

**New Forest National Park Authority
Local Plan**

Infrastructure Delivery Plan

January 2018

Infrastructure Delivery

1. Introduction

- 1.1 This delivery plan outlines the delivery and implementation of the New Forest National Park Authority's Local Plan, with particular regard to the infrastructure necessary to deliver and service the development that is required in the period up to 2036.
- 1.2 The assessment of infrastructure needs set out in this report is broadly based on the reference made to infrastructure in the National Planning Policy Framework (NPPF), which largely comprises:
- Housing
 - Education
 - Utility infrastructure, including water, waste water, and energy
 - Transport
 - Health
 - Social and community facilities
 - Open space and green infrastructure
- 1.3 The main ways of delivering the Authority's Local Plan are through:
- i. the determination of planning applications
 - ii. the provision of infrastructure through the use of developer contributions, and public and private sector funding
 - iii. the provision of services through public and private funding

2. Housing

- 2.1 Government policy requires local planning authorities to identify their 'objectively assessed need' for new housing. Consequently, the National Park Authority and New Forest District Council jointly commissioned a Strategic Housing Market Assessment (SHMA) covering the whole of the National Park and New Forest District in 2014. The assessment identified that 'the New Forest' (National Park and District) falls principally within the Southampton-focused Housing Market Area, although parts of the New Forest also have functional links to the Bournemouth and Salisbury Housing Market Areas.
- 2.2 In 2017 the National Park Authority and New Forest District Council jointly commissioned an updated assessment of housing needs in the New Forest based on the latest household projections. This report (Justin Gardner Consulting, October 2017) concluded that over the twenty year period 2016 to 2036, the objectively assessed housing need in the New Forest National Park is 63 dwellings per annum, or 1,260 new dwellings over the Plan-period. This figure is based on anticipated changes in households in the National Park area. This is an objective, policy off analysis and takes no account of land supply or development constraints.

- 2.3 The Local Plan plans for 800 dwellings between 2016 and 2036, of which 300 will be delivered through housing site allocations. The objectively assessed housing needs in the New Forest Report (Justin Gardener Consulting 2017) concludes that there is a need for 71 affordable dwellings per year within the National Park.
- 2.4 Policy SP27 of the Local Plan states that a target of 50% affordable housing will be sought on site on developments of between 3 and 10 net new dwellings. Exceptionally, at the discretion of the National Park Authority, financial contributions in lieu of on-site provision will be accepted on smaller sites. On development sites of 11 dwellings or more (net), a target of 50% affordable housing will be sought on-site. Evidence has indicated that it is not economically viable to require provision of affordable housing on developments of one or two net new dwellings. The Authority will also support appropriate rural exception sites.
- 2.5 Effective delivery of affordable housing will need a partnership approach involving the housing authorities, registered providers and the major land managers and estates holding stocks of rented properties. Continued support will be given to communities to identify the level of local affordable housing need and agree appropriate sites.

3. Education

- 3.1 Hampshire County Council and Wiltshire Council are the Local Education Authorities covering the National Park. Hampshire County Council School Places Plan 2017 - 2021 identifies that by 2021 there is forecast to be a shortfall or limited capacity in primary schools in the Lymington, Totton and New Milton areas, arising from cumulative housing planned in New Forest District and the National Park.
- 3.2 However, Hampshire County Council have confirmed that the majority of proposed housing in the National Park will not generate a need for any new educational facilities, and can all be accommodated by existing primary and secondary schools. However, the exception are the proposed housing sites at Fawley and Calshot. The scale of the proposed housing within the National Park and New Forest District Council mean that a new primary school would be required. It is expected that the developer of the former Power Station site at Fawley will provide an appropriate sized site and sufficient financial contributions through a Section 106 agreement to fund the new provision.
- 3.3 Wiltshire Council's School Places Strategy 2017 – 2022 identifies that housing proposals in Wiltshire's Core Strategy for the Downton area, just outside the National Park, indicate a shortfall of primary school places in the next few years. However, a small extension to Downton Primary School is scheduled to open for the academic year beginning September 2018. The existing secondary school in Downton, the Trafalgar School, already accepts a high proportion of pupils from outside its designated area, and thus demand will need to be planned in the context of capacity available at nearby schools in Salisbury.

- 3.4 In addition, financial contributions towards education provision may be sought if major development (a scheme of 10 or more dwellings) exacerbates a particular shortage of school places.

4. Utility Infrastructure

Water / Sewerage infrastructure

Water Supply

- 4.1 The companies supplying water to properties within the National Park are Bournemouth Water (the western part of the Park), Southern Water (the eastern part of the Park), and Wessex Water, who supply a very small part of the Park within Wiltshire.
- 4.2 Bournemouth Water draws water from the River Avon and River Stour, whilst Southern Water draws most of its water supply from the Rivers Test and Itchen. In 2013 the Environment Agency classed Southern Water as being in current and future water stress. Consequently, the Local Plan requires additional water efficiency measures for new housing in those areas supplied by Southern Water.

Groundwater

- 4.3 There are groundwater protection zones straddling the National Park boundary at Ampress, Lymington, at South Gorley and through Breamore into Hale, serving boreholes at Hale and Woodgreen.

Waste Water

- 4.4 Waste water in the National Park is the responsibility of Southern Water and Wessex Water. There are several small scale waste water treatment works within the National Park, particularly near the defined villages of Brockenhurst, Lyndhurst and Sway. Major new infrastructure is unlikely to be required during the lifetime of the Local Plan to service new development in the National Park. The cost of connecting new properties to the waste water network is borne by the developer.
- 4.5 Southern Water has indicated that there is limited capacity in the underground sewerage infrastructure closest to the proposed housing allocations at both Wharton's Lane in Ashurst and Church Lane in Sway. However, they emphasise that this is not a constraint to development, provided connection to the sewerage network is made at the nearest point of adequate capacity, which would require the provision of new and/or improved infrastructure before additional flows from this site could be accommodated. This is a requirement of the Local Plan site allocation policies for these two sites.

Electricity / Gas providers

Electricity

- 4.6 National Grid owns and operates the high-voltage electricity transmission network in England, and the New Forest is crossed by two of National Grid's 400kv transmission lines. The network passes through the National Park from Mannington substation in East Dorset to Nursling substation in Test Valley, and connects to the substation at the former Fawley Power Station.
- 4.7 Scottish and Southern Energy Group is the local Distribution Network Operator for the electricity transmission in Hampshire. No additional requirements for new infrastructure have been identified or major changes in peak demand up to 2026 for the Southern region, as set out in National Grid's Electricity Ten Year Statement published in November 2016.
- 4.8 National Grid has confirmed there are no new major upgrade proposals required at present to construct new overhead line infrastructure or to dual the existing pylon network in the area. However, as part of the National Grid's Visual Impact Provision (VIP) project, investigation works began in February 2017 to help inform plans which could see a section of overhead line that runs across Hale Purlieu removed and replaced with power cables buried underground. This stretch of overhead cables was identified as having a major landscape and visual impact.

Gas

- 4.9 National Grid owns and operates the gas transmission network in England, and Southern Gas Networks operate the gas distribution network in Hampshire. There are no gas transmission assets currently located within the National Park, and Southern Gas Networks have indicated in their Long Term Development Statement 2017 that no major local transmission schemes are under consideration for the National Park. Indeed, the statement identifies that, despite increased levels of proposed housing development, demand is forecast to reduce over the next 10 years.

5. Transport

Road

- 5.1 The strategic road network in the National Park is managed by Highways England and comprises the M27, A31 and A36. The A31, connecting with the M27 at Cadnam, provides the main road link between the urban areas of South Hampshire and Bournemouth and Poole, and provides a major corridor between the national road network in the South East and South West regions.
- 5.2 As part of the planned programme of network improvements Highways England is considering options for a scheme to relieve congestion and improve safety on the

westbound route of the A31 past Ringwood. Although this scheme falls outside of the National Park boundary, it is likely to deliver benefits to traffic approaching Ringwood from within the Park, reducing congestion and improving air quality. It is estimated that works will begin in 2021.

- 5.3 Hampshire County Council and Wiltshire Council are the Highways Authorities responsible for the general maintenance of the rest of the road network in the National Park. Hampshire County Council's Local Transport Plan (LTP) 2011 – 2031 sets out a long term vision for how the transport network of Hampshire will be developed. The LTP also sets out a three year Implementation Plan. To support the delivery of the LTP the County Council has developed a Transport Statement for each district or borough. For the New Forest the Statement identifies a number of key challenges including:
- Mitigation of the transport impacts on both strategic and local networks, arising from planned housing growth, including growth in surrounding urban areas,
 - Managing transport and infrastructure impacts within the New Forest National Park
 - Maximising the role of Community Transport in meeting local access needs.
- 5.4 The Authority's Local Plan identifies that seasonal traffic congestion in the National Park can create accessibility issues for local people and reduce the quality of experience of visitors. There is also much year-round traffic congestion experienced in Lyndhurst, which has led to the designation of an Air Quality Management Area (AQMA) along Lyndhurst High Street.
- 5.5 Many country lanes in the National Park are also well used by pedestrians, cyclists and equestrians, as well as potentially having free-roaming commoners' livestock.
- 5.6 The National Park Authority will support Hampshire County Council and Wiltshire Council, and other stakeholders, in reviewing and updating the LTPs and programmes of transport works as necessary.
- 5.7 Transport infrastructure associated with the redevelopment of the former power station at Fawley is covered by the South Hampshire Joint Strategy. This strategy has been developed by the Local Transport Authorities of Hampshire County Council, Portsmouth City Council, Southampton City Council and Isle of Wight Council working together as Solent Transport. The masterplan for the redevelopment of the former Fawley power station site identifies potential junction improvements to the B3053 / A326, as well as a new bus route serving the proposed development. A new ferry service connecting the site to Southampton is also planned.

Rail

- 5.8 There are four mainline passenger railway stations in the National Park, at Ashurst, Brockenhurst, Beaulieu Road (near Lyndhurst) and Sway, which are on the South

West Mainline route between London Waterloo and Weymouth. South Western Railways link Brockenhurst with London Waterloo, Basingstoke, Winchester, Southampton, Bournemouth, Poole and Weymouth. Cross country services connect Reading, Oxford, Birmingham and all points further north.

- 5.9 There is also a rail connection between Brockenhurst and Lymington, which has been designated a Community Rail Partnership, and is particularly important in serving the ferry services to the Isle of Wight. Hampshire County Council's LTP identifies a number of delivery priorities for rail including:
- Progress the Waterside Passenger Rail project;
 - Work with the rail industry to improve passenger facilities, passenger security, cycle transportation and access for all at railway stations;
 - Encourage new Community Rail Partnerships (CRPs) and support the active and successful Friends of Lymington-Brockenhurst Line CRP.
- 5.10 No major changes are expected to these services, and no changes are required to the infrastructure as a result of the Authority's Local Plan.

Buses

- 5.11 There are a number of regular scheduled public bus services through and across the National Park, including the hourly Bluestar 6 service between Southampton and Lymington which also links Lyndhurst village and Brockenhurst rail station. The main bus operators covering the National Park are Bluestar, MoreBus and Salisbury Reds.
- 5.12 There are a number of community transport schemes operating across the National Park, including Community First New Forest and other demand responsive bus services. The overall level of passenger transport provision reflects the areas rural nature where many residents live some distance from scheduled bus and rail access. Consequently car ownership is high. One of the long term delivery priorities set out in the Hampshire LTP is to "*Develop the coverage of the existing community transport services, improve public awareness of what is available*" (paragraph 4.3, Hampshire LTP New Forest Transport Statement 2012).
- 5.13 In addition, the New Forest Tour recreational open top bus serves the large visitor market during the summer months. The New Forest Tour has three intersecting circular routes which take in Lyndhurst, Brockenhurst, Lymington and Beaulieu including many various attractions en route. In 2016 the New Forest Tour achieved approximately 40,000 passenger journeys, saving around 187,000 private car miles. This is supplemented by the Beach Bus, also operating through the summer months between Lymington and Hythe, via visitor attractions at Beaulieu, Exbury, and Lepe and connecting with the ferry to Southampton from Hythe.
- 5.14 In order to deal with the existing Air Quality Monitoring Assessment area along the High Street in Lyndhurst the Hampshire Local Transport Plan identifies the need to

“Implement measures to support Air Quality Management Plan objectives which look to reduce traffic pollution levels in Lyndhurst ... AQMA” (HCC LTP, 2012).

6. Health

- 6.1 West Hampshire Clinical Commissioning Group (CCG) and Wiltshire Clinical Commissioning Group are the bodies responsible for the commissioning of healthcare facilities and services in the National Park, overseen by NHS England at a national level.
- 6.2 During the preparation of the Local Plan the NHS have indicated that part of the Ashurst Hospital site may become available for redevelopment during the life of the Local Plan. The NHS are currently considering consolidating the existing facilities into one area and releasing some buildings which are not currently in use, and no longer fit for purpose. It is anticipated that some healthcare facilities will remain on site.
- 6.3 The West Hampshire CCG, in their Strategic Priorities document, identify the redevelopment of Hythe and Dibden War Memorial Hospital, and the increased utilisation of Lymington New Forest Hospital both as area health hubs, as key priorities for the New Forest area. There are also objectives to explore the redevelopment of Milford on Sea War Memorial Hospital, and explore opportunities for modern premises in New Milton and Totton. No major infrastructure requirements have been identified for the immediate future.
- 6.4 The Masterplan for the redevelopment of the former Fawley power station proposes a new health centre to serve the new housing at Fawley and Calshot.

7. Social and Community Facilities

- 7.1 To be provided on an ad hoc basis as necessary, mainly likely to comprise extensions, refurbishments and improvements to existing facilities. The level of housing development proposed in the Local Plan does not indicate the need for any major new community facilities. Policies in the Local Plan support the retention and extension or improvement of existing community facilities and the Authority’s annual monitoring reports from the last few years indicate a number of such schemes have been granted planning permission each year.

Libraries

- 7.2 Hampshire County Council developed a detailed Library Needs Assessment to help plan for projected population increases in the County to 2020. Hampshire County Council have not identified any necessary library investment projects for the National Park. There are no libraries within the Wiltshire part of the National Park but those communities are regularly served by a mobile library operated by Wiltshire Council.

Emergency services

- 7.3 New housing growth may have an implication for new infrastructure requirements for the emergency services. Hampshire's Police and Crime Commissioner has prepared an estate strategy with the aim of modernising Hampshire Constabulary's built infrastructure. However, it is anticipated that in rural areas, such as the New Forest, there is unlikely to be any new infrastructure required due to the minimal development proposed.
- 7.4 Hampshire Fire and Rescue Service has produced the '*Hampshire Fire & Rescue Plan 2015 – 2020*' to consider its main assets and how they are managed. At present there are no specific requirements for new built infrastructure. Consequently, no additional funding for infrastructure for the emergency services will be required.

8. Open Space and Green Infrastructure

- 8.1 The Authority is committed to working with partners including the local authorities surrounding the Park and Natural England to develop green infrastructure for the National Park. In recent years the Authority has supported a range of local open space enhancements, both formal open space in villages, and informal wild play areas.
- 8.2 Together with a number of partner bodies the National Park Authority has recently launched a 'Green Halo' initiative to strengthen the resilience of the internationally protected habitats and ecosystems of the National Park. This will include exploring opportunities to provide new green infrastructure in and around the National Park.
- 8.3 This will be complemented by the implementation of the Authority's Recreation Management Strategy. It sets out the strategic direction for the management of outdoor recreation in the National Park over the period 2010 to 2030. A current review of the Strategy aims to identify a smaller number of key actions to deliver projects and outcomes that contribute to the delivery of the Authority's Local Plan, and New Forest Partnership Plan.
- 8.4 Hampshire County Council has produced the Hampshire Countryside Access Plan 2015 - 2025 (HCAP) that provides a framework for the management and improvement of public rights of way and other access to the countryside. The HCAP identifies a number of infrastructure requirements for the New Forest and some of the key priorities have been carried through to the Partnership Plan for the New Forest.
- 8.5 In addition, Wiltshire Council have produced the Wiltshire Countryside Access Improvement Plan 2015 - 2025 (CAIP) which sets out a number of actions that Wiltshire Council will take to improve the countryside access network in Wiltshire. There are a number of generic, non-geographically specific objectives and actions, such as improving signposting and waymarking, and creating and promoting circular route opportunities.

- 8.6 The Authority will collect developer contributions and work with partners to create or enhance public open spaces and green infrastructure. Where appropriate, the housing site allocations in the Local Plan require the provision of new open space, or improvements to existing facilities.

9. Conclusion

- 9.1 The main way of delivering the Local Plan is through the determination of planning applications. However, the provision of key infrastructure will also be enabled through developer contributions, and public and private sector funding. In addition the provision of key services for the National Park, such as healthcare, will be delivered through public and private funding. Table 1 below identifies a range of projects and actions that will help deliver the objectives of the Authority's Local Plan.
- 9.2 The level of development expected in the National Park during the plan period up to 2036 is not reliant on the provision of any major new infrastructure and does not in itself result in the need for any additional major infrastructure. Other associated infrastructure such as open space, is either to be provided on-site, or off site through developer contributions. Policy SP38 in the Local Plan sets out the Authority's approach to developer contributions that will be secured through the appropriate mechanism, whether that is through the use of Section 106 agreements or the Community Infrastructure Levy if implemented by the Authority.
- 9.3 The Infrastructure Delivery Plan will be updated in due course to reflect any changes to infrastructure requirements.

Infrastructure Delivery

| Local Plan Objective | Relevant Plan / Project | Lead Authority(ies) | When | Main outcomes | Sources of funding |
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| <p>OBJECTIVE 1: Protect and enhance the natural environment of the National Park, including the natural beauty of the landscape and the range of habitats and species</p> | <p>Partnership Plan for the New Forest National Park (2015)</p> | <p>New Forest Land Advice Service, private and public sector landowners</p> <p>New Forest District Council (NFDC)</p> <p>Verderers of the New Forest, NFNPA, Parish and Town Councils, and others</p> <p>NFNPA, NFDC, Wiltshire Council, Test Valley Borough Council</p> | <p>ongoing</p> | <p>Create links between habitats through a better network of hedgerows, woods, streams, road verges and field margins.</p> <p>Continue to monitor coastal change to inform the conservation and creation of habitats.</p> <p>Take forward a project to protect the grazed verges of the Open Forest from damage and erosion, both by parked cars and traffic overrun.</p> <p>Reduce the impacts of any new development which may have an effect on the internationally protected habitats and species of the National Park by access management, education and awareness-raising projects.</p> | <p>Landowners, other funding sources</p> <p>NFDC</p> <p>Verderers of the New Forest, NFNPA</p> <p>Developer contributions</p> |

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| | New Forest National Park Authority Recreation Management Strategy (2010) | NFNPA, New Forest Recreation Management Steering Group, recreational user groups, land managers. | Ongoing | Develop a range of mechanisms to minimise disturbance to species and habitats that are sensitive to disturbance or trampling (e.g. ground nesting and over-wintering birds and bog vegetation). | NFNPA, developer contributions |
| | PUSH Green infrastructure Strategy (2010), Implementation Framework (2012) | Partnership for Urban South Hampshire (PUSH) | In conjunction with new housing provision in South Hampshire | Provision of new infrastructure to support the sustainable development of South Hampshire. The creation of alternative recreational spaces can help mitigate pressures on the New Forest. | PUSH; Local authorities through developer contributions, and other funding sources |
| | Application of Authority's Open Space standards | NFNPA; Parish Councils; local authorities | Ongoing - In conjunction with provision of new housing | New or enhanced open space provision | Developer contributions |
| OBJECTIVE 2: Conserve and enhance the cultural heritage and historic environment of the National Park, especially the wealth of individual characteristics that contribute | Design Guide Supplementary Planning Document (2011) | NFNPA; developers; applicants | Continued implementation | More detail to guide developers and applicants on how to reflect sustainable design and local distinctiveness in new development | n/a |
| | Partnership Plan for the New Forest National Park (2015) | NFNPA, Town and Parish Councils, and other partners | By 2020 | Complete a comprehensive record of vernacular buildings and structures, and work with owners to ensure their local importance and conservation value is recognised. | NFNPA, and other funding sources |

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| to its local distinctiveness | | NFNPA, Town and Parish Councils, and other partners | By 2020 | Design and take forward a project to assess changes in the local distinctiveness of settlements over time, with the involvement of communities. | NFNPA, and other funding sources |
| | | NFNPA, Town and Parish Councils | Ongoing | Support communities wishing to produce Neighbourhood Plans or Village Design Statements | NFNPA, Town and Parish Councils, & other funding sources |
| OBJECTIVE 3: Plan for the likely impacts of climate change on the special qualities of the New Forest | Partnership Plan for the New Forest National Park (2015) | Forestry Commission, NFNPA, New Forest Land Advice Service, land managers / owners | Ongoing | Support for renewable energy schemes, such as identifying and developing new markets for wood products, including wood-fuel. | Land owners / managers, and other sources of funding |
| | | NFNPA, and partners | By 2020 | Produce a climate change adaptation plan for the National Park. | NFNPA, and other sources of funding |
| OBJECTIVE 4: Strengthen the well-being, identity and sustainability of rural communities and the pride of local people in their area | School Places Planning | Hampshire County Council | Next 10 years | Focus on expansion of existing schools and provision of new schools where necessary | Hampshire County Council, Government grant |

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| OBJECTIVE 5: Promote appropriate housing to meet local needs and maintain the vibrant communities of the National Park | Application of affordable housing policy | Registered housing providers, developers, housing authorities. | Ongoing | Provision of affordable housing throughout the National Park | Developer contributions registered housing providers, landowners |
| | Commoners Dwelling Scheme | NFNPA, Forestry Commission. | Ongoing | Continued support for the implementation of the Commoners Dwelling Scheme to provide affordable housing suitable for commoners. | NFNPA and partners |
| | Partnership Plan for the New Forest National Park (2015) | NFDC, NFNPA, Action Hampshire, registered housing providers | Ongoing | Identify possible sites for affordable housing, including suitable publicly owned land. | NFDC, NFNPA |
| OBJECTIVE 6: Develop a diverse and sustainable economy that contributes to the well-being of local communities throughout the National Park | Partnership Plan for the New Forest National Park (2015) | New Forest Land Advice Service, Forestry Commission, land owners / managers | By 2020 | Increase the economic vitality and environmental value of woodlands by establishing 'management hubs' of nearby woodland owners and expanding the markets for local timber products. | Unknown |

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| OBJECTIVE 7: Encourage land management that sustains the special qualities of the National Park | Partnership Plan for the New Forest National Park (2015) | New Forest Land Advice Service, landowners / managers | Continued implementation | Provision of land management advice and supporting information for the National Park. | New Forest Land Advice Service, landowners / managers |
| OBJECTIVE 8: Support development which encourages sustainable tourism and recreation, and provides opportunities for enjoying the Park's special qualities. | Partnership Plan for the New Forest National Park (2015) | Hampshire County Council, NFNPA, NFDC, landowners NFNPA, Town and Parish Councils | By 2020 By 2020 | Redevelop the visitor facilities at Lepe to provide a flagship country park incorporating sustainable design and interpretation relating to the coast and Forest. Work with individual communities to design and fund at least five projects annually to help improve local rights of way or access to countryside recreation. | Hampshire County Council NFNPA, other funding sources |
| | Hampshire Strategic Infrastructure Statement (2017) | Hampshire County Council, Forestry Commission, NFNPA | To be determined | Deliver a number of off-road links between tourist attractions and population centres. Indicative cost is £750,000. | HCC Capital programme, NFNPA, Forestry Commission |

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| | New Forest National Park Authority Recreation Management Strategy (2010) | NFNPA and partners | Long term strategy | Implementation of a 'Core Route Strategy' that identifies key existing routes which will be maintained and promoted as a prioritised coherent network across the National Park - and which provides safer links on foot, bicycle and horse back. | Unknown |
| | | NFNPA, Forestry Commission, Hampshire County Council, Wiltshire Council | Long term strategy | Provision of further guidance on the future management of campsites to reduce the dependency on car use. | Unknown |
| OBJECTIVE 9: Reduce the impacts of traffic on the special qualities of the National Park and support a range of sustainable transport alternatives within the Park. | Hampshire Countryside Access Plan 2015-2025 (HCAP); Wiltshire Countryside Access Improvement Plan 2015-2025 (CAIP) | Hampshire County Council, NFNPA, Forestry Commission, Verderers of the New Forest | Ongoing | Take forward the implementation of the HCAP and the Wiltshire CAIP. | NFNPA, Hampshire County Council, Wiltshire Council |

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| | Partnership Plan for the New Forest National Park (2015) | NFNPA, Hampshire County Council, Wiltshire Council, NFDC NFNPA, Hampshire County Council, Forestry Commission | Long term strategy Long term strategy | Improve opportunities to use a range of sustainable transport options, including the New Forest Tour, Beach Bus, other seasonal bus services, rail links, walking and cycling. Improve the safety and connectivity of routes used by pedestrians, horse-riders and cyclists to travel between settlements and places of interest in the National Park. | NFNPA, Hampshire County Council, Wiltshire Council, NFNPA, Forestry Commission, other sources of funding |
| | New Forest National Park Authority Recreation Management Strategy (2010) | NFNPA, Hampshire County Council, Wiltshire Council, Highways Agency, public transport operators | Long term strategy | Promotion of recreational transport links between the main public transport nodes (e.g. railway stations and ferry terminals in and around the National Park) and popular destinations and the network of 'Core Routes'. | Unknown |

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| | Hampshire Strategic Infrastructure Statement (2017) | Hampshire County Council, NFNPA | <p>Short term (<5 years), medium term (5-10 yrs) and long term (10+ yrs)</p> <p>Short term, medium term and long term</p> <p>Short term, medium term and long term</p> | <p>Road network and traffic schemes totalling £1,295,000</p> <p>Public transport schemes totalling £454,500</p> <p>Cycling and walking schemes totalling £1,104,000</p> | <p>Hampshire County Council, NFNPA, developer contributions</p> <p>Hampshire County Council, NFNPA, developer contributions</p> <p>Hampshire County Council, NFNPA, developer contributions</p> |
| | New Forest District Transport Statement Live Schemes (HCC, December 2013) | Hampshire County Council, New Forest District Council, NFNPA | | See list of transport schemes | Hampshire County Council, NFNPA, NFDC, developer contributions |