



Funded by
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New Forest Local Cycling and Walking Infrastructure Plan

Consultation draft

July 2024



Hampshire
County Council



Forestry
England



New Forest
DISTRICT COUNCIL



NEW FOREST
NATIONAL PARK



Credit: New Forest Park Authority

Aims of this presentation

- Brief you in advance of public consultation launch, provide you with overview of the project
- To provide information about the consultation process and how to respond
- A chance to ask questions about the development of the LCWIP and the consultation process
- Comments on the content of the LCWIP documents should be provided via formal consultation survey channels

Background

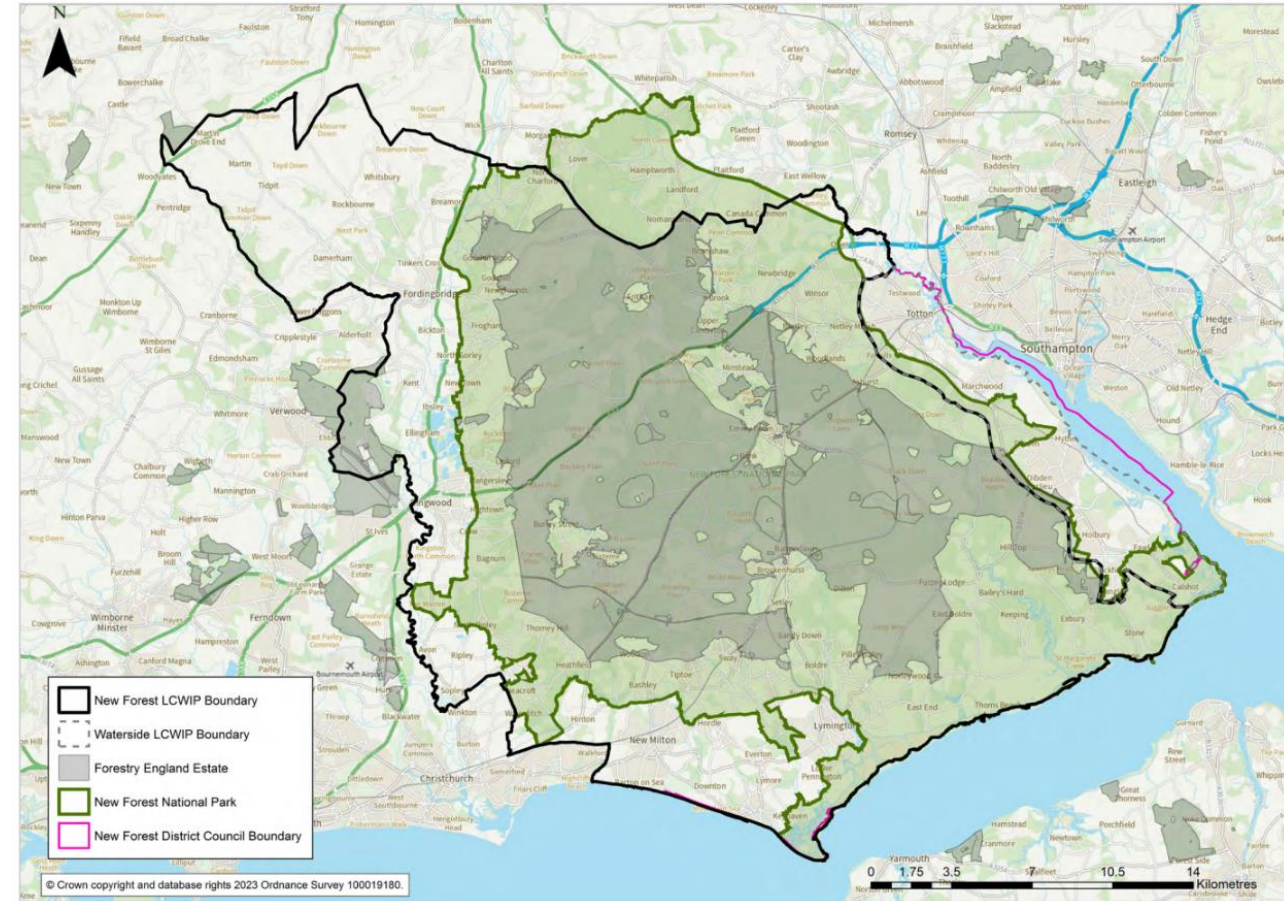
What is a LCWIP?

- Provides a strategic approach to identify cycling and walking improvements at the local level
- Sets out walking and cycling investment priorities for the next 10 years
- Informed by engagement with key stakeholders and the local community, and this consultation is part of that engagement
- This LCWIP excludes the Waterside area (existing LCWIP adopted in 2022)

Why do we need an LCWIP?

- Will help achieve a network of routes and infrastructure that offers safe and healthy alternatives to cars on short journeys
- Climate Emergency / Carbon Neutrality / Local Plans
- Linkages into adjoining LCWIPs
- LTP4 / Active travel funding bids
- Expected outcomes include:
 - reduction in air pollution
 - lower traffic congestion
 - safer roads and less collisions – people and animals
 - improved accessibility for people of all ages
 - healthier communities
 - economic growth

Area covered by the New Forest LCWIP



Partner and stakeholder engagement

The County Council has overall responsibility for the LCWIP as the Highway and Transport Authority but has collaborated with three key partners in the development of this document:

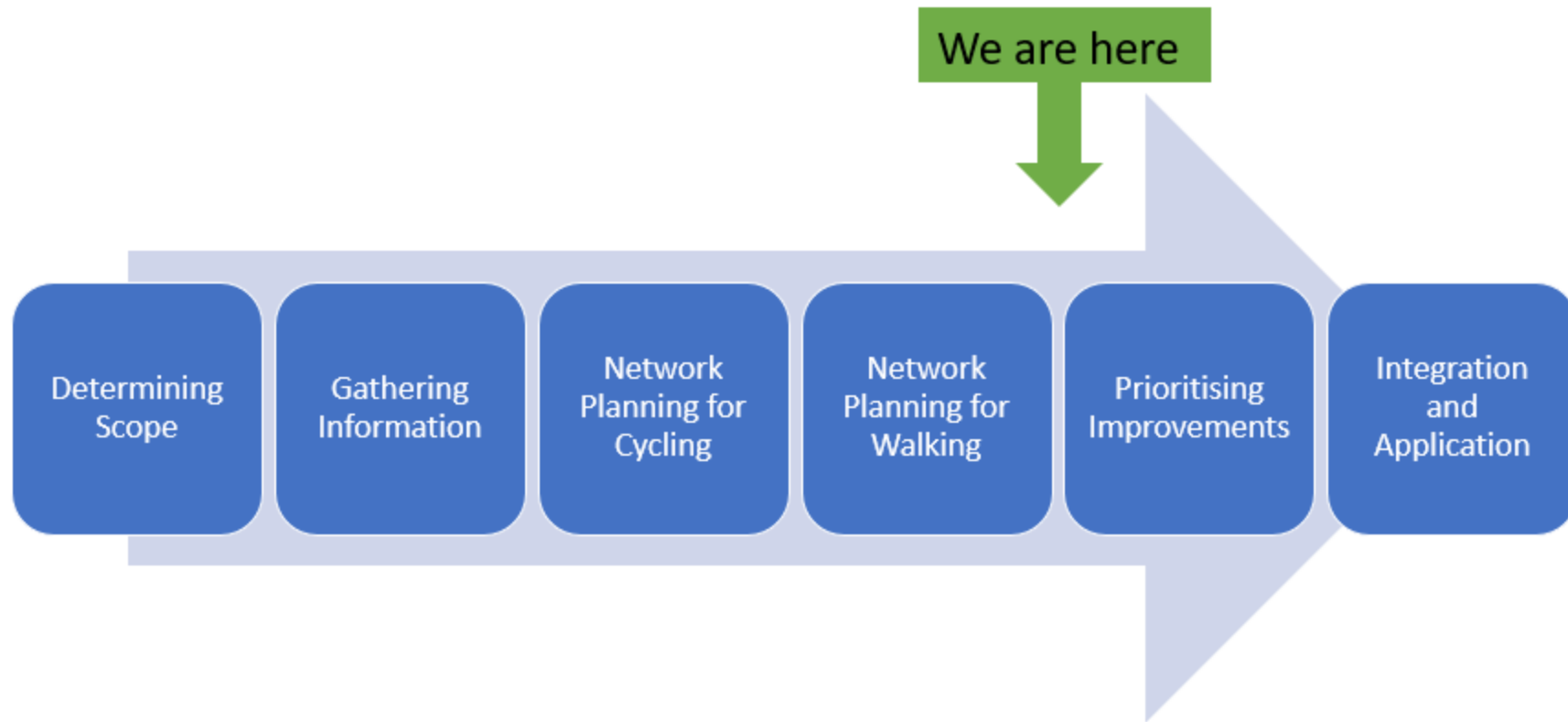
- **New Forest District Council** is the Planning Authority for all areas of the district outside of the boundary of the National Park.
- **New Forest National Park Authority** is the Planning Authority for everything within the National Park boundary.
- **Forestry England** is the authority that manages the Crown public forest estate in the National Park, which is nearly 50% of the total area.

The **neighbouring authorities of Bournemouth Christchurch & Poole, Dorset and Wiltshire** have all been engaged as part of the development process to ensure our proposed routes connect with their route alignments as well as the Waterside LCWIP routes.

The following key stakeholders will be directly approached as part of the consultation process (some have already been involved as part of earlier pre-consultation engagement workshops):

- Parish and town councils within the district
- The Court of Verderers – manage commoning of livestock in the New Forest.
- Commoners Defence Association – an organisation that represents and supports commoners in the New Forest.
- National Trust – significant landowner
- Natural England – government advisory body for the natural environment in England, helping to protect England's nature and landscapes.
- Private landowners
- HCC Countryside Services
- New Forest Cycle Working Group
- New Forest Consultative Panel
- New Forest Walking Groups

The LCWIP process



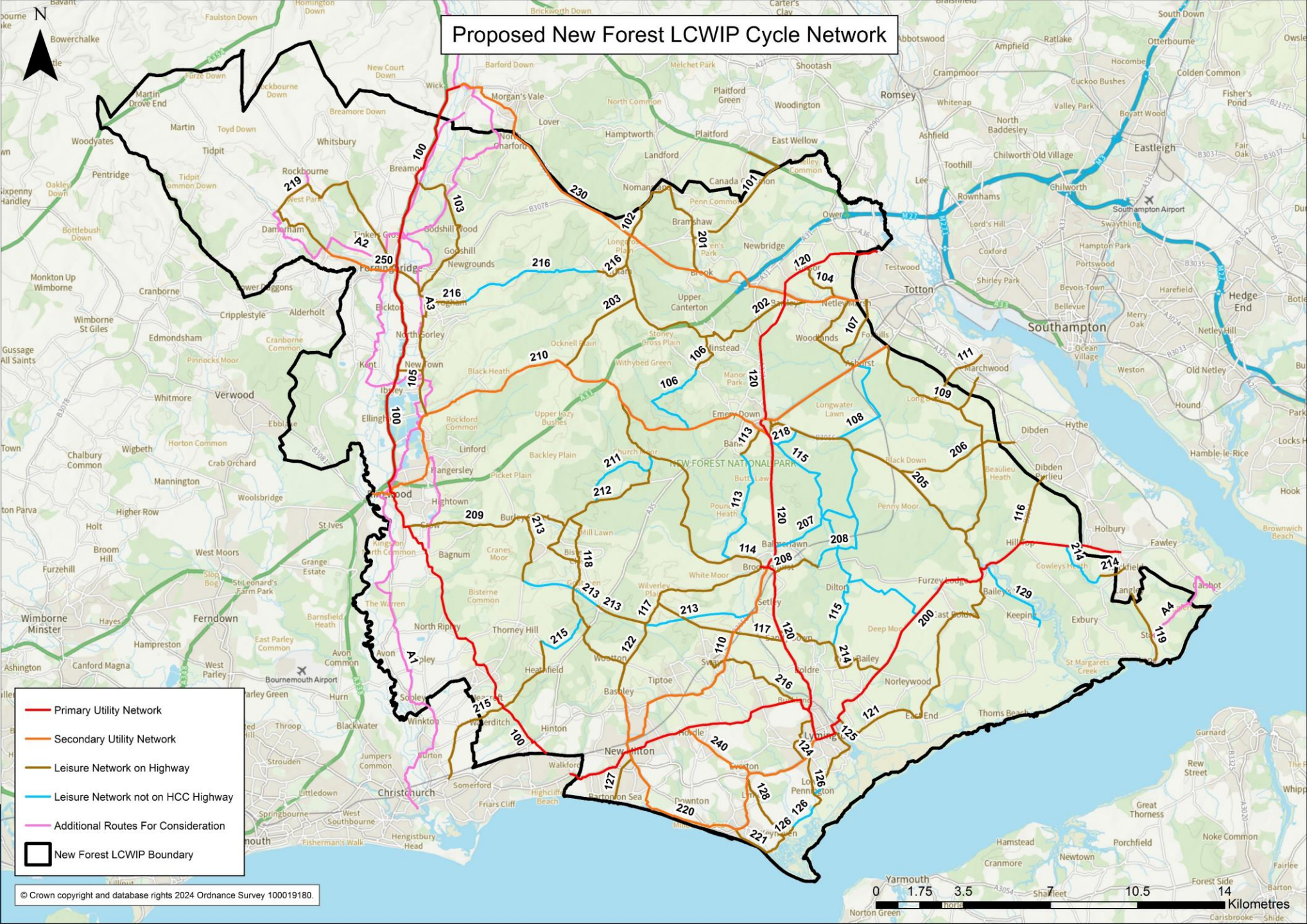
Proposed Network Summary

- Utility network – primary & secondary routes (HCC) – all audited
- Leisure routes - on-road (HCC) – not audited
- Leisure routes – off-road (Forestry England / NFNPA) – not audited
- Additional routes for consideration – ROW / Avon Valley Trail (Countryside)
- Core Walking Zones (CWZs) – six covering main settlements in New Forest:
 - Brockenhurst / Fordingbridge / Lymington / Lyndhurst / New Milton / Ringwood

Potential issues

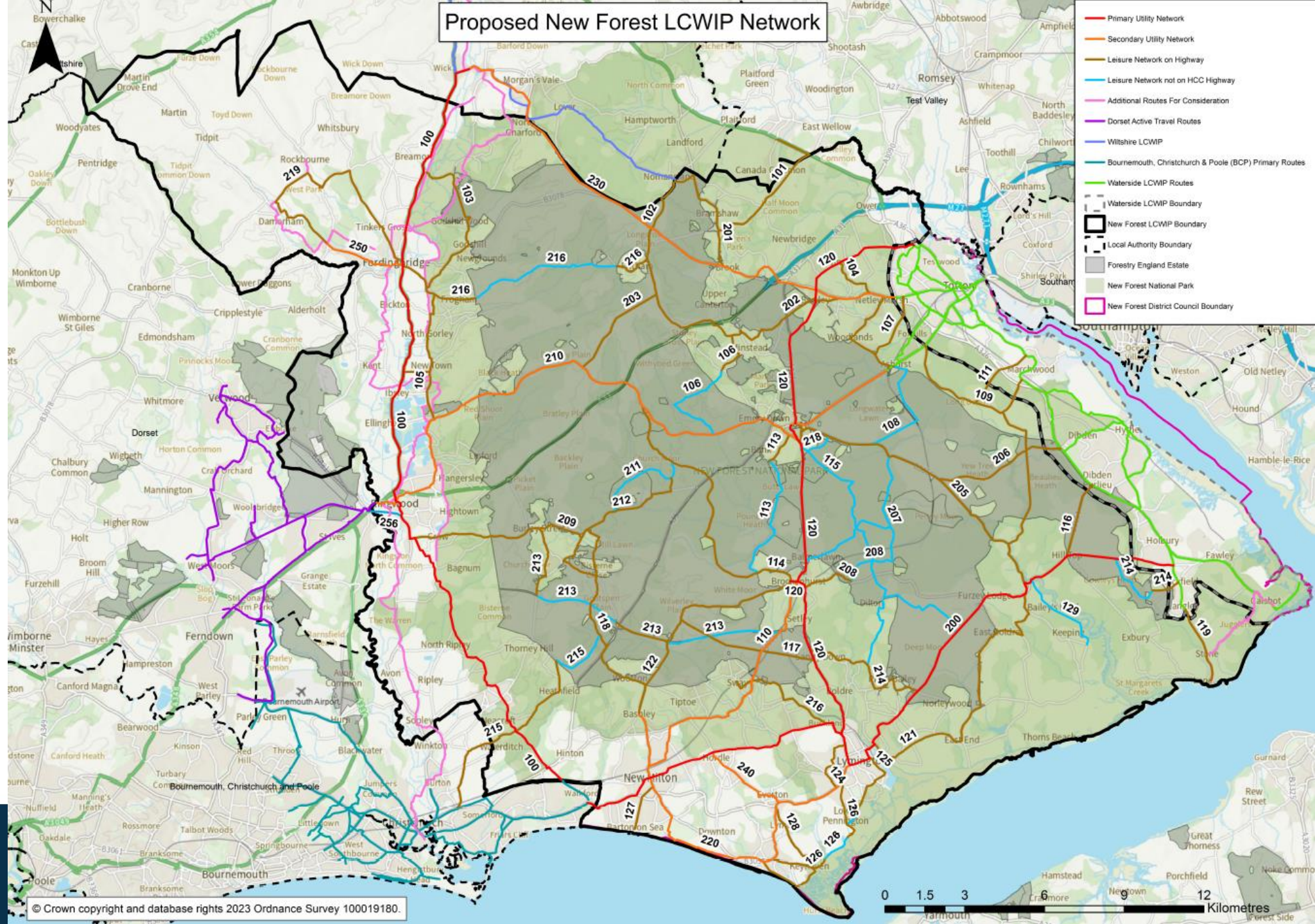
- **Route categories and prioritisation** – this LCWIP identifies a network of utility trip primary and secondary routes as well as a network of leisure routes encompassing both on- and off-road routes. Resources mean only utility routes have been audited as part of this work however on road leisure routes will be progressed as part of future workstreams based upon the outcomes of the consultation process and further engagement with key stakeholders.
- **Deliverability of Primary and Secondary Utility Routes** – DfT LCWIP guidance means primary and secondary utility routes must be focused on the most direct alignments linking settlements which are often main roads. Further feasibility work is required to determine whether the proposed primary and secondary utility routes will be deliverable as suggested or if alternative alignments along quieter roads or parallel leisure routes should be considered.
- **Off-road leisure routes** – The wider off road network work is a separate but related ongoing piece of work between key stakeholders led by Forestry England to better manage cycling on the Crown Lands to enhance connectivity and increase adherence to the network. There is synergy between the work streams and the LCWIP process has and will continue to be been informed by the established New Forest recreation management approach. Forestry England are looking to take a presentment on this work to an upcoming Verderers court. .
- **Additional Routes for Consideration** – These are mainly Rights of Way routes managed by HCC Countryside Services and includes the Avon Valley long-distance walking path. Included at this stage to understand whether there is support from stakeholders for the inclusion of these routes given the ecologically sensitive nature of some of the locations.
- **Managing expectations** – the New Forest LCWIP network is extensive and the funding reality means we won't be able to deliver many of the routes in full during the timeline of this LCWIP.

Draft LCWIP Network – All Routes



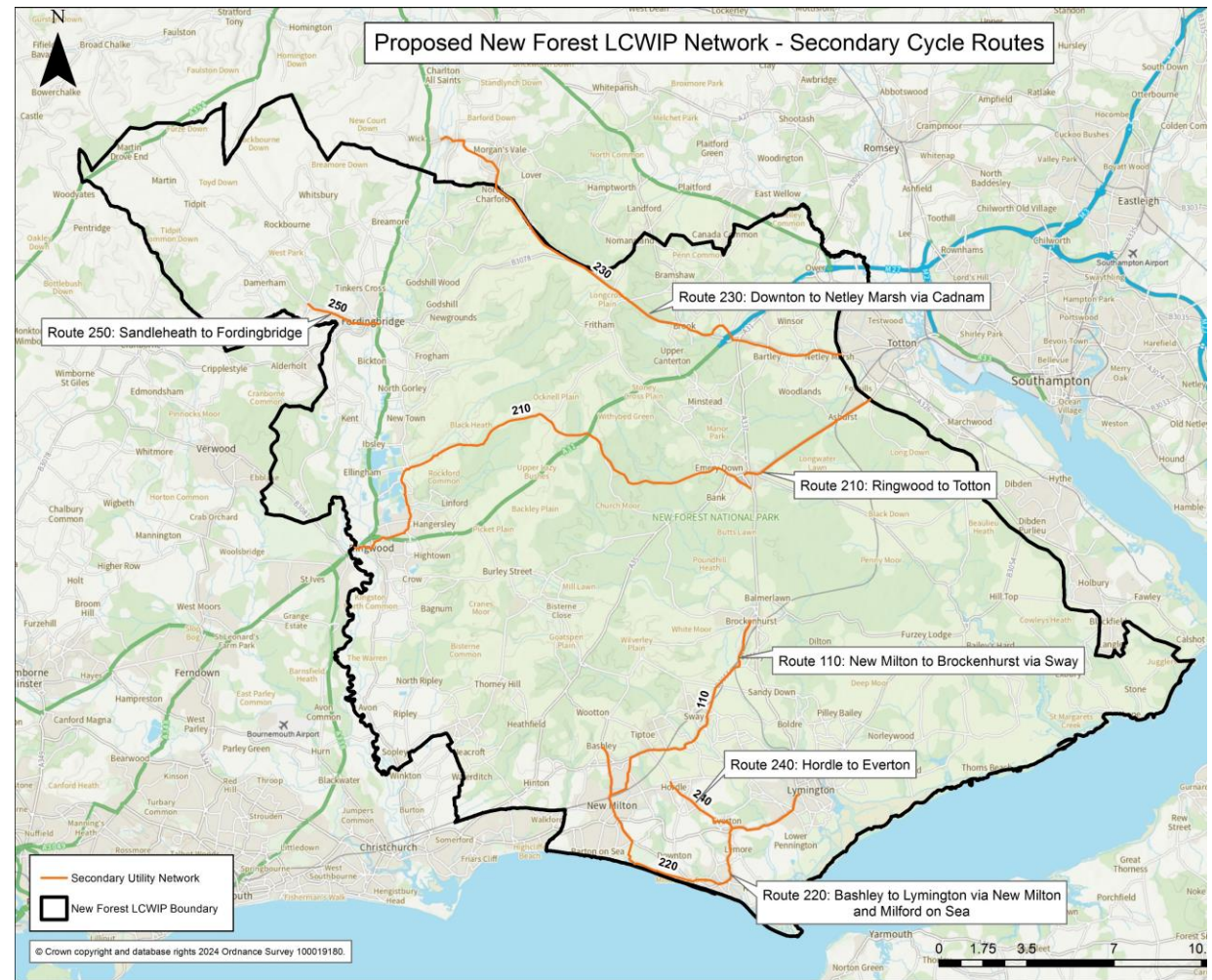
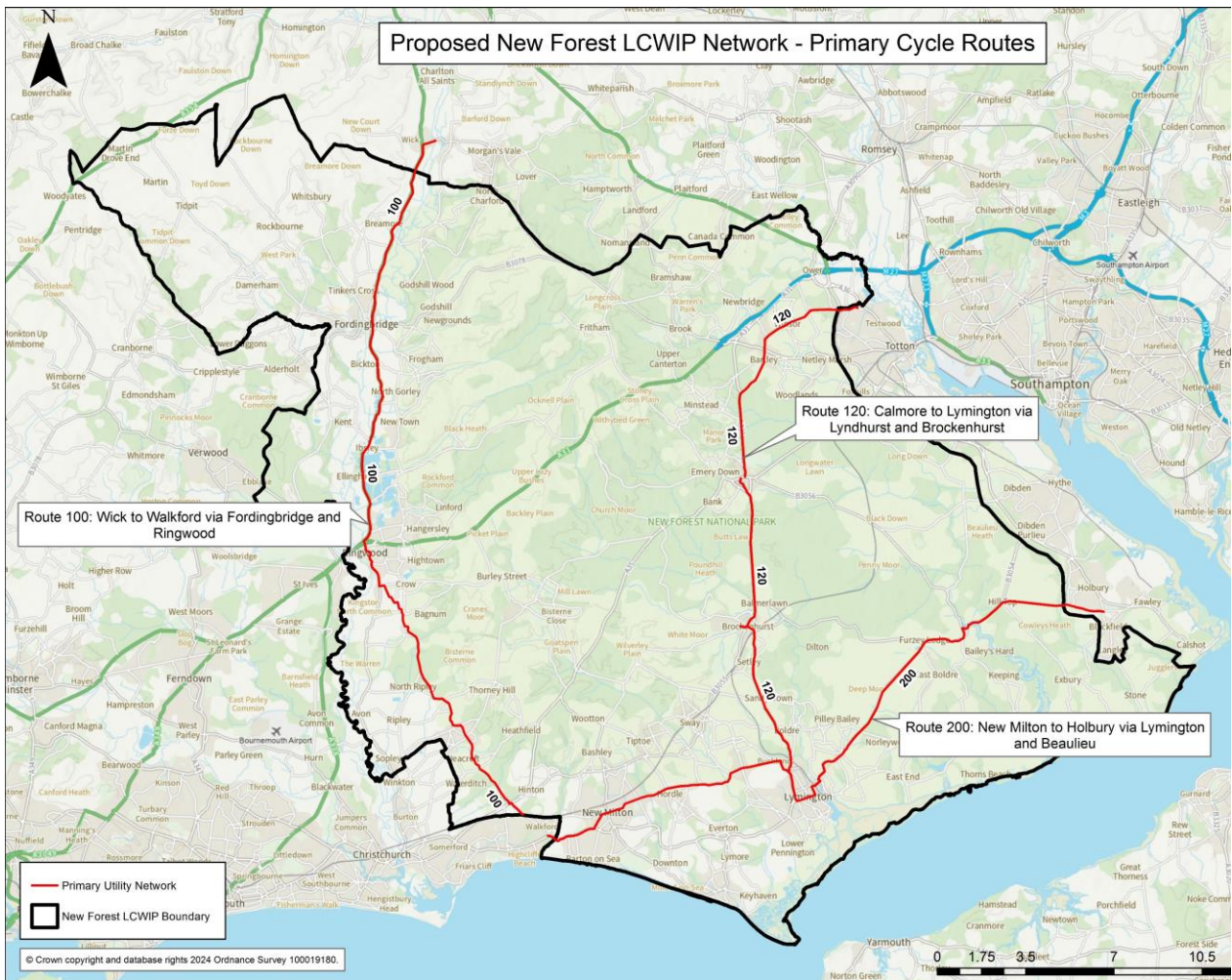
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Draft LCWIP Network – All routes with neighbouring area route networks shown

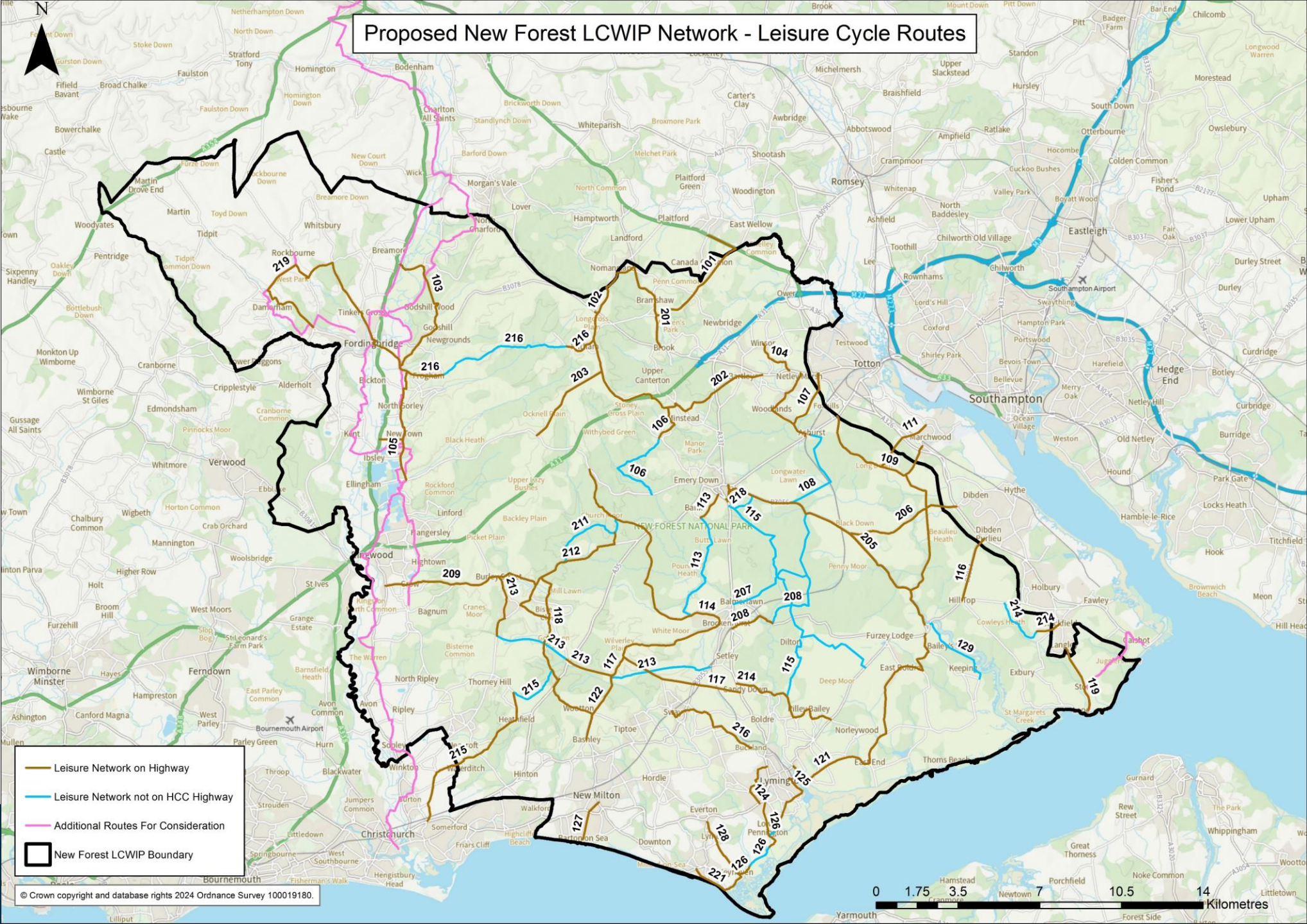


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Draft LCWIP Network – Utility Routes

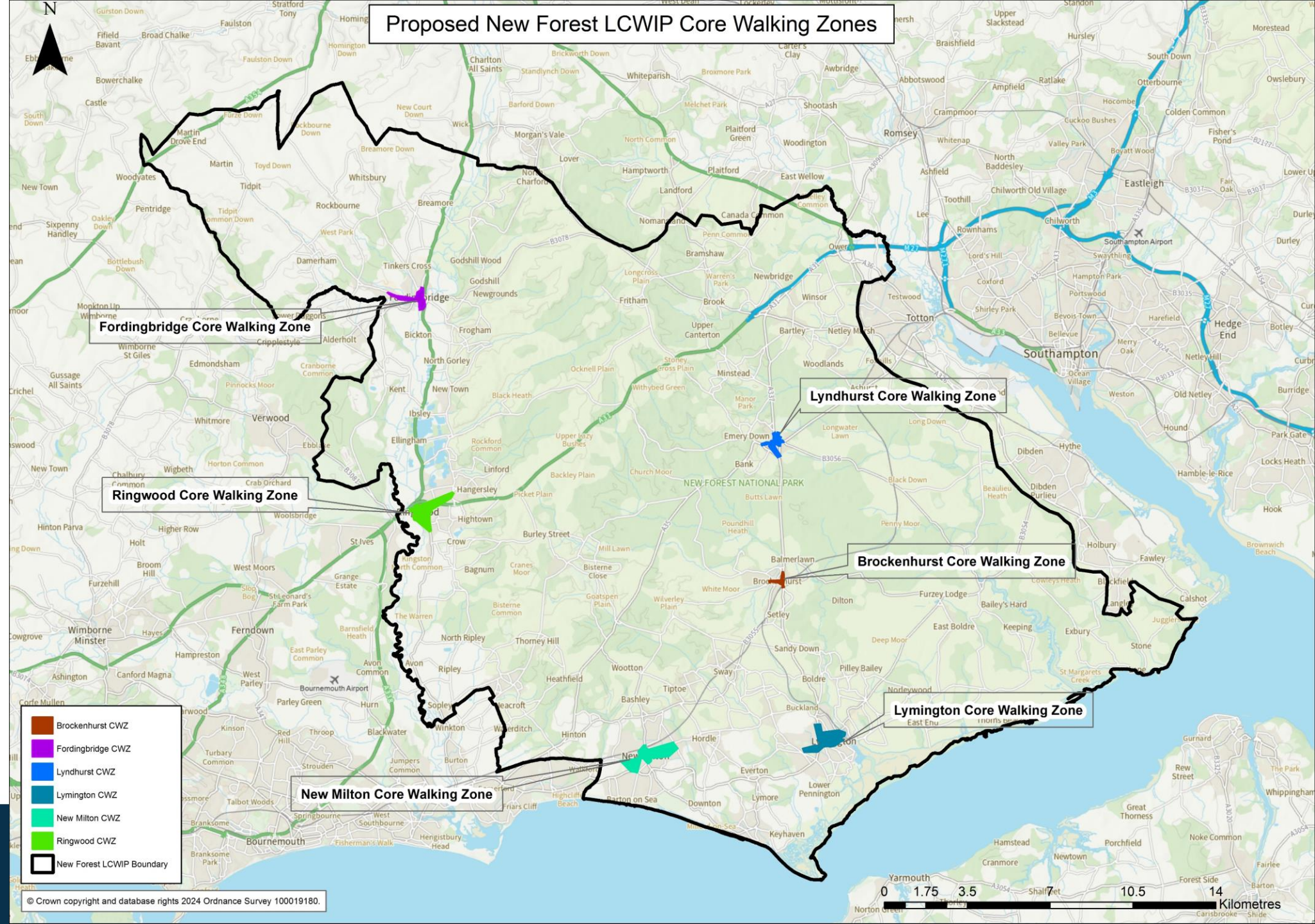


Draft LCWIP Network – Leisure Routes (On & Off-Road)



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Draft LCWIP Network – Core Walking Zones



The Consultation

- Consultation will be open for 8 weeks starting on Monday 9th September 2024 (opens midday) – Sunday 3rd November 2024 (11:59pm) - seeking views on the cycling network routes, the core walking zones and the proposed interventions.
- The public consultation exercise will involve **an online webpage with an interactive map** where respondents can leave site specific comments on each route or area, as well as providing feedback through the completion of an online walking/cycling survey that will take a few minutes to complete.
- The link to the consultation webpage will be sent out to all stakeholders and put on the HCC website on Monday 9th September 2024
- The feedback we receive will **confirm whether we have identified the right routes and help us prioritise** the proposed cycling and walking improvements in the New Forest area.
- The finalised LCWIP document is expected to be ready to submit for approval by Hampshire County Council in 2025

What does the online consultation include?

- View a copy of the draft LCWIP – including cycle routes and core walking zones
- Survey questions and a drop pin map
- Snap survey asks about:
 - current walking and cycling habits
 - barriers to walking and cycling
 - prioritisation of cycle routes and walking zones
 - how the LCWIP could potentially affect their habits
 - demographic questions – gender, age, location, children at home, disability, ethnicity

[Survey Preview - Snap Surveys](#)

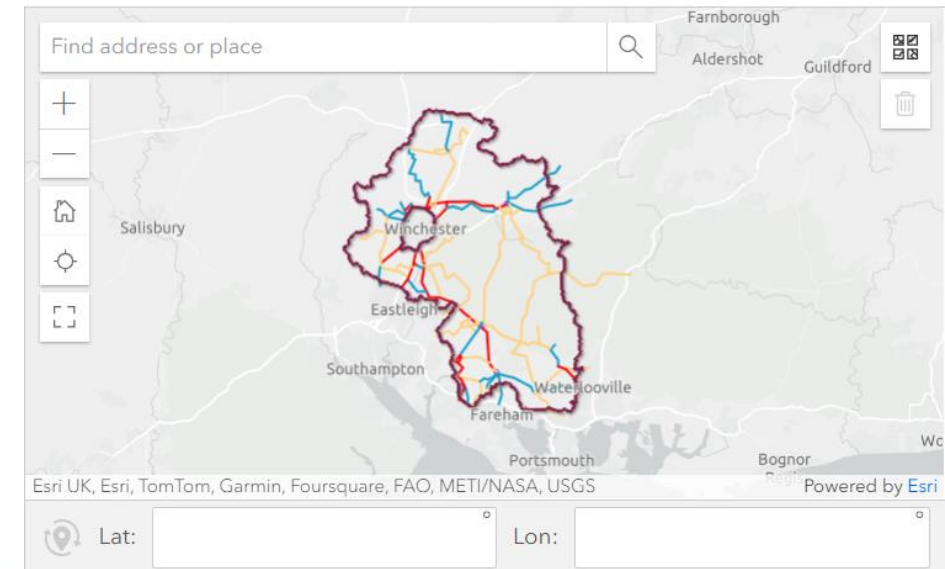
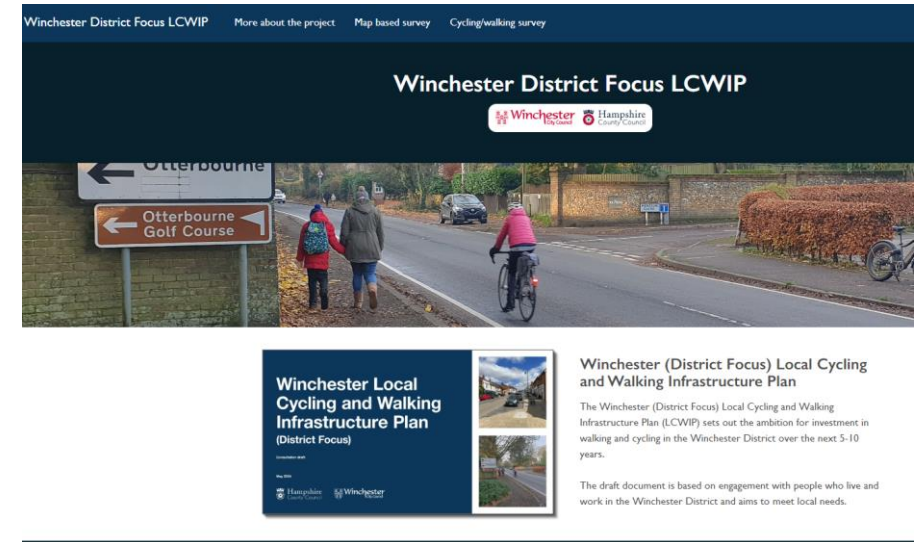
ViewPoint – overview

Landing page – LCWIP document, explanation of what an LCWIP is

Three options

1. Leave a comment on the map – what do you like/ dislike, what would you like to see changed, further comments
2. Results map – see what others have said
3. Survey questions (Snap survey embedded in the page)

engagement.feedback@hants.gov.uk



LCWIP contents overview

Two sections – first covers background, policy, methodology and introduces the cycling network and walking zones

The second section contains the cycle route and core walking zone audits and potential interventions

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.

New Forest Local Cycling and Walking Infrastructure Plan

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 people's 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 oriented.

In a recent case study⁹, 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.

⁹Recent 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 not 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.



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

New Forest Local Cycling and Walking Infrastructure Plan

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Cycle route - example

100.2 Lower Burgate to Redbrook

Existing conditions

This section of route 100 continues along the A338 from the junction with Salisbury Road to the east of Fordingbridge, through the hamlet of Horseport, and ends at the A338/Ringwood Road junction.

A bus service run by Go Ahead/Morebus (the X3) operates along this section of route 100. This service operates every 30 minutes on weekdays and Saturdays, and every hour on Sundays.

For most of this subsection, the national speed limit applies, and there are high levels of motor vehicle traffic. There are no pavements for much of this route subsection, and no cycle-specific infrastructure is present.

Barriers to walking and cycling

The lack of walking and cycling infrastructure along this route is a key barrier to active travel, along with high traffic speeds and volumes.



100.2 Lower Burgate to Redbrook

Potential options

100.2.1

The junction of Salisbury Road (A338) and Salisbury Road (C148) could be upgraded to provide an appropriate level of provision for cyclists. This would most likely be either a signalised arrangement, or grade-separated layout.

100.2.2

Between the Salisbury Road A338/C148 junction and the Ringwood Road slipway, fully kerbed cycle tracks could be installed along either side of the road. Laybys along the route could also be removed to provide additional space for the tracks.

100.2.3

The three junctions of the A338 immediately south of Southampton Road (B3078) could be reviewed in order to provide cycle crossing facilities which are fully signalised and separated from the traffic flow.



100.2.2 – A338 between the A338/C148 junction and the Ringwood Road slip road



100.2.3a – A338/B3078 slip road



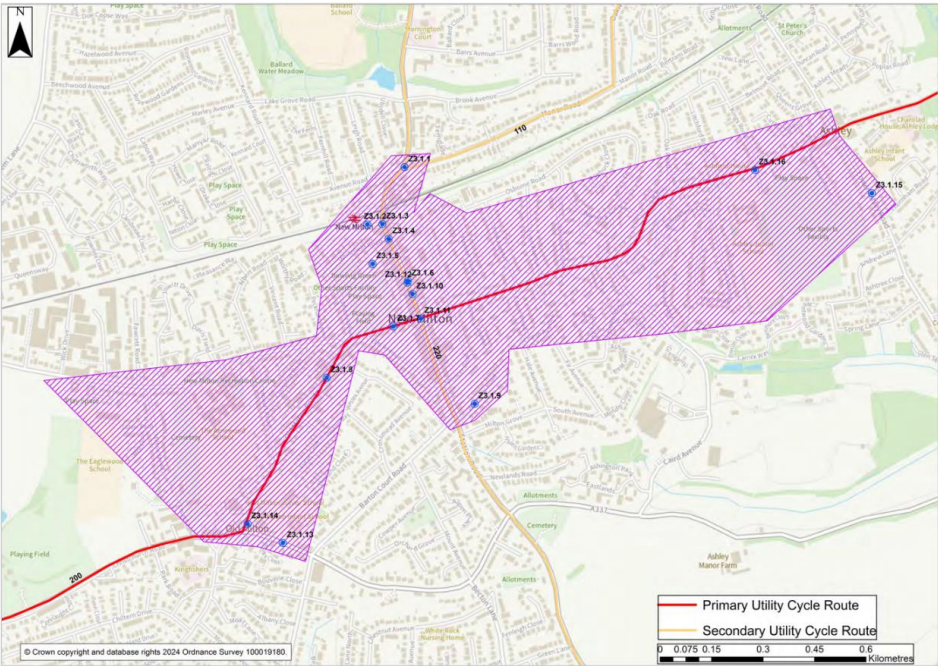
100.2.1 – Salisbury Road A338/C148 junction



100.2.3b – A338/Ringwood Road junction

Core Walking Zone - example

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.

Next steps

LCWIP development timeline

- When the consultation closes, we will review all the responses to help us shape the final document
- The responses from some of the questions feed into the prioritisation process
- The prioritisation and next steps chapters will then be added to the LCWIP
- The final LCWIP is expected to be finalised and approval by Hampshire County Council sought in 2025