



ACTIVE PLANNING



CITY INFINITY



Route 120 Lyndhurst to Lymington
Strategic Route and Design Appraisal

July 2025

Cycle Infrastructure Design

Local Transport Note 1/20
July 2020



Route 120: Lyndhurst to Lymington section

- Accessible to as many people as possible.
 - Always uses smooth surfaces.
 - Follows the least hilly feasible route.
 - Reduced motor traffic speed and volume on quiet lanes sections.

| 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 | Green | Green | Green | Green | Green |
| | 2000 | Green | Green | Green | Green | Green |
| | 4000 | Green | Green | Green | Green | Yellow |
| | 6000+ | Green | Green | Green | Green | Yellow |
| 30 mph | 0 | Green | Green | Green | Yellow | Yellow |
| | 2000 | Green | Green | Green | Yellow | Yellow |
| | 4000 | Green | Green | Green | Yellow | Pink |
| | 6000+ | Green | Green | Green | Yellow | Pink |
| 40 mph | Any | Green | Yellow | Yellow | Pink | Pink |
| 50+ mph | Any | Green | Pink | Pink | Pink | Pink |

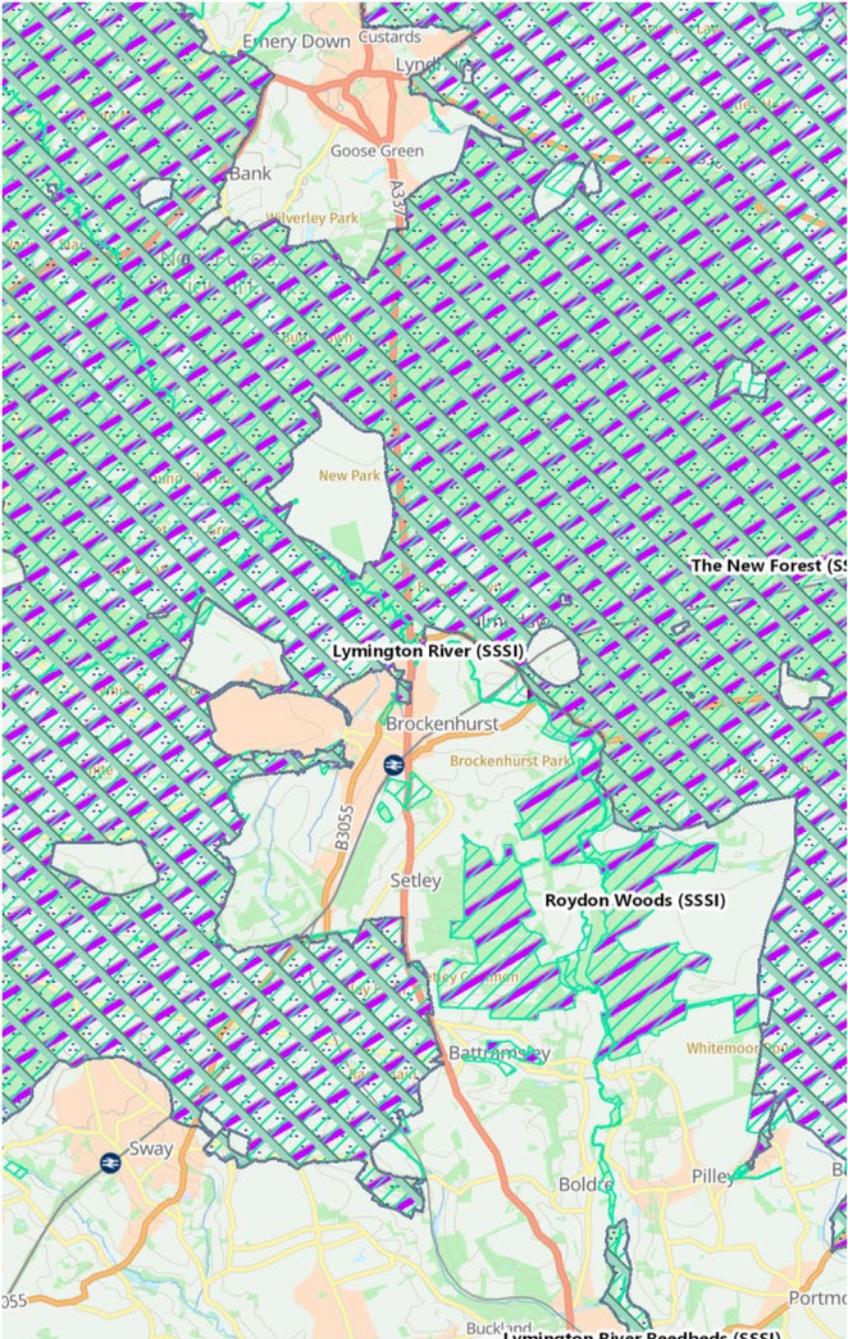
- Provision suitable for most people
- Provision not suitable for all people and will exclude some potential users and/or have safety concerns
- Provision suitable for few people and will exclude most potential users and/or have safety concerns

- Notes:
1. If the 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



Hampshire Rural Active Travel Guidance

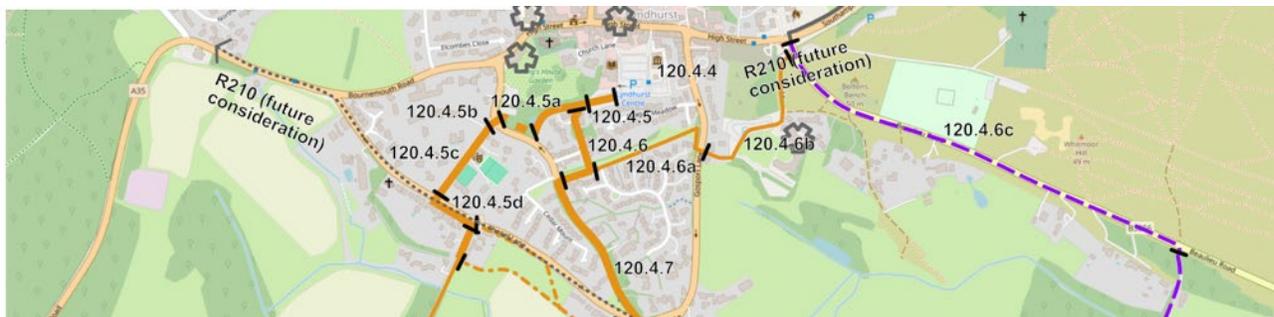
Funded by UK Government



“Magic Map” output showing RAMSAR, SPA, SAC, biodiverse woodlands and SSSI layered protections in the New Forest (source and copyright: DEFRA 2025).

Internationally protected

- Extensive international and national protections up to the roadside.
- Approach was to deliver direct routes with “least harm”.
- Each segment given initial high-level estimate of impact (for ecologist confirmation later).



Route 120 and 113 via Sandy Lane / Pinkney Lane, and Shrubbs Hill and Clay Hill, Lyndhurst

| | Scoring criteria | Score | Notes |
|--|---------------------------|----------|--|
| 120.4.4-140.4.8, 113.4.5a-d and 113.4.1 | Ecology | * | No designations |
| | Directness | * | 4.5-4.8 are direct via A337 |
| | Gradient | *** | Gradient on Clay Hill, Sandy Lane and Pinkney Lane |
| | Suitability for all users | ** | E-assist cycles only |
| | Safety | ** | Some narrow unbuffered shared use path necessary to give continuity on 4.5-4.8 |
| | Total score | 9 | |

Sample layout designs

- Compliance or near-compliance with LTN1/20.



A337 Shrubs Hill Road junction with Sandy lane

