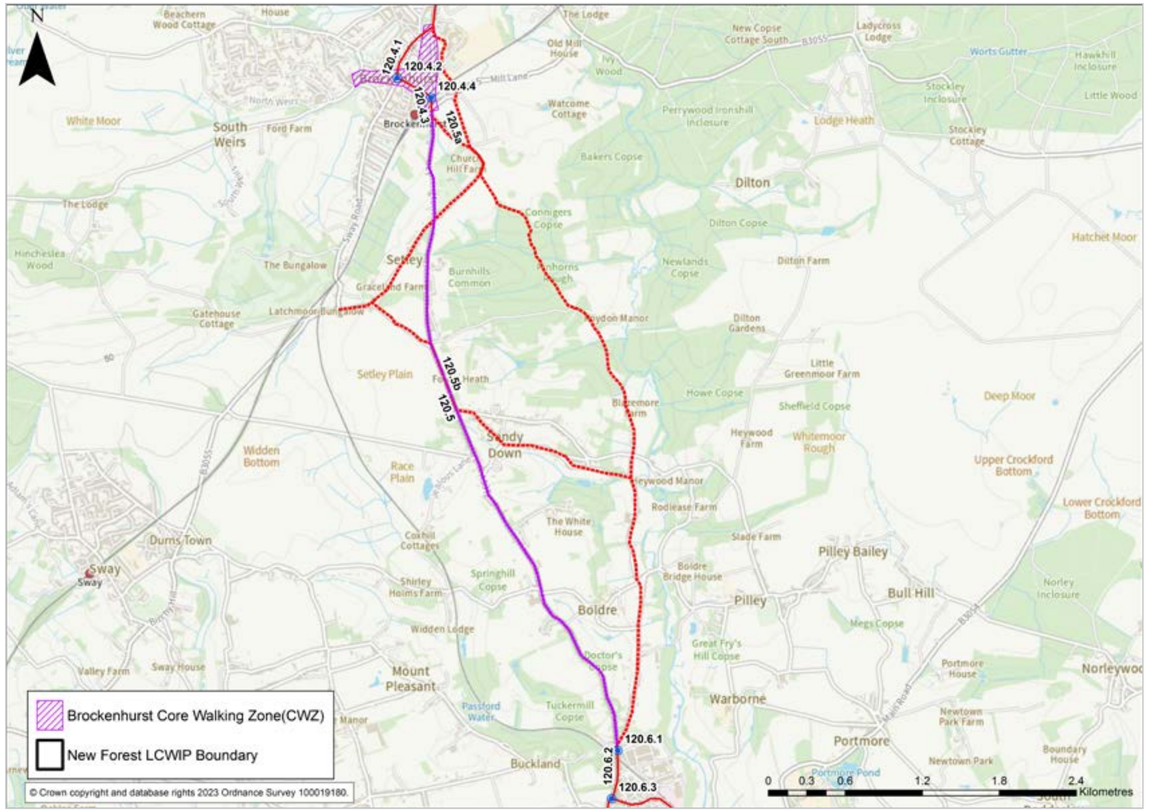
Habitat Regulations Assessment

Any future proposals along this alignment will need to ensure that designated environmental and ecological areas are preserved. This could mean that measures will be limited to the current public right of way or highway boundary.

Potential options

As this alternative route alignment was introduced following the public consultation it has not been audited. Therefore, no potential options have been proposed for this route subsection.

This route alignment will be audited when funding can be secured for a feasibility study.



120.5b Brockenhurst to Sandy Down

Overview

This alternative route alignment was introduced following consultation feedback. This alternative subsection of route 120 begins at the Church Lane/Lymington Road junction by Brockenhurst railway station and continues along Church Lane, Tilebarn Lane, Latchmoor Road, Lymington Road, Hurstly Lane and Lower Sandy Down before joining 120.5a. The route also connects with route 110 via Latchmoor Road.

Barriers to walking and cycling

As this alternative route alignment has not been audited, its current condition is unknown.

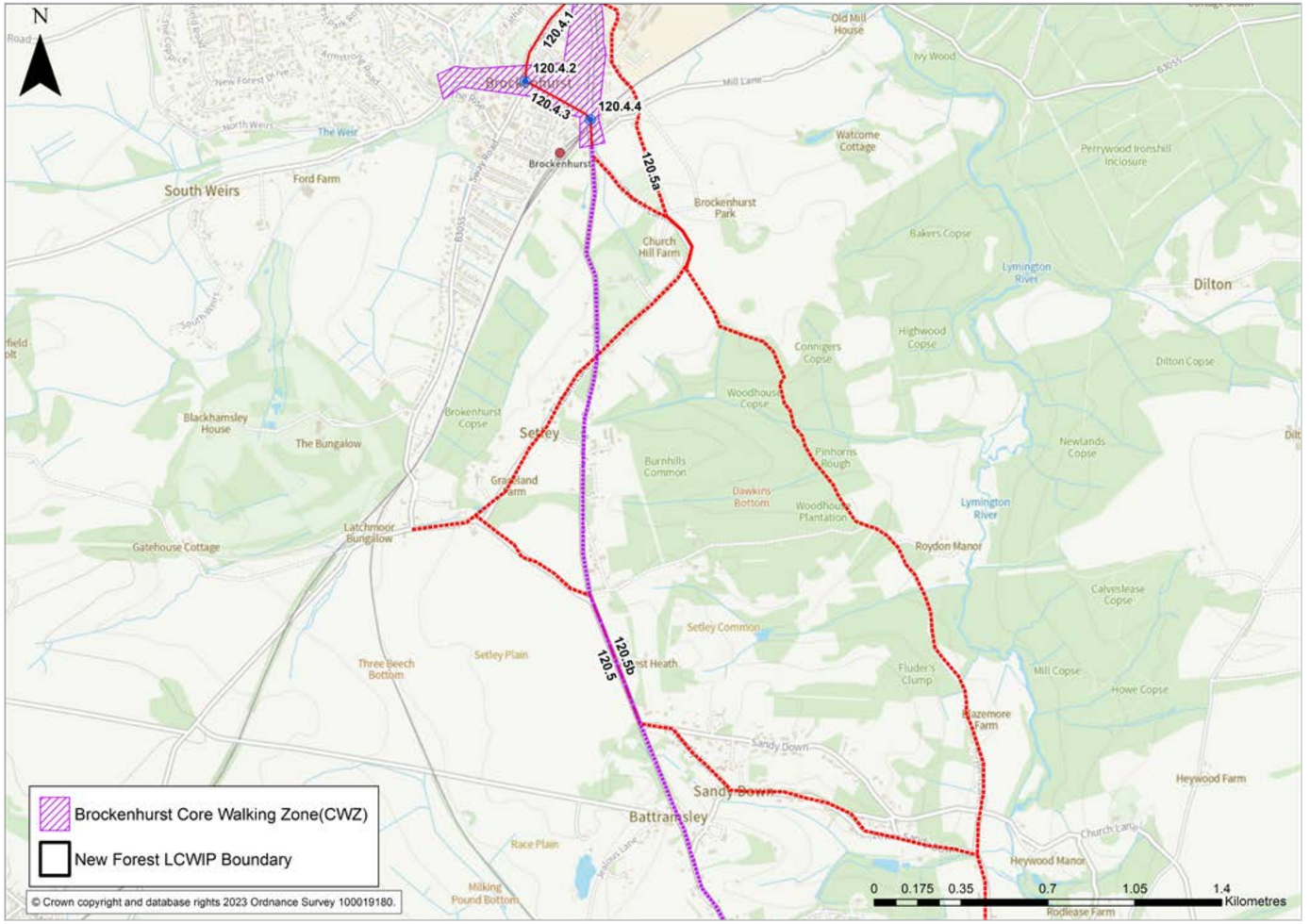
Habitat Regulations Assessment

Any future proposals along this alignment will need to ensure that designated environmental and ecological areas are preserved. This could mean that measures will be limited to the current public right of way or highway boundary.

Potential options

As this alternative route alignment was introduced following the public consultation it has not been audited. Therefore, no potential options have been proposed for this route subsection.

This route alignment will be audited when funding can be secured for a feasibility study.



120.6 Southampton Road

Overview

This section of route 120 passes along Southampton Road (A337), which has high traffic volumes (around 10,000 vehicles per day). The speed limit along this subsection is 30mph.

This section of route 120 is primarily suburban in nature, with street lighting, infrequent junctions and property accesses. Cycle specific infrastructure is absent for much of the route, although there is a shared use path along the eastern side of Southampton Road south of the railway bridge.

Barriers to walking and cycling

High traffic volumes and speeds, combined with the lack of active travel infrastructure, are key barriers to people walking and cycling.

Habitat Regulations Assessment

The Habitat Regulations Assessment found that there are unlikely to be any impacts on sensitive environmental sites along this section of route 120.

Potential options

120.6.1

The existing roundabout at the Southampton Road/ Wellworthy junction could be upgraded to either a cyclops or Dutch-style roundabout, or a signalised junction.

120.6.2

The shared use path on the eastern side of the road along Southampton Road between Wellworthy Road and Marsh Lane could be widened and upgraded to separate people cycling and walking.

120.6.3

At the junction of Southampton Road and Marsh Lane, the mini-roundabout could be upgraded to either a signalised junction or a cycle-friendly design with dedicated cycle crossings, provided sufficient highway space is available.

120.6.4

Southampton Road between Marsh Lane and Sway Road has a wide pavement along the eastern side of the road that could be widened and reconfigured to provide a route with light segregation between people walking and cycling.

120.6.1 – Southampton Road/Wellworthy Road roundabout

120.6.4 – Southampton Road between Marsh Lane and Sway Road

120.6.2 – Southampton Road between Wellworthy Road and Marsh Lane

120.6.3 – Southampton Road/Marsh Lane junction

120.7 Marsh Lane

Overview

This section of route 120 was introduced following the public consultation to provide a link into Lymington town centre on roads with lower traffic volumes than Southampton Road. This alignment also has the advantage of connecting Lymington New Forest Hospital with Lymington Town railway station via route 200.

Marsh Lane is a suburban road with pavement on the west side of the carriageway for its entire length, and intermittent pavement on the east side. It has a speed limit of 40mph until it nears the town centre, where it transitions to 30mph.

The Morebus service 112 operates along Marsh Lane, and bus stops are present along both sides of the road.

This subsection enters the Lymington CWZ area at its southern extent.

Barriers to walking and cycling

As this alternative route alignment has not been audited, its current condition is unknown.

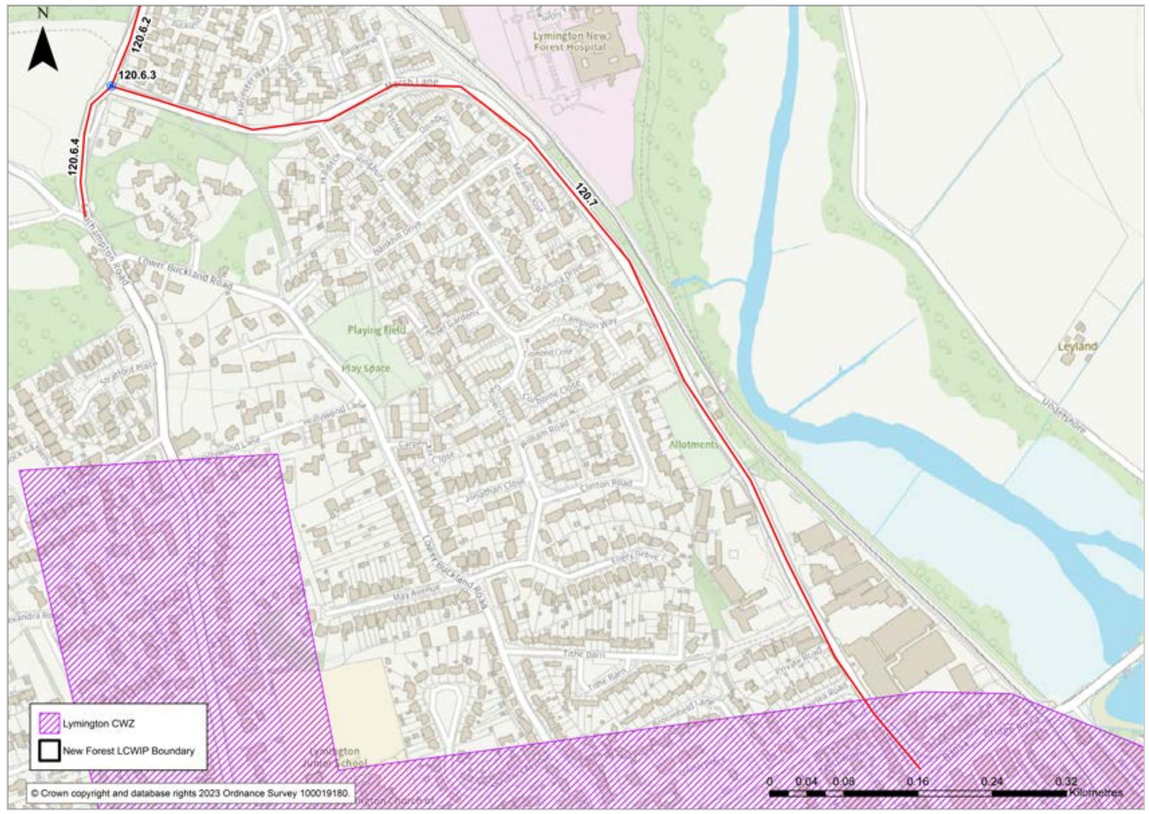
Habitat Regulations Assessment

The Habitat Regulations Assessment could only be applied for routes with suggested potential options. Should funding become available for active travel improvements in this area, a separate assessment should be undertaken.

Potential options

As this alternative route alignment was introduced following the public consultation it has not been audited. Therefore, no potential options have been proposed for this route subsection.

This route alignment will be audited when funding can be secured for a feasibility study.



120.8 Lymington Town Centre

Overview

This subsection of route 120 was added following the public consultation in order to provide an alternative east-west cycle route to High Street in the town centre.

The route connects Marsh Lane with Southampton Road via North Close, New Street, School Lane, The Tins path, St Thomas Park and Hearts of Oak Mews. There are no bus routes present along this subsection.

Barriers to walking and cycling

As this alternative route alignment has not been audited, its current condition is unknown.

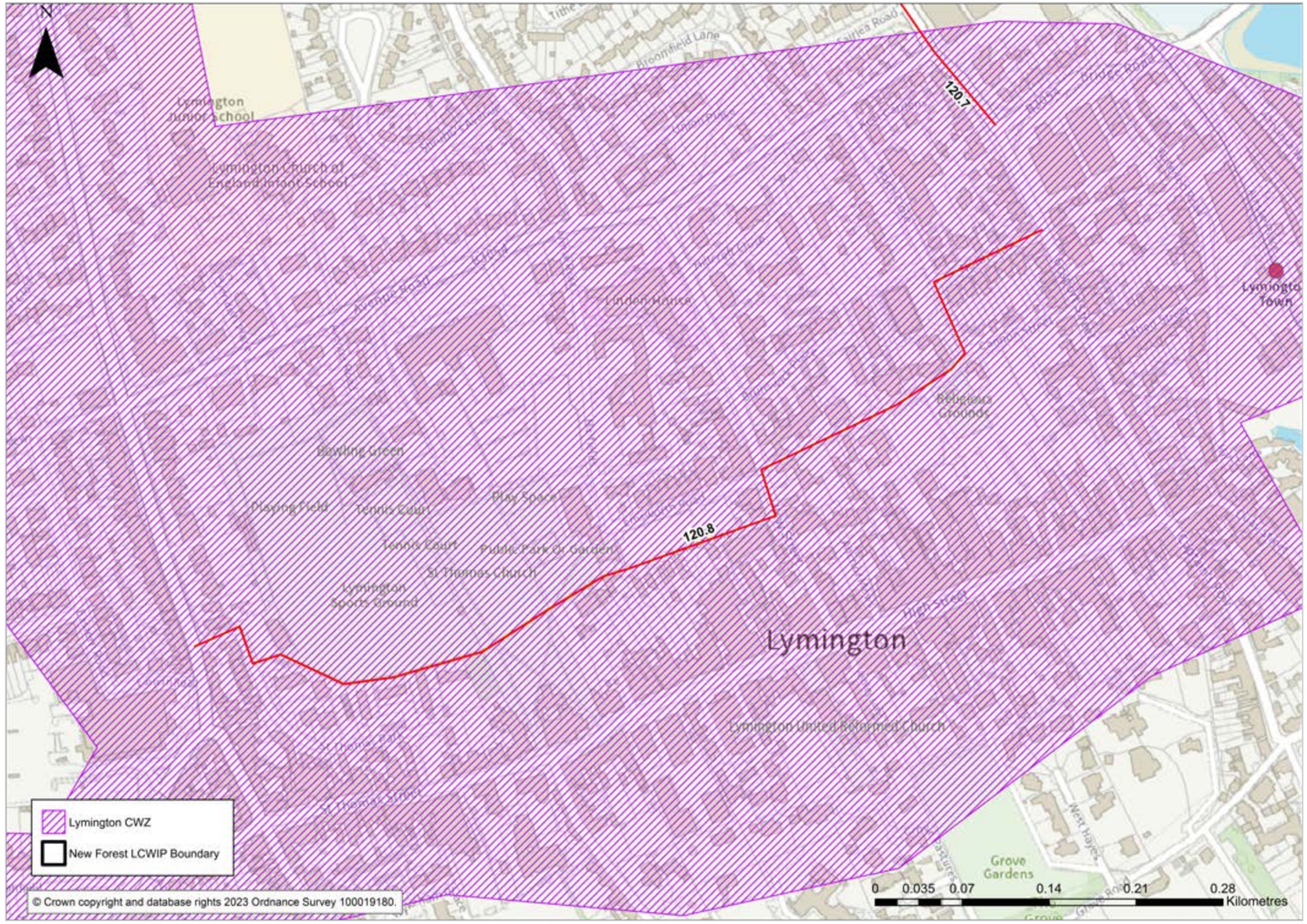
Habitat Regulations Assessment

The Habitat Regulations Assessment could only be applied for routes with suggested potential options. Should funding become available for active travel improvements in this area, a separate assessment should be undertaken.

Potential options

As this alternative route alignment was introduced following the public consultation it has not been audited. Therefore, no potential options have been proposed for this route subsection.

This route alignment will be audited when funding can be secured for a feasibility study.



Route 130: Calmore to Bartley

Route description

This secondary utility route connects Calmore and Bartley. It is primarily rural in nature and follows Cooks Lane, Lopperwood, Winsor Road, New Inn Road, and Brockishill Road. Route 130 is approximately 6.5km long.

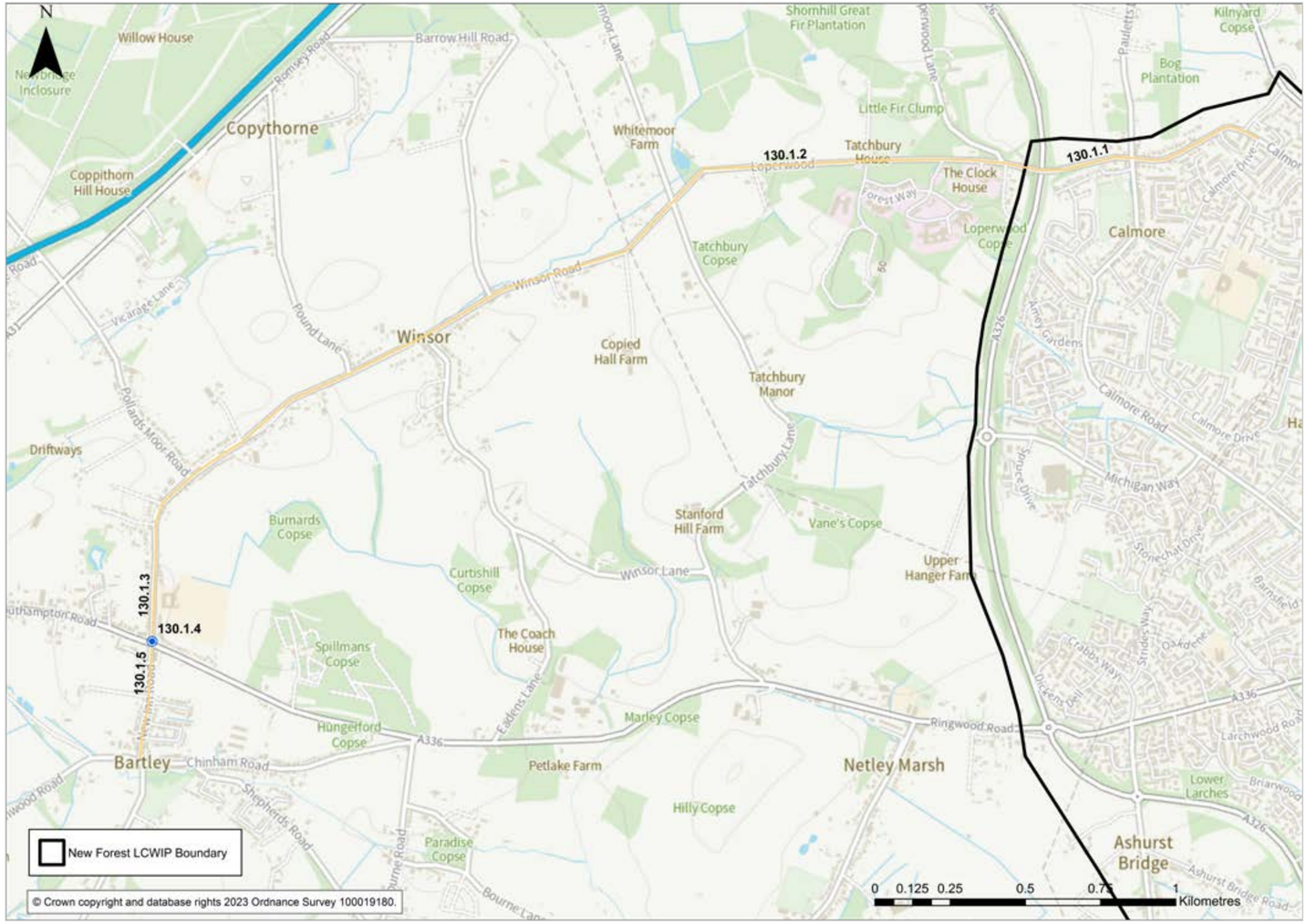
The Bluestar 616 service, Calmore to Barton Peveril College, stops frequently along this route from Calmore to Bartley. There are no railway stations along this route.

The route serves the major development site at Calmore (Strategic Site 1: Land to the north of Totton).

Route 130 meets with the utility network route 230 in Bartley.

Background

This route does not serve the National Cycle Network and has been developed in consultation with the LCWIP Steering Group and other stakeholders.



130.1 Calmore to Bartley

Overview

Following feedback received during the public consultation, this cycle route was reclassified as secondary utility and reduced in extent to end in Bartley.

This section of route 130 runs from Calmore to Bartley and ends where Brockishill Road meets the A337. The speed limit along this subsection is a mixture of 30mph (in the residential areas) and 40mph.

This section has rural characteristics, frequently lined with trees and grass verges. Pavements and cycle specific infrastructure are absent for some of the route (Brockishill Road and Loperwood) and where there are pavements, they are narrow and mainly only on one side of the road, such as along Winsor Road and Crooks Lane.

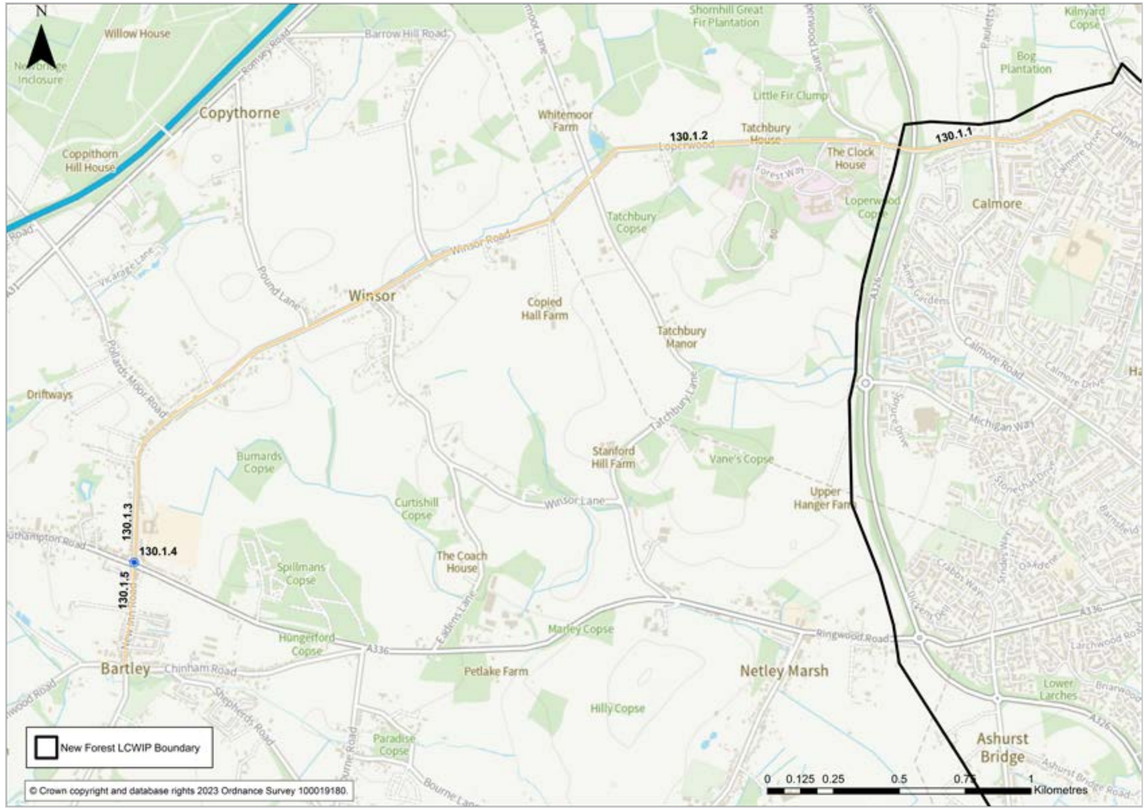
Barriers to walking and cycling

In the more rural sections, there is a general lack of pavements and dedicated cycling infrastructure. Where pavements do exist, they are often narrow and typically only present on one side of the road.

High traffic volumes and speeds along much of the route, combined with several unsignalised junctions and a lack of pedestrian and cycling crossings, create significant barriers for walking and cycling.

Habitat Regulations Assessment

The Habitat Regulations Assessment did identify some potential impacts on sensitive environmental sites near to route 130. These impacts were eliminated by removing references to potential options which would require taking additional land to either side of the highway.



Potential options

130.1.1

Although there is potential scope to widen the existing pavement to a shared use path, there are constraints, for example the bridge over the A326 which may preclude continuity. Whilst a cantilever provision on the bridge could be considered, as will be seen below, the remainder of this subjection is proposed to accommodate cycling in mixed traffic so this could be extended to north to the Calmore Drive junction.

130.1.2

A 20mph zone with traffic calming and bus gate modal filters could be implemented along Loperwood and Winsor Road between Tatchbury Mount and Winsor Lane. As stated under the Habitat Regulations Assessment heading, segregated facilities are unlikely to be possible here due to environmental impacts of land take.

130.1.3

Between Winsor Lane and Southampton Road (A336), a 20mph zone could be implemented along Winsor Road. This is likely to need traffic calming measures due to the geometry of the road, and measures to reduce traffic flow.

130.1.4

The junction of Southampton Road (A336) and Winsor Road could be upgraded to a signalised crossing. Provision of a toucan crossing which is linked to the Southampton Road/Winsor Road junction signals could be investigated on the western side of the junction.

130.1.5

New Inn Road could be improved by introducing a 20mph zone with traffic calming.

130.1.1 – Bridge over the A326

130.1.4 – The Southampton Road/Winsor Road junction

130.1.2 – Loperwood/Winsor Road between Tatchbury Mount and Winsor Lane

130.1.5 – New Inn Road

130.3 – Winsor Road between Winsor Lane and Southampton Road

Route 140: Durns Town to Lymington

Route description

This primary route links the eastern edge of Sway to Lymington. It passes through rural areas until it reaches the A337 Southampton Road, where the surroundings become more urban, featuring residential properties and a greater presence of walking and cycling infrastructure compared to the rural lanes. Route 140 is approximately 5.5 km long.

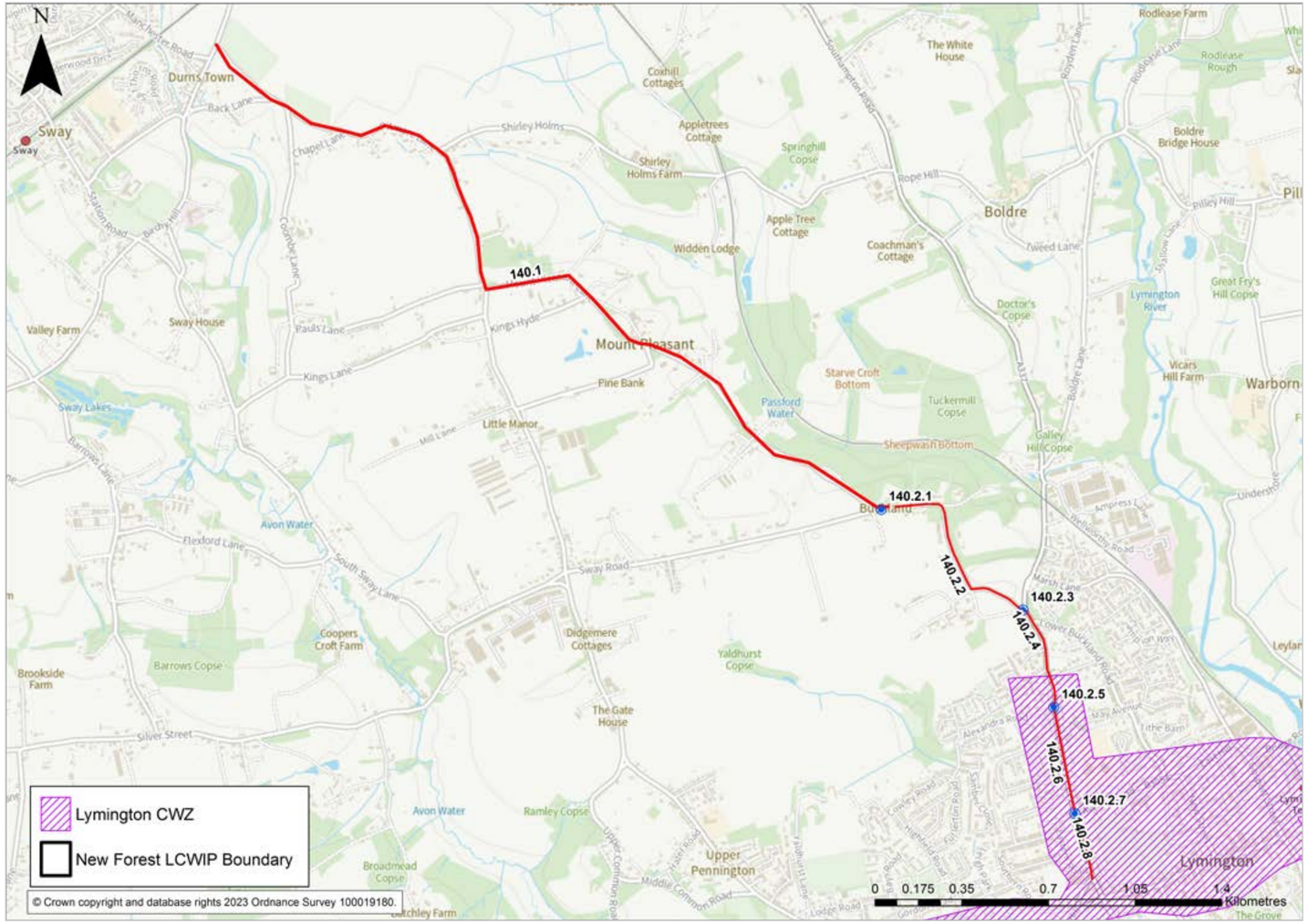
The Morebus service 120, New Milton to Lymington, runs along most of the route. This bus service provides a connection between Sway and Lymington.

It passes some key destinations in Lymington including Lymington Sports Ground and Lymington Junior School.

Route 140 meets with the utility primary network routes 120 and 200 in Lymington and route 110 in Sway.

Barriers to walking and cycling

This route does not serve the National Cycle Network and has been developed in collaboration with the LCWIP Steering Group and following the public consultation.



140.1 Durns Town to Lymington

Overview

This route subsection was added following the consultation in order to create a link between Sway and north Lymington via Mount Pleasant. Subsection 140.1 begins at the Marlpit Oak Road/Pitmore Lane junction before proceeding southeast along Pitmore Lane and Mount Pleasant Lane.

Barriers to walking and cycling

As this alternative route alignment has not been audited, its current condition is unknown.

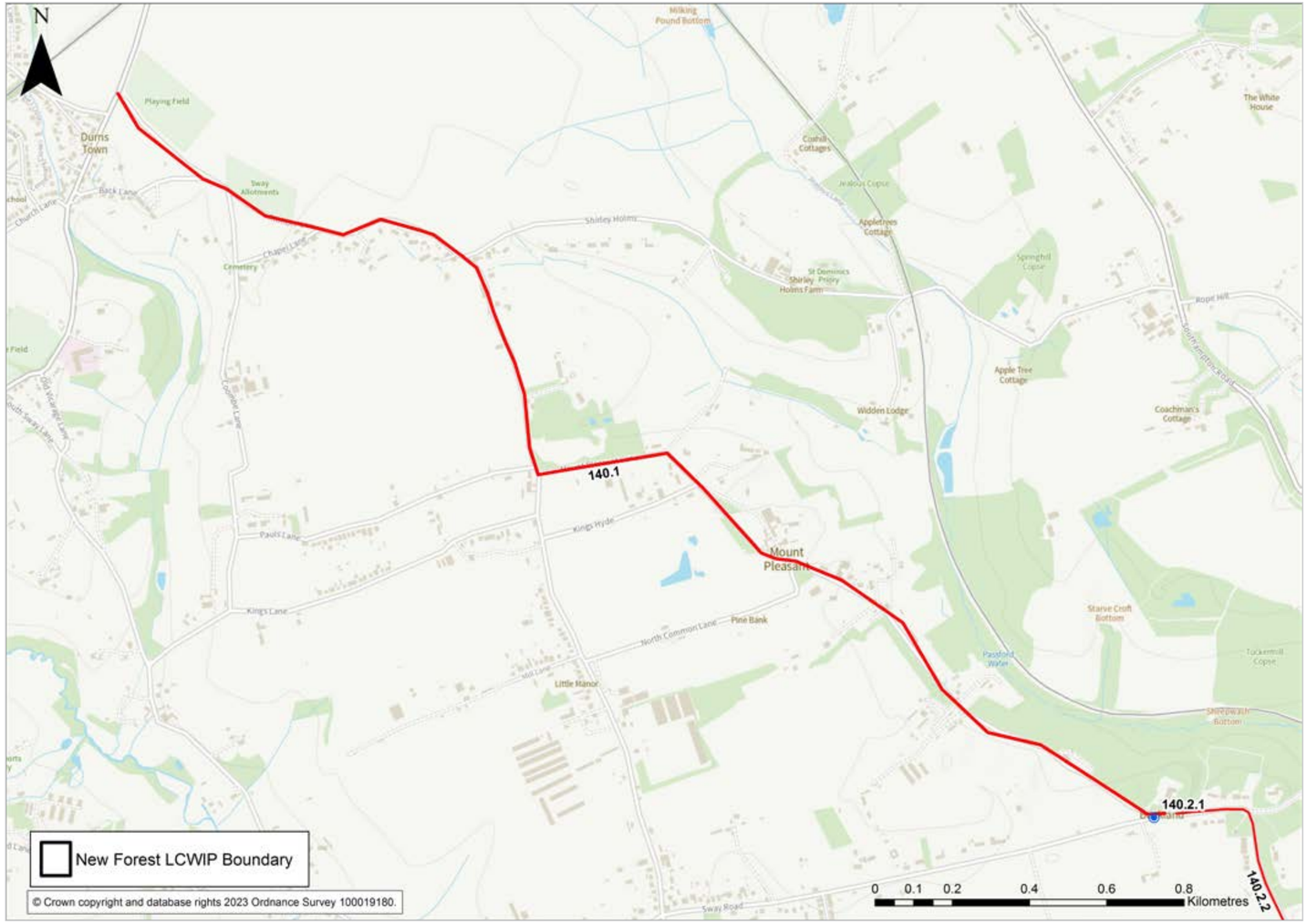
Habitat Regulations Assessment

The Habitat Regulations Assessment could only be applied for routes with suggested potential options. Should funding become available for active travel improvements in this area, a separate assessment should be undertaken.

Potential options

As this alternative route alignment was introduced following the public consultation it has not been audited. Therefore, no potential options have been proposed for this route subsection.

This route alignment will be audited when funding can be secured for a feasibility study.



140.2 Mount Pleasant to Lymington

Overview

This section of route 140 runs along Mount Pleasant Lane, continues onto Sway Road, and then follows the A337 Southampton Road towards Lymington, concluding at the junction with Stanford Road.

There are high traffic flows along Southampton Road; around 10,000 motor vehicles per day. The speed limit along Mount Pleasant Road and Sway Road is 40mph and along Southampton Road is 30mph.

The Morebus service 120, New Milton to Lymington runs along Sway Road and Southampton Road, with bus stops only on Southampton Road.

Mount Pleasant Road and Sway Road are rural in nature and have no pavements or cycle infrastructure. Southampton Road has narrow pavements on both sides of the road. There are advisory cycle lanes along some of Southampton Road but a lack of cycle provision at junctions.

No changes were made to the potential options in this subsection following the public consultation.

Barriers to walking and cycling

High traffic volumes and speeds along much of Southampton Road present a significant barrier to walking and cycling. Additionally, the absence of dedicated crossing facilities for cyclists and pedestrians at key junctions – such as the B3054/A337 intersection for cyclists and the Alexandra Road roundabout, which lacks any crossing infrastructure – further discourages active travel.

Habitat Regulations Assessment

The Habitat Regulations Assessment found that there are unlikely to be any impacts on sensitive environmental sites along this section of route 140.

Potential options

140.2.1

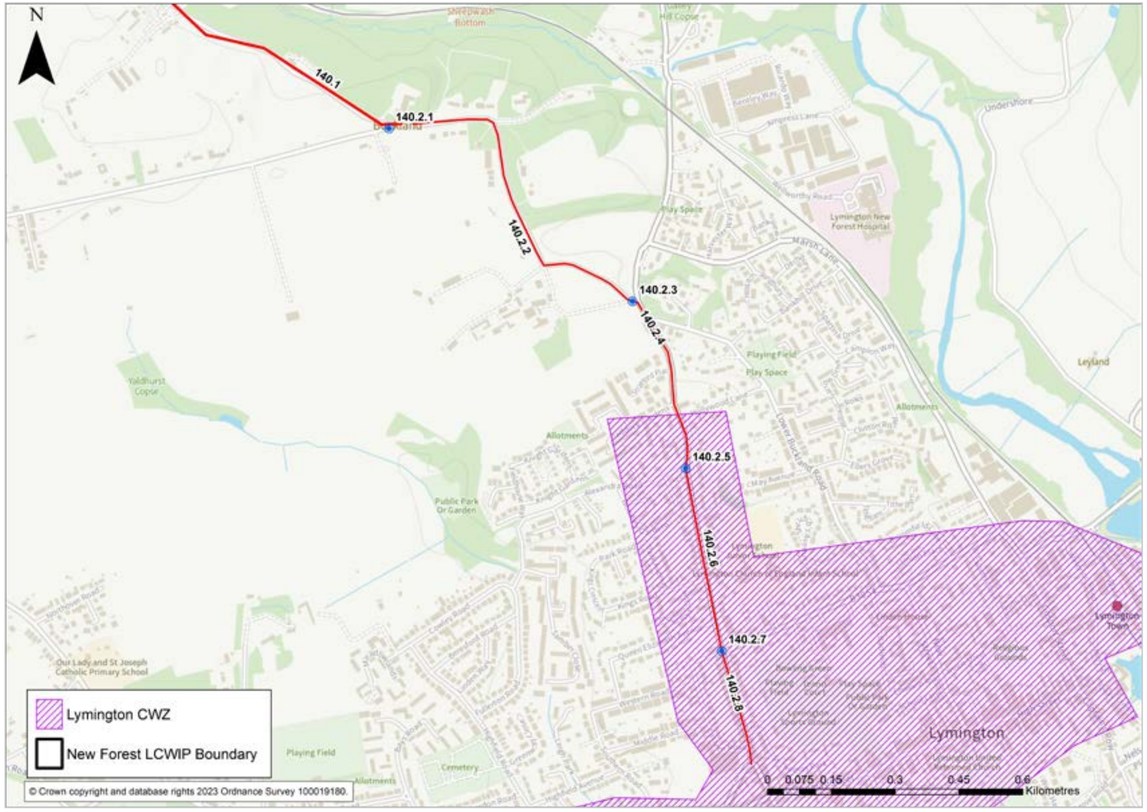
The junction with Mount Pleasant Lane could be redesigned to improve safety for people cycling on the left turn onto Mount Pleasant Lane.

140.2.2

A 20mph zone could be implemented between Mount Pleasant Lane and the A337.

140.2.3

Further investigation could be undertaken to determine whether the Southampton Road (A337)/Sway Road junction could be upgraded to a more cycle-friendly design.



140.2.4

On the A337, between Sway Road and Alexandra Road, a two-way cycle track could be installed along the east side of the road. Crossings to and from the track could also be installed.

140.2.5

The Alexandra Road/Southampton Road mini-roundabout could be redesigned to a priority T-junction, with cycle priority and right turn refuge. The recommendations from the CWZ section should be incorporated into the cycling proposals, at junctions and elsewhere in the town centre.

140.2.6

A stepped cycle track on the southern side of Southampton Road between Alexandra Road and Avenue Road could be installed.

140.2.7

The junction of the A337 and Avenue Road could be improved by amending the signalling to include ‘hold the left’ phases or, if sufficient highway space is available, cycle gates, which would provide a reservoir area with separately controlled entry points for people cycling and people driving.

140.2.8

Even if on-street parking were removed, there would not be space for segregation along this section. Provided that motor vehicle flows can be shown to be at an appropriate level, a 20mph zone could be introduced along Southampton Road between Avenue Road and Eastern Road (south). A village gateway could also be installed to reinforce the perception of a low-speed traffic environment. It would be difficult to remove parking as this is residential parking with no clear alternative. The road is too narrow to easily implement cycle lanes. An alternative route along the B3054 Avenue Road should be considered as a 20mph mixed-traffic road with modal filters.

140.2.1 – Sway Road/Mount Pleasant Lane junction

140.2.2 – Sway Road between Mount Pleasant Lane and the A337/Southampton Road

140.2.3 – Sway Road/Southampton Road junction

140.2.4 – Southampton Road between Sway Road and Alexandra Road

140.2.5 – Southampton Road/Alexandra Road mini-roundabout

140.2.6 – Southampton Road between Alexandra Road and Avenue Road

140.2.7 – Southampton Road/Avenue Road junction

140.2.8 – Southampton Road between Avenue Road and Eastern Road

Route 150: Beaulieu to Walhampton

Overview

This route was added following the public consultation in order to provide a link between Lymington and Beaulieu on quieter roads than Beaulieu Road. Due to time and budget constraints, it has not been audited.

This secondary utility route connects the southern end of Beaulieu to Walhampton and passes through East Boldre, East End, and South Baddesley. It follows rural lanes and is approximately 12km long.

The Morebus service 761 school bus, Beaulieu to Priestlands School, serves part of the route. The Morebus service 112, Hythe Ferry to Lymington, also covers part of the route.

Route 150 meets with the utility network route 250 in Beaulieu.

This route does not serve the National Cycle Network and has been developed in collaboration with the LCWIP Steering Group following the public consultation.

Barriers to walking and cycling

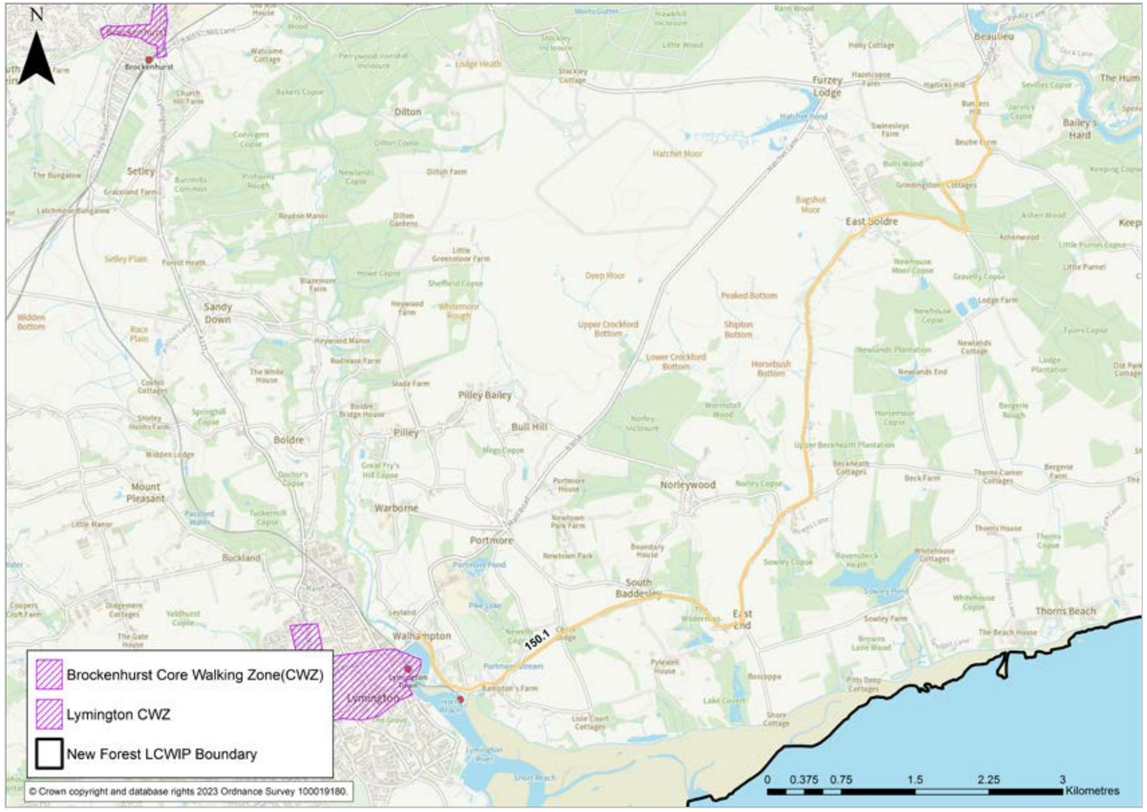
As this route alignment has not been audited, its current condition is unknown.

Habitat Regulations Assessment

The Habitat Regulations Assessment could only be applied for routes with suggested potential options. Should funding become available for active travel improvements in this area, a separate assessment should be undertaken.

Potential options

As this route alignment was introduced following the public consultation it has not been audited. Therefore, no potential options have been proposed for this route subsection.



Route 160: Applemore to Beaulieu

Overview

Prior to the consultation, this route was an on-road leisure route between the Dibden Bottom Road/Beaulieu Road junction and Beaulieu village. Following the consultation, it has been amended to a secondary utility route and extended to Applemore via Dibden Bottom Road in order to provide an additional link between the New Forest National Park and the Waterside area.

This route provides a link between Applemore and Beaulieu, passing through North Gate, and near to Hill Top. It turns south onto Beaulieu Road (B3056), and then to North Lane, before extending to Hatchet Lane, which has access to the National Motor Museum and Beaulieu Abbey. The route has some interaction with residential frontages at the southern part of the route but is mostly main rural routes.

It is approximately 7km long and is not near any new development sites from the New Forest Local Plan.

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

National Cycle Network Route 2 runs along part of this route from Applemore to Lyndhurst.

There are no bus routes within the main stretch of this route, however buses are accessible at either end. The start of the route meets with the Applemore bus stop servicing the Bluestar 8 and 9, and the NFG route. At the end of the route, the National Motor Museum bus stop serves the Morebus 112 and Bluestart NFG. There are no railway stations on this route.

Barriers to walking and cycling

As this route alignment has not been audited, its current condition is unknown.

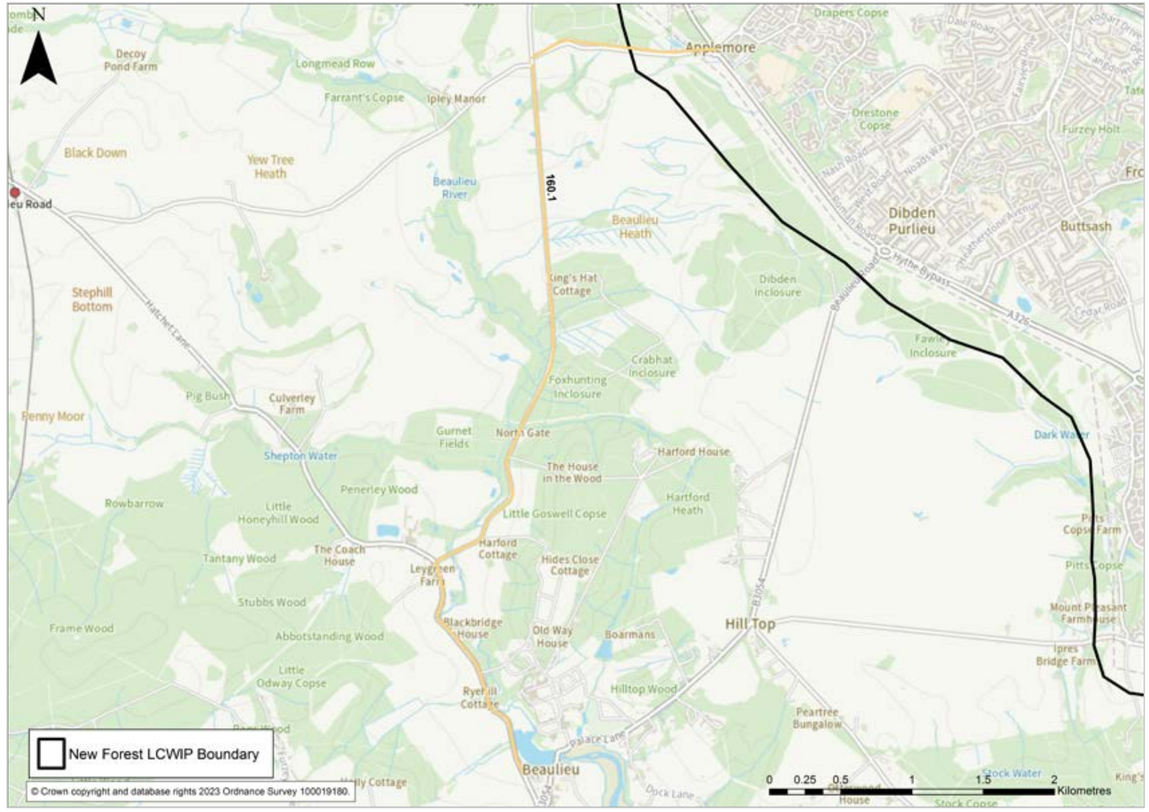
Habitat Regulations Assessment

The Habitat Regulations Assessment could only be applied for routes with suggested potential options. Should funding become available for active travel improvements in this area, a separate assessment should be undertaken.

Potential options

As this route alignment was introduced following the public consultation it has not been audited. Therefore, no potential options have been proposed for this route subsection.

This route alignment will be audited when funding can be secured for a feasibility study.



Route 170: Poulner to North Kingston

Route description

This route was added following the consultation in order to provide cycle routes through the residential areas of Ringwood and onwards to other settlements via connections to routes 100 and 210. Route 170 also provides an alternative route to route 100 through Ringwood and south to North Kingston.

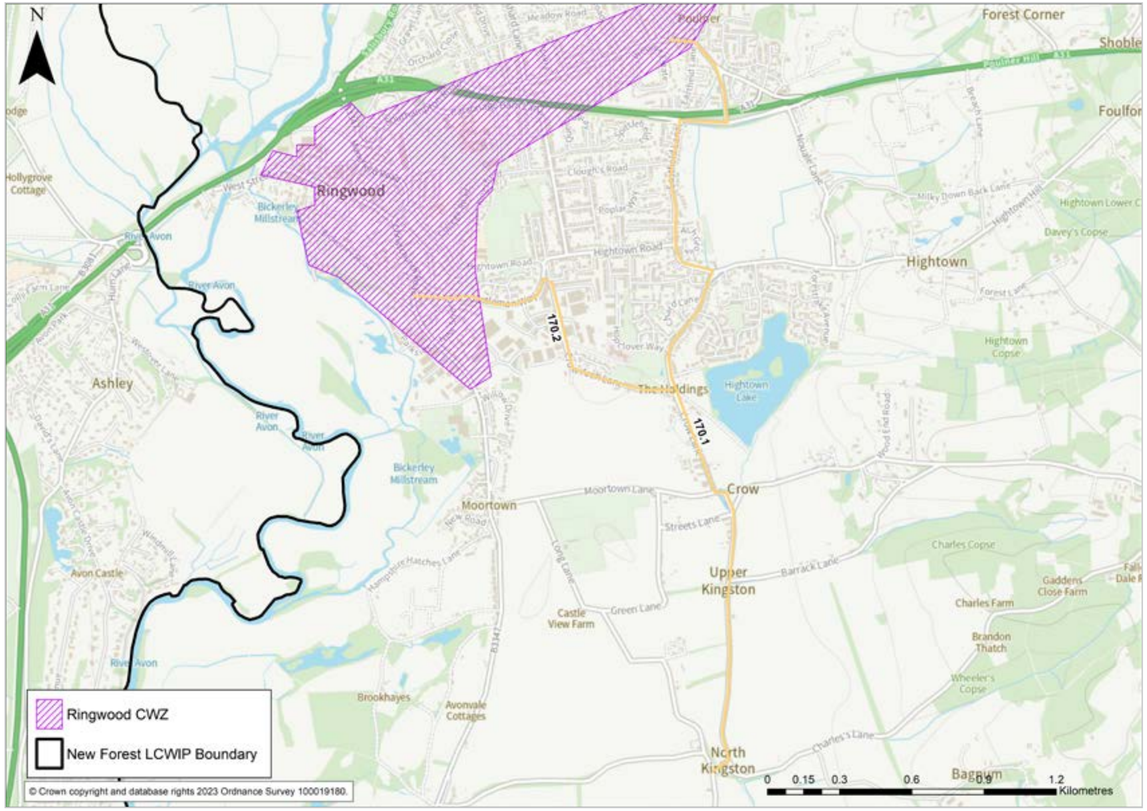
This secondary route connects the southern ends of Poulner and Ringwood with Upper Kingston and North Kingston. It is a mixture of rural and residential in nature, with much of the route travelling along Eastfields Lane and Crow Lane. It is approximately 4.5km long.

It passes a number of key destinations, including Southern Ringwood and Poulner Pre-School, as well as the Crow, Upper Kingston, and North Kingston village centres. The western and northern ends of the route start in the Ringwood Core Walking Zone.

The Ringo 1 and 2 bus routes serve the west-east movement on this route, whilst the C15 Brock bus serves the length of the north-south route. All three buses stop frequently along this route between Ringwood, Poulner and North Kingston. There are no railway links on this route.

Background

This route connects at Ringwood with NCN256, and has been developed in collaboration with the LCWIP Steering Group following consultation feedback.



170.1 Poulner to North Kingston

Overview

This section of route 170 runs in a southerly direction along Southampton Road and Eastfield Lane, continues onto Crow Lane, and then concludes at the junction with Charles' Lane. Due to time and budget constraints, route 170 has not been audited.

The northern section of the route in Poulner has bus access at the White Hart bus stop for the 125, C16 Brock Bus, C18 Brock Bus, and the Ringo 1 and 2.

Barriers to walking and cycling

As this route alignment has not been audited, its current condition is unknown.

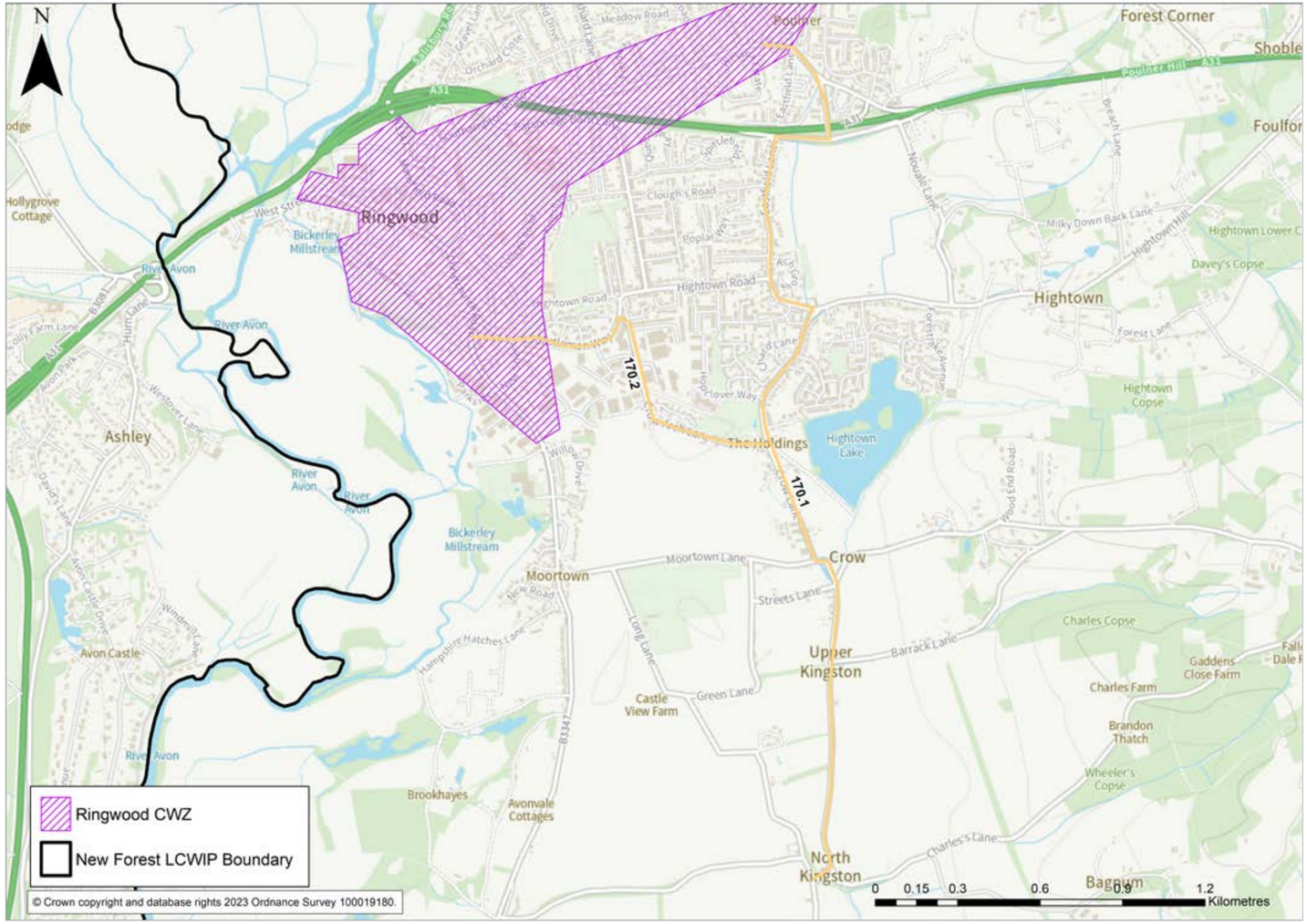
Habitat Regulations Assessment

The Habitat Regulations Assessment could only be applied for routes with suggested potential options. Should funding become available for active travel improvements in this area, a separate assessment should be undertaken.

Potential options

As this route alignment was introduced following the public consultation it has not been audited. Therefore, no potential options have been proposed for this route subsection.

This route alignment will be audited when funding can be secured for a feasibility study.



170.2 Christchurch Road to Crow Lane

Overview

This subsection of route 170 begins at the Bickerley Road/Christchurch Road roundabout before proceeding southeast along Castleman Way and Crow Arch Lane. It connects to 170.1 at the Crow Lane/Crow Arch Lane junction.

The western section of Route 170 connects to the NCN256 at the Bickerley Road/Christchurch Road roundabout.

The C15 Brock bus service towards Brockenhurst College travels east and south on the route and has bus stops on Crow Arch Lane, Hightown Gardens and Crow Crossroads.

Barriers to walking and cycling

As this route alignment has not been audited, its current condition is unknown.

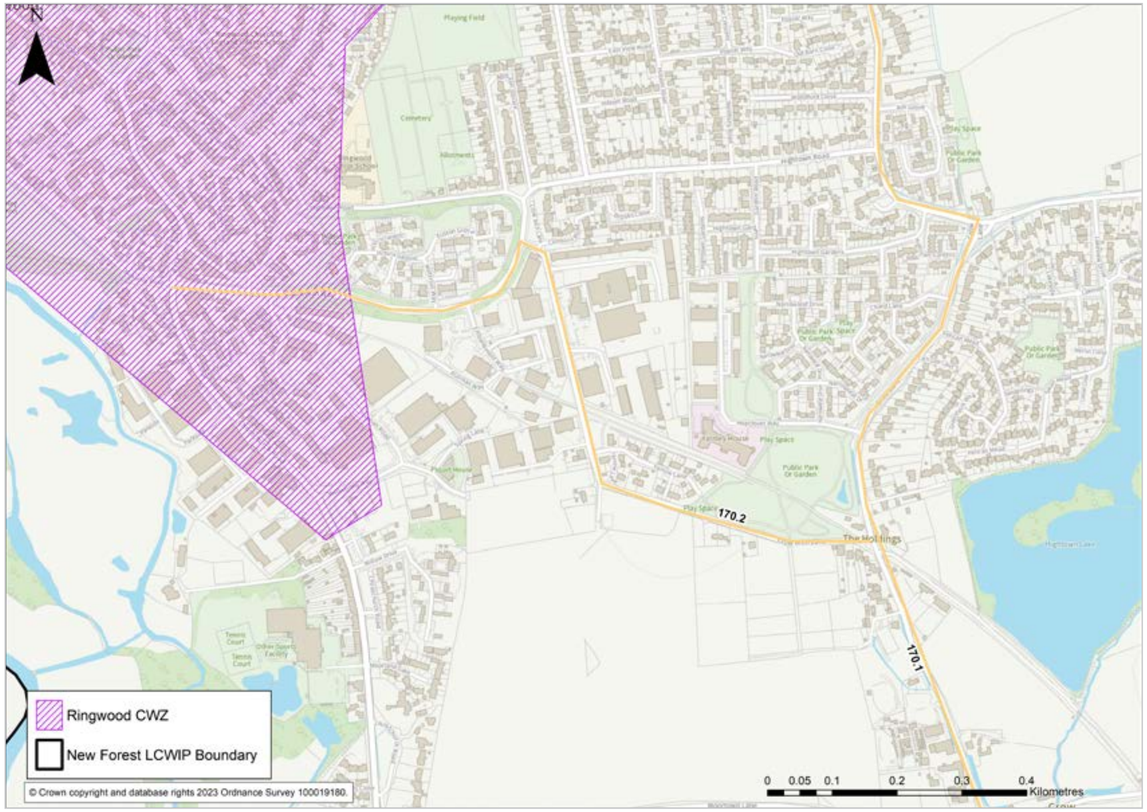
Habitat Regulations Assessment

The Habitat Regulations Assessment could only be applied for routes with suggested potential options. Should funding become available for active travel improvements in this area, a separate assessment should be undertaken.

Potential options

As this route alignment was introduced following the public consultation it has not been audited. Therefore, no potential options have been proposed for this route subsection.

This route alignment will be audited when funding can be secured for a feasibility study.



Route 180: Pennington to Lower Pennington

Overview

Prior to the consultation, this route was an on-road leisure route. Following the consultation, it has been reclassified to a secondary utility route which connects Pennington and Lower Pennington, and onwards to Keyhaven and Hurst Beach via leisure routes.

The route's entire length is along Lower Pennington Road and ends at the Sea Wall Car Park. The route is approximately 2.3km long. There are no bus routes or railway stations that serve this route. Route 180 meets with the primary utility network route 200 in Pennington.

This route has been developed in collaboration with the LCWIP Steering Group following the public consultation.

Barriers to walking and cycling

As this route alignment has not been audited, its current condition is unknown.

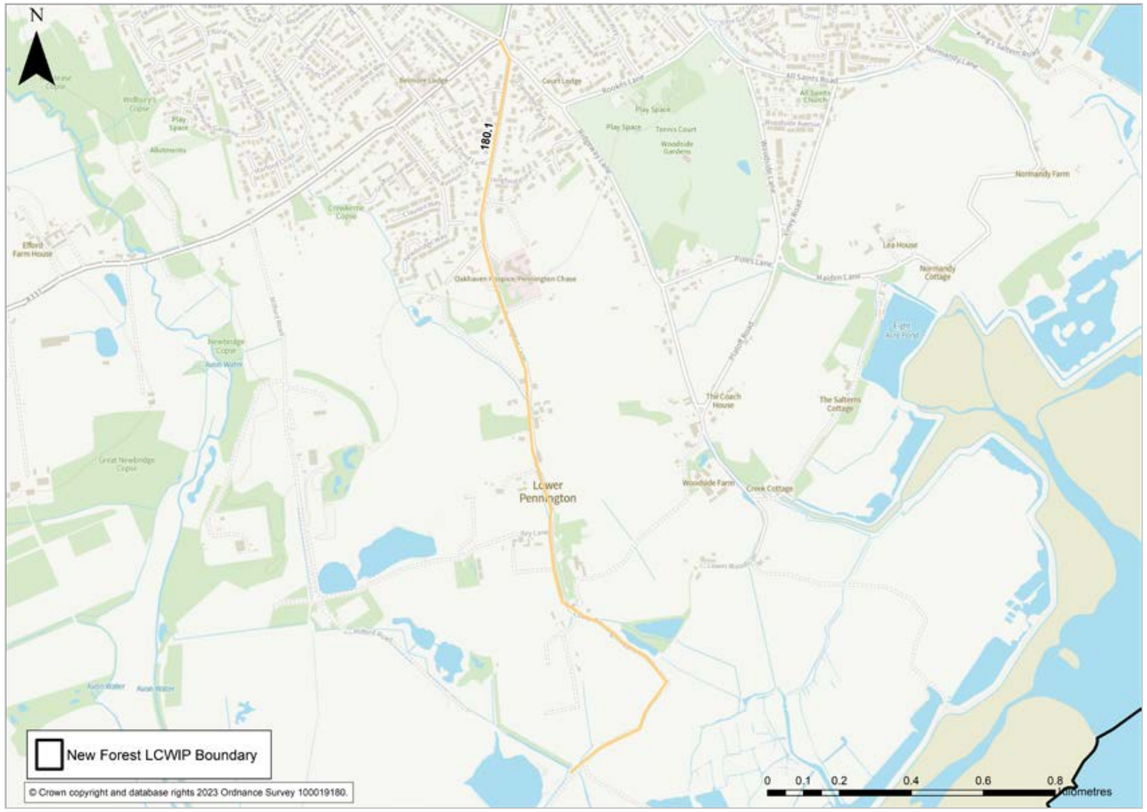
Habitat Regulations Assessment

The Habitat Regulations Assessment could only be applied for routes with suggested potential options. Should funding become available for active travel improvements in this area, a separate assessment should be undertaken.

Potential options

As this route alignment was introduced following the public consultation it has not been audited. Therefore, no potential options have been proposed for this route subsection.

This route alignment will be audited when funding can be secured for a feasibility study.



Route 200: Somerford to Portmore (via New Milton, Hordle, Everton, Pennington and Lymington)

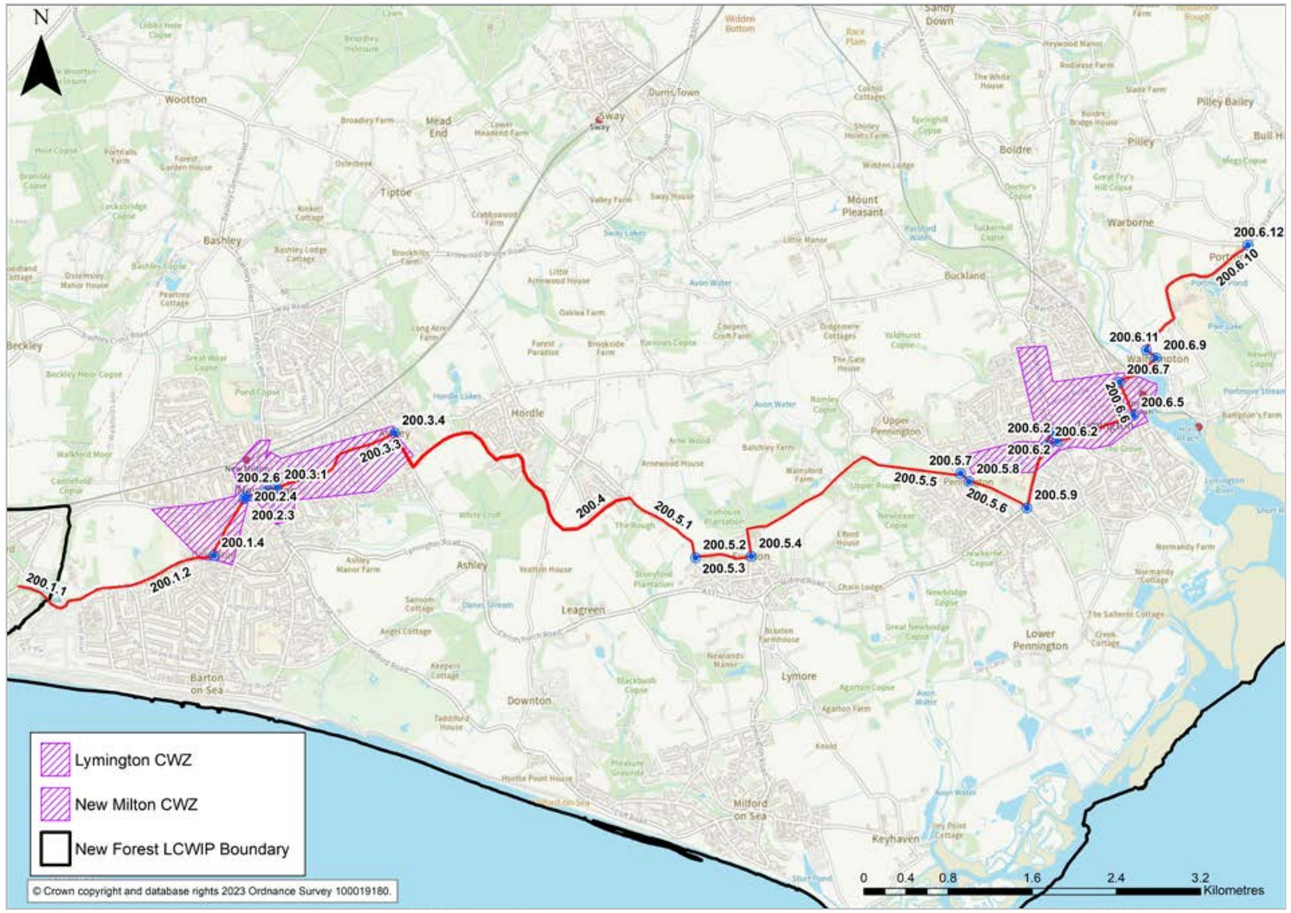
Route description

Route 200 links the settlements of New Milton and Lymington via Hordle, Everton and Pennington. The route passes through both rural and urban areas, with speed limits of either 30mph or 40mph. It travels through Lymington and New Milton CWZs.

Several bus services operate along this route, including the Morebus 119 between New Milton and Lymington, Bluestar bus service 6 between Southampton and Lymington and the Morebus 112 between Hythe and Lymington

Background

The route connects to the proposed Bournemouth, Christchurch and Poole LCWIP network at Walkford Brook. Lymington railway station is accessible from this route, and the New Milton railway station is connected to this route via route 220. It has been developed in consultation with the LCWIP Steering Group and other stakeholders. Amendments to the route were made following the consultation, as outlined below.



200.1 Walkford to New Milton

Overview

This section of route 200 follows Christchurch Road (A337) from the Bournemouth, Christchurch and Poole Council boundary in the east to the Christchurch Road/ Old Milton Road junction in the west.

There are high traffic flows along Christchurch Road; around 14,000 motor vehicles per day. The speed limit for much of the route is 40mph, transitioning to 30mph around 50m east of the junction with Moore Close.

The Morebus service 193, New Milton to Barton on Sea circular, runs along a very small section of Old Milton Green between Old Milton Road and Southern Lane.

Some sections of shared use path are present along Christchurch Road, but these are inconsistent, with frequent directions for people cycling to rejoin the road.

Barriers to walking and cycling

The high traffic flows and speeds along much of Christchurch Road are a barrier to people cycling. The lack of crossing facilities at key junctions, such as the Old Milton Road/Christchurch Road junction, is a barrier to people walking.

Habitat Regulations Assessment

The Habitat Regulations Assessment did identify some potential impacts on sensitive environmental sites near to potential option 200.1.2. However, these potential impacts were sufficiently mitigated by specifying the minimisation of tree loss and ensuring any future construction schedule avoids bird breeding or overwintering periods.

Potential options

200.1.1

Investigations should be carried out into installing a cantilever cycle track across the bridge at Walkford Brook. There appears to be sufficient available highway land to provide a fully kerbed cycle track on each side of the carriageway along this section of Christchurch Road.

200.1.2

There is likely sufficient road width available along most of this subsection to provide a fully kerbed cycle track provided land either side of the road can be purchased. Continuous footways could be considered across the junctions with Western Avenue and Sea Road.

Any future works should ensure that tree loss is minimised and that the construction schedule avoids bird breeding or overwintering periods. Screening and noise monitoring may also be required during construction.

200.1.3

There is probably sufficient highway width available to provide light segregated cycle tracks from the Christchurch Road/Park Road junction to the Lymington Road/Old Milton Road junction. A rationalisation of on-street parking may be required to deliver LTN1/20 compliant infrastructure. The right-hand turn onto Southern Lane could be upgraded with improved road markings and signage.

200.1.4

The Old Milton Road/Lymington Road junction could be upgraded to a signalised crossing, with early release for people cycling if sufficient width is available, or advanced stop lines if not.

200.1.1a – Christchurch Road/A337 over Walkford Brook

200.1.1b – Christchurch Road/A337

200.1.2a – Christchurch Road/A337

200.1.2b – Christchurch Road/Western Avenue junction

200.1.2c – Christchurch Road/Sea Road junction

200.1.3 – Christchurch Road between Park Road and Old Milton Road

200.1.4 – Christchurch Road/Old Milton Road junction

200.2 New Milton - Old Milton Road to Ashley Road

Overview

This subsection passes through residential and retail areas within New Milton, with numerous vehicle accesses directly onto the highway and parking bays. The speed limit is 30mph throughout 200.2.

Key trip attractors, such as New Milton town centre and the New Milton Junior and Infant Schools are served by this section of route 200.

The Morebus service 119 runs along this subsection between the Old Milton Road/Gore Road junction and the Old Milton Road/Station Road/Ashley Road junction.

There are pavements present on either side of the road, with advisory cycle lanes to the east of the Whitefield Road mini-roundabout.

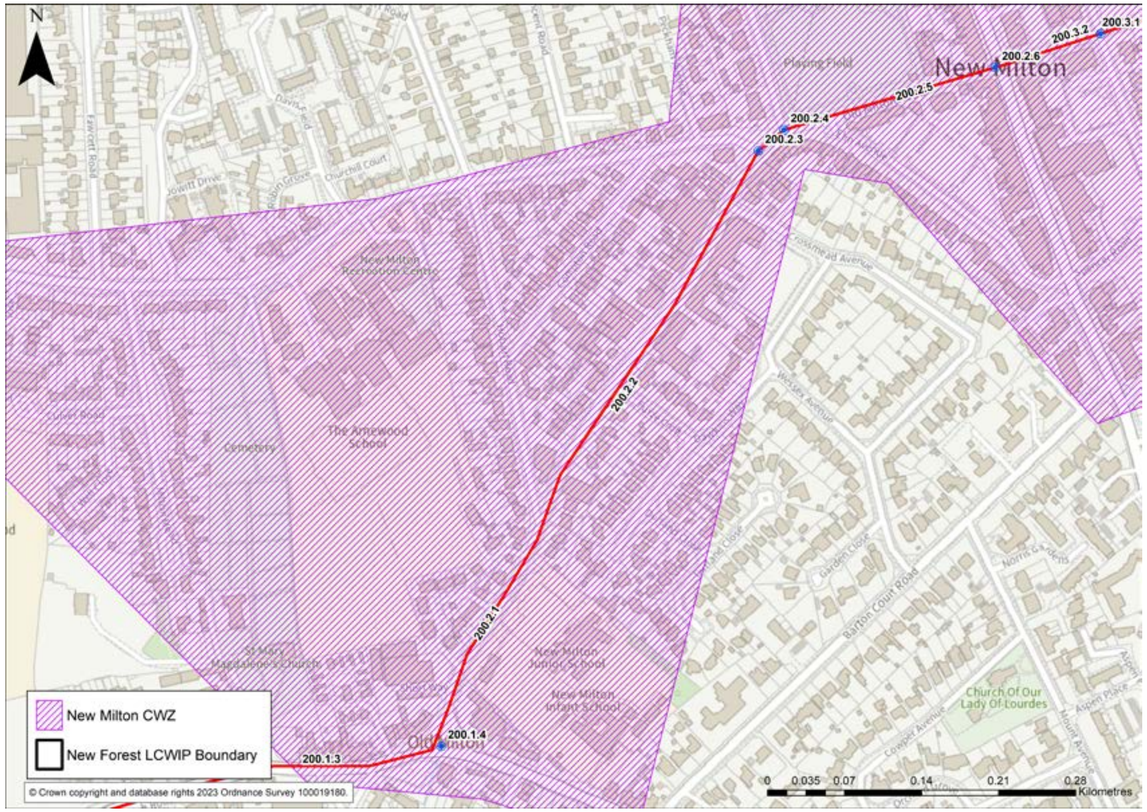
There were no changes to this subsection following the public consultation.

Barriers to walking and cycling

There is a cluster of cycle and pedestrian collisions along Old Milton Road, potentially indicating that improvements could be made to improve the safety, and perception of safety, for people walking and cycling in this area.

Habitat Regulations Assessment

The Habitat Regulations Assessment found that there are unlikely to be any impacts on sensitive environmental sites along this section of route 200.



Potential options

200.2.1

Between the A337 and Furze Croft junctions, Old Milton Road has very limited available highway width for the installation of cycle tracks. A mixed-traffic approach may be appropriate if the speed limit is reduced to 20mph, and on-street parking is rationalised. Bus gate modal filters may be needed to reduce traffic volumes.

200.2.2

Between Hobart Road and Gore Road, a rationalisation of on-street parking may allow for segregated cycle tracks. Further investigation should be undertaken to determine how this may affect goods loading and unloading at the kerbside. Removal of street clutter and a continuous footway at Crossmead Avenue would improve quality of place, as noted in the walking zone proposals. The proposals for this part of New Milton include a crossing point on this stretch.

200.2.3

Parallel cycle crossings could be provided across the Old Milton Road/Gore Road junction if sufficient highway width is available.

200.2.4

The mini-roundabout at the Old Milton Road/Whitefield Road roundabout could be redesigned at the same time as the Old Milton Road/Gore Road junction to provide a parallel cycle crossing.

200.2.5

The existing advisory cycle lanes along Old Milton Road between Whitefield Road and the junction with Station Road could be upgraded to segregated cycle tracks, with a rationalisation of on-street parking.

200.2.6

Upgrading the signalised junction of Old Milton Road/ Station Road/Ashley Road to include early releases for people cycling could be implemented, alongside improvement of the advanced stop lines.

200.2.1 – Old Milton Road between the A337 and Furze Croft

200.2.2 – Old Milton Road between Hobart Road and Gore Road

200.2.3 – Old Milton Road/Gore Road junction

200.2.4 – Old Milton Road/Whitefield Road mini-roundabout

200.2.5 – Old Milton Road between Whitefield Road and Station Road

200.2.6 – Old Milton Road/Station Road crossroad

200.3 New Milton to Ashley

Overview

Primarily residential in character, this section of route 200 links New Milton to Ashley via Ashley Road. The speed limit is 30mph.

There are on-road cycle lanes from New Milton town centre to the Ashley Road/High Ridge Crescent junction. Pavements are present along both sides of the road.

The Morebus service 119 runs along this subsection between the Old Milton Road/Station Road/Ashley Road junction and the Ashley Lane/Everton Road junction.

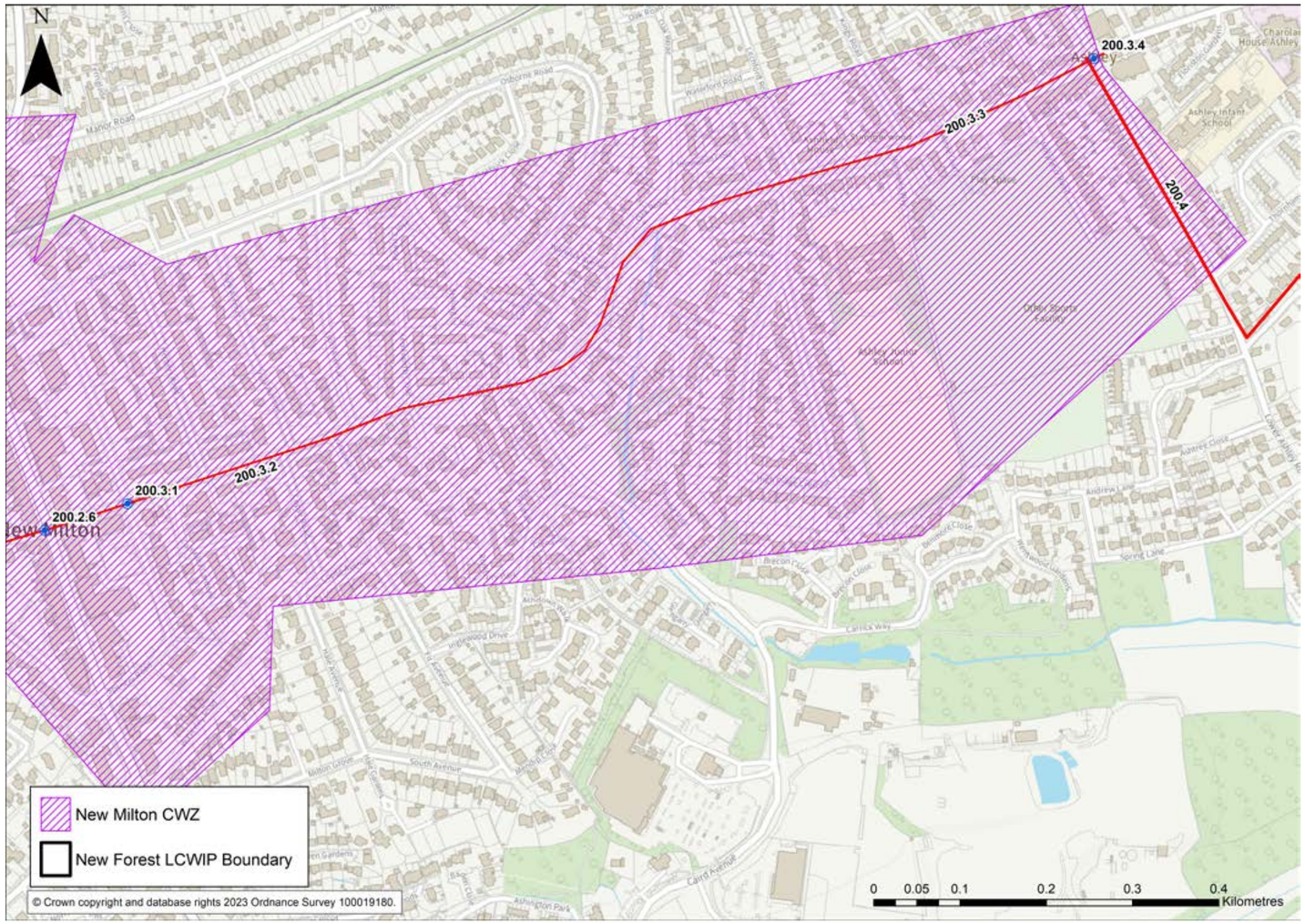
Following the public consultation, this route subsection was shortened to end at the Ashley Road/Ashley Lane/ Lower Ashley Road junction in order to take advantage of lower traffic roads for the next subsection.

Barriers to walking and cycling

Crossing opportunities for people walking are few and far between along this subsection.

Habitat Regulations Assessment

The Habitat Regulations Assessment found that there are unlikely to be any impacts on sensitive environmental sites along this section of route 200.



Potential options

200.3.1

The Ashley Road/Spencer Road signalised junction could be improved by early cycle release phases.

200.3.2

Ashley Road from Station Road to High Ridge Crescent currently has mandatory cycle lanes, but there appears to be insufficient width for them to be upgraded to light segregation. Continuous footways, or as a minimum, dropped kerbs and tactile paving could be installed at side roads. A 20mph zone with bus gate modal filters may be needed if land is not available for light segregation.

200.3.3

A 20mph zone could be introduced along Ashley Road between High Ridge Crescent and the Ashley Road/ Ashley Lane/Lower Ashley Road junction. This is likely to need bus gate modal filters to reduce traffic volume.

200.3.4

Further investigation of the Ashley Road/Ashley Lane/ Lower Ashley Road junction could be conducted to determine if motor vehicle flows are high enough to warrant the installation of cycle gates, which would provide a reservoir area with separately controlled entry points for people cycling and people driving. Alternatively, advanced stop lines and cycle early release could be implemented.

200.3.1 – Ashley Road/Spencer Road junction

200.3.4 – Ashley Road/Ashley Lane/Ashley Common Road/Lower Ashley Road crossroad

200.3.2 – Ashley Road between Station Road and High Ridge Crescent

200.3.3 – Ashley Road between High Ridge Crescent and Lower Ashley Road

200.4 Ashley to Everton Road

Overview

This subsection of route 200 was changed following the public consultation to make use of roads with lower traffic levels than Ashley Lane and Sway Road. It connects Ashley with southern Hordle and onwards to Everton via Everton Road. The route subsection begins at the Ashley Common Road/Ashley Road/Lower Ashley Lane/Ashley Lane junction and proceeds in a southeasterly direction along Lower Ashley Road, Hare Lane, Lavender Road, Heath Road, Stopples Lane and Sky End Lane.

The section of the route along Stopples Lane is served by Morebus route 119 between Lymington and New Milton. Due to time and budget constraints, this subsection has not been audited.

Barriers to walking and cycling

As this subsection has not been audited, its current condition is unknown.

Habitat Regulations Assessment

The Habitat Regulations Assessment could only be applied for routes or subsections with suggested potential options. Should funding become available for active travel improvements in this area, a separate assessment should be undertaken.

Potential options

As this subsection was introduced following the public consultation it has not been audited. Therefore, no potential options have been proposed for this route subsection.

This route alignment will be audited when funding can be secured for a feasibility study.

200.5 Lymington – Southampton Road to Bridge Road

Overview

This section of route 200 connects Everton to Pennington. The speed limit starts at 30mph at the beginning of the route, then increases to 40mph after reaching Wainsford Road, before returning to 30mph upon entering Everton.

The route begins on Everton Road, where pavements are present on only one side in some sections, and continues onto Frys Lane and Wainsford Road.

Most of Wainsford Road lacks central white lines but includes edge markings for part of the road. The 40mph portion of this road has a more rural character, bordered by trees and grass verges.

After reaching The Square/Wainsford Road junction, the subsection turns south along The Square and along North Street, ending at the North Street/Milford Road/ Lower Pennington Lane roundabout. Pavements are present on both sides of the road from The Square, with occasional parked cars narrowing the carriageway.

The Morebus service 119 runs along some of this subsection at Everton and Pennington but does not run along the more rural sections along Wainsford Road.

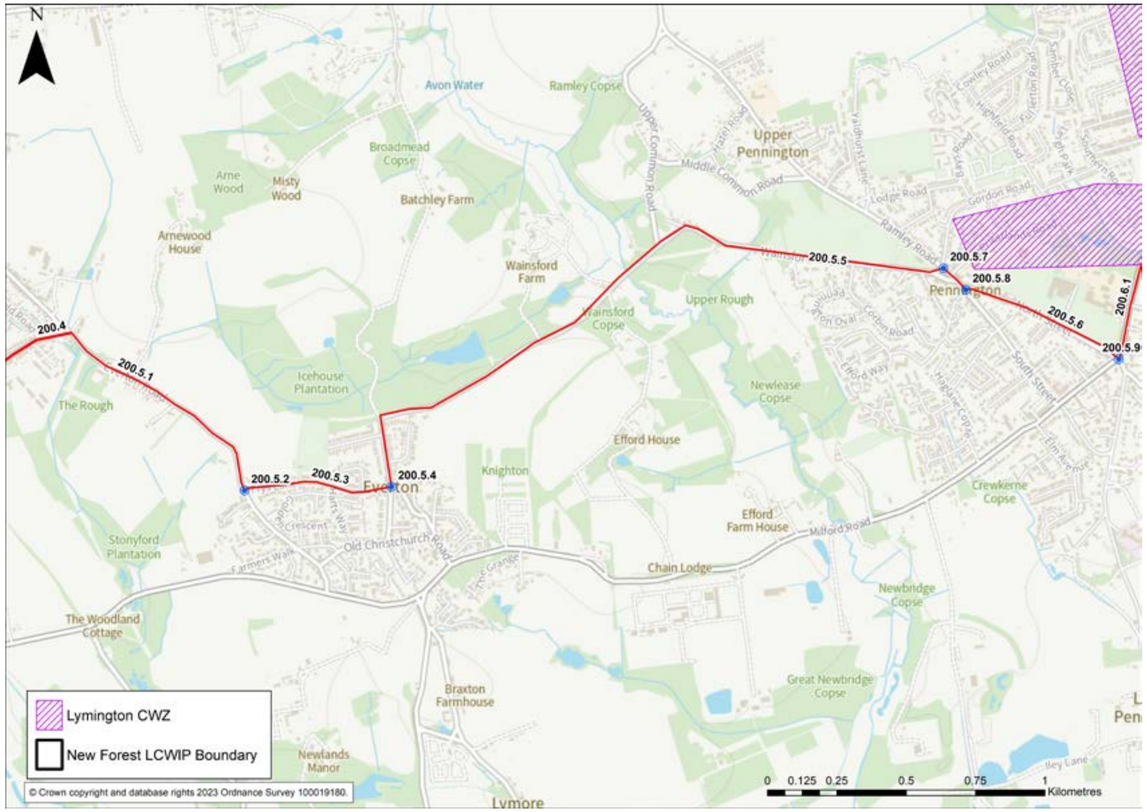
Barriers to walking and cycling

The road is narrow in places along North Street which may make cycling uncomfortable for some people. There is a lack of pavements along Wainsford Road, making walking difficult.

Several junctions lack pedestrian and cycle crossing facilities.

Habitat Regulations Assessment

The Habitat Regulations Assessment found that there are unlikely to be any impacts on sensitive environmental sites along this section of route 200.



Potential options

200.5.1

There does not appear scope to provided segregated cycle facilities along Everton Road due to road width and property boundary constraints further along the road. A 20mph zone with traffic calming could be implemented along Everton Road to allow for a mixed-traffic environment. Modal filters could be considered if traffic flows remain over 2,000 per day.

200.5.2

The junction of Everton Road and Frys Lane could be signalised to improve safety and comfort for cyclists making a right turn.

200.5.3

A 20mph zone with traffic calming could be implemented along Frys Lane and West Lane to enable a mixed-traffic approach. Modal filters could be considered if traffic flows remain over 2,000 per day.

200.5.4

Vegetation could be cut back at the Wainsford Road/ Frys Lane junction to improve visibility. This area could be considered for a future liveable neighbourhood, given that there are good alternative routes by car.

200.5.5

Route 240 connects this section of route 220 with the previous section along Milford Road.

Wainsford Road is too narrow to install light segregated cycle tracks, so a 20mph zone with traffic calming is suggested as an alternative. Traffic calming and modal filters will probably be required.

200.5.6

A 20mph zone with traffic calming could be implemented along North Street and The Square.

200.5.7

Changing the priorities at the Wainsford Road/Ramley Road junction should be explored to allow cyclists a contraflow facility on the one-way system, improving east/west connectivity. Upgrading the existing zebra crossing to a parallel facility on The Square should be considered to enable cyclists to cross and continue eastbound towards North Street. Further public realm improvements in this area could be considered from the “Investigation of Public Realm Improvements, Pennington Village” report.

200.5.8

Reconfiguring The Square/North Street junction and potentially changing priorities to improve east/west cycle route continuity should be investigated.

200.5.9

The North Street/A337 roundabout could be upgraded to a Dutch-style roundabout.

200.5.1 – Everton Road/Ashley Lane junction

200.5.3 – Everton Road/Frys Lane junction

200.5.2a – Everton Road

200.5.4a – Frys Lane

200.5.2b – Everton Road

200.5.4b – West Lane

200.5.5a – Wainsford Road between Buckstone Close and Greenmead Avenue

200.5.7 – The Wainsford Road/Ramley Road junction

200.5.5b – Wainsford Road between Greenmead Avenue and Upper Common Road

200.5.8 – The Square/North Street junction

200.5.5c – Wainsford Road between Upper Common Road and Ramley Road

200.5.9 – North Street/A337 roundabout

200.6 Lymington to Hatchet Pond

Overview

Within Lymington and Pennington, route 200 is routed along either residential or commercial roads, with a speed limit of 30mph. Car parking spaces are present on both sides of High Street, in addition to frequent vehicle crossings from private properties onto the road. East of Lymington, route 200 has a rural character, with narrow and vegetation-lined roads. Outside of the built-up areas, the speed limit is 40mph and there are no pavements or cycle-specific infrastructure.

The Morebus service 112 runs along the entirety of this route subsection.

Barriers to walking and cycling

High traffic flows and parking on both sides of the road are barriers to cycling in Lymington Town centre.

The principal barriers to walking and cycling along the eastern parts of this subsection are a lack of pavements and cycle-specific infrastructure, along with high motor vehicle traffic flows and speeds.

Habitat Regulations Assessment

The Habitat Regulations Assessment did identify some potential impacts on sensitive environmental sites near Walhampton Hill/Main Road. However, these potential impacts were managed by specifying that any future measures should preserve the current highway extent and mitigation measures could be considered.

Potential options

200.6.1

Reallocating road space along Milford Road to either widen the existing shared use path, or providing a segregated cycle track, could be investigated.

200.6.2

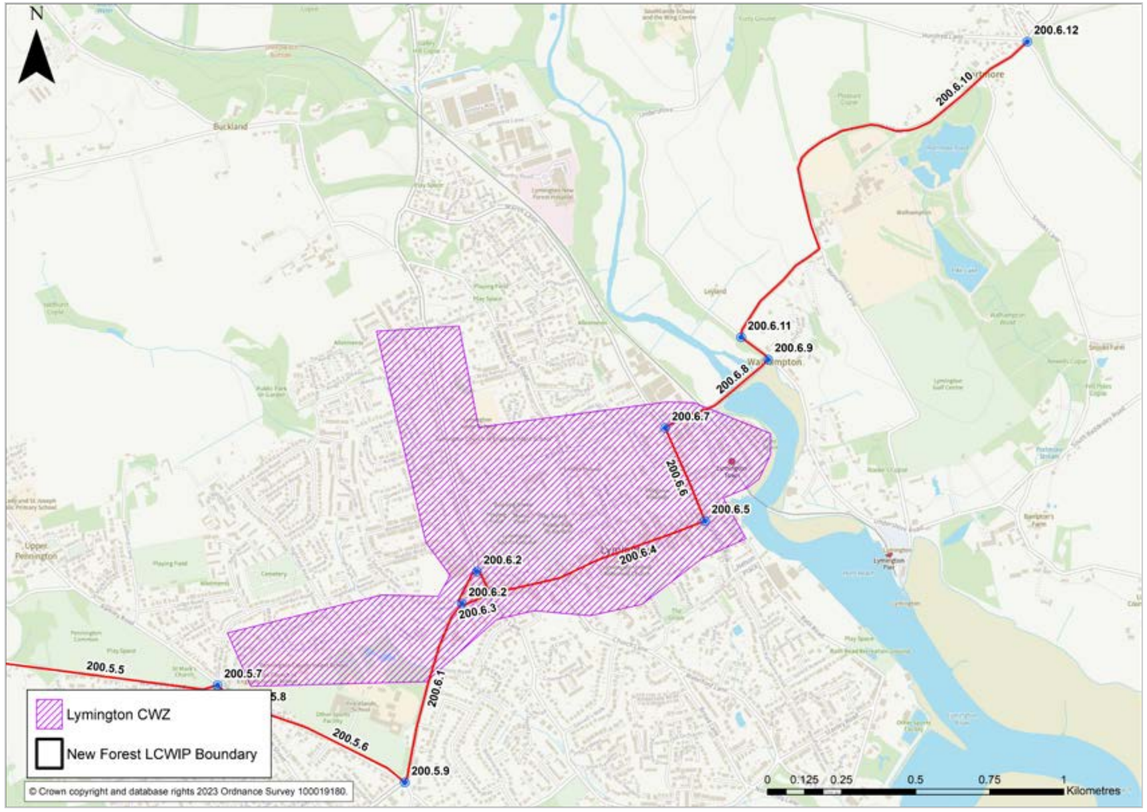
The Southampton Road/Queen Street, Priestlands Place/ Queen Street and Priestlands Place/Stanford Road junctions could be configured to a cycle-friendly design. Cycles currently must change lanes to turn right on Stanford Road and Priestlands Road, reducing comfort and introducing conflict between motor vehicle flows and cycles.

200.6.3

A 20mph zone with traffic calming could be implemented on Stanford Road, Priestlands Place and Southampton Road in the centre of Lymington. Traffic levels are likely to be too high for mixed traffic so modal filters will be required.

200.6.4

A 20mph zone with traffic calming could be implemented along St Thomas Street and High Street to facilitate a mixed traffic approach to cycle movements. Traffic levels are likely to be too high for mixed traffic so modal filters may be required.



200.6.5
The Gosport Street/High Street/Captains Road junction geometry could be tightened to reduce motor vehicle speeds, and a right turn refuge introduced from High Street to Captains Road alongside formal cycle priority across Captains Road.

200.6.6
Gosport Street could be improved with a 20mph zone with traffic calming. Traffic levels are likely to be too high for mixed traffic so modal filters may be required.

200.6.7
The Gosport Street/Marsh Lane/Bridge Road junction could be upgraded to a signalised junction with early cycle release and advanced stop lines.

200.6.8
A 20mph zone could be implemented along Bridge Road, with a village gateway on the approach to Lymington. Traffic levels may to be too high for mixed traffic so alternatives, such as a cantilever bridge for cycles and an off-road track could be considered.

200.6.9
A right turn refuge could be introduced at, and cycle priority over, the junction with Undershore Road.

200.6.10
The Wallhampton Hill/Undershore Road junction could be improved by installing a right turn refuge.

200.6.11
Light segregated cycle facilities could be installed along either side of Wallhampton Hill/Main Road, provided sufficient highway width is available. If this type of facility is implemented, a reduction in the speed limit to 30mph would also be required. Alternatively, field edge paths on the northern side of the road could be investigated.

Following the Habitat Regulations Assessment, it has been determined that land take to the north of the road in this location would open up the fields to visual disturbance from the pedestrian field edge footpath, which would impact populations of Special Protection Area birds if these fields were being used as supporting roosting habitat. Further assessment work will be required at a feasibility stage, although it is recommended that measures which preserve the current highway extent are prioritised.

Potential mitigation measures could be considered, including hedge planting, dog proof fencing and sensitive construction methods such as the timing of construction.

200.6.12
The Hundred Lane/Main Road/Warborne Lane/Newtown Lane junction could be upgraded to include formal cycle priority.

As with 200.6.11, any future studies should carefully consider the impacts on any works on nearby areas which have sensitive environmental designations.

200.6.1 – Milford Road

200.6.2c – Priestlands Place/Stanford Road junction

200.6.2a – Southampton Road/Queen Street junction

200.6.3a – Priestlands Place

200.6.2b – Priestlands Place/Queen Street junction

200.6.3b – Queen Street

200.6.4 – St Thomas Street/High Street

200.6.7 – Gosport Street/Marsh Lane/Bridge Road mini-roundabout

200.6.10a – Wallhampton Hill

200.6.12 – Main Road/Hundred Lane/Warborne Lane junction

200.6.5 – Gosport Street/High Street/Captains Road junction

200.6.8 – Bridge Road

200.6.10b – B3054/Main Road

200.6.6 – Gosport Street

200.6.9 – Bridge Road/Undershore Road junction

200.6.11 – Wallhampton Hill/Undershore junction

Route 210: Ringwood to Ivy Lane

Route description

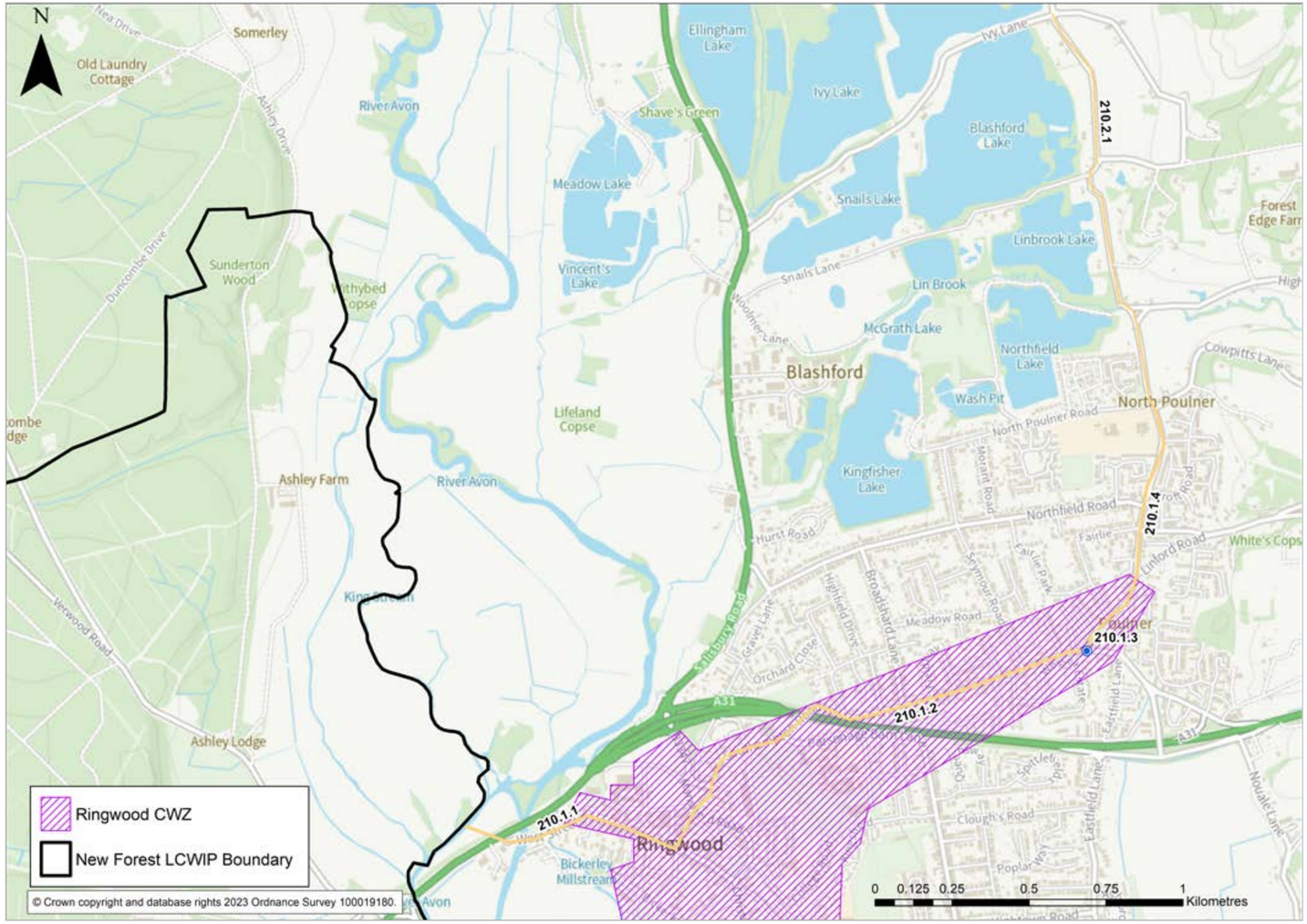
Prior to the public consultation, this route connected Ringwood to Totton via Lyndhurst. Following the consultation, most of this route has been reclassified as an on-road leisure route, as it was considered unlikely that this route would cater to many utility trips between Ringwood and Brockenhurst. However, the section between Ivy Lane and Ringwood town has remained as a secondary utility route to provide a cycle link between Ringwood town centre and the residential areas to the east and north.

This route connects with route 100 at the Southampton Road/Mansfield Road junction and at the Ivy Lane/ Gorley Road junction. This route passes through primarily residential areas, with some commercial areas along Southampton Road, High Street and Market Place. Small sections of on-road cycle lanes are present in Ringwood town.

Background

Ringwood town centre and Ringwood School are within a short distance of route 210.

This route has been developed in collaboration with the LCWIP Steering Group following the public consultation.



210.1 Ringwood Town

Overview

This section of route 210 begins on West Street and ends at the Parsonage Barn Lane/Southampton Road junction. The speed limit along this route subsection is 30mph.

There are pavements along both sides of the road for most of this subsection, with some on-road cycle lanes and shared use paths in Ringwood Town, where the route meets the Ringwood CWZ.

The Morebus routes C16, C18 and 125 operate along this route.

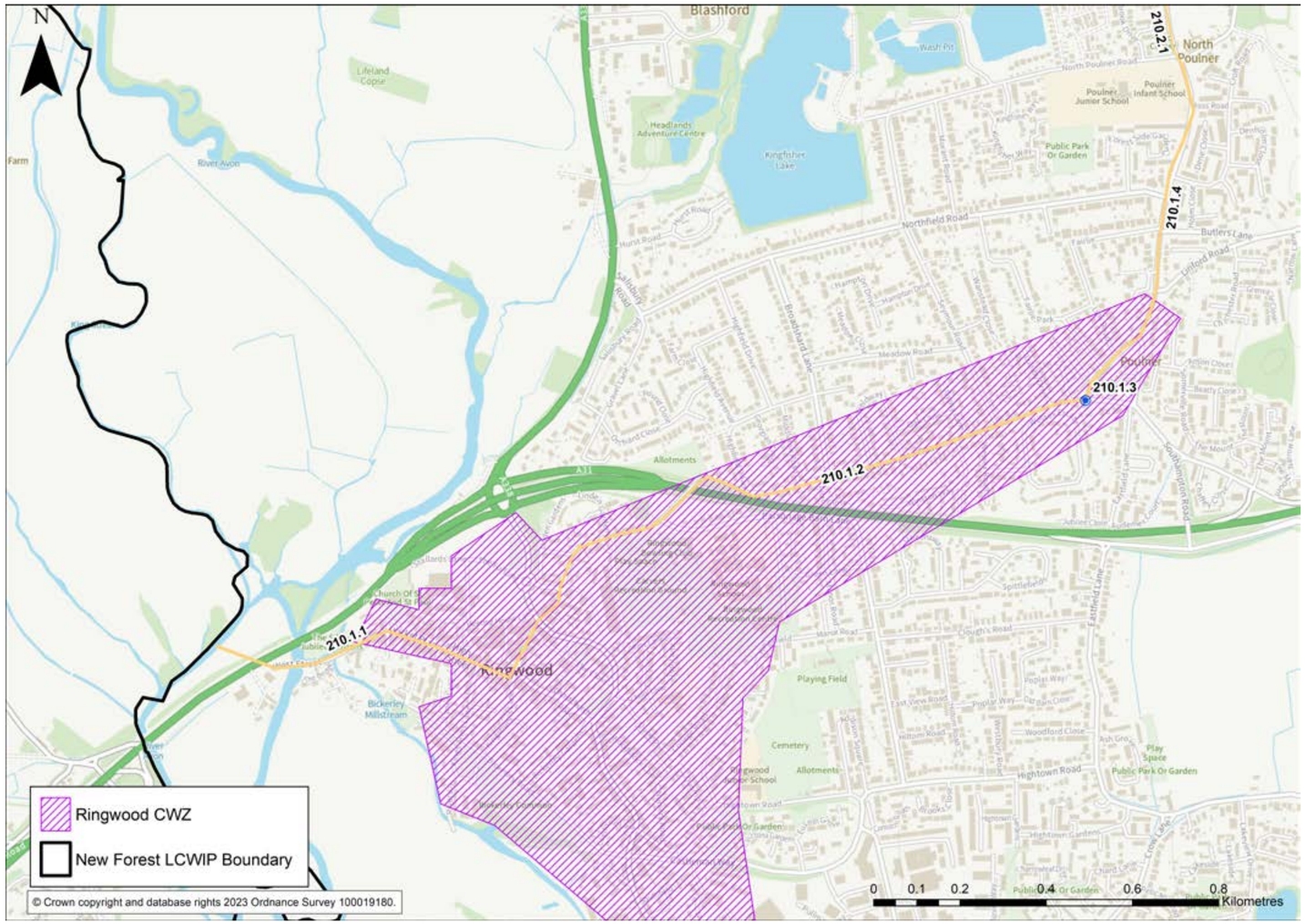
Barriers to walking and cycling

The lack of consistent cycle infrastructure is the main barrier to people cycling. Narrow pavements and a lack of crossing opportunities are likely to be the greatest barriers for people walking.

There are clusters of collisions involving people cycling along Southampton Road from the junction with Linden Gardens to the Broadshard Lane junction, and around the Gorley Road/Southampton Road junctions.

Habitat Regulations Assessment

The Habitat Regulations Assessment found that there are unlikely to be any impacts on sensitive environmental sites along this subsection of route 210.



Potential options

210.1.1

Southampton Road between the Mansfield Road/The Furlong roundabout and the junction with Mount Pleasant Lane is too narrow for off-road facilities so a 20mph zone with traffic calming to support cycling in mixed traffic would be required. Modal filters may also be needed if flows are too high.

210.1.1 – Southampton Road between the Mansfield Road/Southampton Road roundabout and Parsonage Barn Lanes

210.1.2

On Southampton Road between Mount Pleasant Lane and Gorley Road the existing road width is insufficient to accommodate full or light segregation consistently. There may be scope to provide a shared use path. If not, cycling in mixed traffic could be accommodated but would require a 20mph zone, and existing traffic calming, in the form of speed cushions, may have to be revisited. If flows are too high, bus gate modal filters may be required. Continuous footways could be added over all side roads. The recommendations from the CWZ should be incorporated throughout the town centre.

210.1.2 – Southampton Road between Parsonage Barn Lane and Gorley Road

210.1.3

The Southampton Road/Gorley Road junction could be upgraded to a cycle-friendly design.

210.1.3 – The Southampton Road/Gorley Road mini-roundabout

210.1.4

There is insufficient width along Gorley Road between Southampton Road and Cowpitts Lane for a shared use path. A 20mph mixed-traffic scheme with bus gate modal filters would be required.

210.1.4 – Gorley Road between Southampton Road and Cowpitts Lane

210.2 Ringwood to Emery Down

Overview

Route subsection 210.2 passes through rural areas with little to no street lighting and generally narrow roads. The speed limit is 40mph.

There are no pavements or cycle-specific infrastructure along this subsection.

Barriers to walking and cycling

There are no pavements or cycle-specific infrastructure along 210.2.

Habitat Regulations Assessment

The Habitat Regulations Assessment found that there are unlikely to be any impacts on sensitive environmental sites along this subsection of route 210.

Potential options

210.2.1

A 20mph zone with traffic calming could be implemented along Gorley Road and Highwood Lane between Cowpitts Lane and the entrance to the New Forest North Commons. Due to the constrained highway space, it is unlikely that a segregated cycle facility could be installed. Modal filters may be required. Any changes should be made with appropriate materials which will preserve the character, and ecological integrity, of the area.

210.2.1 – Highwood Lane

Route 220: Bashley to Lymington via New Milton and Milford on Sea

Route description

Prior to the public consultation, this route connected Everton with Lymington and Pennington via Milford Road. However, following the public consultation, this section of route 220 was removed due to the provision of a low traffic route between Everton and Lymington (see route subsection 200.5).

This route provides a link between Bashley and Everton, via New Milton and Milford on Sea. It is a mixture of rural land, residential and commercial frontages. It passes through the New Milton CWZ.

This route provides a north-south link to the New Milton Railway Station for residential areas around New Milton and onwards via route 200.

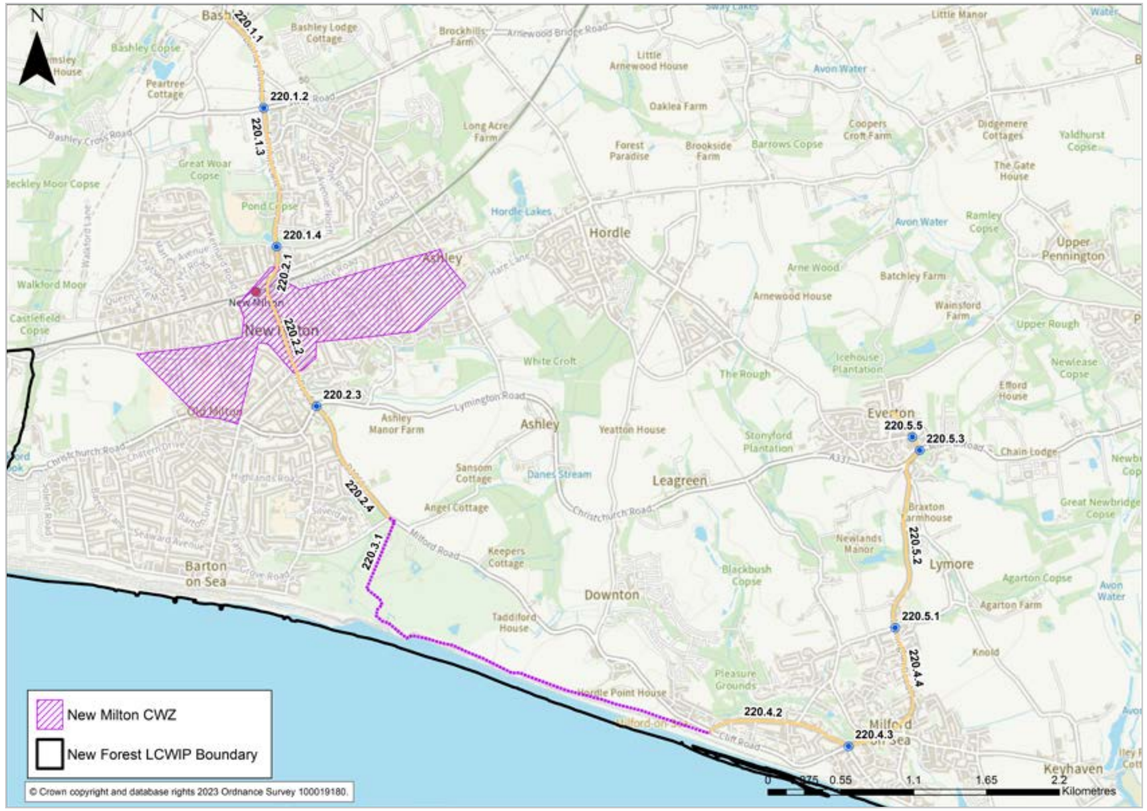
Morebus services X1, X2, C20, 120, 191, 193, 762 and 775 are present along this cycle route.

Background

Strategic development site 7 lies close to route 220. The route also serves employment areas in New Milton and Milford on Sea

The route does not serve the National Cycle Network and has been developed in collaboration with the LCWIP Steering Group following the public consultation.

Following the public consultation and Habitat Regulations Assessment, the section of route 220 between Barton on Sea and Milford, routed along a footpath by the golf course, was determined to be impractical to deliver. Therefore, the potential options for this alignment have been removed and alternative options to link Barton on Sea and Milford should be investigated as and when funding becomes available for active travel improvements in the area.



220.1 Bashley to Ballard Lake

Overview

The first section of route 220 follows the B3058 from its junction with New Lane as far as the Lake Grove Road junction and connects with leisure route network.

Average traffic flows along this section are 9,000 vehicles per day, with a speed limit of 30mph throughout.

There is no pavement provision up to the Bashley Cross Road/Sway Road roundabout. Beyond this junction pavements are located on at least one side of the subsection. There is no dedicated cycling provision located along the entire subsection.

The subsection has a rural character, with occasional residential frontages and businesses including a garden centre. Much of the route is adjacent to woodland and is served by buses on route X1. New Forest District Council has a mitigation scheme at Ballard Lake to improve drainage and provide new and improved footpaths, planting, signage and street furniture.

There were no changes to this subsection following the public consultation.

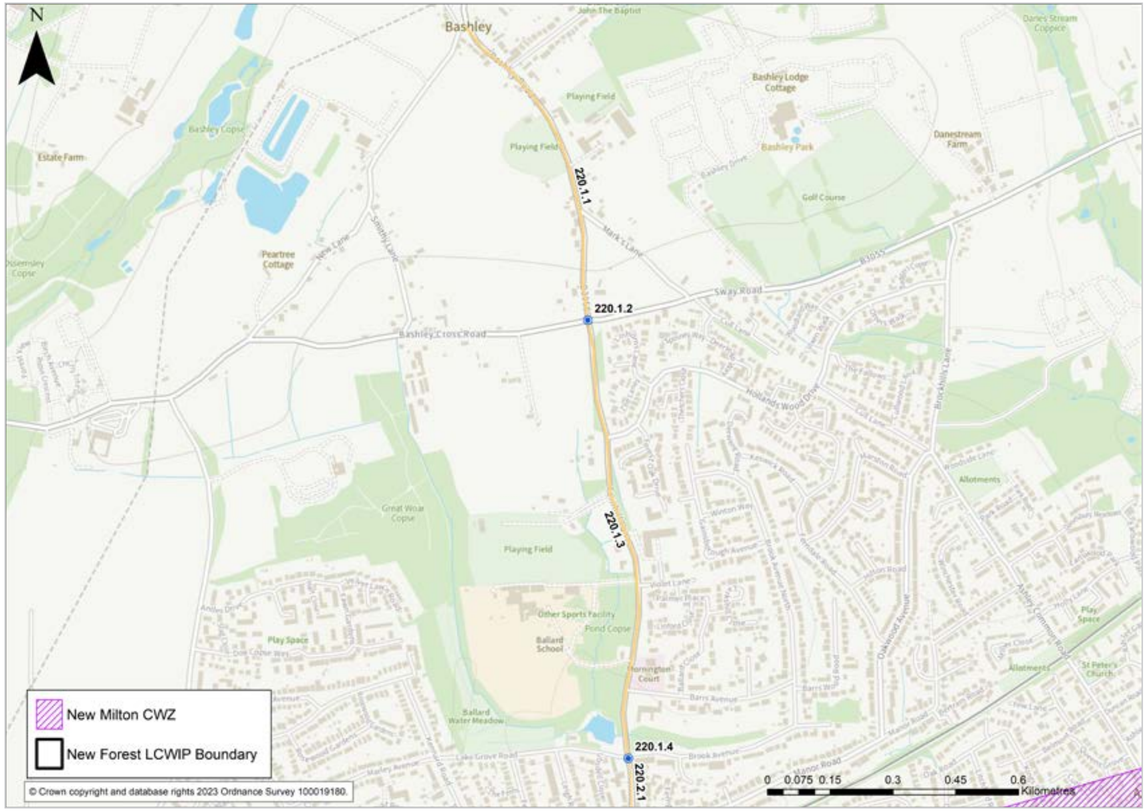
Barriers to walking and cycling

There are high traffic volumes and limited walking facilities, with no cycling infrastructure. This is a major barrier for its use especially at larger junctions, such as the Bashley Cross Road/Sway Road roundabout.

There is limited natural surveillance along the route and limited street lighting.

Habitat Regulations Assessment

The Habitat Regulations Assessment found that there are unlikely to be any impacts on sensitive environmental sites along this subsection of route 220.



Potential options

220.1.1

There are currently no existing cycle facilities along this section of Bashley Road and current traffic speed and volumes are not suitable for cycling in mixed traffic. There does not appear to be sufficient width to provide segregated cycle facilities due to property boundary constraints, so a 20mph low-speed quiet mixed-traffic street would be required. Although speeds could be reduced with traffic calming measures, bus gate modal filters would also be required to reduce traffic volume

220.1.2

A review of the Sway Road/Bashley Cross Road/ Bashley Road junction should be undertaken to explore improvements for cycle route continuity through the junction. The potential for providing a Dutch-style roundabout to improve connectivity should be investigated.

220.1.3

The section of B3058 Fernhill Lane between the Sway Road roundabout and the Brook Avenue junction has no existing cycle facilities, however, there appears to be sufficient width to provide a segregated cycle track on the western side subject to land availability and localised boundary constraints. If this is not feasible, then consideration should be given to continuing the 20mph low-speed mixed-traffic street to enable continuity of route. Traffic calming measures and bus modal filters would also be required to regulate traffic speed and volume.

220.1.4

Brook Avenue junction has no existing cycle facilities. A review should be undertaken to explore improvements for cycle route continuity through the junction.

220.1.1 – Bashley Road between New Lane and the Bashley Road/Sway Road roundabout

220.1.3 – Fernhill Lane between the Bashley Road/ Sway Road roundabout and Brook Avenue

220.1.2 – Bashley Road/Sway Road roundabout

220.1.4 – Brook Avenue/Fernhill Lane junction

220.2 Ballard Lake to Barton Common Road via New Milton railway station

Overview

The second section of route 220 follows the B3058 from Ballard Lake as far the junction with Barton Common Road.

Average traffic flows along this subsection are 13,000 vehicles per day, with a speed limit of 30mph as far as Milford Road Cemetery where it becomes 40mph.

Pavements are present on both sides of the road as far as the A337 roundabout where it reduces to only one side. There is no dedicated cycling provision along the subsection.

The subsection is mainly of an urban character, with property and business frontages. Beyond the A337 roundabout the character changes and becomes more rural.

This subsection of route 220 passes through the New Milton CWZ.

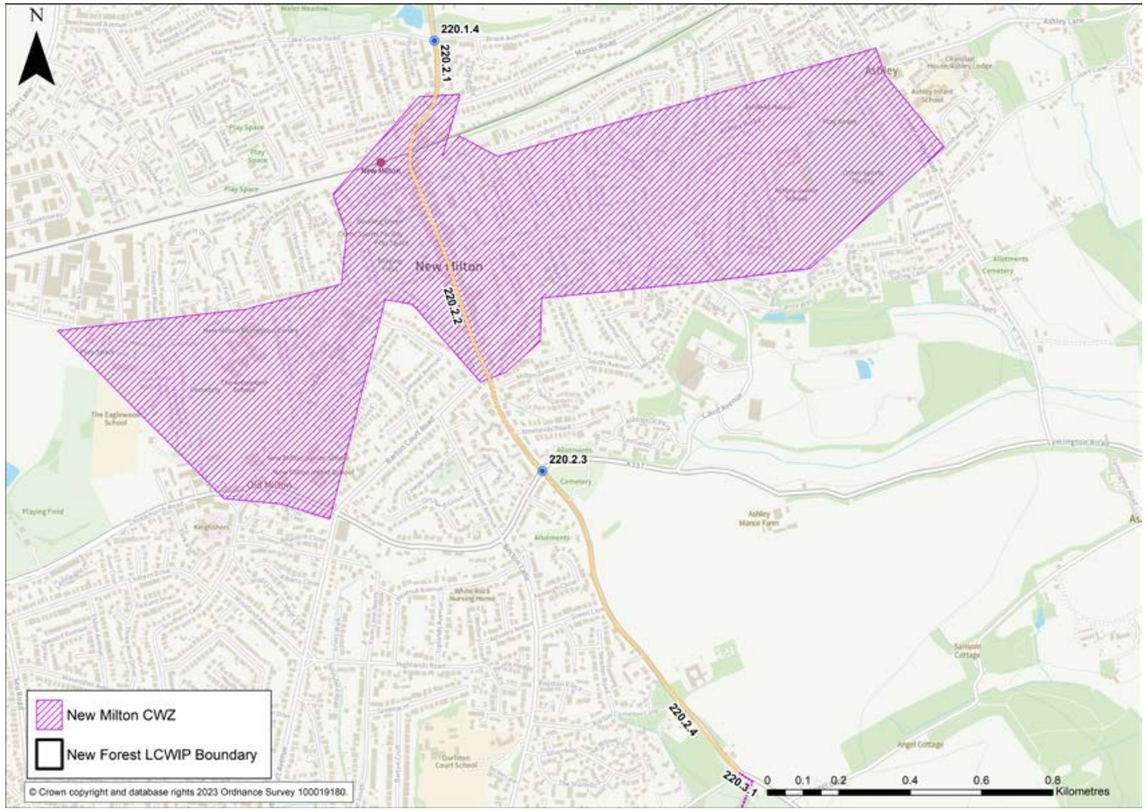
Barriers to walking and cycling

High traffic volumes along the subsection and a lack of cycling facilities are a major barrier to cycling along this subsection.

Junctions along the subsection are often unsignalised with no pedestrian refuges.

Habitat Regulations Assessment

The Habitat Regulations Assessment did identify some potential impacts on sensitive environmental sites near to potential option 220.2.4. However, these potential impacts were managed by specifying that any future measures should preserve the current highway extent and mitigation measures could be considered.



Potential options

220.2.1

There does not appear to be scope to provide segregated cycle facilities along this section of the B3058 between Brook Avenue and Osborne Road due to property boundary constraints. Therefore, a 20mph low-speed mixed-traffic street could be explored, with associated traffic calming measures and bus modal filters to regulate traffic speed and volume. Work to improve accessibility at the railway station entrance would be undertaken in cooperation with Network Rail and the train operator.

220.2.2

Between Osborne Road and the A337, there is sufficient available road space along the B3058 to implement lightly segregated cycle tracks on either side of the road. On-street parking could be relocated which would enable the retention of wide pavements and two lanes of traffic (subject to consideration of some turning bans). This arrangement could be viable to the junction with the A337 subject to land purchase or failing this, enabling a short section of cycling in mixed traffic with appropriate speed reduction measures.

220.2.3

A review of the B3058 /A337 roundabout should be undertaken to explore improvements for cycle route continuity through the junction. The potential for providing a Dutch-style roundabout to improve connectivity should be investigated.

220.2.4

There appears to be scope to provide a segregated cycle track or shared use facility along the majority of the western side of the B3058 between the A337 roundabout and Barton Common Road, subject to land availability.

Following the Habitat Regulations Assessment, it has been determined that land take to the north of the B3058 would both remove field habitat and open up the fields to visual impacts from the road, which would impact populations of Special Protection Area birds if these fields were being used as supporting roosting habitat. Further assessment work will be required at a feasibility stage, although it is recommended that measures which preserve the current highway extent are prioritised.

Potential mitigation measures could be considered, including hedge planting, dog proof fencing and sensitive construction methods such as the timing of construction.

220.2.1 – B3058 between Brook Avenue and Osborne Road

220.2.3 – B3058/A337 roundabout

220.2.2 – Station Road between Osborne Road and the A337

200.2.4 – Milford Road (B3058)

220.3 Barton Common Road to Cliff Road

Overview

Section 220.3 follows an off-road footpath (Public Right of Way 159.715/168.712-3) which dissects the privately owned Barton on Sea golf course, then runs parallel to the beachfront until Hordle Cliff (west) amenity car park where it joins Cliff Road.

There are no motor vehicles allowed on the path. There is no cycling infrastructure present.

The subsection is of a rural character, with a beach and golf course alongside.

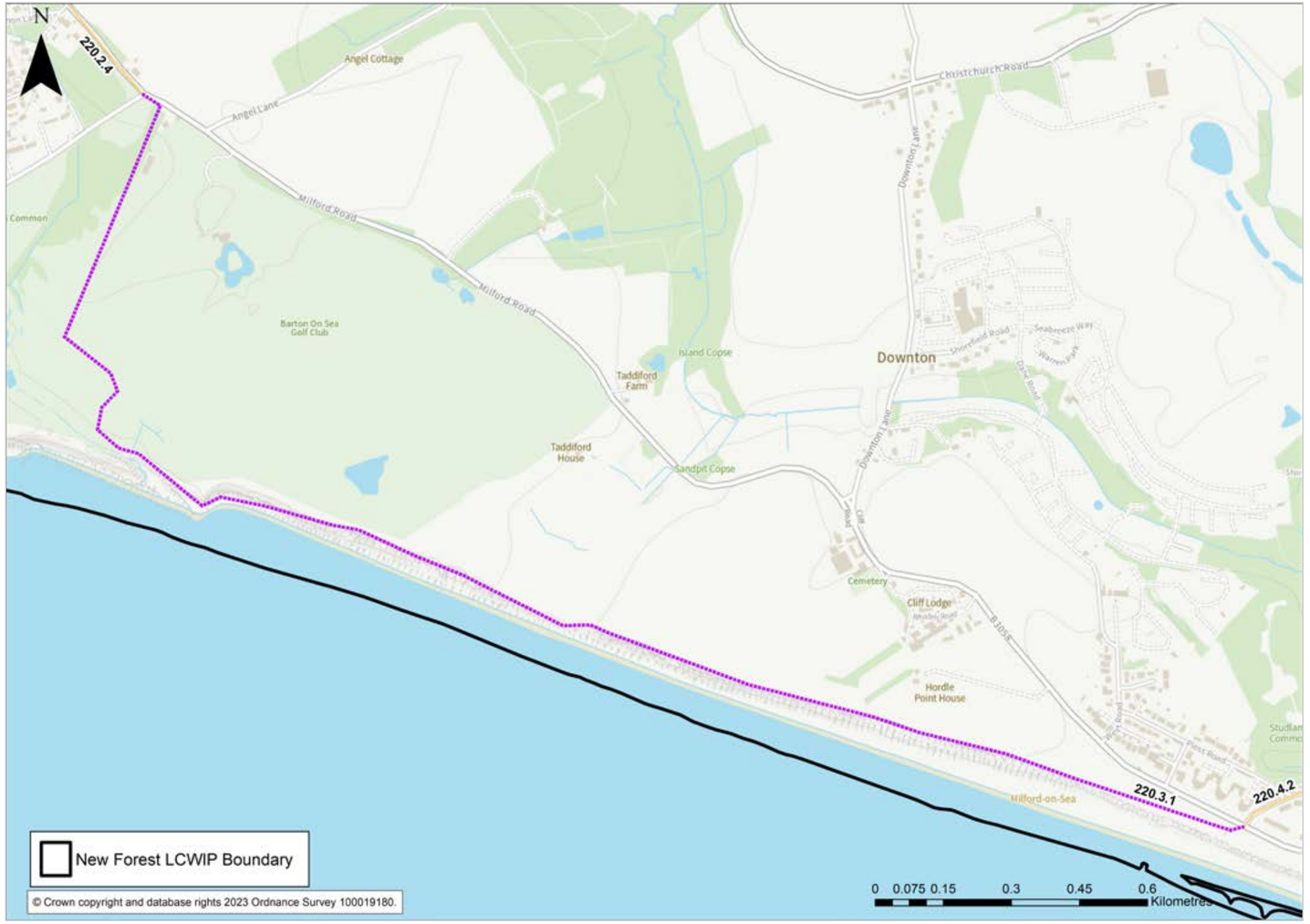
Future considerations

There is currently no cycling infrastructure present. In addition, the existing pathway is not of high quality and there is no natural surveillance nor lighting.

Habitat Regulations Assessment

The potential options for this subsection have been removed following the Habitat Regulations Assessment, as the implementation of measures to improve the current path would require significant engineering on sensitive coastal habitat and would introduce a different type of visual disturbance which would impact the Special Protection Area birds.

A future feasibility study would need to investigate these issues and investigate alternative alignments.



220.4 Cliff Road to Manor Road

Overview

Route subsection 220.3 leaves Hordle Cliff (west) amenity car park and joins 220.4 at Cliff Road. Section 220.4 follows Whitby Road, Kivernell Road and the B3058 as far as the Manor Road junction. Average traffic flows along the subsection are 7,000 vehicles per day, with a speed limit of 30mph throughout.

Footpaths are currently not present along sections of Whitby Road. The remainder of the subsection is served by footpaths on at least one side of the road. There is currently no dedicated cycling provision. The subsection is of a residential character with a short stretch of commercial High Street.

There have been no changes to this subsection following the public consultation.

Barriers to walking and cycling

High traffic volumes and motor vehicle speeds along the route are a barrier to cycling along this subsection. The lack of pavements also limits walking, with narrow verges in sections.

Junctions along the subsection are often uncontrolled with no pedestrian refuges.

Habitat Regulations Assessment

The Habitat Regulations Assessment found that there are unlikely to be any impacts on sensitive environmental sites along this subsection of route 220.

Potential Options

220.4.1

A parallel crossing or toucan crossing could be installed at the Cliff Road/Whitby Road junction, subject to motor vehicle speeds, to improve safety for people cycling and walking.

220.4.2

Whitby Road and Kivernell Road are too narrow at points to allow for lightly segregated cycle tracks along their entire length. Therefore, a 20mph zone with traffic calming could be implemented instead. Depending on flows, modal filters may be required.

220.4.3

A review of the Kivernell Road/B3058 junction should be undertaken to explore improvements for cycle route continuity through the junction.

220.4.4

A 20mph zone with traffic calming could be implemented along the B3058 between Kivernell Road and Manor Road, provided that traffic flows are sufficiently low. If a 20mph zone cannot be delivered, alternative options should be explored to improve active travel links to Milford on Sea.

220.4.1 – Cliff Road/Whitby Road junction

220.4.3 – Kivernell Road/Lymington Road (B3058) junction

220.4.2 – Whitby Road

220.4.4 – Lymington Road (B3058)

220.5 Manor Road to Milford Road A337

Overview

Section five of route 220 follows the B3058 from its junction with Manor Road as far as the A337 junction with Old Christchurch Road.

Average traffic flows along this subsection are 7,700 vehicles per day, with speed limits of 30mph as far as the Muddycreek Farm Campsite and then 40mph beyond until the end of the subsection.

The majority of the subsection has a pavement on one side of the road with a small section with pavements on both sides as far as the school academy. There is no cycle-specific infrastructure present along the subsection.

The subsection is of a rural character, with occasional property and educational frontages.

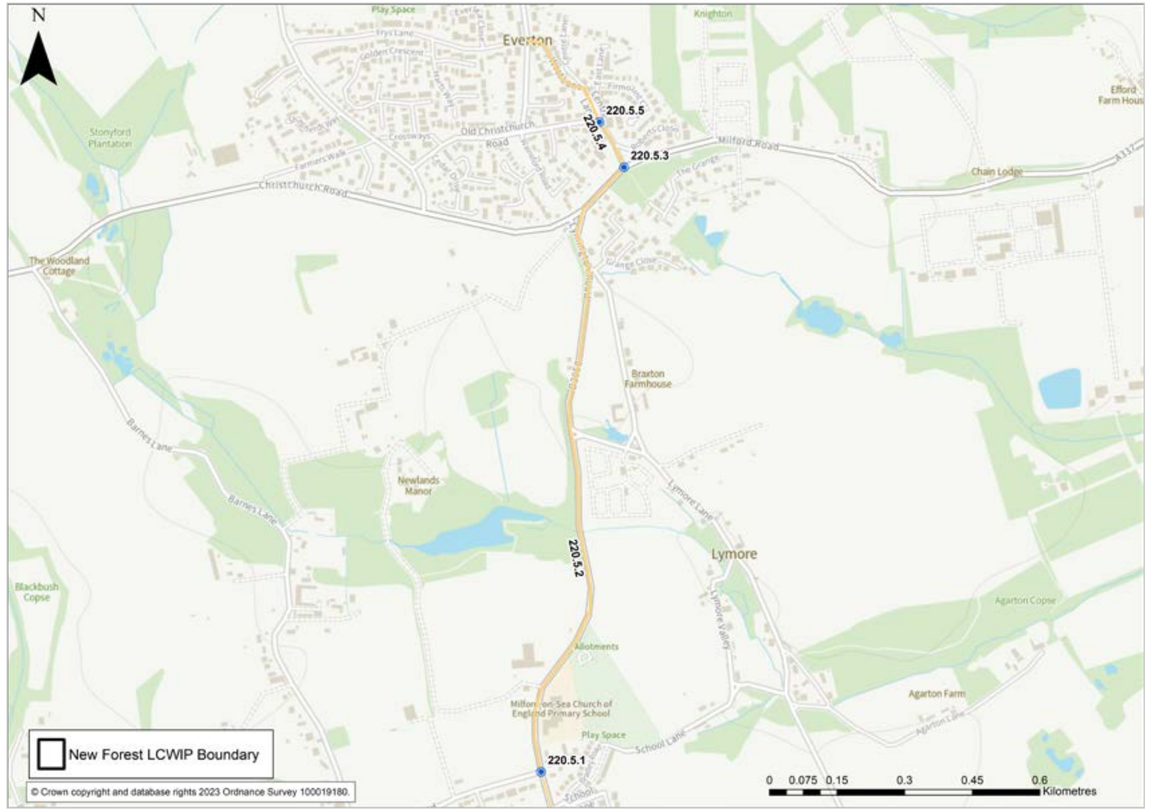
Following the public consultation, this route was extended using potential options from another route to the West Lane/Wainsford Road/Frys Lane junction.

Barriers to walking and cycling

High traffic volumes and traffic speeds along the subsection are barriers to cycling along this subsection. The lack of crossing facilities and natural surveillance also limits walking.

Habitat Regulations Assessment

The Habitat Regulations Assessment found that there are unlikely to be any impacts on sensitive environmental sites along this subsection of route 220.



Potential Options

220.5.1

The pelican crossing just north of the Manor Road/ B3058 junction could be upgraded to a toucan crossing.

220.5.2

A 20mph low-speed mixed-traffic street with traffic calming measures and modal filters to reduce traffic speed could be created along the B3058 between Manor Road and the A337.

220.5.3

A toucan crossing could be installed at the A337/West Lane junction.

220.5.4

A 20mph zone with traffic calming could be implemented along Old Christchurch Road, Centre Lane and West Lane. Modal filters could be considered if traffic flows remain over 2,000 per day.

220.5.5

Signalisation of the Old Christchurch Road/West Lane junction would improve cycle safety and comfort.

220.5.1 – Manor Road/B3058 junction

220.5.4 – Old Christchurch Road between West Lane and the A337

220.5.2 – B3058 between Manor Road and the A337

220.5.5 – Old Christchurch Road/West Lane junction

220.5.3 – A337/Old Christchurch Road junction

Route 230: Cadnam to Netley Marsh

Route description

Prior to the public consultation, this route began at Downton and proceeded southeast along Forest Road, Roger Penny Way, Cadnam Lane and Old Romsey Road to Cadnam. Following the consultation, however, this part of the route was removed due to concerns raised around the safety of people cycling along these roads. In addition, there are constraints related to land ownership along these roads.

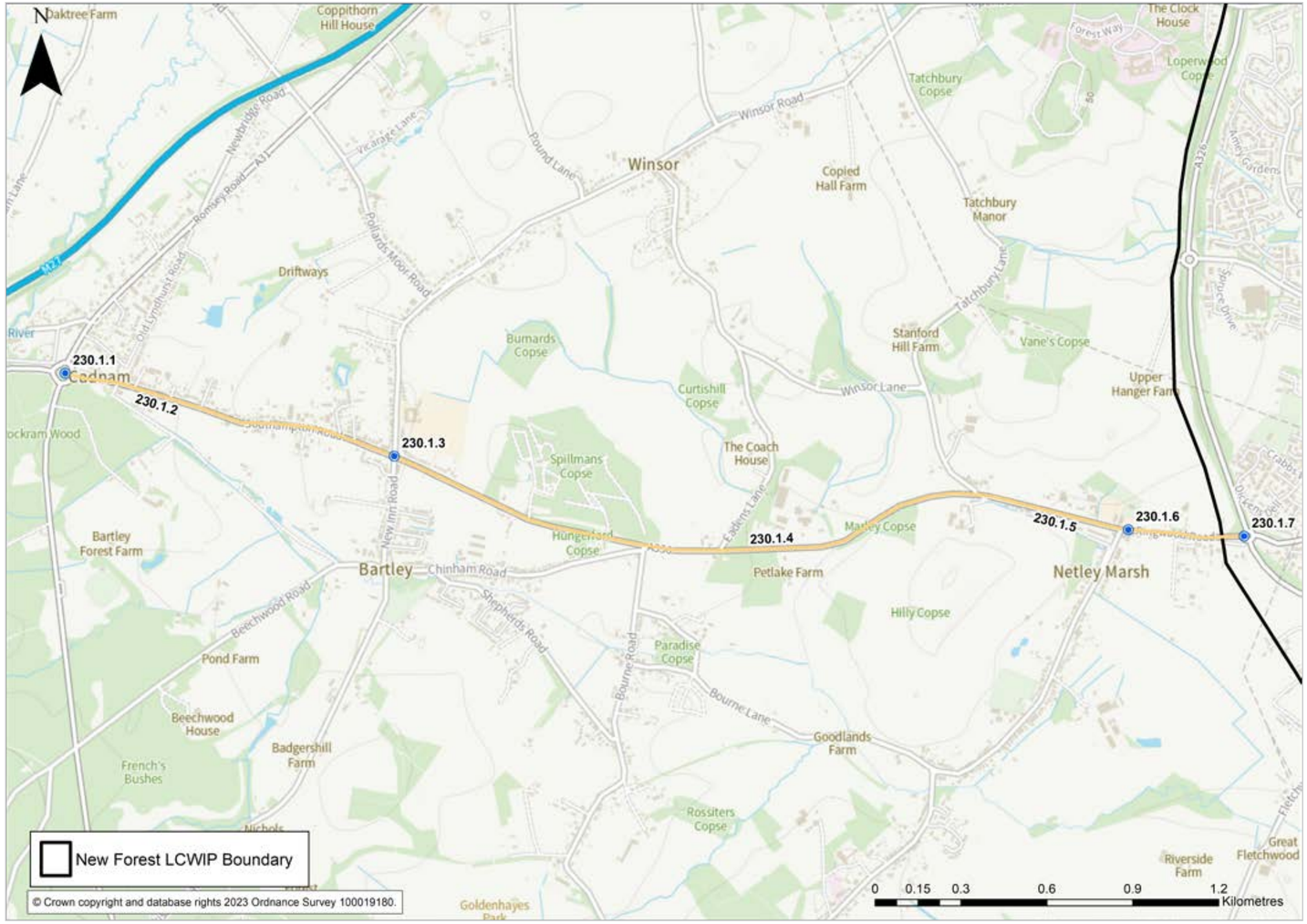
This route now provides a link between Cadnam and Netley Marsh. their follows the A336. Most of the route is rural in nature with occasional residential frontages when passing through settlements.

The route does not form part of the strategic road network. There is one major development site called Hanger Farm, on Aikman Lane, which lies along the route. The route serves employment sites within Totton.

Bluestar services C5, T3 and T4 operate along this route.

Background

The route links with the National Cycle Network's route 2 in Totton. It has been developed in collaboration with the LCWIP Steering Group following the public consultation.



230.1 Downton to Woodfalls

Overview

230.1 follows the A336 from the roundabout with the A31 as far as the roundabout with the A326. Average traffic flows along this subsection are 12,000 vehicles per day, with posted speed limits of 30mph and 50mph. Pavements are present along the entirety of the subsection. This is no dedicated cycling infrastructure. The subsection is a mixture of a rural and urban character, with occasional property frontages and wide verges.

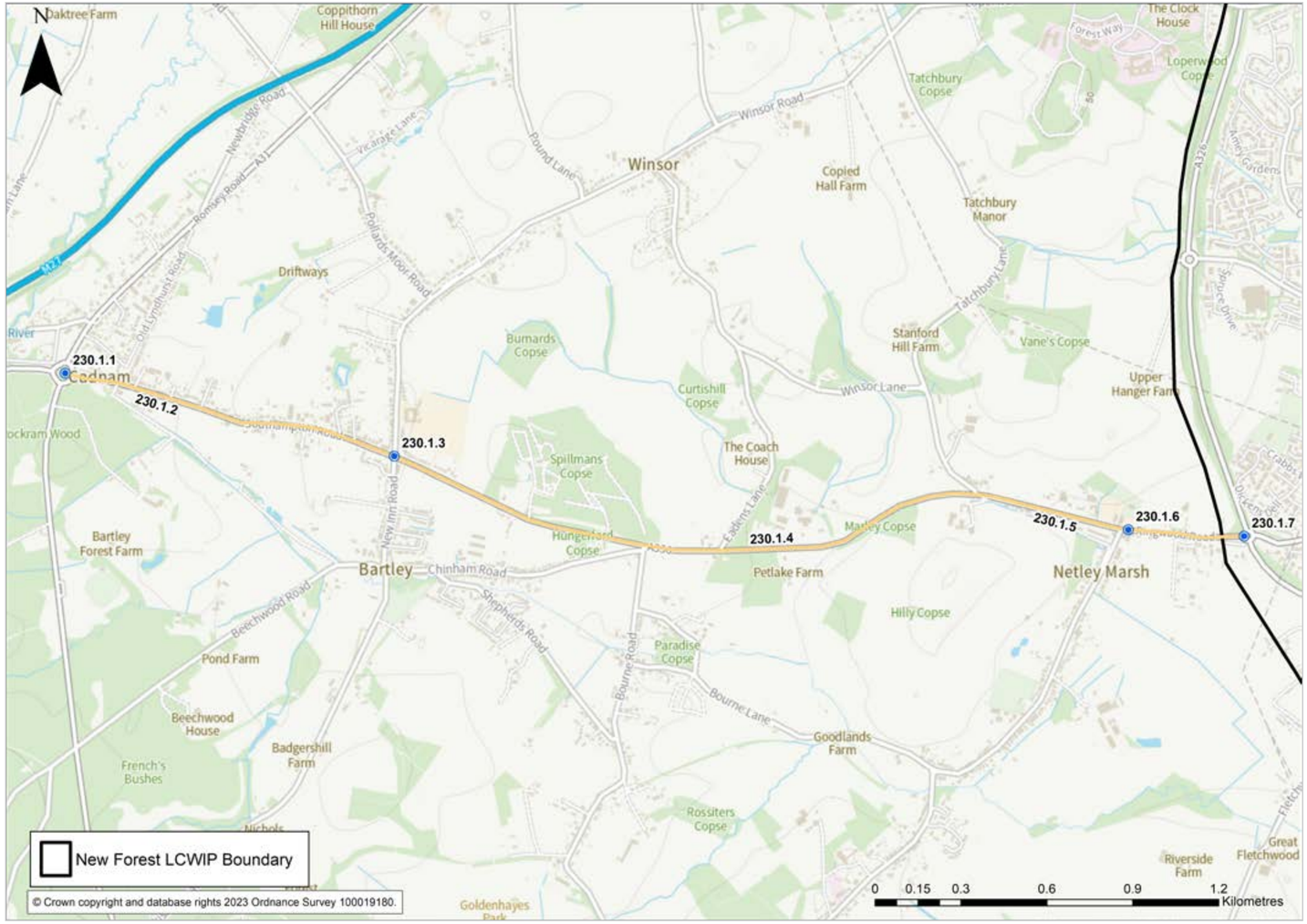
Barriers to walking and cycling

High traffic volumes and motor vehicle speeds along the A336 are a barrier to cycling along this subsection. Limited natural surveillance and lighting also reduce the attractiveness of walking.

Junctions along the subsection are often unsignalised with no pedestrian refuges.

Habitat Regulations Assessment

The Habitat Regulations Assessment found that there are unlikely to be any impacts on sensitive environmental sites along this subsection of route 220.



Potential options

230.1.1

A review of the A337/A31/A336 roundabout should be undertaken to explore improvements for cycle route continuity through the junction.

230.1.2

There is insufficient width along the A336 between the A337/A31 roundabout and Winsor Road/New Inn Road junction to provide segregated facilities due to property boundary constraints. However, there appears scope for widening the existing pavement to create a shared use facility.

230.1.3

A review of the A336/Winsor Road/New Inn Road priority junction should be undertaken to explore improvements for cycle route continuity and connectivity through the junction.

230.1.4

There appears to be scope to provide a segregated cycle track on the A336 between the Winsor Road/New Inn Road junction and Tatchbury Lane junction subject to land availability.

230.1.5

There is insufficient width to continue the segregated facility along the A336 between Tatchbury Lane and the A336/A326 roundabout due to property boundary constraints. However, there appears scope to eallocate road space and provide a shared use facility along this section.

230.1.6

The existing uncontrolled crossing over the A336 east of the junction with Woodlands Road could be upgraded to a sparrow crossing.

230.1.7

A review of the A336/A326 roundabout should be undertaken to explore improvements for cycle route continuity and connectivity through the junction.

230.1.1 – A31/A336/A337 roundabout

230.1.2 – A336 between the A31/A336/A337 roundabout and Winsor Road/New Inn Road

230.1.3 – A336/Winsor Road/New Inn Road junction

230.1.4 – A336 between Winsor Road/New Inn Road and Tatchbury Lane

230.1.5 – A336 between Tatchbury Lane and the A335/A326 roundabout

230.1.6 – A336/Woodlands Road junction

230.1.7 – A336/A326 roundabout

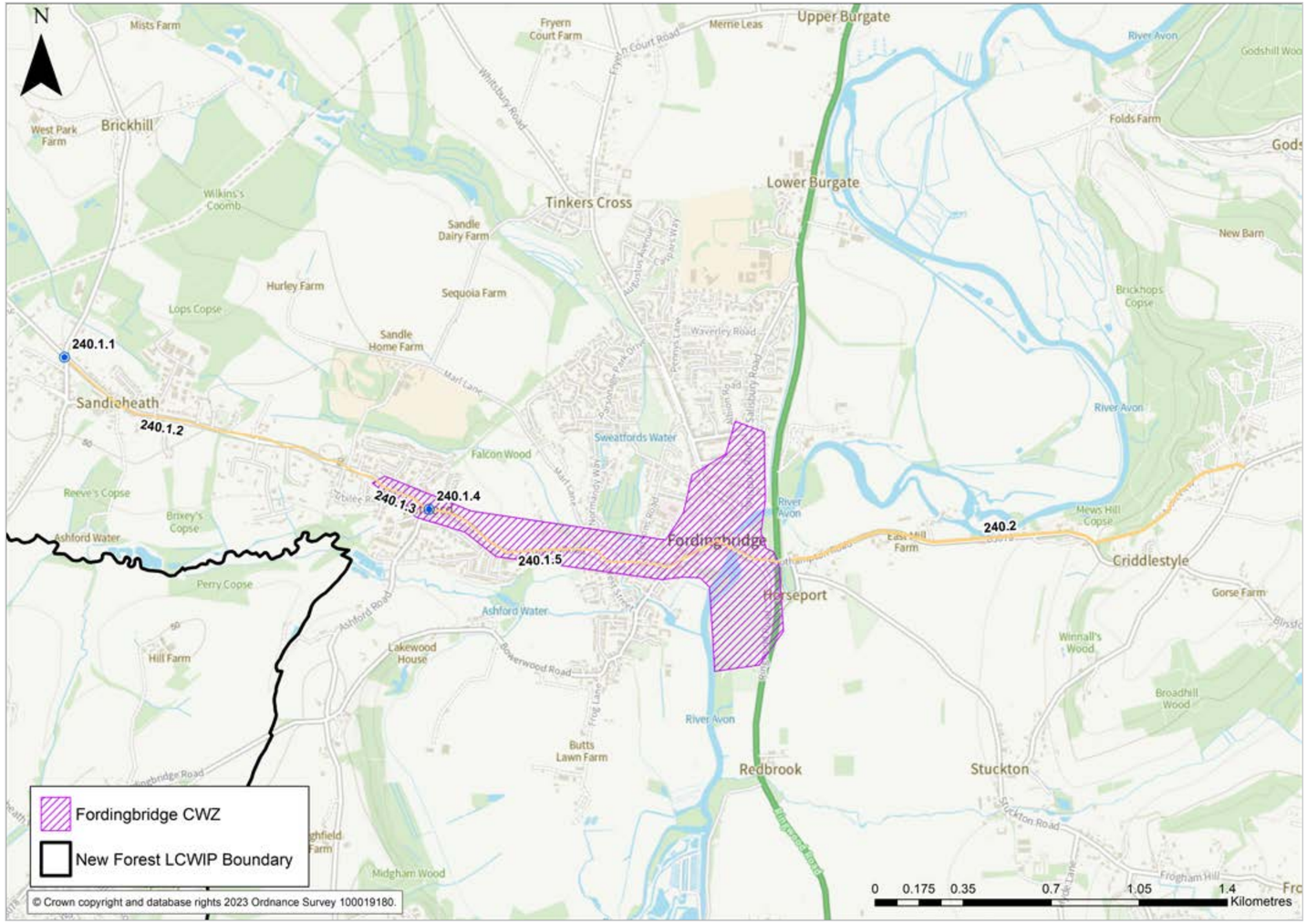
Route 240: Sandleheath to Godshill via Fordingbridge

Route description

Following the public consultation, this route was extended to the east to link Fordingbridge with Godshill. Route 240 links Sandleheath with Godshill via Fordingbridge. This route is approximately 5.3km long. This route passes through the Fordingbridge CWZ. Damory Coaches service 49 is present along the first subsection.

Background

This route connects residents who live to the east and west of Fordingbridge with the town centre. Fordingbridge Hospital is around 200m north of the route from Shaftesbury Street along Bartons Road. The route has been developed in collaboration with the LCWIP Steering Group following the public consultation.



240.1 Station Road to Bridge Street

Overview

Subsection 240.1 passes through suburban and urban areas near and within Fordingbridge. The posted speed limit is 30mph along the entire route.

There are pavements along at least one side of the road for the entire route, and pavements are present on both sides of the road within the centre of Fordingbridge, where the route meets the Fordingbridge CWZ. There is no cycle-specific infrastructure currently installed.
The Salisbury Reds B4 school bus service operates along Station Road and Shaftesbury Street.

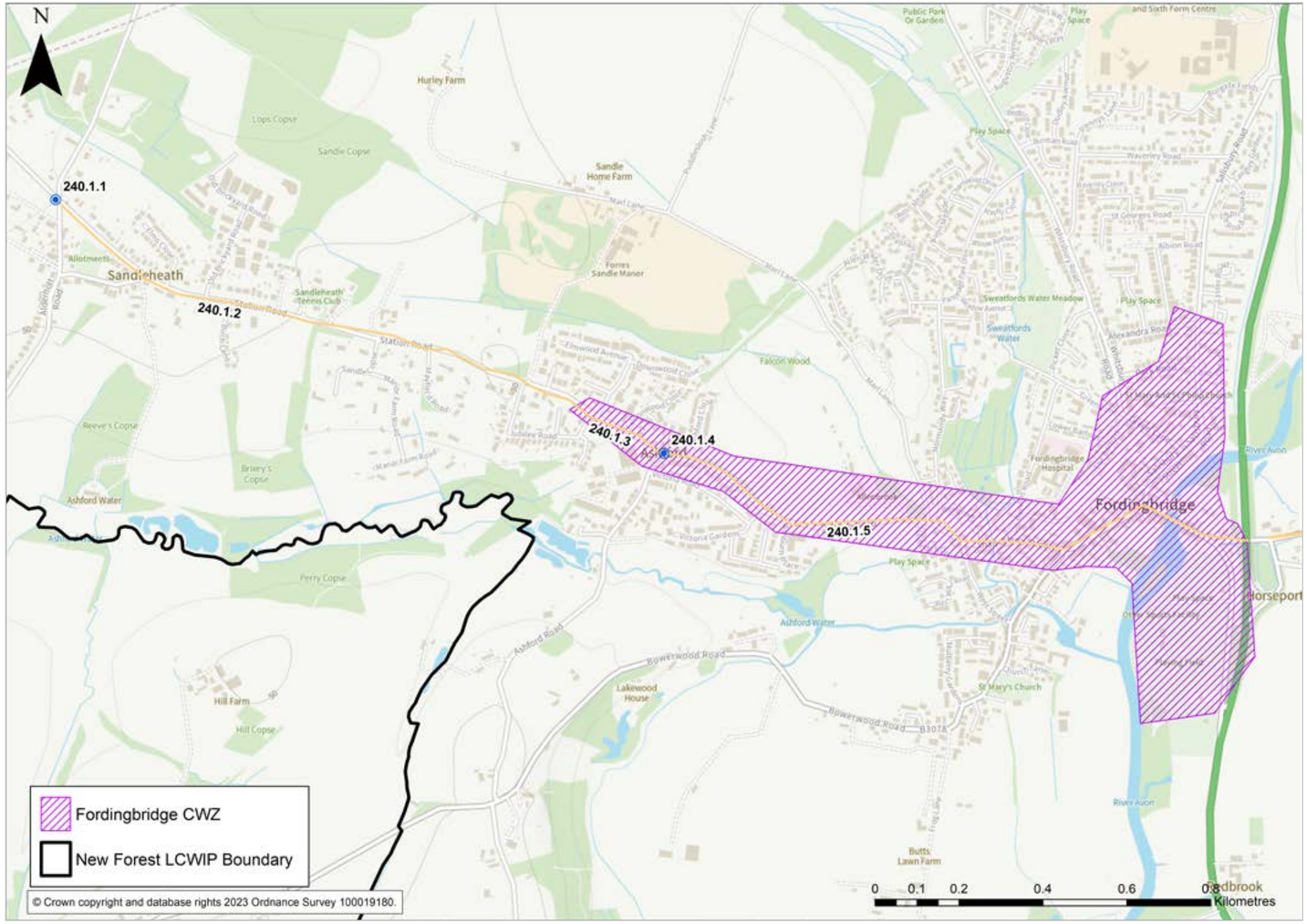
No changes were made to this subsection following the public consultation.

Barriers to walking and cycling

The lack of dedicated cycling infrastructure and narrow roads are likely to be a barrier to people who would like to cycle. There is a cluster of personal injury collisions involving people walking or cycling within Fordingbridge.

Habitat Regulations Assessment

The Habitat Regulations Assessment found that there are unlikely to be any impacts on sensitive environmental sites along this subsection of route 240.



Potential options

240.1.1

The junction of Court Hill/Alderholt Road/Station Road could be upgraded to a signalised crossing.

240.1.2

Station Road between Alderholt Road and Jubilee Road is too narrow to support the installation of light segregated cycle tracks. A 20mph zone could be implemented, which may require bus gate modal filters.

240.1.3

The existing footpath on the south side of Station Road between Jubilee Road and Ashford Road could be widened and upgraded to a shared use facility. A 20mph zone could be considered as an alternative. This may require bus gate modal filters.

240.1.4

The Station Road/Ashford Road junction mini-roundabout could be configured to a cycle-friendly design to improve connection and for cycle route continuity through the junction.

240.1.5

A 20mph zone could be implemented along Station Road, High Street and Bridge Street between Ashford Road and Southampton Road, which may require bus gate modal filters. Further investigation could determine whether shared use facilities would be suitable or possible with land purchase.

240.1.1 – Court Hill/Alderholt Road junction

240.1.3 – Station Road between Jubilee Road and Ashford Road

240.1.5b – B3078/High Street

240.1.2a – Station Road between Alderholt Road and Jubilee Road

240.1.4 – Station Road/Ashford Road mini-roundabout

240.1.2b – Station Road between Alderholt Road and Jubilee Road

240.1.5a – Station Road between Ashford Road and Southampton Road

240.2 Fordingbridge to Godshill

Overview

This subsection of route 240 was introduced following the public consultation. It connects Fordingbridge with Godshill via Southampton Road and the bridleway to the north of Criddlestyle. It links up with an on-road leisure route north of Criddlestyle which proceeds south to Stuckton and north to Godshill village.

Barriers to walking and cycling

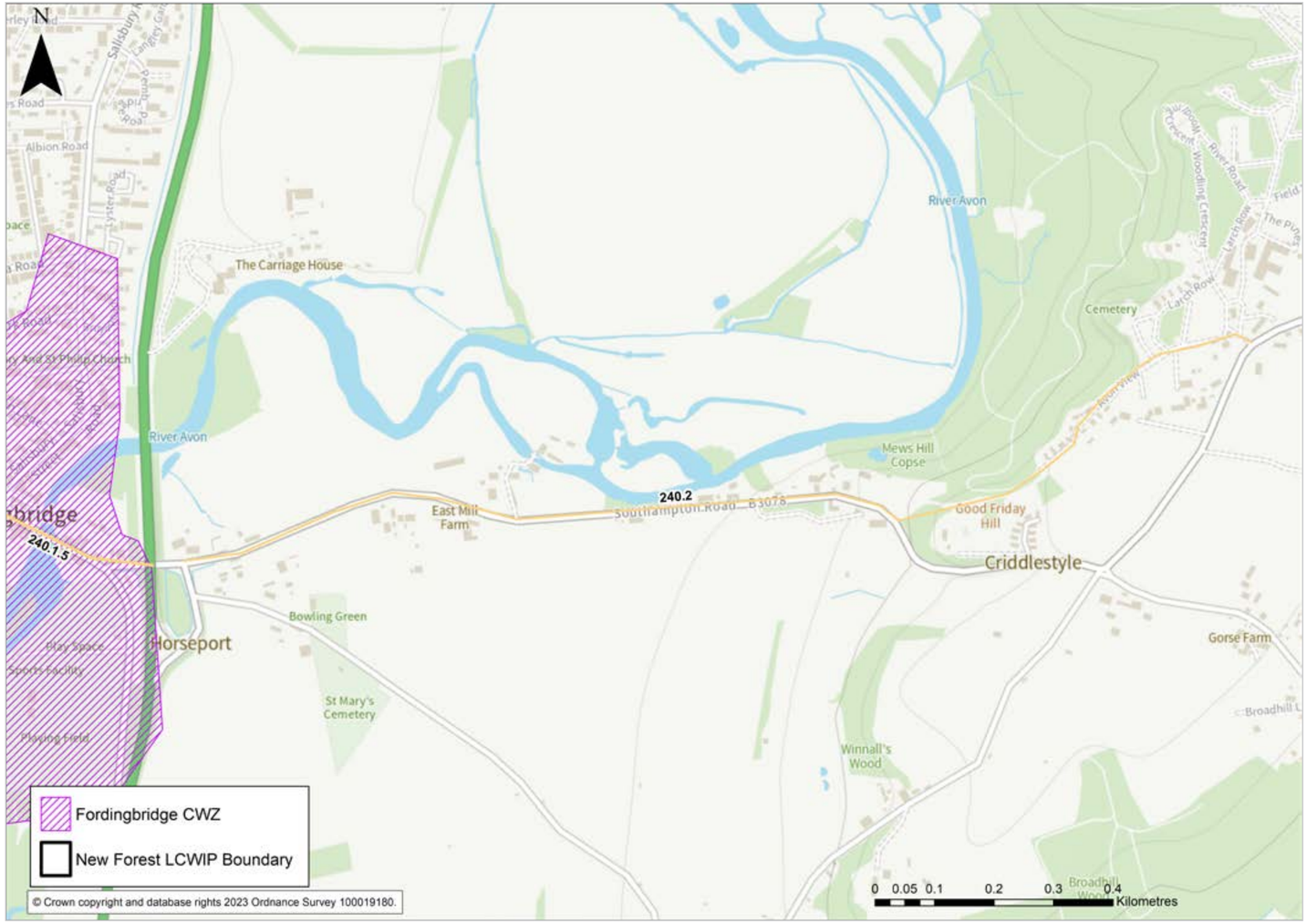
As this alternative route alignment has not been audited, its current condition is unknown.

Habitat Regulations Assessment

The Habitat Regulations Assessment could only be applied for routes with suggested potential options. Should funding become available for active travel improvements in this area, a separate assessment should be undertaken.

Potential options

As this alternative route alignment was introduced following the public consultation it has not been audited. Therefore, no potential options have been proposed for this route subsection.



Route 250: Beaulieu to Holbury

Route description

This secondary utility route links Hatchet Pond with the Waterside area of the New Forest via Beaulieu. Route 250 is predominantly rural in nature and crosses Beaulieu River. It is approximately 8.5km long.

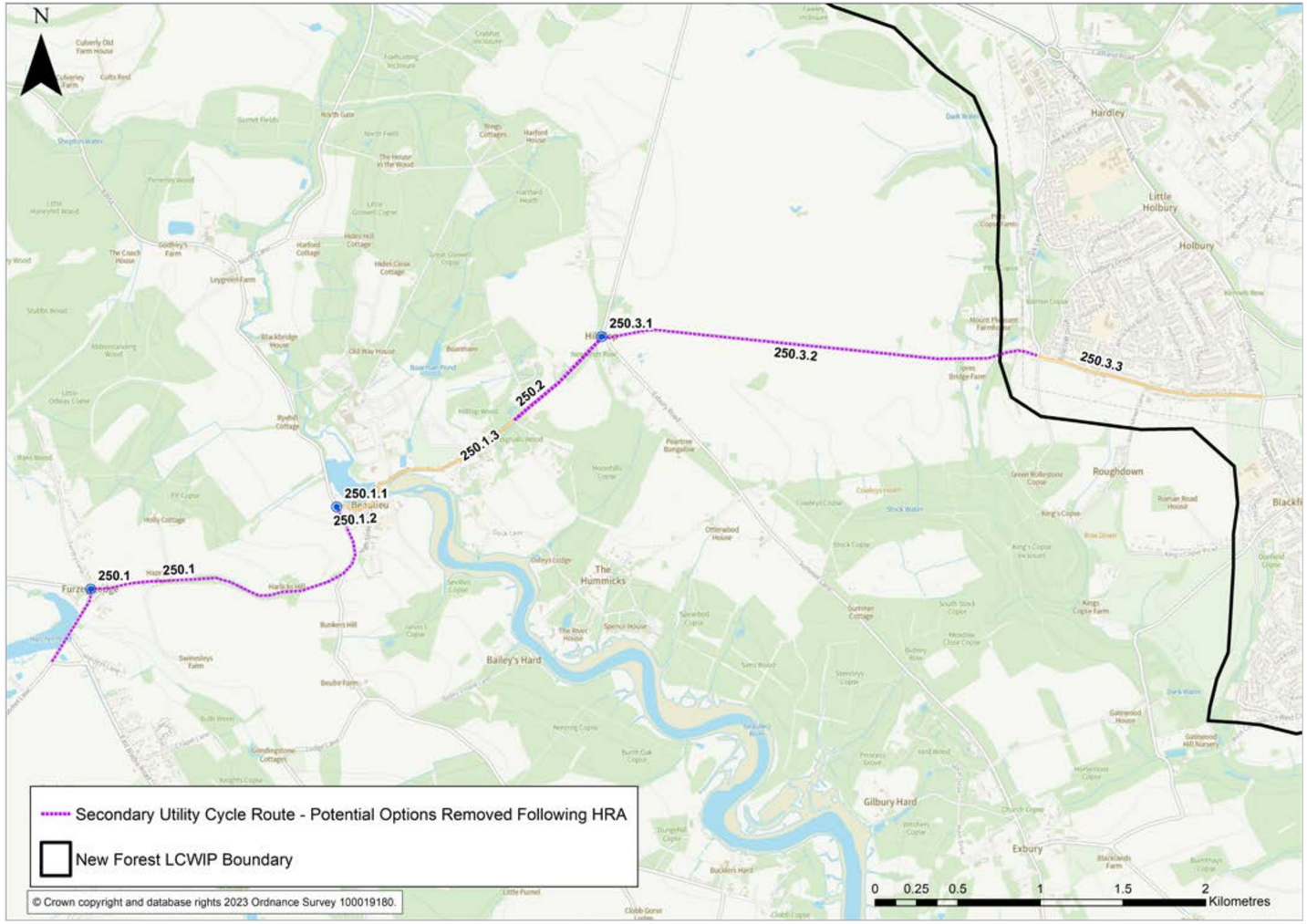
The Morebus service 112, Hythe Ferry to Lymington, serves the entire length of the route. Holbury Avenue, Foxcroft Drive and Rollestone Road are served by the Bluestar bus service 9 from Southampton to Lepe. There are no railway stations along the route.

Following the public consultation and Habitat Regulations Assessment, some potential options from subsections 250.2 and 250.3 have been removed. This is due to environmental constraints in the area (see Habitat Regulations Assessment sections on the following pages). Where possible, alternative routes will need to be identified as and when funding for active travel improvements becomes available in future.

Route 250 meets with route 150 and 160 in Beaulieu.

Background

The route does not serve the National Cycle Network and has been developed in collaboration with the LCWIP Steering Group and other stakeholders.



250.1 Beaulieu

Overview

This subsection of route 200 links the popular tourist destinations of Hatchet Pond with Beaulieu via Hatchet Lane and Palace Lane. The speed limit is 40mph for most of this subsection, except through Beaulieu village, which has a 30mph speed limit in place.

This route subsection has primarily rural characteristics. For much of 250.1, there are no pavements on either side of the road, and there is no cycle-specific infrastructure.

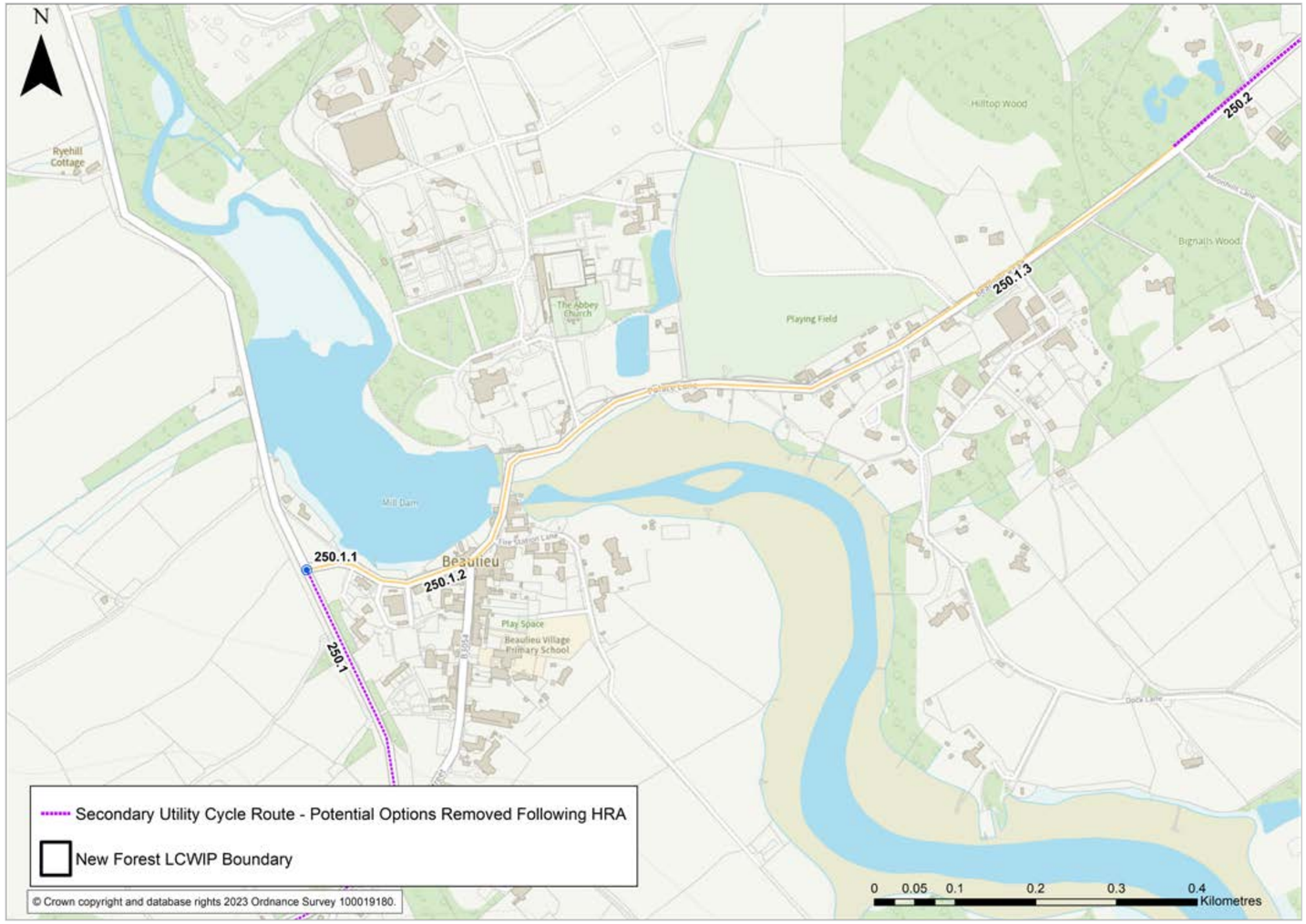
Bus route 112 operates along this section of route 250.

Barriers to walking and cycling

High traffic speeds and the lack of active travel infrastructure are the key barriers to walking and cycling.

Habitat Regulations Assessment

The Habitat Regulations Assessment did identify some potential impacts on sensitive environmental sites near Palace Lane. However, these potential impacts were managed by limiting the proposed measures to those which would preserve the current highway extent.



Potential options

250.1.1

The Palace Lane/Hatchet Lane junction could be upgraded to a signalised junction.

250.1.2

The current 30mph speed limit on Palace Lane (B3054) through the centre of Beulieu could be reduced to 20mph with traffic calming to enable a mixed-traffic approach. Bus modal filters may be required if traffic flows are too high. Further study is recommended to determine the potential impacts on nearby sensitive environmental sites.

250.1.3

Between the end of the green space to the south of Palace Lane and the beginning of the 40mph zone, there is insufficient highway space to provide a segregated cycle facility. Instead, a 20mph zone with traffic calming may be appropriate. Further study is recommended to determine the potential impacts on nearby sensitive environmental sites.

250.1.1 – Hatchet Lane/Palace Lane junction

250.1.2 – B3054/Palace Lane through Beaulieu

250.1.3 – Palace Lane

250.2 Beaulieu Road

Overview

This subsection runs along the B3054 Beaulieu Road and has a speed limit of 40 mph. The area is rural in nature, with trees lining both sides of the road. There are no pavements or dedicated cycling facilities.

Bus route 112 operates along this section of route 250.

Barriers to walking and cycling

High traffic speeds and the lack of active travel infrastructure are the key barriers to walking and cycling.

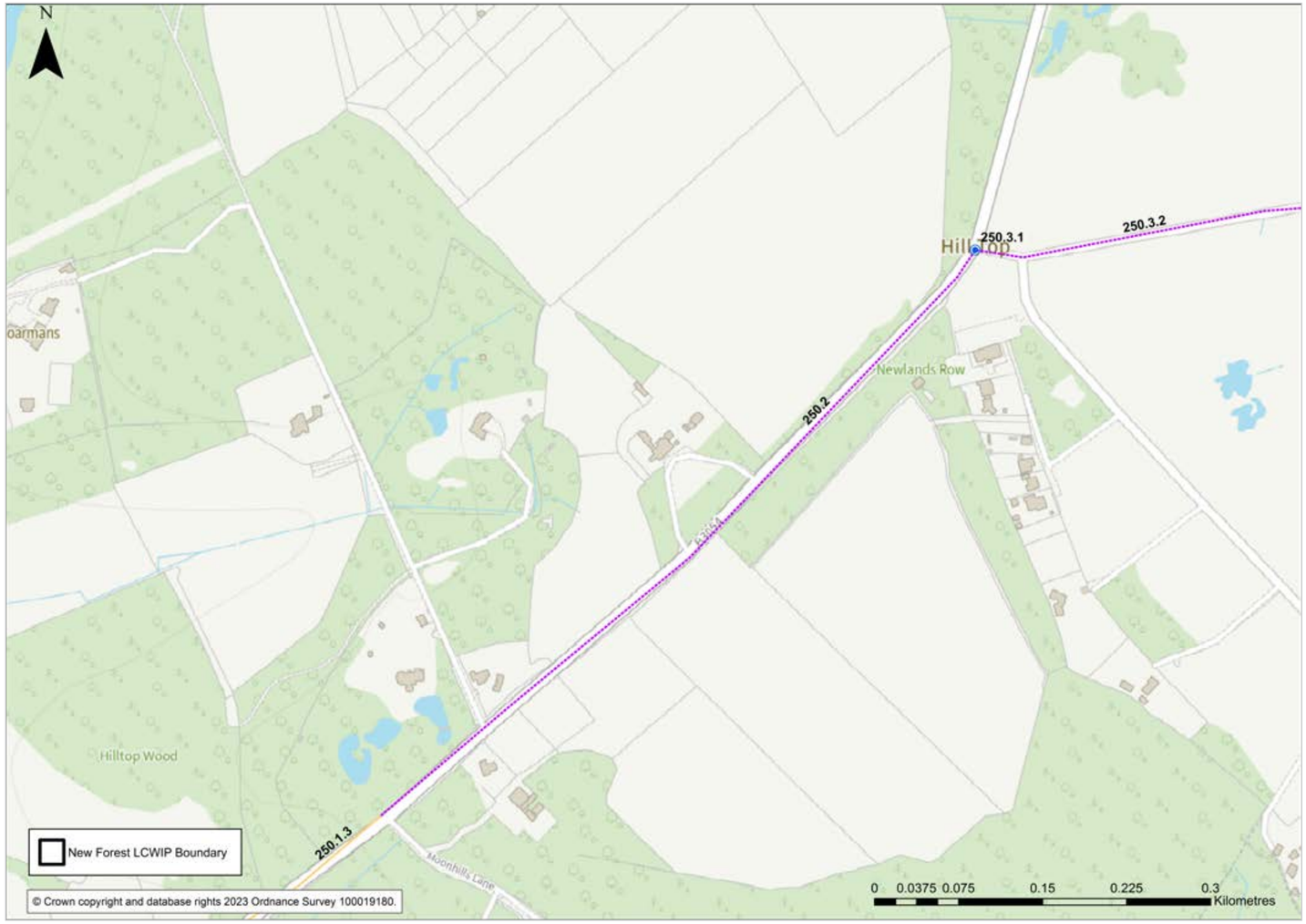
Habitat Regulations Assessment

Following the Habitat Regulations Assessment, it was determined that any land take or construction disturbance would likely impact sensitive environmental sites nearby, and therefore the potential options for this route subsection have been removed.

Any future study along this section of route 250 will need to carefully consider what measures could be appropriate or find alternative route alignments.

Potential options

Following the consultation and Habitat Regulations Assessment, the potential options for this section of route 250 have been removed.



250.3 Beaulieu to Holbury

Overview

The last section of route 250 links Beaulieu with the Waterside area of the New Forest via Beaulieu Road, Ipers Bridge and Rollestone Road. The speed limit is 40mph along this subsection.

This route subsection has rural characteristics, apart from the final 1.5km of Rollestone Road, where some residential and retail land use is present. Between Beaulieu and approximately 100m east of Foxcroft Drive, there are no pavements on either side of the road.

Holbury Avenue, Foxcroft Drive and Rollestone Road are served by the Bluestar bus service 9 from Southampton to Lepe. Bus route 112 operates along Beaulieu Road.

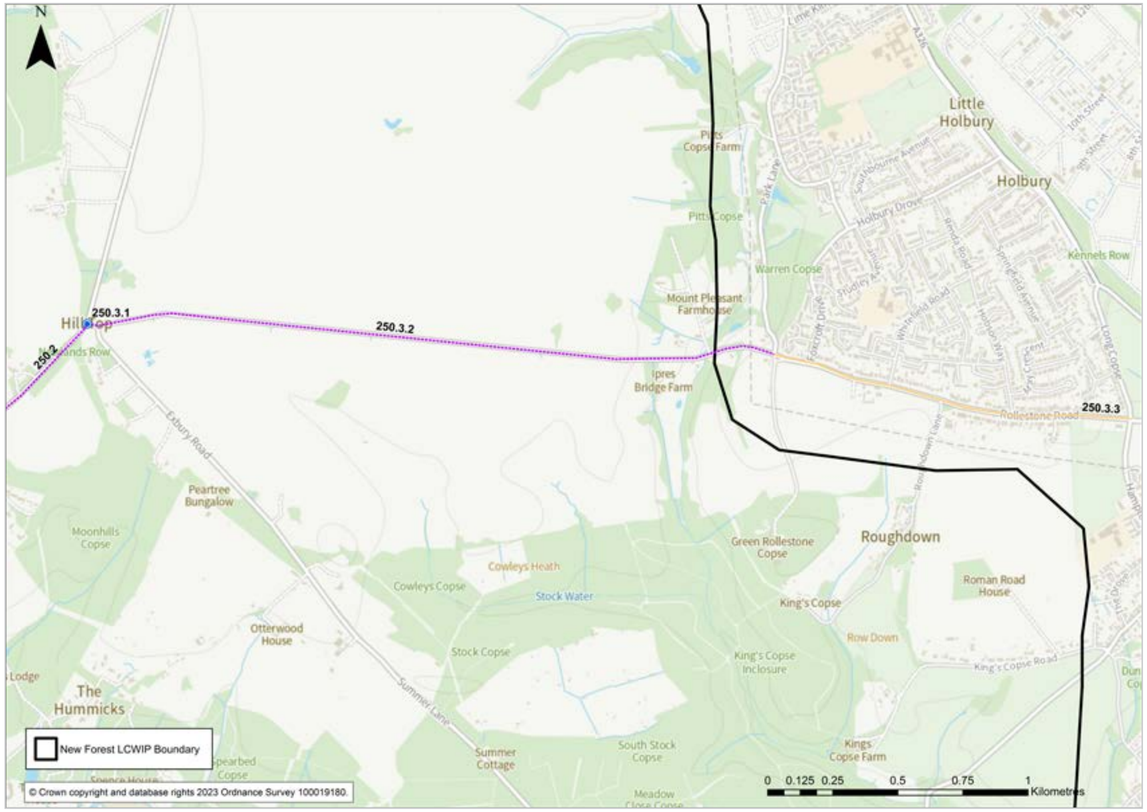
Barriers to walking and cycling

High traffic speeds and the lack of active travel infrastructure are the key barriers to walking and cycling.

Habitat Regulations Assessment

Following the Habitat Regulations Assessment, it was determined that any land take or construction disturbance between the Beaulieu Road/Ipers Bridge junction and Park Road would likely impact sensitive environmental sites nearby, and therefore the potential option for 250.3.2 has been removed.

Any future study along this section of route 250 will need to carefully consider what measures could be appropriate or find alternative route alignments.



Potential options

250.3.1

The Beaulieu Road/Ipers Bridge junction could be redesigned to a cycle priority junction, with a right turn refuge.

250.3.2

Following the Habitat Regulations Assessment, it was determined that the previous potential option between the Beaulieu Road/Ipers Bridge junction and Park Lane was unsuitable due to the potential impact on sensitive environmental sites. Therefore, further investigation would be required at a feasibility study level to determine appropriate measures along this section of route 250.

250.3.3

Shared use facilities could be implemented along either side of Rollestone Road between Park Lane and the Newlands Road/Long Copse/Rollestone Road junction by widening the existing pavements using verges.

250.3.1 – Beaulieu Road/Ipers Bridge junction

250.3.2 – Ipers Bridge

250.3.3 – Rollestone Road between Park Lane and the Long Copse/Hampton Lane junction

Route 260: Hurn to Braggers Lane, Bransgore

Route description

This route was incorporated into the LCWIP following the public consultation in order to connect Bournemouth airport with the wider proposed cycle network in the New Forest. This secondary utility route provides a link between Hurn and Braggers Lane, Bransgore.
It is predominantly rural in nature, following the Avon Causeway, crossing over the A338, and then connecting with several rural lanes.The route is approximately 7km long and does serve any bus routes or railway stations. The development site at Land to the South of Derritt Lane, Bransgore, is located to the south of the route in Bransgore.

Route 260 meets with route 100 at the eastern end of the route near Bransgore.

Background

This route does not serve the National Cycle Network and has been developed in collaboration with the LCWIP Steering Group following the public consultation.

As the route crosses the boundary between the Hampshire County and Bournemouth, Christchurch and Poole Council, both local authorities, New Forest National Park District Council and New Forest National Park Authority will work together to determine how this route could be delivered.

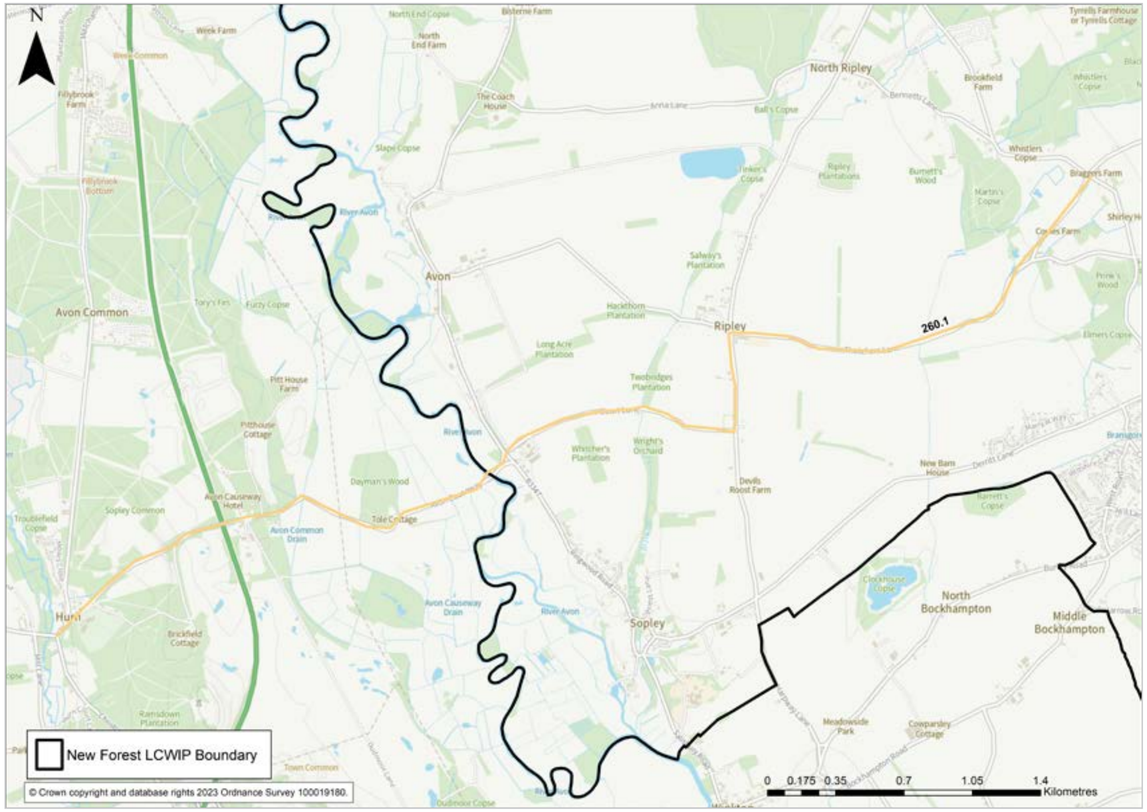
Habitat Regulations Assessment

Any future proposals along this alignment will need to ensure that the River Avon Site of Special Scientific Interest (SSSI) is preserved. This could mean that measures suggested for this part of the route will be limited to the current public right of way or highway boundary.

Potential options

As this alternative route alignment was introduced following the public consultation it has not been audited. Therefore, no potential options have been proposed for this route subsection.

This route alignment will be audited when funding can be secured for a feasibility study.



Route 270: Barton on Sea

Overview

This route was incorporated into the LCWIP following the public consultation in order to connect the centre of Barton on Sea with route 220.

This secondary utility route provides a link between Milford Road B3058 and Marine Drive East/Barton Court Avenue in Barton on Sea.

Barton Common Road is a more rural route, characterised by the absence of white road markings and bordered by grass verges and trees. A few residential properties are set back from the road. The route continues along Becton Lane onto Marine Drive East. This section is lined with residential properties and runs adjacent to the seafront.

The route is approximately 1.7km long and does not serve any railway stations. The only bus stop is located at Marine Drive East at the western end of the route, but the buses that serve it do not travel along route 270. This route meets with route 220 at the Barton Common Road/ Milford Road junction.

This route does not serve the National Cycle Network and has been developed in collaboration with the LCWIP Steering Group following the public consultation.

Barriers to walking and cycling

As this route has not been audited, its current condition is unknown.

Habitat Regulations Assessment

The Habitat Regulations Assessment could only be applied for routes with suggested potential options. Should funding become available for active travel improvements in this area, a separate assessment should be undertaken.

Potential options

As this route was introduced following the public consultation it has not been audited. Therefore, no potential options have been proposed for this route subsection.

This route alignment will be audited when funding can be secured for a feasibility study.

Post-Consultation Chapters

Consultation

This LCWIP was subject to public consultation from 9 September to 3 November 2024 when this document was still in its draft form.

During the consultation, key stakeholders as well as the general public were invited to view the draft New Forest LCWIP to have their say and share their local knowledge and views on our proposals.

The consultation used the ViewPoint consultation software, which was accessible via the Hampshire County Council website and shared widely through social media.

Visitors to the consultation site could:

- Learn more about the LCWIP;
- Take part in a survey on the draft Winchester City Focus LCWIP;
- Add comments to an interactive map (of Winchester City) to share what they liked, and what they felt needed to change.

Please note that this chapter refers to cycle route numbers from the pre-consultation version of the cycle route network.

Briefing sessions

Prior to the launch of the consultation period, officers from HCC held an online briefing session for County Councillors to explain about the upcoming consultation, how people could get involved and provide feedback.

The purpose of this briefing was to give information on the process and answer any questions and to provide them with the tools to assist other people to be able to engage with and respond to the consultation. At the sessions, Councillors were encouraged to provide comments and feedback via the consultation process.

Completed online survey results

As part of the New Forest LCWIP webpage two online surveys were available; one for walking; and one for cycling. The survey was open to individuals as well as groups and organisations. There were 258 responses to the walking survey and 260 responses to the cycling survey. 172 responses were recorded on the ViewPoint map survey. 81 responses were also received by email/ letter and these comments have been summarised in the following pages.

Respondents were asked to rate their agreement with the proposed walking zones and cycle routes on a scale which ranged from -2 (very negative) to +2 (very positive). The map and analysis of this can be found on page 176.

Demographics

Demographic data refers to the voluntary information collected about the characteristics of the population that responded to the online survey (completed by over 370 people/groups or organisations).

This data helps us understand who responded and the audiences that we need to reach out to in the future.

Of the respondents, almost 87% identified as ‘White British’ with 1% ‘Asian/Asian British’, 0% ‘Black/African/ Caribbean/Black British’ and 1% ‘mixed/multiple ethnic groups.’ This data when compared with the 2021 census data for the New Forest is largely representative of the demographics of New Forest residents. 11% of respondents chose ‘prefer not to say’, and so we do not know to what extent some ethnicities are either under or overrepresented.

The split between the male/female respondents matched the Census data for Hampshire with 53% of respondents identifying as male and 45% female. The age profile of the respondents to the consultation shows that younger (16-24) and older (75+) age groups were underrepresented, whilst the groups between 45–74-year-olds were overrepresented.

The majority of respondents live in the New Forest area (79%). 25% of respondents had a health condition or illness, and mobility was affected in 60% of that respondent group. Around three quarters (74%) had no children or young people living in their household.

The demographic information gathered means that in future we need to ensure we engage with older and younger people.

New Forest walking profile

Within the survey people could identify barriers to walking in their local area. The most common barriers are identified in the table below. Respondents could select more than one barrier. The top three barriers included busy roads, poor quality pavements and lack of suitable crossing points.

Walking barriers

Lack of safe and suitable routes	76%
Busy roads	66%
Poor quality pavements	45%
Lack of suitable crossing points	34%
Poor surface conditions	32%
Personal safety	30%
Lack of waymarking	27%
Lack of places to rest	18%
Lack of confidence	12%
Grazing animals	4%
Something else	20%

The majority of respondents (68%) walked at least three times a week, and 84% walked at least once a week, with the main reason for using this mode of travel being for exercise and health purposes. 62% of respondents indicated they would walk more if the proposed CWZs and routes were developed.

Walking journey purpose

For a healthier lifestyle	87%
Shopping	59%
Leisure and tourism	54%
Personal business	44%
Visiting friends and family	42%
Medical appointments	42%
Accessing public transport	32%
Commuting and business	14%
Education	7%
Accessing campsites	1%

When asked which CWZ should be prioritised, 51% of respondents selected Lymington, 47% selected Brockenhurst, 46% chose Lyndhurst.

New Forest cycling profile

With respondents being able to choose more than one barrier, the most often identified barriers to cycling locally were concerns about road safety, busy roads and poor-quality cycling routes. Approximately 77% felt that developing the proposed routes would lead them to cycle more.

Cycling barriers

Road safety	79%
Lack of suitable routes	76%
Busy roads	66%
Poor quality cycle routes	64%
Lack of safe bike storage	38%
Lack of suitable crossings	34%
Poor surface conditions	32%
Lack of information on routes	28%
Personal safety	22%
Lack of confidence	11%
Grazing animals	2%
Something else	16%

Around 52% of respondents to the survey cycled at least once a week. 92% cycled for health/exercise reasons and 54% did so for leisure/social purposes.

Cycling journey purpose

For a healthier lifestyle	92%
Leisure	54%
Shopping	39%
Visiting family and friends	33%
Personal business	30%
Commuting and business	29%
Medical appointments	25%
Access to public transport	13%
Education	10%
Access to campsites	4%
Other	2%

51% of respondents felt the proposed primary routes include places people want to get to, while 28% disagreed. 47% of respondents also felt the proposed secondary routes include places people want to get to whilst 27% disagreed. When asked which routes should be prioritised, the route most frequently selected was route 120 Calmore to Lymington, (52%).

When asked whether the proposed primary network should include any additional areas, respondents (67%) stated that the Avon Valley Trail should be developed for cycling. Following the consultation, the Avon Valley Trail has been incorporated into the leisure cycling network.

Of the leisure cycle routes, route 205: Lyndhurst to Beaulieu, was the most popular with 24% supportive of this on-highway leisure route. Route 108: Ashurst to Beaulieu Road (32%) was the most popular for non-highway routes.

Leisure routes were also suggested in Fritham, Lyndhurst, Burley, Lymington, New Milton and Ringwood.

There were 12 comments received about unsuitable leisure routes. Of these, five were general comments suggesting:

- routes should be off-road,
- roads in the New Forest are unsuitable for cycling, or
- open forest and protected land should not be used for cycling.

Routes specifically seen as unsuitable by respondents were considered to be:

- 103 Braemore to Suckton,
- 109 Colbury to Leygreen Farm,
- 119 Langley to Lepe,
- 126 Pennington to Keyhaven,
- 213 Burley Street to Yewtree Bottom, and
- 218 Beechen Lane to Beaulieu Road.

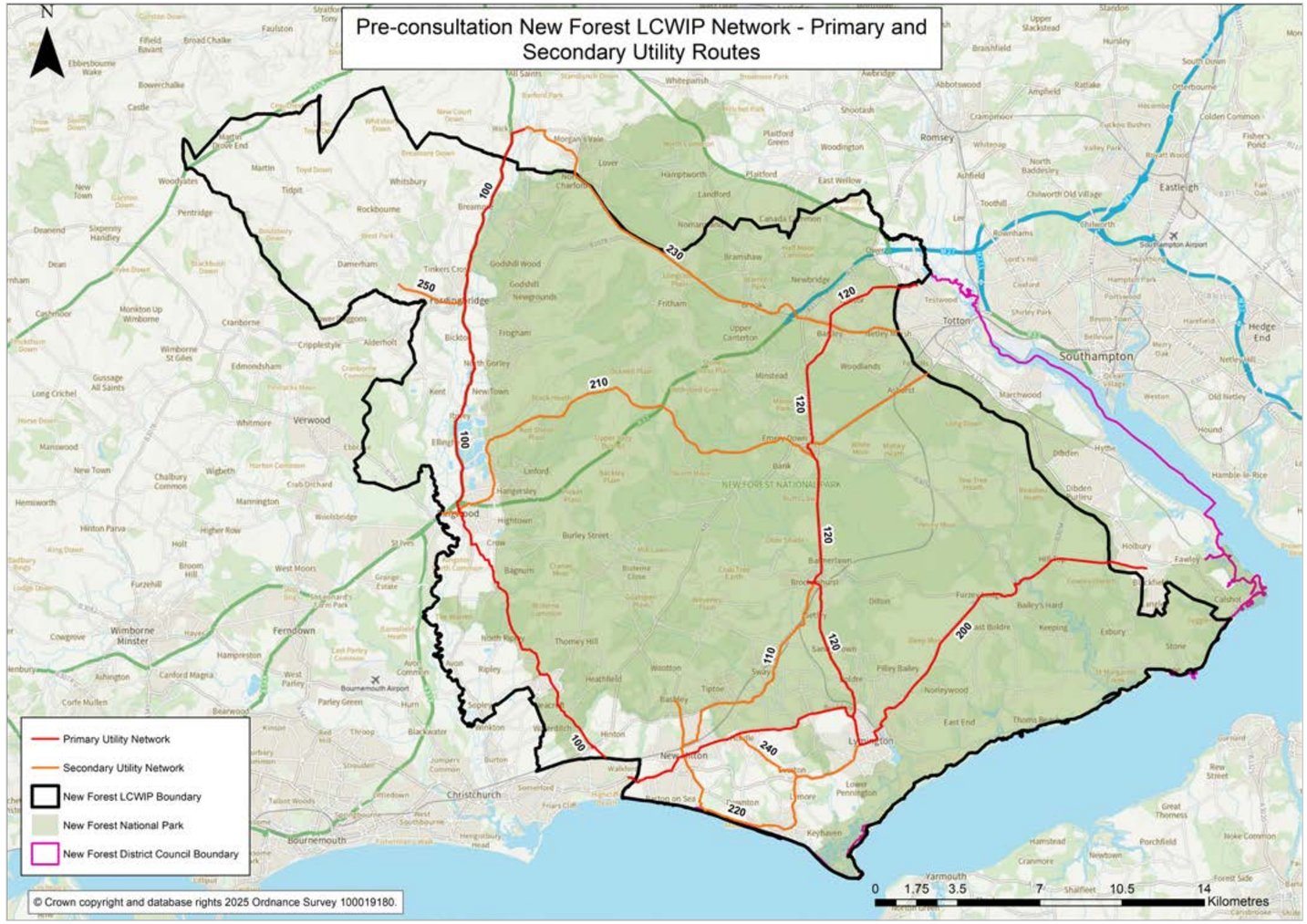
When asked for any further comments about the development of cycle facilities respondents most frequently commented on issues relating to safety, but poor surfaces and windy weather on clifftops were also mentioned. Whilst many did not give specific routes, but mentioned suitability in general, routes 100, 120, 200, 220 and 230 were mentioned as being unsuitable due to high motor vehicle flows or lack of highway space. These comments were taken into account when amending the proposed cycle network after the consultation.

New Forest primary and secondary cycling profile

The survey asked respondents to prioritise their top three primary and secondary cycle routes within the New Forest. The top five rated routes are included below. The percentage in brackets next to each route indicates the proportion of respondents who selected that route as one of their top three.

1. Route 120 Calmore to Lymington (52%)
2. Route 210 Ringwood to Totton (43%)
3. Route 200 New Milton to Holbury (42%)
4. Route 110 New Milton to Brockenhurst and Sway (39%)
5. Route 220 Bashley to Lymington (31%)

These route preferences have fed into wider prioritisation metrics within the prioritisation section of this LCWIP and will also be taken into account as and when funding becomes available to progress schemes.



New Forest leisure cycling profile

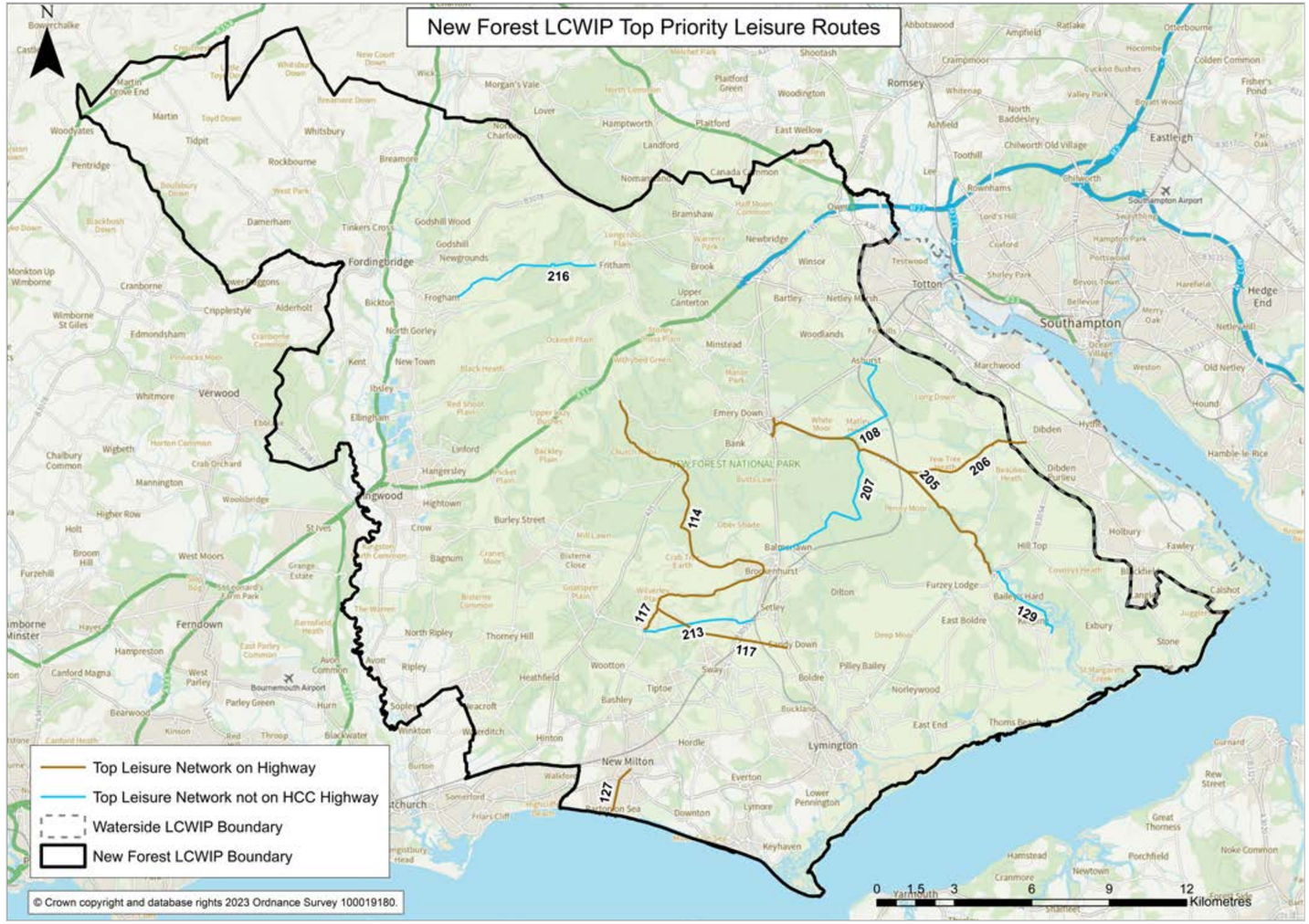
The survey asked respondents to prioritise their top three leisure routes were within the New Forest. Two of the routes scored the same. The top five on-highway routes rated routes were:

1. Route 205 Lyndhurst to Beaulieu (24%)
2. Route 117 Brockenhurst to Sandy Down (19%)
3. Route 206 Beaulieu Road Railway Station to Applemore (14%)
4. Route 114 Marchwood to Twiggs Farm Cottage (13%)
5. Route 127 New Milton to Barton-on-Sea (13%)

The top five not-on-highway routes were:

1. Route 108 Ashurst to Beaulieu Road (32%)
2. Route 216 Sway to Buckland (25%)
3. Route 129 Beaulieu to Bucklers Hard (24%)
4. Route 213 Burley Street to Yewtree Bottom (24%)
5. Brockenhurst to Denny Lodge Inclosure (21%)

These route preferences have fed into wider prioritisation metrics within the prioritisation section of this LCWIP and will also be taken into account as and when funding becomes available to progress schemes.



Interactive map

The interactive map gave people the opportunity to have their say on the proposed LCWIP network and walking zones and potential options, and to share their experiences of travelling through those areas.

There were 172 responses submitted on the map. By dropping pins on the map, participants could explain how they felt about a specific location and what cycling and walking related improvements they'd like to see there. Respondents were able to drop a pin anywhere (within the New Forest boundary) not just on the proposed cycle network and walking zones.

The results can be seen within the maps on the following pages.

This information will be invaluable in helping to shape the future LCWIP cycle network and walking zones and to provide designers with user experience at an early stage of the scheme development process if a scheme secures funding to progress.

There were a number of clusters of pins around the New Forest: Fordingbridge, Ashurst, Brockenhurst, Lymington, Lyndhurst and Matley Heath. This feedback is summarised below.

Ashurst

The feedback in Ashurst focused on issues around personal safety and leisure cycling, with mixed feelings reported about the present environment. Some reported pleasant cycling routes, with others saying they experienced difficulty in crossing the road. Segregated paths, traffic calming and removal of the existing shared use path were suggested.

Brockenhurst

Respondents reported mixed feelings within Brockenhurst when asked 'how do you feel when you're here?'. Issues raised included high levels of vehicle traffic, dangerous conditions for people cycling on roads and a lack of cycle routes to key destinations. Suggested improvements focused on traffic calming, parking relocation and anti-social behaviour deterrence. Cycle and pedestrian infrastructure recommendations included cycle tracks, cycle parking, wayfinding signage, pavement decluttering and route connectivity.

Fordingbridge

Interactive map comments for Fordingbridge specified issues with cycling suitability, route endpoints and traffic safety. As with most areas, there was mixed feedback on how people felt when travelling around Fordingbridge. Respondents noted that the area enjoyed good surface quality in some places and green spaces, although there was negative feedback regarding speeding motor vehicles, poor drainage and narrow pavements. Improved and widened pavements and cycle track and path upgrades were suggested as potential interventions.

Lymington

Respondents identified issues involving unsafe roads, poor cycle parking provision and pavement clutter in Lymington. However, they did note that the cycle routes proposed were quiet and direct, and that the CWZ covered the main attractions and destinations. Improvements identified included pedestrian accessibility for disabled users, segregated cycle tracks, safer crossings, additional cycle parking and upgraded rights of way.

Lyndhurst

Feedback in the Lyndhurst area identified concerns around personal safety, leisure cycling, speeding motor vehicles, narrow pavements and the proposed route alignments. The comments did identify some positives such as the proposals providing safe cycling spaces and sensible CWZ boundaries. Pavement upgrades, improved crossings and dedicated cycle tracks were proposed by respondents as potential walking and cycling infrastructure improvements.

Matley Heath

This area, unlike the other clusters of interactive map comments, had generally very positive responses to the question 'how does it feel when you're here'. Respondents noted that the area would benefit from safety improvements to reduce conflict between people cycling and animals. Improved rights of way and a water refill station were suggested as potential interventions.

New Milton and Barton on Sea

Consultation feedback for the New Milton and Barton on Sea area focused on issues around personal safety, motor vehicle speeds, poor surface quality and overgrown vegetation. Suggested improvements included enhancing visibility on the highway, installing tactile paving at crossings, surfacing improvements and car parking rationalisation.

Other responses

Responses were received from a number of groups and organisations as well as individuals. This feedback has been analysed and, where appropriate, has been incorporated into the document. Significant changes have been made to the cycle route network following the consultation, such as:

- The removal of some routes or sections of routes;
- The addition of new leisure and utility routes;
- The reclassification of routes from primary to secondary and vice versa;
- The removal or amendment of potential options based on the Habitat Regulations Assessment.

A range of general themes emerged from the consultation responses including:

- A need for route alignments to be reconsidered due to natural and built constraints;
- Significant existing barriers to walking and cycling such as major roads, busy junctions and a lack of crossing points;
- Ensuring that planned development sites are taken into account;
- Requests to better align the LCWIP with existing plans and highway improvement schemes;
- Ensuring the network is accessible for all users including people horse riding;
- Environmental and regulatory considerations around sensitive environmental sites;
- Concerns around the deliverability and cost of routes along busy roads;
- General support for the CWZs, with some respondents noting that some walking desire lines and trip attractors were not included;
- Mixed response to the inclusion of leisure cycling.

A number of detailed comments relating to specific potential options and route alignments have been suggested. In cases where these requested changes are in line with national cycle infrastructure guidance and the LCWIP guidance, these changes have largely been implemented following the consultation. Additionally, this information will be used as and when funding is available to progress sections of the network or CWZs, as part of the feasibility work.

Whilst accessibility issues were not reported in large numbers, they affect some people disproportionately. The comments related to accessibility are summarised below:

- Any shared routes need to be of adequate width with appropriate surfaces to accommodate people walking and cycling, mobility vehicles and horse riders in both directions;
- People with sight loss may not be able to hear approaching cycles on a shared use route;
- Physical separation should be provided between cycles, cars and people walking using interventions like:
    - Kerbs or barriers between cycle and pedestrian areas,
    - Raised tactile strips where kerbs wouldn't be possible,
    - Colour contrast to better distinguish between cycle and pedestrian areas, avoiding reliance on white lines only.
- Requests for controlled crossings with tactile paving for those with visual impairments;
- A response from Guide Dogs UK highlighted their comprehensive guidance to assist designer, architects and local authorities in creating places that are both inclusive of people with sight loss and ready to address the challenges towns and cities face in the future. The "Making the built environment inclusive" guidance can be viewed at **http://www.guidedogs.org.uk/inclusive-regeneration**.

A response from Natural England cited potential significant effects on European Sites such as the New Forest Special Protection Area (SPA), Special Areas of Conservation (SACs), Ramsar and Sites of Special Scientific Interest (SSSIs) as well as the New Forest National Park itself. The response stated that a Habitat Regulations Assessment should be conducted, which has since been undertaken. The results of this assessment have led to changes to the potential options taken forward in this LCWIP so that impacts on European sites are either no longer present or are sufficiently mitigated.

How was the feedback used?

All consultation feedback was used to:

- Amend the potential options, route alignments and route classifications to better reflect the priorities of the public and key stakeholders;
- Identify future areas for cycle network development and walking improvements;
- Feed into the prioritisation of potential options in this LCWIP to take forward to feasibility design. As part of the prioritisation methodology outlined within the Prioritisation section;
- Demonstrate public support for funding opportunities, via consultation results and feedback;
- Inform officers of local views and knowledge at feasibility and design stages of any improvements where funding has been secured to develop the scheme.

Sentiment map of the New Forest LCWIP network

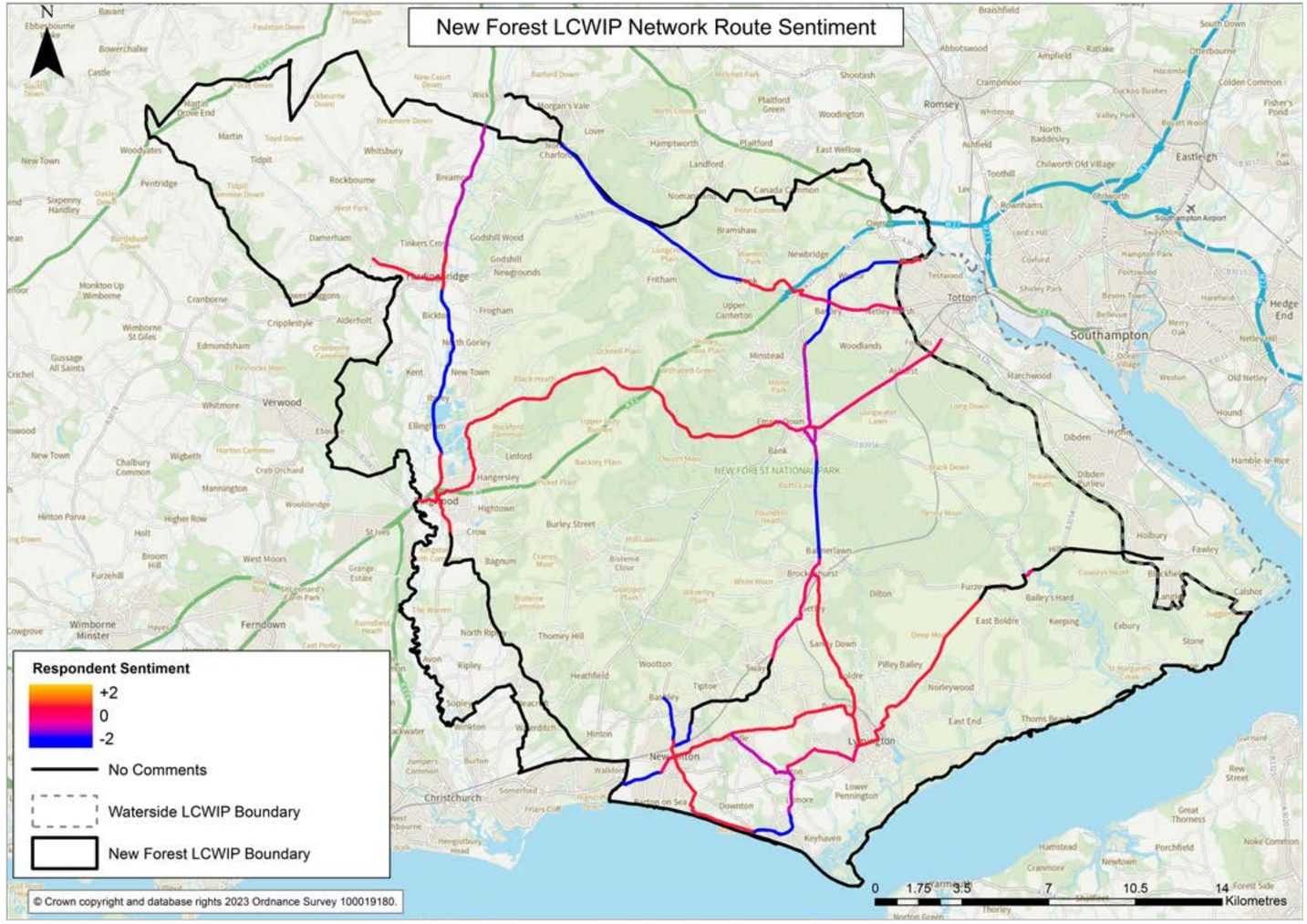
As part of the interactive mapping, we were able to measure how people currently feel using a route, within the proposed network.

The map on the right illustrates the average response over each route, or route subsection for primary routes, to the question ‘how does it make you feel when you’re here?’ The routes are colour-coded to indicate an average value for each route subsection on a scale from minus two, ‘very negative’ (blue), to plus two, ‘very positive’ (orange).

It can be seen from this map which sections of route are felt to be better in their existing layout and design than others.

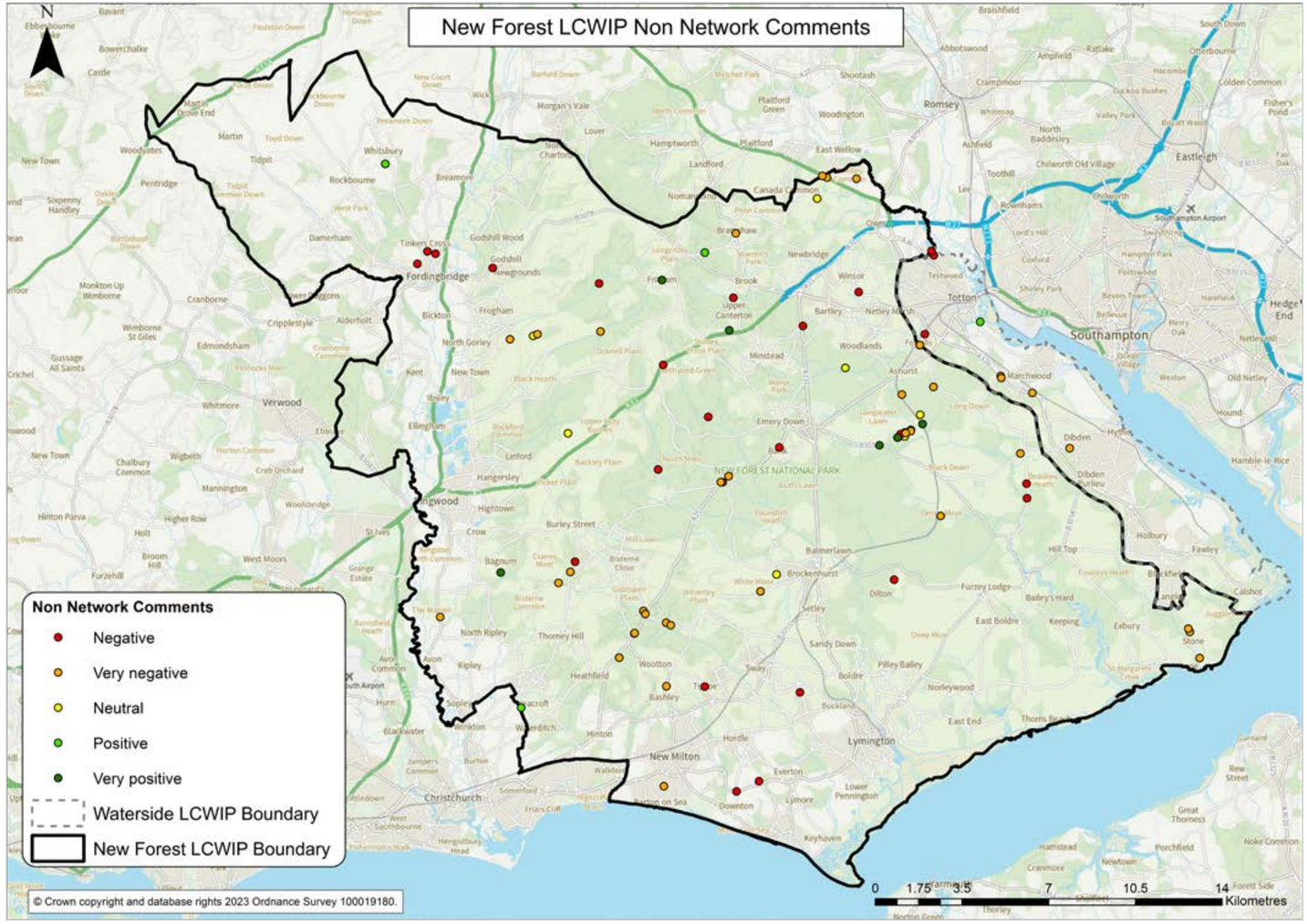
The section of primary route with most positive feedback was 200.5 Lymington - Southampton Road to Bridge Road and the sections of primary routes with the most negative feedback were 200.1 Walkford to New Milton, 100.3 Redbrook to Ringwood and 120.2 Woodhaven Hospital to Lyndhurst Road.

This information has helped to inform the overall prioritisation of routes within the New Forest study area, as it is used as a metric for the ‘Policy’ theme. Those routes which, on average, had a more negative view from respondents are prioritised higher as these routes have the highest potential for improvement following cycle infrastructure improvements.



Off network comments map

The consultation enabled respondents to leave comments both on and off the proposed primary, secondary and leisure cycle routes and walking zones. This map shows where comments were received for locations off the proposed cycle network and walking zones, with the colour of the points reflecting the answer to the question “how does it feel when you’re here?”. This map will be used to help focus the development of further cycle routes within the New Forest study area, as the network is reviewed in the future, in line with the LCWIP guidance (approximately every five years, or as local circumstances change with levels of development).



Prioritisation

One of the key outputs of an LCWIP is a prioritised list of infrastructure improvements for future investment.

In this context, priority is generally given to the improvements that are likely to have the greatest impact on increasing the number of people who choose to walk or cycle and therefore provide the greatest return on investment from funding. To this end, prioritisation takes into account packages of improvements to a zone or route rather than assessing individual elements.

The pace at which progress is made in delivering priorities will depend upon the level of funding secured, both from government and locally. Our approach is therefore to rank walking zones and cycle route sections in a scoring matrix to show how each scheme scores against the criteria suggested in the LCWIP guidance.

The scoring matrix in this LCWIP is unweighted. However, weighting can be added to reflect the criteria set out in a funding opportunity. For example, in bidding for funds, we may give certain criteria a higher weighting to see which schemes would align best with the funding criteria. Alternatively, if development funding becomes available schemes local to the site are most likely to meet the requirements of the National Planning Policy Framework (NPPF) and could be given a higher weighting.

Methodology

The LCWIP technical guidance suggests a prioritisation methodology based on four key themes:

- Effectiveness – the forecast increase in the number of walking and cycling trips;
- Policy – delivery against policy objectives, such as improvements to health and inclusion;
- Economic – High level costs for construction;
- Deliverability – including public acceptability, feasibility and environmental constraints.

For each theme, we have identified a number of metrics. We have used these metrics to score each route and zone.

Effectiveness

- Propensity to Cycle Tool commute and school trips – forecast increase in walking and cycling trips government target for equality.
- Population – number of people who could directly benefit (400 metre buffer from the routes/zone).
- Existing data on pedestrian and cycle road casualties (last five years).
- Air Quality Impact – is the route/zone in or near an Air Quality Management Area?
- Integration with other highway schemes (planned or in progress).

Policy

- Delivery against policy objectives, such as improvements to health and inclusion – these include:
- Respondents' route priorities
- Average life expectancy (of the borough/district);
- Social Isolation Index;
- Presence of Obesity: Year 6 Children (%).
- Importance of the intervention for particular user groups – these include:
    - Indices of Multiple Deprivation Score;
    - Living Environment Deprivation Domain: Outdoors Living Environment Sub-score;
    - Levels of car ownership per household (average % over subsection);
    - Education establishments (Infant, Primary and Secondary Schools, Further education) within 400m.
    - Health establishments (i.e. health centres etc within 400m).
    - Top priority routes outlined via survey responses.
    - Average respondent sentiment, from public consultation, to – "how does it make you feel when you are here?"

Economic

- High level cost estimates for each corridor and zone section.
- Potential to attract funding (availability of local funding i.e. s106 contributions)

Deliverability

- Scheme feasibility including ability to deliver to LTN1/20 e.g. due to land availability, difficulty in reducing on-street parking etc.
- Scheme feasibility due to environmental constraints, e.g. conservation areas.

For this LCWIP each route has been divided into its subsections (210.1, 210.2, etc). This allows for improvement options to be grouped together which will help in the deliverability of the potential options, in terms of both cost and phasing.

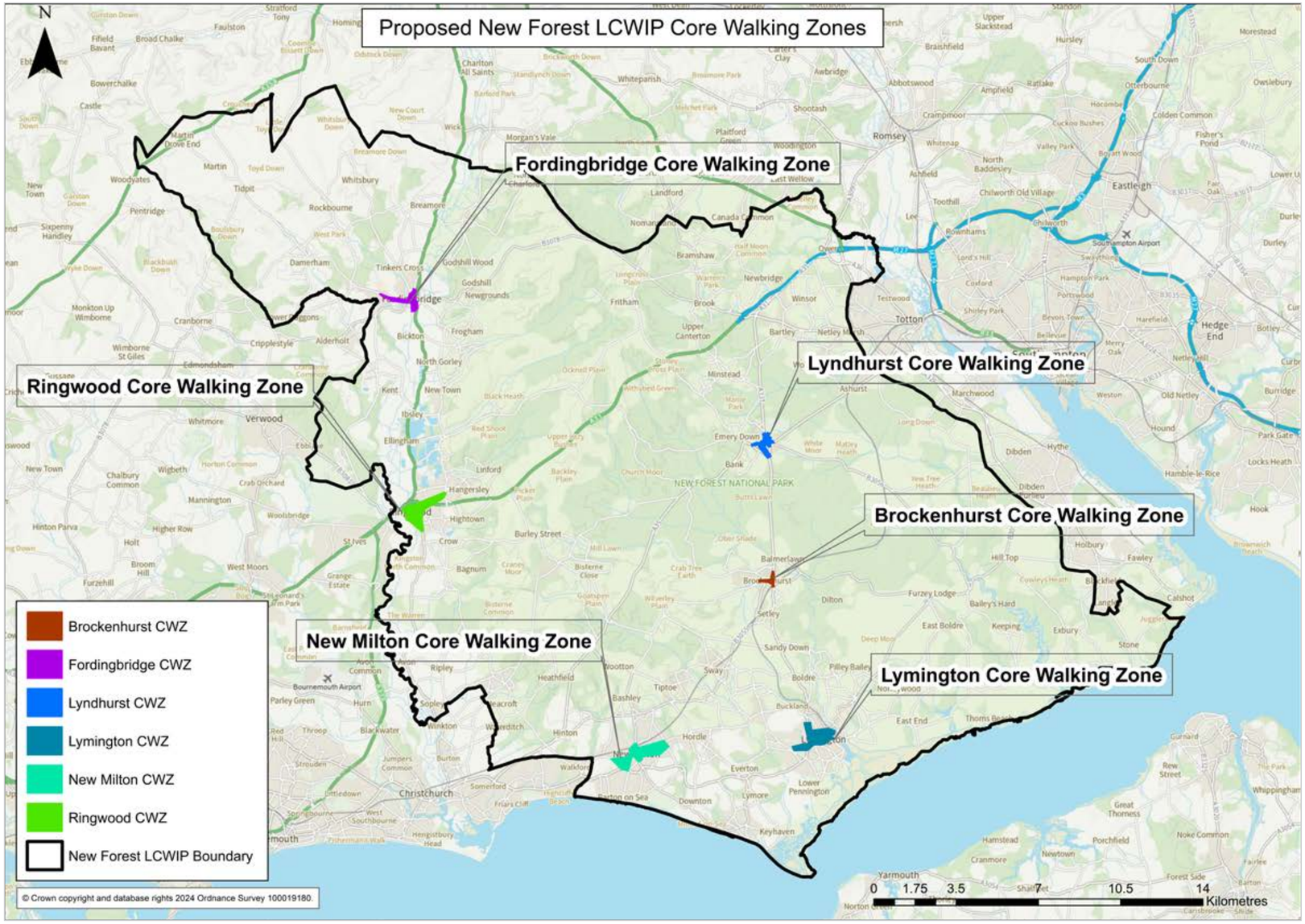
Data for each of the metrics, contained within the themes above, has been collected and used to provide an unweighted prioritised list of future schemes for walking and cycling within the district.

The top five ranked CWZs and cycle routes within the New Forest study area are contained in the following tables and maps.

Walking zones

The maps on this page show the six CWZs. The potential interventions are set out in the CWZ audit chapter. The priority ranking is listed below:

Priority ranking	Walking sub zone	Location
1	Z5.1	Lymington
2	Z2.1	Ringwood
3	Z3.1	New Milton
4	Z4.1	Lyndhurst
5	Z6.1	Brockenhurst
6	Z1.1	Fordingbridge

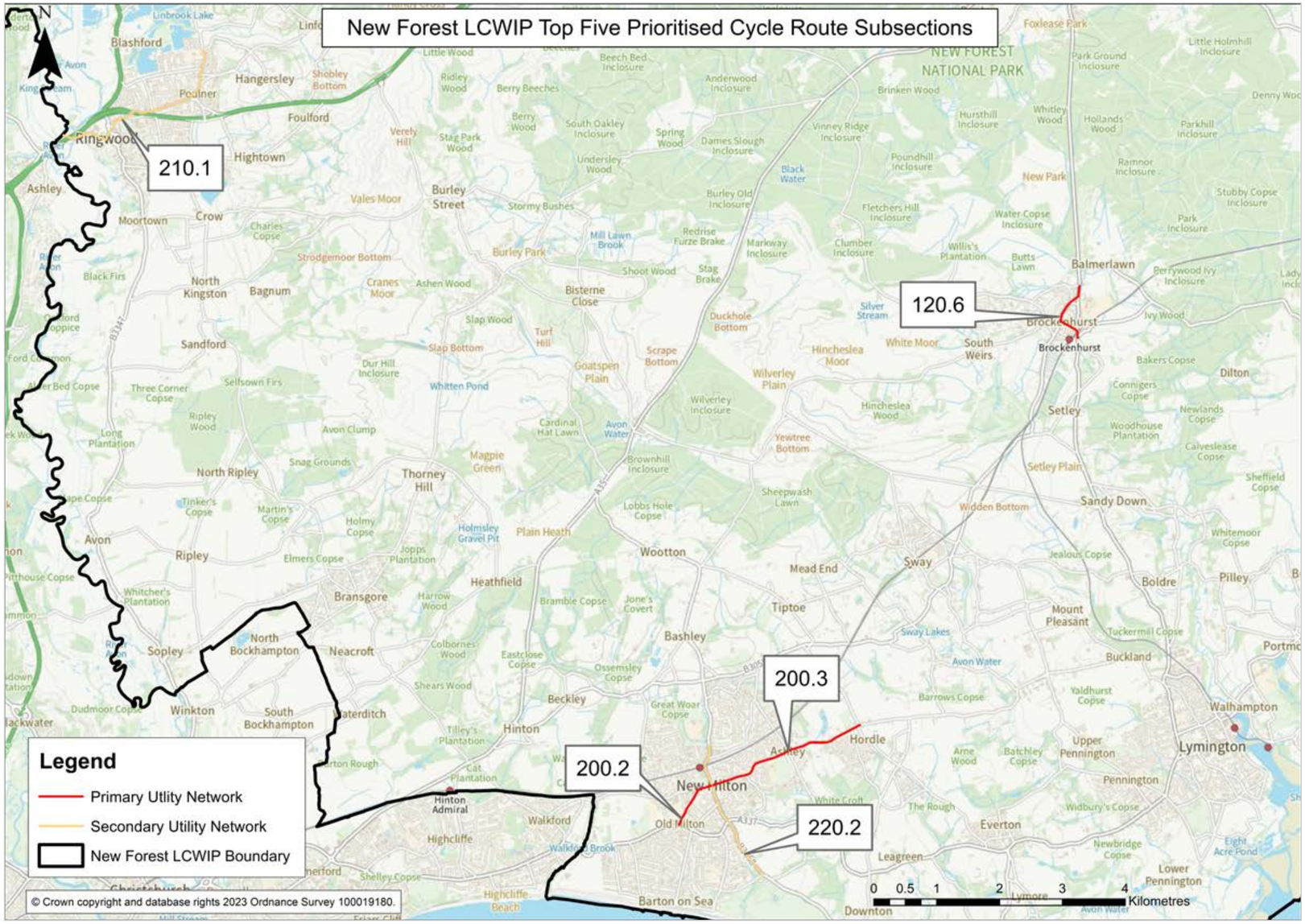


Cycling network – Top five route sections

The map on this page shows the top 5 route subsections with the highest combined scores across the metrics of the prioritisation process, as set out in the methodology section. These routes are in Ringwood town centre, New Milton town centre and Brockenhurst village centre. These route subsections are in areas of high population density for the New Forest and connect key trip attractors and generators.

In practice, prioritisation and delivery will be influenced by the funding available. If appropriate funding streams are available for routes outside of the top 5, for example, developer contributions or National Highways funding, these can still be pursued.

Priority ranking	Route section	Location
1	210.1	Ringwood Town
2	200.2	New Milton - Old Milton Road to Ashley Road
3	200.3	New Milton to Hordle
4	120.6	Brockenhurst Village
5	220.2	Ballard Lake to Barton Common Road via New Milton railway station



Funding and next steps

How will schemes be funded?

The pace at which progress is made in delivering the New Forest LCWIP priorities will depend entirely upon the level of funding secured.

Until recently, government funding for active travel has been awarded to local authorities based upon competitive bids, such as the levelling up fund, capability fund and active travel fund, in addition to the annual Local Transport Plan allocations made by government to local transport authorities. More recently, Active Travel England (ATE) has apportioned funding to Local Highway Authorities based on their score in a self-assessment process. This appears to be the future direction of funding, alongside a commitment from ATE for longer term funding. In the future other government funding opportunities may be announced. Most bids for government funding need a local financial contribution.

Other funding sources include direct delivery of works by developers via Section 278 Agreements and or financial contributions secured by Section 106 Agreements. It is likely that some local NFDC funding may be required to potentially help boost bids for any HCC government funding received in the future. This would be discussed with relevant officers at NFDC should this need arise. It is important that the limited local resources that are available are used to best effect, for example in securing large amounts of government funding, but also in meeting local priorities, for example where a modest intervention is able to unlock local access within a community. Local priorities may provide a slightly broader focus, for example by improving health and wellbeing outcomes for local residents, where this is a priority, and investing in rural communities where it might prove difficult to meet value for money criteria based upon the numbers of people to benefit.

It is important to note that the evidence base for LCWIPs has generally been the existing pattern of development and committed development and therefore does not take into account demand from new development i.e. those sites without planning permission.

It will be necessary for developers, in bringing forward their proposals to ensure that the new communities or employment zones proposed can be fully connected into the wider community with high quality walking and cycling routes for people to access local facilities. Equally, existing residents should be able to access local facilities provided within new development such as jobs and education opportunities.

All potential options identified in this LCWIP are based on concept design only and therefore all costings are high level and approximate, based on similar schemes elsewhere. Schemes prioritised for implementation will be subject to a full design process, including public consultation during which detailed costings will be developed.

Next steps

Given that the cycle route network has changed considerably since the consultation, and many routes added after the consultation have not yet been audited, the prioritisation of New Forest LCWIP routes will need to be continually updated as and when feasibility studies are completed for new active travel infrastructure.

The New Forest LCWIP will be used by HCC, NFDC, NFNPA and Forestry England to support the case for further stages of design, assessment and stakeholder engagement and to support applications for funding to progress improvements for the routes identified. The LCWIP is intended to facilitate a long-term approach to developing active travel proposals, therefore all of the corridors identified within the network maps are recommended for further consideration at an appropriate time.

HCC plans to work closely with NFDC in helping to deliver the outcomes of the LCWIP.

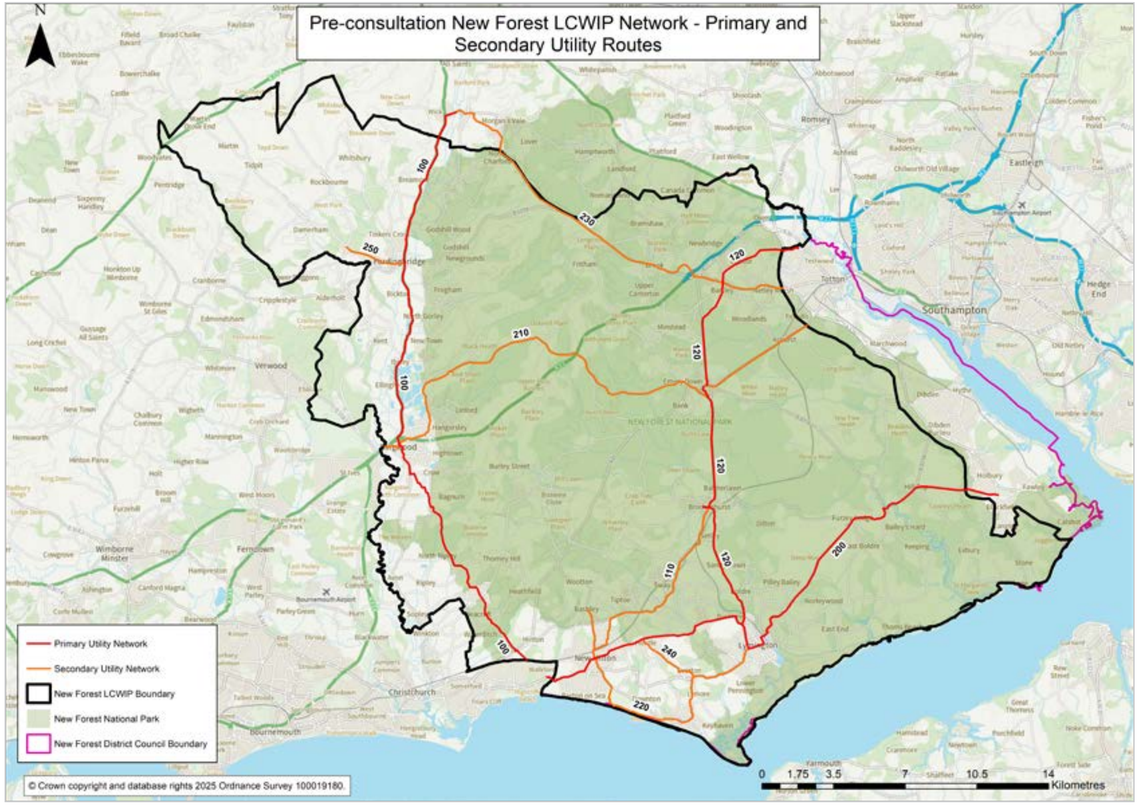
It is envisaged that the LCWIP will need to be reviewed approximately every five years, in line with Government guidance. The scope of future reviews will need to reflect progress made with implementation and any significant changes in local circumstances.

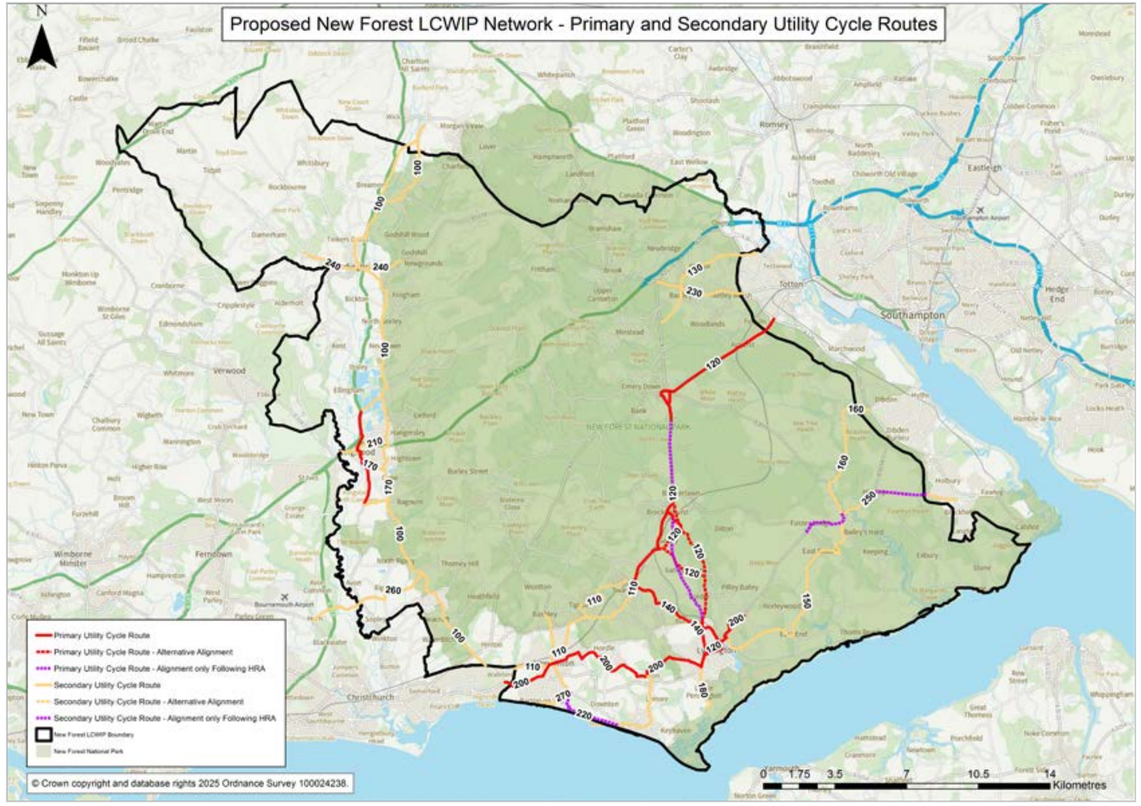
Appendices

Appendix A

Following the public consultation, significant changes were made to the primary and secondary utility cycle networks. This appendix demonstrates these changes through maps of the LCWIP network and a table showing how routes and potential options have changed from the consultation version of the LCWIP.

The maps on this page show the pre-consultation (top) and post-consultation (bottom) versions of the primary and secondary cycle networks. The table on the following pages sets out how the route numbers and potential options have changed following the public consultation. New route sections which will be audited at a future feasibility study stage are listed as ‘New Route Section Following Consultation - Not Audited’ and route sections which have been removed from the utility network are listed as ‘No Longer on Utility Network Following Consultation’.





Pre-consultation Classification	Pre-consultation Subsection	Pre-consultation Potential Option	Classification Post-consultation	Subsection Post-consultation	Potential Option Post-consultation
N/A	N/A	N/A	Secondary Utility	100.1	New Route Section Following Consultation - Not Audited
N/A	N/A	N/A	Secondary Utility	100.2	New Route Section Following Consultation - Not Audited
N/A	N/A	N/A	Secondary Utility	100.3	New Route Section Following Consultation - Not Audited
Primary Utility	100.4	100.4.1	Primary Utility	100.4	100.4.1
Primary Utility	100.5	100.5.1	Primary Utility	100.4	100.4.10
Primary Utility	100.5	100.5.2	Primary Utility	100.4	100.4.11
N/A	N/A	N/A	Primary Utility	100.4	100.4.2
Primary Utility	100.4	100.4.4	Primary Utility	100.4	100.4.3
Primary Utility	100.4	100.4.5	Primary Utility	100.4	100.4.4
Primary Utility	100.4	100.4.6	Primary Utility	100.4	100.4.5
Primary Utility	100.4	100.4.7	Primary Utility	100.4	100.4.6
Primary Utility	100.4	100.4.7	Primary Utility	100.4	100.4.7
Primary Utility	100.4	100.4.8	Primary Utility	100.4	100.4.8
N/A	N/A	N/A	Primary Utility	100.4	100.4.9
Primary Utility	100.5	100.5.3	Secondary Utility	100.5	100.5.1
Primary Utility	100.5	100.5.4	Secondary Utility	100.5	100.5.2
Primary Utility	100.5	100.5.5	Secondary Utility	100.5	100.5.3
N/A	N/A	N/A	Secondary Utility	100.5	100.5.4
Primary Utility	100.6	100.6.1	Secondary Utility	100.6	100.6.1
Primary Utility	100.6	100.6.1	Secondary Utility	100.6	100.6.2
Primary Utility	100.6	100.6.2	Secondary Utility	100.6	100.6.3
Primary Utility	100.6	100.6.3	Secondary Utility	100.6	100.6.4
Primary Utility	100.6	100.6.4	Secondary Utility	100.6	100.6.5

Pre-consultation Classification	Pre-consultation Subsection	Pre-consultation Potential Option	Classification Post-consultation	Subsection Post-consultation	Potential Option Post-consultation
Primary Utility	100.6	100.6.5	Secondary Utility	100.6	100.6.6
Secondary Utility	110.1	110.1.1	Primary Utility	110.1	110.1.1
Secondary Utility	110.1	110.1.2	Primary Utility	110.1	110.1.2
Secondary Utility	110.2	110.2.1	Secondary Utility	110.2	110.2.1
Secondary Utility	110.2	110.2.2	Secondary Utility	110.2	110.2.2
Secondary Utility	110.3	110.3.1	Secondary Utility	110.3	110.3.1
Secondary Utility	110.3	110.3.2	Secondary Utility	110.3	110.3.2
Secondary Utility	110.4	110.4.1	Secondary Utility	110.4	110.4.1
Secondary Utility	110.4	110.4.2	Secondary Utility	110.4	110.4.2
Secondary Utility	110.4	110.4.3	Secondary Utility	110.4	110.4.3
Secondary Utility	110.4	110.4.4	Secondary Utility	110.4	110.4.4
N/A	N/A	N/A	Secondary Utility	110.5	New Route Section Following Consultation - Not Audited
Secondary Utility	210.3	210.3.6	Primary Utility	120.1	120.1.1
Secondary Utility	210.3	210.3.5	Primary Utility	120.2	120.2.1
Primary Utility	120.4	120.4.3	Primary Utility	120.2	120.2.2
Primary Utility	120.4	120.4.2	Primary Utility	120.2	120.2.3
Primary Utility	120.4	120.4.7	Primary Utility	120.2	120.2.4
Primary Utility	120.4	120.4.6	Primary Utility	120.2	120.2.5
Primary Utility	120.4	120.4.4	Primary Utility	120.2	120.2.6
Primary Utility	120.4	120.4.5	Primary Utility	120.2	120.2.7
Primary Utility	120.4	120.4.8	Primary Utility	120.2	120.2.8
Primary Utility	120.5	120.5.1	Primary Utility - Potential Options Removed Following HRA	120.3	New Route Section Following Consultation - Not Audited
Primary Utility	120.6	120.6.1	Primary Utility	120.4	120.4.1

Pre-consultation Classification	Pre-consultation Subsection	Pre-consultation Potential Option	Classification Post-consultation	Subsection Post-consultation	Potential Option Post-consultation
Primary Utility	120.6	120.6.2	Primary Utility	120.4	120.4.2
Primary Utility	120.6	120.6.3	Primary Utility	120.4	120.4.3
Primary Utility	120.6	120.6.4	Primary Utility	120.4	120.4.4
Primary Utility	120.7	120.7.1	Primary Utility - Potential Options Removed Following HRA	120.5	New Route Section Following Consultation - Not Audited
Primary Utility	120.7	120.7.2	Primary Utility	120.6	120.6.1
Primary Utility	120.7	120.7.3	Primary Utility	120.6	120.6.2
Primary Utility	120.7	120.7.4	Primary Utility	120.6	120.6.3
Primary Utility	120.7	120.7.5	Primary Utility	120.6	120.6.4
N/A	N/A	N/A	Primary Utility	120.7	New Route Section Following Consultation - Not Audited
N/A	N/A	N/A	Primary Utility	120.8	New Route Section Following Consultation - Not Audited
Primary Utility	120.1	120.1.1	Secondary Utility	130.1	130.1.1
Primary Utility	120.2	120.2.1	Secondary Utility - Potential Options Removed Following HRA	130.1	130.1.2
Primary Utility	120.2	120.2.2	Secondary Utility	130.1	130.1.3
Primary Utility	120.2	120.2.3	Secondary Utility	130.1	130.1.4
Primary Utility	120.2	120.2.4	Secondary Utility	130.1	130.1.5
Primary Utility	120.3	120.3.1	Secondary Utility	130.1	130.1.6
N/A	N/A	N/A	Primary Utility	140.1	New Route Section Following Consultation - Not Audited
Primary Utility	200.4	200.4.6	Primary Utility	140.2	140.2.1
Primary Utility	200.4	200.4.7	Primary Utility	140.2	140.2.2
Primary Utility	200.4	200.4.8	Primary Utility	140.2	140.2.3
Primary Utility	200.5	200.5.1	Primary Utility	140.2	140.2.4
Primary Utility	200.5	200.5.2	Primary Utility	140.2	140.2.5

Pre-consultation Classification	Pre-consultation Subsection	Pre-consultation Potential Option	Classification Post-consultation	Subsection Post-consultation	Potential Option Post-consultation
Primary Utility	200.5	200.5.3	Primary Utility	140.2	140.2.6
Primary Utility	200.5	200.5.4	Primary Utility	140.2	140.2.7
Primary Utility	200.5	200.5.5	Primary Utility	140.2	140.2.8
N/A	N/A	N/A	Secondary Utility	150.1	New Route Section Following Consultation - Not Audited
N/A	N/A	N/A	Secondary Utility	160.1	New Route Section Following Consultation - Not Audited
N/A	N/A	N/A	Secondary Utility	170.1	New Route Section Following Consultation - Not Audited
N/A	N/A	N/A	Secondary Utility	170.2	New Route Section Following Consultation - Not Audited
N/A	N/A	N/A	Secondary Utility	180.1	New Route Section Following Consultation - Not Audited
Primary Utility	200.1	200.1.1	Primary Utility	200.1	200.1.1
Primary Utility	200.1	200.1.2	Primary Utility	200.1	200.1.2
Primary Utility	200.1	200.1.3	Primary Utility	200.1	200.1.3
Primary Utility	200.1	200.1.4	Primary Utility	200.1	200.1.4
Primary Utility	200.2	200.2.1	Primary Utility	200.2	200.2.1
Primary Utility	200.2	200.2.2	Primary Utility	200.2	200.2.2
Primary Utility	200.2	200.2.3	Primary Utility	200.2	200.2.3
Primary Utility	200.2	200.2.4	Primary Utility	200.2	200.2.4
Primary Utility	200.2	200.2.5	Primary Utility	200.2	200.2.5
Primary Utility	200.2	200.2.6	Primary Utility	200.2	200.2.6
Primary Utility	200.3	200.3.1	Primary Utility	200.3	200.3.1
Primary Utility	200.3	200.3.2	Primary Utility	200.3	200.3.2
Primary Utility	200.3	200.3.3	Primary Utility	200.3	200.3.3
Primary Utility	200.3	200.3.4	Primary Utility	200.3	200.3.4

Pre-consultation Classification	Pre-consultation Subsection	Pre-consultation Potential Option	Classification Post-consultation	Subsection Post-consultation	Potential Option Post-consultation
N/A	N/A	N/A	Primary Utility	200.4	New Route Section Following Consultation - Not Audited
Secondary Utility	240.1	240.1.2	Primary Utility	200.5	200.5.1
Secondary Utility	240.1	240.1.3	Primary Utility	200.5	200.5.2
Secondary Utility	240.1	240.1.4	Primary Utility	200.5	200.5.3
Secondary Utility	240.1	240.1.5	Primary Utility	200.5	200.5.4
Secondary Utility	220.6	220.6.1	Primary Utility	200.5	200.5.5
Secondary Utility	220.6	220.6.4	Primary Utility	200.5	200.5.6
Secondary Utility	220.6	220.6.2	Primary Utility	200.5	200.5.7
Secondary Utility	220.6	220.6.3	Primary Utility	200.5	200.5.8
Secondary Utility	220.6	220.6.5	Primary Utility	200.5	200.5.9
Secondary Utility	220.6	220.6.6	Primary Utility	200.6	200.6.1
Primary Utility	200.6	200.6.2	Primary Utility	200.6	200.6.10
Primary Utility	200.6	200.6.1	Primary Utility	200.6	200.6.11
Primary Utility	200.6	200.6.3	Primary Utility	200.6	200.6.12
Primary Utility	200.5	200.5.6	Primary Utility	200.6	200.6.2
Primary Utility	200.5	200.5.7	Primary Utility	200.6	200.6.3
Primary Utility	200.5	200.5.8	Primary Utility	200.6	200.6.4
Primary Utility	200.5	200.5.9	Primary Utility	200.6	200.6.5
Primary Utility	200.5	200.5.10	Primary Utility	200.6	200.6.6
Primary Utility	200.5	200.5.11	Primary Utility	200.6	200.6.7
Primary Utility	200.5	200.5.12	Primary Utility	200.6	200.6.8
Primary Utility	200.5	200.5.13	Primary Utility	200.6	200.6.9
Secondary Utility	210.1	210.1.1	Secondary Utility	210.1	210.1.1
Secondary Utility	210.1	210.1.2	Secondary Utility	210.1	210.1.2

Pre-consultation Classification	Pre-consultation Subsection	Pre-consultation Potential Option	Classification Post-consultation	Subsection Post-consultation	Potential Option Post-consultation
Secondary Utility	210.1	210.1.3	Secondary Utility	210.1	210.1.3
Secondary Utility	210.1	210.1.4	Secondary Utility	210.1	210.1.4
Secondary Utility	210.2	210.2.1	Secondary Utility	210.2	210.2.1
Secondary Utility	220.1	220.1.1	Secondary Utility	220.1	220.1.1
Secondary Utility	220.1	220.1.2	Secondary Utility	220.1	220.1.2
Secondary Utility	220.1	220.1.3	Secondary Utility	220.1	220.1.3
Secondary Utility	220.1	220.1.4	Secondary Utility	220.1	220.1.4
Secondary Utility	220.2	220.2.1	Secondary Utility	220.2	220.2.1
Secondary Utility	220.2	220.2.2	Secondary Utility	220.2	220.2.2
Secondary Utility	220.2	220.2.3	Secondary Utility	220.2	220.2.3
Secondary Utility	220.2	220.2.4	Secondary Utility	220.2	220.2.4
Secondary Utility	220.3	220.3.1	Secondary Utility - Potential Options Removed Following HRA	220.3	Potential Options Removed Following HRA
Secondary Utility	220.4	220.4.1	Secondary Utility	220.4	220.4.1
Secondary Utility	220.4	220.4.2	Secondary Utility	220.4	220.4.2
Secondary Utility	220.4	220.4.3	Secondary Utility	220.4	220.4.3
Secondary Utility	220.4	220.4.4	Secondary Utility	220.4	220.4.4
Secondary Utility	220.5	220.5.1	Secondary Utility	220.5	220.5.1
Secondary Utility	220.5	220.5.2	Secondary Utility	220.5	220.5.2
Secondary Utility	220.5	220.5.3	Secondary Utility	220.5	220.5.3
Secondary Utility	240.1	240.1.7	Secondary Utility	220.5	220.5.4
Secondary Utility	240.1	240.1.6	Secondary Utility	220.5	220.5.5
Secondary Utility	230.4	230.4.1	Secondary Utility	230.1	230.1.1
Secondary Utility	230.4	230.4.2	Secondary Utility	230.1	230.1.2
Secondary Utility	230.4	230.4.3	Secondary Utility	230.1	230.1.3

Pre-consultation Classification	Pre-consultation Subsection	Pre-consultation Potential Option	Classification Post-consultation	Subsection Post-consultation	Potential Option Post-consultation
Secondary Utility	230.4	230.4.4	Secondary Utility	230.1	230.1.4
Secondary Utility	230.4	230.4.6	Secondary Utility	230.1	230.1.5
Secondary Utility	230.4	230.4.5	Secondary Utility	230.1	230.1.6
Secondary Utility	230.4	230.4.7	Secondary Utility	230.1	230.1.7
Secondary Utility	250.1	250.1.1	Secondary Utility	240.1	240.1.1
Secondary Utility	250.1	250.1.2	Secondary Utility	240.1	240.1.2
Secondary Utility	250.1	250.1.3	Secondary Utility	240.1	240.1.3
Secondary Utility	250.1	250.1.4	Secondary Utility	240.1	240.1.4
Secondary Utility	250.1	250.1.5	Secondary Utility	240.1	240.1.5
N/A	N/A	N/A	Secondary Utility	240.2	New Route Section Following Consultation - Not Audited
Primary Utility	200.7	200.7.1	Secondary Utility - Potential Options Removed Following HRA	250.1	250.1.1
Primary Utility	200.7	200.7.2	Secondary Utility - Potential Options Removed Following HRA	250.1	250.1.2
Primary Utility	200.7	200.7.3	Secondary Utility	250.1	250.1.3
Primary Utility	200.2	200.7.4	Secondary Utility	250.1	250.1.4
Primary Utility	200.7	200.7.4	Secondary Utility - Potential Options Removed Following HRA	250.1	250.1.4
Primary Utility	200.8	200.8.1	Secondary Utility	250.1	250.1.5
Primary Utility	200.8	200.8.2	Secondary Utility - Potential Options Removed Following HRA	250.2	Potential Options Removed Following HRA
Primary Utility	200.8	200.8.3	Secondary Utility - Potential Options Removed Following HRA	250.3	250.3.1
Primary Utility	200.8	200.8.4	Secondary Utility	250.3	250.3.2
Primary Utility	200.8	200.8.5	Secondary Utility	250.3	250.3.3

Pre-consultation Classification	Pre-consultation Subsection	Pre-consultation Potential Option	Classification Post-consultation	Subsection Post-consultation	Potential Option Post-consultation
N/A	N/A	N/A	Secondary Utility	260.1	New Route Section Following Consultation - Not Audited
N/A	N/A	N/A	Secondary Utility	270.1	New Route Section Following Consultation - Not Audited
N/A	N/A	N/A	Secondary Utility	100.1a	New Route Section Following Consultation - Not Audited
N/A	N/A	N/A	Secondary Utility - Alternative Alignment	110.2a	New Route Section Following Consultation - Not Audited
N/A	N/A	N/A	Primary Utility - Alternative Alignment	120.5a	New Route Section Following Consultation - Not Audited
N/A	N/A	N/A	Primary Utility - Alternative Alignment	120.5b	New Route Section Following Consultation - Not Audited
Primary Utility	100.1	100.1.1	N/A	N/A	No Longer on Utility Network Following Consultation
Primary Utility	100.1	100.1.2	N/A	N/A	No Longer on Utility Network Following Consultation
Primary Utility	100.1	100.1.3	N/A	N/A	No Longer on Utility Network Following Consultation
Primary Utility	100.1	100.1.4	N/A	N/A	No Longer on Utility Network Following Consultation
Primary Utility	100.1	100.1.5	N/A	N/A	No Longer on Utility Network Following Consultation
Primary Utility	100.1	100.1.6	N/A	N/A	No Longer on Utility Network Following Consultation
Primary Utility	100.1	100.1.7	N/A	N/A	No Longer on Utility Network Following Consultation
Primary Utility	100.1	100.1.8	N/A	N/A	No Longer on Utility Network Following Consultation
Primary Utility	100.2	100.2.1	N/A	N/A	No Longer on Utility Network Following Consultation

Pre-consultation Classification	Pre-consultation Subsection	Pre-consultation Potential Option	Classification Post-consultation	Subsection Post-consultation	Potential Option Post-consultation
Primary Utility	100.2	100.2.2	N/A	N/A	No Longer on Utility Network Following Consultation
Primary Utility	100.2	100.2.3	N/A	N/A	No Longer on Utility Network Following Consultation
Primary Utility	100.3	100.3.1	N/A	N/A	No Longer on Utility Network Following Consultation
Primary Utility	100.3	100.3.2	N/A	N/A	No Longer on Utility Network Following Consultation
Primary Utility	100.3	100.3.3	N/A	N/A	No Longer on Utility Network Following Consultation
Primary Utility	100.4	100.4.2	N/A	N/A	No Longer on Utility Network Following Consultation
Primary Utility	100.4	100.4.3	N/A	N/A	No Longer on Utility Network Following Consultation
Primary Utility	120.4	120.4.1	N/A	N/A	No Longer on Utility Network Following Consultation
Primary Utility	200.4	200.4.1	N/A	N/A	No Longer on Utility Network Following Consultation
Primary Utility	200.4	200.4.2	N/A	N/A	No Longer on Utility Network Following Consultation
Primary Utility	200.4	200.4.3	N/A	N/A	No Longer on Utility Network Following Consultation
Primary Utility	200.4	200.4.4	N/A	N/A	No Longer on Utility Network Following Consultation
Primary Utility	200.4	200.4.5	N/A	N/A	No Longer on Utility Network Following Consultation
Primary Utility	200.6	200.6.4	N/A	N/A	No Longer on Utility Network Following Consultation
Primary Utility	200.6	200.6.5	N/A	N/A	No Longer on Utility Network Following Consultation

Pre-consultation Classification	Pre-consultation Subsection	Pre-consultation Potential Option	Classification Post-consultation	Subsection Post-consultation	Potential Option Post-consultation
Primary Utility	200.6	200.6.6	N/A	N/A	No Longer on Utility Network Following Consultation
Secondary Utility	210.2	210.2.1	N/A	N/A	No Longer on Utility Network Following Consultation
Secondary Utility	210.3	210.3.1	N/A	N/A	No Longer on Utility Network Following Consultation
Secondary Utility	210.3	210.3.2	N/A	N/A	No Longer on Utility Network Following Consultation
Secondary Utility	210.3	210.3.3	N/A	N/A	No Longer on Utility Network Following Consultation
Secondary Utility	210.3	210.3.4	N/A	N/A	No Longer on Utility Network Following Consultation
Secondary Utility	230.1	230.1.1	N/A	N/A	No Longer on Utility Network Following Consultation
Secondary Utility	230.2	230.2.1	N/A	N/A	No Longer on Utility Network Following Consultation
Secondary Utility	230.2	230.2.2	N/A	N/A	No Longer on Utility Network Following Consultation
Secondary Utility	230.3	230.3.1	N/A	N/A	No Longer on Utility Network Following Consultation
Secondary Utility	230.3	230.3.2	N/A	N/A	No Longer on Utility Network Following Consultation
Secondary Utility	230.3	230.3.3	N/A	N/A	No Longer on Utility Network Following Consultation
Secondary Utility	230.3	230.3.4	N/A	N/A	No Longer on Utility Network Following Consultation
Secondary Utility	240.1	240.1.1	N/A	N/A	No Longer on Utility Network Following Consultation

Appendix B

Recommended measures

In the walking zone and cycle route descriptions in section two, a number of technical solutions have been identified — some of these are discussed in more detail below.

Parallel crossings

Parallel crossings are like zebra crossings but with a cycle lane running parallel with the zebra markings. Hampshire already has a few of these, with more planned.

20mph speed limits

It is widely accepted that 20mph is much safer for all road users in urban areas and many towns across the UK have introduced 20mph as the default speed limit, particularly in residential areas. If collisions do occur, the risk of a fatality or serious injury is significantly reduced at 20mph compared with 30mph. Hampshire already has several 20mph zones, which, as well as a 20mph limit, have associated traffic calming measures.

As of 2019, there were 60 local authorities on the list of places who have implemented or who are implementing a community-wide 20mph default speed limit published by '20's Plenty for Us'. In the South these include Brighton and Hove, Chichester and Portsmouth. Studies show that a 20mph limit can improve traffic flows and road capacity in some situations, by reducing stop-start traffic and promoting a more even flow through urban streets.

Chaucer Road, Cantebury

Camp Road, Bordon

The HCC Executive Lead Member for Transport and Environment Strategy has commissioned a review of the current policy for 20 mph speed restrictions in Hampshire. At the time of writing, this is being carried out by The Economy, Transport and Environment Select Committee. A task and finish group has been formed — effectively a working party — to support the review.

New 20 mph zones and limits are currently restricted to address casualty reduction. The review that the Executive Lead Member has commissioned is to determine whether there is merit in extending the scope for these measures, particularly to support changing travel patterns and improvements to air quality. The review will focus on the evidence about whether such measures are effective and positively contribute to improving air quality and encouraging greater levels of walking and cycling, for example. The Task and Finish group will work alongside officers conducting the review, will consider the evidence and are expected to report back to the Select Committee in September, which will in turn feed into the Executive Lead Member for Transport and Environment Strategy's consideration of the review findings, and decisions on future policy later in the autumn of 2022.

Point closures

Point closures (modal filters) are a simple, cheap and effective way to remove through traffic from streets. They can also reduce the need for more extensive traffic calming and are best implemented across a wider area to avoid traffic displacement onto parallel routes.

Point closures are a new name for something that has been around for a very long time. Within any local neighbourhood, including plenty within Hampshire there will be alleyways and cul-de-sacs with cut throughs to the main road for walking and cycling.

Rockingham Way, Portchester – modal filter

Appendix C

Design principles

The recommendations for this study have been based on the standards presented in the Department for Transport (DfT) Cycle Infrastructure Design guidance document Local Transport Note (LTN) 1/20 and Manual for Streets.

Some of the most relevant criteria considered for cycle corridor recommendations are presented as follows:

Local Transport Note 1/20

This national guidance provides a basis for those standards based on five core design principles and 22 summary principles, as follows:

Core design principles

The five core design principles represent the essential requirements to achieve more people travelling by cycle, based on best practice both internationally and across the UK.

There are five core design outcomes for cycle routes:

- Coherent;
- Direct;
- Safe;
- Comfortable;
- Attractive.

Summary principles

1. Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone. The opportunity to cycle in our towns and cities should be universal.

2. Cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions, cyclists should not share the space used by pedestrians but should be provided with a separate parallel route.

3. Cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them.

4. Side street routes, if closed to through traffic to avoid rat-running, can be an alternative to segregated facilities or closures on main roads – but only if they are truly direct.

5. Cycle infrastructure should be designed for significant numbers of cyclists, and for non-standard cycles. Our aim is that thousands of cyclists a day will use many of these schemes.

6. Consideration of the opportunities to improve provision for cycling will be an expectation of any future local highway schemes funded by Government.

7. Largely cosmetic interventions which bring few or no benefits for cycling or walking will not be funded from any cycling or walking budget.

8. Cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach which recognises the importance of nodes, links and areas that are good for cycling.

9. Cycle parking must be included in substantial schemes, particularly in city centres, trip generators and (securely) in areas with flats where people cannot store their bikes at home. Parking should be provided in sufficient amounts at the places where people actually want to go.

10. Schemes must be legible and understandable.

11. Schemes must be clearly and comprehensively signposted and labelled.

12. Major ‘iconic’ items, such as overbridges must form part of wider, properly thought-through schemes.

13. As important as building a route itself is maintaining it properly afterwards.

14. Surfaces must be hard, smooth, level, durable, permeable and safe in all weathers.

15. Trials can help achieve change and ensure a permanent scheme is right first time. This will avoid spending time, money and effort modifying a scheme that does not perform as anticipated.

16. Access control measures, such as chicane barriers and dismount signs, should not be used.

17. The simplest, cheapest interventions can be the most effective.

18. Cycle routes must flow, feeling direct and logical.

19. Schemes must be easy and comfortable to ride.

20. All designers of cycle schemes must experience the roads as a cyclist.

21. Schemes must be consistent.

22. When to break these principles.

Accessibility for all				
Coherent	**Direct**	**Safe**	**Comfortable**	**Attractive**
				
DO cycling networks should be planned and designed to allow people to reach their day-to-day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality.	**DO** cycle routes should be at least as direct – and preferably more direct – than those available for private motor vehicles.	**DO** not only must cycle infrastructure be safe, it should also be perceived to be safe so that more people feel able to cycle.	**DO** comfortable conditions for cycling require routes with good quality, well-maintained smooth surfaces, adequate width for the volume of users, minimal stopping and starting and avoiding steep gradients.	**DO** cycle infrastructure should help to deliver public spaces that are well designed and finished in attractive material and be places that people want to spend time using.
				
DON'T neither cyclists or pedestrians benefit from unintuitive arrangements that put cyclists in unexpected places away from the carriageway.	**DON'T** this track requires cyclists to give way at each side road. Routes involving extra distances or lots of stopping and starting will result in some cyclists choosing to ride on the main carriageway instead because it is faster and more direct, even if less safe.	**DON'T** space for cycling is important but a marrow advisory cycle lane next to a narrow general traffic lane and guard rail at a busy junction is not an acceptable offer for cyclists.	**DON'T** uncomfortable transitions between on-and-off carriageway facilities are best avoided, particularly at locations where conflict with other road users is more likely.	**DON'T** sometimes well-intentioned signs and markings for cycling are not only difficult and uncomfortable to use, but are also unattractive additions to the street scape.

Guidance

Relevant extracts from LTN 1/20 used as a basis for recommendations in this report:

Figure 4.1: Appropriate protection from motor traffic on highways

Speed Limit[1]	Motor traffic flow (pcu/24 hour)[2]	Protected space for cycling			Cycle lane (mandatory/ advisory)	Mixed traffic
		Fully kerbed cycle track	Stepped cycle track	Light segregation		
20 mph[3]	0					
	2000					
	4000					
	6000+					
30 mph	0					
	2000					
	4000					
	6000+					
40 mph	Any					
50+ mph	Any					

Provision suitable for most people

Provision not suitable for all people and will exclude some potential users and/or have safety concerns

Provision suitable for few people and will exclude most potential users and/or have safety concerns

Notes

1. If the actual 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied.

2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow.

3. In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day.

Table 6-1: Minimum recommended horizontal separation between carriageway and cycle tracks*

Speed limit (mph)	Desirable minimum horizontal separation (m)	Absolute minimum horizontal separation (m)
30	0.5	0
40	1.0	0.5
50	2.0	1.5
60	2.5	2.0
70	3.5	3.0

* Separation strip should be at least 0.5m alongside kerbside parking and 1.5m where wheelchair access is required.

Table 5-2: Cycle lane and track widths

Cycle route type	Direction	Peak hour cycle flow (either one way or two way depending on cycle route type)	Desirable minimum width* (m)	Absolute minimum at constraints (m)
Protected space for cycling (including light segregation, stepped cycle track, kerbed cycle track)	1 way	<200	2.0	1.5
		200–800	2.2	2.0
		>800	2.5	2.0
	2 way	<300	3.0	2.0
		>300–1000	3.0	2.5
		>1000	4.0	3.0
Cycle lane	1 way	All – cyclists able to use carriageway to overtake	2.0	1.5

* Based on a saturation flow of 1 cyclist per second per metre of space. For user comfort a lower density is generally desirable.

Table 6-3: Recommended minimum widths for shared use routes carrying up to 300 pedestrians per hour

Cycle flows	Minimum width
Up to 300 cyclists per hour	3.0m
Over 300 cyclists per hour	4.5m

Table 7-2: Minimum acceptable lane widths

Feature	Desirable minimum	Absolute minimum	Notes
Traffic lane (cars only, speed limit 20/30mph)	3.0m	2.75m	2.5m only at offside queuing lanes where there is an adjacent flared lane
Traffic lane (bus route or >8% HGVs, or speed limit 40mph)	3.2m	3.0m	Lane widths of between 3.2m and 3.9m are not acceptable for cycling in mixed traffic
2-way traffic lane (no centre line) between advisory cycle lanes	5.5m	4.0m	4.0m width only where AADT flow <4000 vehicles** and/or peak hour <500 vehicles with minimal HGV/Bus traffic

* These lane widths assume traffic is free to cross the centre line, see 7.2.9 for details on critical widths at pinch points.

** While centre line removal is still feasible with higher flows, the frequency at which oncoming vehicles must enter the cycle lane to pass one another can make the facility uncomfortable for cycling.

Table 10-2: Crossing design suitability

Speed limit	Total traffic flow to be crossed (pcu)	Minimum number of lanes to be crossed in one movement	Uncontrolled	Cycle priority	Parallel	Signal	Grade separated
≥ 60mph	Any	Any					
40 mph and 50mph	> 10,000	Any					
	6,000–10,000	2 or more					
	0–6,000	2					
	0–10,000	1					
≤ 30mph	> 8,000	> 2					
	> 8,000	2					
	4,000–8,000	2					
	0–4,000	2					
	0–4,000	1					

Provision suitable for few people and will exclude most potential users and/or have safety concerns

Provision suitable for most people

Provision not suitable for all people and will exclude some potential users and/or have safety concerns

Notes

1. If the actual 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow.

Figure 10.37: Roundabout with one way cycle tracks and parallel crossings

Figure 10.39: Carriageway-level cycle track used with ‘hold the left’ traffic staging

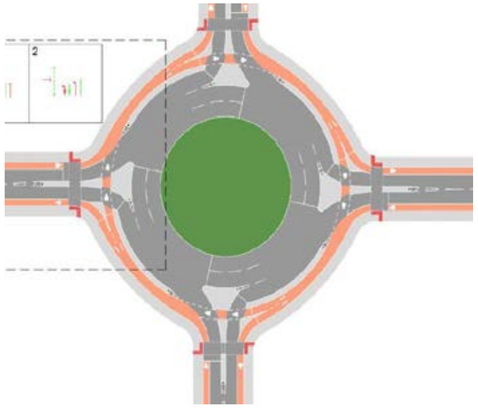


Table 11-1: Suggested minimum cycle parking capacity for different types of land use

Land use type	Sub-category	Short stay requirement (obvious, easily accessed and close to destination)	Long stay requirement (secure and ideally covered)
All	Parking for adapted cycles for disabled people	5% of total capacity co-located with disabled car parking	5% of total capacity co-located with disabled car parking
Retail	Small (<200m2)	1 per 100m2	1 per 100m2
	Medium (200–1,000m2)	1 per 200m2	1 per 200m2
	> 1,000m2	1 per 250m2	1 per 500m2
Employment	Office/finance (A2/B1)	1 per 1,000m2	1 per 200m2
	Industrial/warehousing (B2/B8)	1 per 1,000m2	1 per 500m2
Leisure and institutions	Leisure centres, assembly halls, hospitals and healthcare	Greatest of: 1 per 50m2 or 1 per 30 seats/capacity	1 per 5 employees
	Educational institutions	—	Separate provision for staff and students. Based on Travel Plan mode share targets, minimum: Staff: 1 per 20 staff Students: 1 per 10 students
Residential	All except sheltered/elderly housing or nursing homes	—	1 per bedroom
	Sheltered/elderly housing/nursing homes	0.05 per residential unit	0.05 per bedroom
Public transport interchange	Standard stop	Upon own merit	—
	Major interchange	1 per 200 daily users	—

Cycle dimensions and cycle design vehicle:

Figure 5.2 shows the range of dimensions for cycles typically in use. It is important that infrastructure can accommodate the full range of cycles to ensure routes are accessible to all cyclists. The cycle design vehicle referred to in this document represents a composite of the maximum dimensions shown in Figure 5.2 is assumed as 2.8m long and 1.2m wide. Table 5-1 shows the minimum turning radii suitable only for low speed manoeuvres such as access to cycle parking.

Figure 5.2 typical dimensions of cycles

Table 5-1: Size and minimum turning circles of cycles

Type of cycle	Typical length (m)	Typical width (m)	Minimum turning circle (m)	
			Outer radius	Inner radius
Cycle design vehicle	2.8 (max)	1.2 (max)	3.4 (max)	0.1 (min)* 2.5m (3 and 4 wheel cycles)
Solo upright cycle	1.8	0.65	1.65	0.85
Cycle plus 850mm wide trailer	2.7	0.85	2.65	1.5
Tandem	2.4	0.65	3.15	2.25

* Applies only to some cycles that can pivot at very slow speeds

Manual for streets

This national guidance provides recommendations to create good-quality neighbourhoods and streets. Some of the most relevant sections considered for potential options for Walking Zones are presented as follows.[1]

6.3.1 The propensity to walk is influenced not only by distance, but also by the quality of the walking experience. A 20-minute walk alongside a busy highway can seem endless, yet in a rich and stimulating street, such as in a town centre, it can pass without noticing. Residential areas can offer a pleasant walking experience if good quality landscaping, gardens or interesting architecture are present. Sightlines and visibility towards destinations or intermediate points are important for pedestrian way-finding and personal security, and they can help people with cognitive impairment.

6.3.2 Pedestrians may be walking with purpose or engaging in other activities such as play, socialising, shopping or just sitting. For the purposes of this manual, pedestrians include wheelchair users and people pushing wheeled equipment such as prams.

6.3.3 As pedestrians include people of all ages, sizes and abilities, the design of streets needs to satisfy a wide range of requirements. A street design which accommodates the needs of children and disabled people is likely to suit most, if not all, user types.

6.3.4 Not all disability relates to difficulties with mobility. People with sensory or cognitive impairment are often less obviously disabled, so it is important to ensure that their needs are not overlooked. Legible design, i.e. design which makes it easier for people to work out where they are and where they are going, is especially helpful to disabled people. Not only does it minimise the length of journeys by avoiding wrong turns, for some it may make journeys possible to accomplish in the first place.

6.3.8 The specific conditions in a street will determine what form of crossing is most relevant. All crossings should be provided with tactile paving. Further advice on the assessment and design of pedestrian crossings is contained in Traffic Signal Manual Chapter 6 December 2019.[2]

1 Manual for Streets 3 has not been published at the time of the publication of this LCWIP.
2 Traffic Signal Manual Chapter 6 December 2019.

6.3.9 Surface level crossings can be of a number of types, as outlined below:

- **Uncontrolled crossings** – these can be created by dropping kerbs at intervals along a link. As with other types of crossing, these should be matched to the pedestrian desire lines. If the crossing pattern is fairly random and there is an appreciable amount of pedestrian activity, a minimum frequency of 100m is recommended1. Dropped kerbs should be marked with appropriate tactile paving and aligned with those on the other side of the carriageway.

- **Informal crossings** – these can be created through careful use of paving materials and street furniture to indicate a crossing place which encourages slow-moving traffic to give way to pedestrians.

- **Pedestrian refuges and kerb build-outs** – these can be used separately or in combination. They effectively narrow the carriageway and so reduce the crossing distance. However, they can create pinch-points for cyclists if the remaining gap is still wide enough for motor vehicles to squeeze past them.

- **Zebra crossings** – of the formal crossing types, these involve the minimum delay for pedestrians when used in the right situation.

- **Signalised crossings** – there are four types: Pelican, Puffin, Toucan and equestrian crossings. The Pelican crossing was the first to be introduced. Puffin crossings, which have nearside pedestrian signals and a variable crossing time, are replacing Pelican crossings. They use pedestrian detectors to match the length of the crossing period to the time pedestrians take to cross. Toucan and equestrian crossings operate in a similar manner to Puffin crossings except that cyclists can also use Toucan crossings, while equestrian crossings have a separate crossing for horse riders. Signalised crossings are preferred by blind or partially-sighted people.

6.3.12 Pedestrian desire lines should be kept as straight as possible at side-road junctions unless site-specific reasons preclude it. Small corner radii minimise the need for pedestrians to deviate from their desire line. Dropped kerbs with the appropriate tactile paving should be provided at all side-road junctions where the carriageway and footway are at different levels. They should not be placed on curved sections of kerbing because this makes it difficult for blind or partially sighted people to orientate themselves before crossing.

6.3.13 With small corner radii, large vehicles may need to use the full carriageway width to turn. Swept-path analysis can be used to determine the minimum dimensions required. The footway may need to be strengthened locally in order to allow for larger vehicles occasionally overrunning the corner.

6.3.14 Larger radii can be used without interrupting the pedestrian desire line if the footway is built out at the corners. If larger radii encourage drivers to make the turn more quickly, speeds will need to be controlled in some way, such as through using a speed table at the junction.

6.3.22 There is no maximum width for footways. In lightly used streets (such as those with a purely residential function), the minimum unobstructed width for pedestrians should generally be 2m. Additional width should be considered between the footway and a heavily used carriageway, or adjacent to gathering places, such as schools and shops. Further guidance on minimum footway widths is given in Inclusive Mobility.

Relevant extracts from Manual for Streets used as a basis for potential options in this report:

3.6.8 It is recommended that the design of a scheme should follow the user hierarchy shown in the table.

Consider first ↓	Pedestrians
	Cyclists
	Public transport users
	Specialist services vehicles (emergency services, waste etc)
Consider last	Other motor traffic

Table 4.1 the hierarchies of provisions for pedestrians and cyclists

	Pedestrians
Consider first ↓	Traffic volume reduction
	Traffic speed reduction
	Reallocation of road space to pedestrians
	Provision of direct at-grade crossings, improved pedestrian routes on existing desire lines
Consider last	New pedestrian alignment or grade separation

On-street parking – positive and negative effects

Positive effects

- A common resource, catering for residents', visitors' and service vehicles in an efficient manner.
- Able to cater for peak demands from various users at different times of the day, for example people at work or residents.
- Adds activity to the street.
- Typically well overlooked, providing improved security.
- Popular and likely to be well-used.
- Can provide a useful buffer between pedestrians and traffic.
- Potentially allows the creation of area within perimeter blocks that are free of cars.

Negative effects

- Can introduce a road safety problem, particularly if traffic speeds are above 20mph there are few places for pedestrians to cross with adequate visibility.
- Can be visually dominant within a street scene and can undermine the established character (figure 8.11)
- May lead to footway parking unless the street is properly designed to accommodate parked vehicles.
- Vehicles parked indiscriminately can block vehicular accesses to dwellings.
- Cars parked on-street can be more vulnerable to opportunistic crime than off-street spaces.

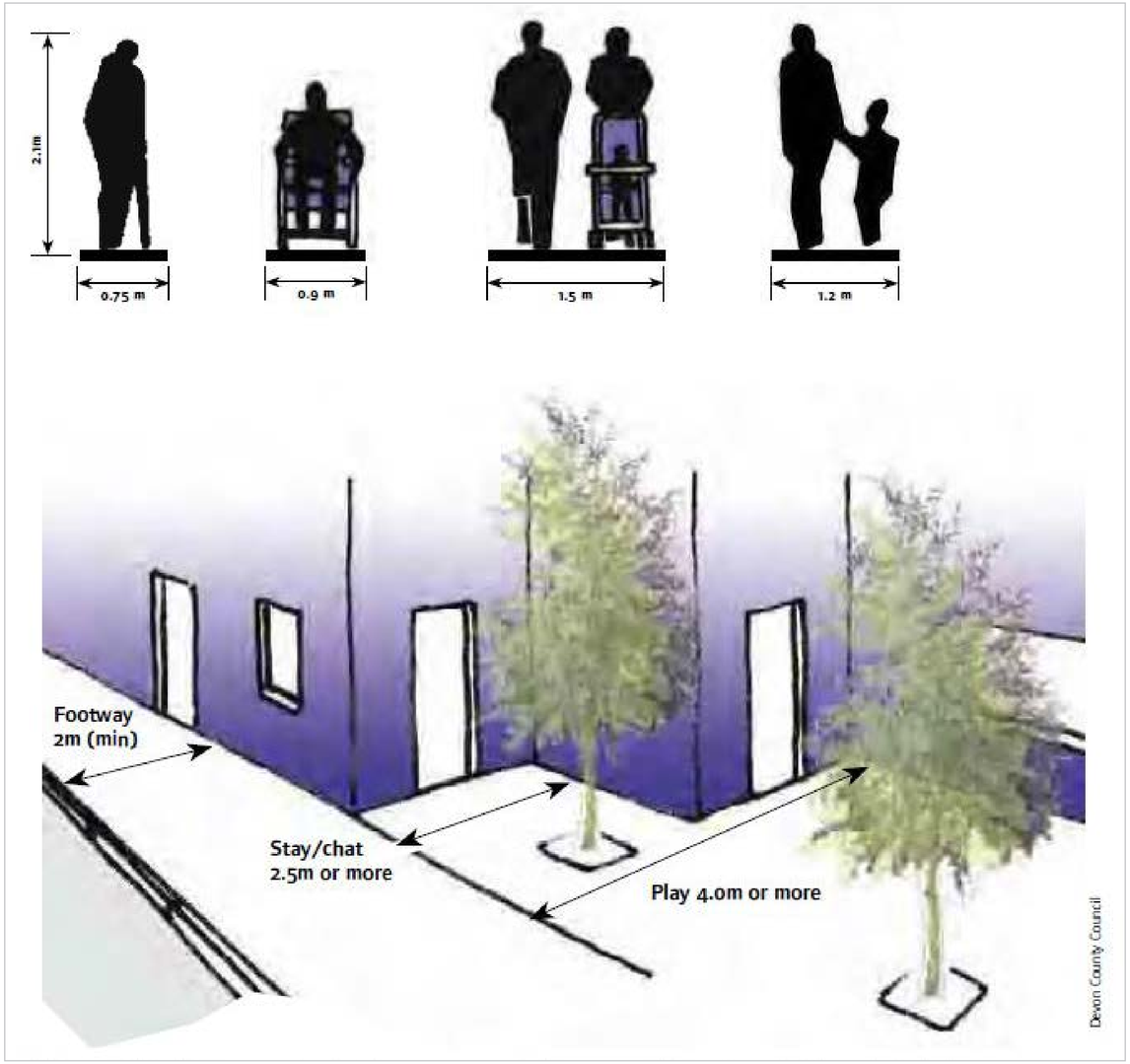
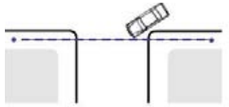


Figure 6.8 the footway and pedestrian areas provide for a range of functions which can include browsing, pausing, socialising and play.

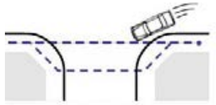
Small radius (e.g 1m)



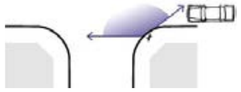
- Pedestrian desire line (---) is maintained.
- Vehicles turn slowly (10-15mph).

- Pedestrian does not have to look further behind to check for turning vehicles.
- Pedestrian can easily establish priority because vehicles turn slowly.

Large radius (e.g 7m)



- Pedestrian desire line deflected.
- Detour required to minimise crossing distance.
- Vehicles turn faster (20-30mph).



- Pedestrian must look further behind to check for fast turning vehicles.
- Pedestrian cannot normally establish priority against fast turning vehicles.

Figure 6.3 the effects of corner radii on pedestrians

Healthy streets design check

This tool provides recommendations to create good-quality neighbourhoods and streets. Some of the most relevant sections considered for potential options for walking zones and routes are presented as follows.

What is Healthy streets?

Every decision we make about our built environment, however small, is an opportunity to deliver better places for people to live in and thereby improve their health. The Healthy Streets Approach is a human-centred framework for embedding public health in transport, public realm and planning.

The 10 Healthy streets indicators

Our approach is based on 10 evidence-based Healthy Streets Indicators, each describing an aspect of the human experience of being on streets. These ten must be prioritised and balanced to improve social, economic and environmental sustainability through how streets are designed and managed.

This Approach can be applied to any streets, anywhere in the world. It builds improvements on existing conditions rather than seeking a fixed end goal. Taking this Approach requires incremental changes in all aspects of the decision-making processes related to streets and transport.

1 Everyone feels welcome

Streets must be welcoming places for everyone to walk, spend time and engage with other people. This is necessary to keep us all healthy through physical activity and social interaction. It is also what makes places vibrant and keeps communities strong. The best test for whether we are getting our streets right is whether the whole community, particularly children, older people and disabled people are enjoying using this space.

2 Easy to cross

Our streets need to be easy to cross for everyone. This is important because people prefer to be able to get where they want to go directly and quickly so if we make that difficult for them they will get frustrated and give up. This is called ‘severance’ and it has real impacts on our health, on our communities and on businesses too. It is not just physical barriers and lack of safe crossing points that cause severance, it’s fast moving traffic too.

3 Shade and shelter

Shade and shelter can come in many forms – trees, awnings, colonnades – and they are needed to ensure that everyone can use the street whatever the weather. In sunny weather we all need protection from the sun, in hot weather certain groups of people struggle to maintain a healthy body temperature, in rain and high winds we all welcome somewhere to shelter. To ensure our streets are inclusive of everyone and welcoming to walk and cycle in no matter the weather we must pay close attention to shade and shelter.

4 Places to stop and rest

Regular opportunities to stop and rest are essential for some people to be able to use streets on foot or bicycle because they find travelling actively for longer distances a challenge. Seating is therefore essential for creating environments that are inclusive for everyone as well as being important for making streets welcoming places to dwell.

5 Not too noisy

Noise from road traffic impacts on our health and wellbeing in many ways, it also makes streets stressful for people living and working on them as well as people walking and cycling on them. Reducing the noise from road traffic creates an environment in which people are willing to spend time and interact.

6 People choose to walk and cycle

We all need to build regular activity into our daily routine and the most effectively to do this is to walk or cycle for short trips or as part of longer public transport trips. People will choose to walk and cycle if these are the most attractive options for them. This means making walking and cycling and public transport use more convenient, pleasant and appealing than private car use.

7 People feel safe

Feeling safe is a basic requirement that can be hard to deliver. Motorised road transport can make people feel unsafe on foot or bicycle, especially if drivers are travelling too fast or not giving them enough space, time or attention. Managing how people drive so that people can feel safe walking and cycling is vital.

People also need to feel safe from antisocial behaviour, unwanted attention, violence and intimidation. Street lighting and layout, ‘eyes on the street’ from overlooking buildings and other people using the street can all help to contribute to the sense of safety.

8 Things to see and do

Street environments need to visually appealing to people walking and cycling, they need to provide reasons for people to use them – local shops and services, opportunities to interact with art, nature, other people.

9 People feel relaxed

The street environment can make us feel anxious – if it is dirty and noisy, if it feels unsafe, if we don’t have enough space, if we are unsure where to go or we can’t easily get to where we want to. All of these factors are important for making our streets welcoming and attractive to walk, cycle and spend time in.

10 Clean air

Air quality has an impact on the health of every person but it particularly impacts on some of the most vulnerable and disadvantaged people in the community – children and people who already have health problems. Reducing air pollution benefits us all and helps to reduce unfair health inequalities.

Funded by
UK Government

New Forest Local Cycling and Walking Infrastructure Plan

September 2025

Hampshire County Council

Forestry England

New Forest District Council

New Forest National Park