

## Annex 1 – What is an LCWIP?

The link in reference 1 gives the full technical guidance for Local Authorities. Below is the page 5 'Background':

### Cycling and Walking Investment Strategy

- 1.1 In 2017 the Government published its first Cycling and Walking Investment Strategy (The Strategy). The Strategy sets out the Government's ambition to make walking and cycling the natural choices for shorter journeys or as part of a longer journey.
- 1.2 Realising this ambition will take sustained investment in cycling and walking infrastructure, and partnership working with local bodies, the third sector and the wider public and private sector to build a local commitment.
- 1.3 The Strategy supports the transformation of local areas: change which will tackle congestion, change which will extend opportunity to improve physical and mental health, and change which will support local economies.
- 1.4 The Strategy's objectives, by 2020, are to:
  - increase cycling activity, where cycling activity is measured as the estimated total number of cycle stages made
  - increase walking activity, where walking activity is measured as the total number of walking stages per person
  - reduce the rate of cyclists killed or seriously injured on England's roads, measured as the number of fatalities and serious injuries per billion miles cycled
  - increase the percentage of children aged 5 to 10 that usually walk to school
- 1.5 Further to this, the following aims and target have been set, respectively, to 2025:
  - to aim to double cycling, where cycling activity is measured as the estimated total number of cycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025, and to work towards developing the evidence base over the next year
  - to aim to increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 300 stages per person per year in 2025, and to work towards developing the evidence base over the next year
  - to increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025

# Annex 2 – The ‘Short Guide’ document

## LCWIPs

### A Short Guide

This leaflet has been produced to outline the LCWIP process to potential stakeholders ahead of any engagement events.

#### What is an LCWIP?

The acronym LCWIP stands for 'Local Cycling and Walking Infrastructure Plan', as set out in the Government's Cycling and Walking Investment Strategy (2017). LCWIPs offer a new strategic approach to identifying cycling and walking improvements at a local level.

A successful LCWIP will include the following key outputs:

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

An LCWIP can focus on any area you wish to investigate; this could range from a town centre, to a specific route or a whole district or borough.

LCWIPs enable a long-term approach (typically 10 year periods) towards helping develop local cycling and walking networks and form a crucial part of the Government's strategy to increase the number of trips made on foot or by cycle.

Typically, it is considered that a reasonable distance for trips on foot are between 1.5 to 2km and by bike up to 5km in length. If improvements are made that make it easier to walk and cycle these distances, then active travel trips would increase at local level.

Hampshire County Council see LCWIPs as a way to be ambitious and ready for future funding

opportunities for improvements in active travel infrastructure.

Having a LCWIP 'ready to go' is vital in helping to attract and secure the right future funding and help developers understand local ambitions, therefore drawing in successful contributions from new developments.

Hampshire County Council aims to develop LCWIPs to cover the whole county over the next few years, with the exception of East Hampshire District Council, who have already developed their own.

#### What is an LCWIP used for?

Ultimately having a consistent LCWIP in place means that local authorities stand a much better chance of gaining the investment required to improve facilities for all existing active travel users, and enable a significant mode shift towards active modes.

LCWIPs can also link with other strategic planning documents, such as Local Transport Plans, Local Plans, or walking and cycling strategies.

Suggestions for LCWIP applications include:

- Preparation of funding bids or business cases for future investment
- Preparation of Neighbourhood Plans
- Cycle and walking 'proofing' of any transport schemes
- Preparation of Travel Plans, Transport Assessments and Statements by developers to support other proposed land use changes.

#### What data and information are used?

LCWIPs are evidence-led so gathering relevant information and data at an early stage is an important step in establishing a successful network.

A broad range of information should be gathered to inform the preparation of the LCWIP. This can cover:

- Existing transport network - including links with other proposed transport schemes.
- Travel patterns – data on existing walking and cycling networks
- Location of significant trip generators (existing and planned) – such as key employment sites, transport interchanges, educational facilities, and housing developments, as well as retail and town centres and public recreational facilities
- Perception of existing facilities – people's concerns about their journey, what they would like to see improved

Identifying key trip attractors as origin and destination points is essential in helping to understand how your network operates.

The data gathered should be appropriate to the size and complexity of the area covered by the LCWIP. Where possible, local data should be used, but if this is not available, national data or proxy data may be considered.

The DfT strongly recommended that authorities make use of the DfT-funded **Propensity to Cycle Tool (PCT)** through the LCWIP process. The PCT is a freely-available online resource that has been designed to help with the strategic planning of cycling networks – [www.pct.bike](http://www.pct.bike)

The PCT will be of particular assistance in defining potential demand for cycling, identifying the most promising routes and areas for investment, and estimating future capacity needs for route and area-based measures. Unfortunately, a similar national tool does not yet exist for walking.

Other data sources include, but are not limited to:

- 2011 census, travel to work and school census data
- Travel to work data – short car trips
- Air quality management areas
- Allocations in borough local plans
- Traffic counts/cycle counts/pedestrian counts
- Travel plans and neighbourhood plans
- National Travel Survey (for trip purposes)

Stakeholder engagement plays an important part as local knowledge and views from a variety of user groups will help develop a strong and locally supported plan. The inputs from these groups provide insights into what works well in the network and what does not. They also help us to understand priorities for routes and infrastructure.

Other than our borough and district stakeholders, other groups, or forums to consider, include:

- Access and disability groups
- Walking Groups
- Cycling Groups
- Countryside Access Forums
- Local businesses / BIDs / Traders Associations
- Transport operators
- County and Ward Councillors
- Parish Councils
- Local schools
- Developers – where relevant
- Other relevant parties

#### How do you produce an LCWIP?

The Government published LCWIP Technical Guidance in 2017 for local authorities that outlines the LCWIP process. The guidance defines the **six recommended steps** that should be taken when planning for cycling and walking:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf)

The guidance recognises that each authority is best placed to consider how the LCWIP process will work in their area, and how it can enhance work already undertaken.

The six steps are as follows:

##### 1. Determining Scope:

- Establish the geographical extent the LCWIP will cover (for example: a town or a district) and what the parameters will be
- Arrangements for governing and preparing the plan will need to be established by constructing a project board and delivery mechanism
- Stakeholders to engage with should be identified at the outset
- Indicative timescales – set out a programme of events throughout the stages with a goal date

##### 2. Gathering Information:

This stage is vital in establishing all the data and relevant information that is required to produce a successful LCWIP.

This includes:

- Identifying existing patterns of walking and cycling and potential new journeys using the PCT Tool and 2011 census data to start.
- Reviewing existing conditions and identifying barriers to cycling and walking – current or planned schemes

- Reviewing related transport and land use policies and programmes
- Stakeholder engagement to help establish a working network from a 'blank-sheet' mapping approach; creating the opportunity to discuss existing barriers to walking and cycling, within the local area

##### 3. Network Planning for Cycling:

Using the data from stage 2, identify origin and destination points and cycle flows. Convert flows into a network of routes. Cycle the routes, and determine the type of improvements required.

##### 4. Network Planning for Walking:

Identify key trip generators, core walking zones and routes, audit existing provision on foot and determine the type of improvements required.

**Both stages 3 and 4 require on-site audits by our team to establish improvements undertaken on foot or by cycle**

##### 5. Prioritising Improvements:

This stage of the LCWIP sets out to prioritise all the identified improvements in the short (<3 years), medium (< 5 years) and long term (>5 years).

When prioritising infrastructure improvements, typical factors to consider include:

- **Effectiveness** - forecast increase in the number of walking and cycling trips / population who directly benefit from the intervention
- **Policy** – delivery against policy objectives, such as improvements to health and inclusion, performance against Local

Transport Plan/Local Plan policies

- **Deliverability** – scheme feasibility/deliverability, public acceptability, environmental constraints, and high level estimated costs

Other DfT approved online tools, that can help with prioritisation, can also include:

- **Route Selection Tool (RST)** - the primary function of the RST is to assess the suitability of a route against a set of core design outcomes
- **Walking Route Audit Tool (WRAT)** – this tool is used to assess the current condition and suitability of a walking route. The WRAT is intended to be used during or following a site visit and provides a means of ensuring that all the factors are considered

Further information on these tools can be found via this link –

<https://www.gov.uk/government/publications/local-cycling-and-walking-infrastructure-plans-technical-guidance-and-tools>

##### 6. Integration and Application:

The final stage of the LCWIP process considers how it can be integrated into local policy, strategies, and plans. This is achieved by:

- Integration within existing or emerging local policies and plans
- Use within the preparation of bids, strategies and delivery plans
- Reviewing and updating the LCWIP in line with plans, data and developments

Consideration should also be given to incorporating LCWIPs into Supplementary Planning Documents, Area Actions Plans or Neighbourhood Plans.

Ideally LCWIPs, once adopted into policy, will need to be reviewed and updated every four to five years, to reflect progress made with implementation, or if there is a significant change in local circumstances, such as major development sites, new policies, or new funding sources.

If you have any questions or want to share any information, then please contact us on:

**Transport Planning Services**  
Strategic Transport  
Hampshire County Council  
The Castle  
Winchester SO23 8UD

[hants.gov.uk/sharedexpertise](http://hants.gov.uk/sharedexpertise)

## Annex 3 - Ringwood Town Access Plan (TAP) New Forest District Supplementary Planning Document (March 2011)

Summary of Action Plan (full document available to view online at [https://www.newforest.gov.uk/media/762/Ringwood-Town-Access-Plan/pdf/Ringwood\\_Town\\_Access\\_Plan.pdf?m=637298155485700000](https://www.newforest.gov.uk/media/762/Ringwood-Town-Access-Plan/pdf/Ringwood_Town_Access_Plan.pdf?m=637298155485700000) and includes maps showing the location of each scheme)

Where a reference beginning with RING is shown, this refers to Policy RING6 in the Local Plan Part 2 – Sites and Development Management, see pages 187 – 193:

[https://www.newforest.gov.uk/media/716/Section-5-Site-specific-proposals-Ringwood-Fordingbridge-the-Avon-Valley-and-Downlands/pdf/Section\\_5\\_Avon\\_Valley.pdf?m=637298095999270000](https://www.newforest.gov.uk/media/716/Section-5-Site-specific-proposals-Ringwood-Fordingbridge-the-Avon-Valley-and-Downlands/pdf/Section_5_Avon_Valley.pdf?m=637298095999270000)

|  |
|--|
| Completed Schemes  |
| Not deliverable at this time   |
| Still to be progressed   |
| Considered no longer required, not a priority, or not supported by the Town Council in June 2017 |

| Committed Schemes   |   |  |  |                              |
|---------------------|---|--|--|------------------------------|
| Ref                 | Location/Issue  | Proposed Measure   | Purpose of Scheme  | Status                       |
| AP1                 | Southampton Road/Mansfield Road junction and Southampton Road/The Close (south of Mansfield Road) | Environmental and pedestrian enhancements, improved pedestrian route from Furlong car park, upgrade pelican to toucan crossing | Improved environment and pedestrian links                        | Implemented                  |
| AP2                 | Cloughs Road  | Footway improvement and provision where missing  | Safe walking   | Implemented                  |
| AP3<br>RING<br>6.11 | Bickerley (north west end)  | Extension of footpath to Danny Cracknell Pocket park   | Improved pedestrian link and safe walking                        | Non-deliverable at this time |
| AP4                 | Hightown Road (between Quomp and Kingsfield)  | Traffic calming and informal pedestrian crossing   | Safer crossing for pedestrians and cyclists                      | Implemented                  |
| AP5                 | Town Centre Pedestrian Signing  | Improve signing of pedestrian routes   | Improved information and awareness and increase footfall         | Implemented                  |
| AP6                 | Street Lighting Improvements (PFI contract)   | Replacement lighting throughout town   | More efficient use of energy, improved visibility, safer streets | Implemented                  |

| Longer Term Schemes – Pedestrian and Cycle Improvements |  |   |   |   |
|---|--|---|---|---|
| Ref   | Location/Issue   | Proposed Measure  | Purpose of Scheme   | Status  |
| PC1   | Gravel Lane to Southampton Road                                | Off road cycle route through Orchard Mount, upgrade A31 slip road zebra crossings to toucan   | Improved safety for cyclists  | Not progressed                                      |
| PC2<br>RING<br>6.1                                      | Kingsfield to Southampton Road                                 | On and off-road cycle route via Manor Road, Green Lane, parsonage Barn Lane and Winston Way   | Improved accessibility to town and schools, reduce travel by car                              | Not progressed                                      |
| PC3<br>RING<br>6.2                                      | School Lane to Cloughs Road                                    | On road cycle route via Manor Road  | As above  | Not progressed                                      |
| PC4   | Bickerley Common to Hightown Road junction (via Castleman Way) | On and adjacent to road cycle route including shared cycle/footway and toucan crossing on Castleman Way   | Improved accessibility to employment sites and improved link to town centre                   | Part implemented                                    |
| PC5   | Quomp to Hightown Gardens via Hightown Road                    | On road cycle route with traffic calming (see also AP4)   | Increased safety and improved link to schools   | Part implemented                                    |
| PC6<br>RING<br>6.3                                      | Crow Arch Lane to Moortown Lane                                | Cycleway across fields to Moortown Lane   | Improved connectivity to leisure facilities and employment sites                              | Land allocated for development in Local Plan (SS13) |
| PC7   | Linford Road   | On and off road route linking into National Park through to Linford Bottom  | Improved safety for cyclists  | Not progressed                                      |
| PC8<br>RING<br>6.4                                      | Castleman Way to Crow Lane via Embankment Way                  | Adjacent to and off road cycle route  | Improved accessibility to employment areas and town centre                                    | Part implemented                                    |
| PC9   | A31 to Mansfield Road via West Street                          | Strategic on road cycle route   | Improved route for cyclists   | To be implemented in part in 2021                   |
| PC10  | Southampton Road to North Poulner Road                         | Strategic on road cycle route via Gorley Road and Poulner Schools. Toucan crossing on Southampton Road (links with PC1 and PC14)  | Improved linkages to schools and town centre and improved safety for cyclists and pedestrians | Not progressed                                      |
| PC11<br>RING<br>6.5                                     | Castleman Way to Town Centre, via Quomp and The Close          | On road cycle route along The Close and Quomp with off road section through Victoria Gardens. New crossings in Hightown Road and Castleman Way. Upgrade Mansfield Road crossing from pelican to toucan. | Improved safety and accessibility.  | Part implemented.                                   |

|                      |  |  |   |  |
|----------------------|--|--|---|--|
| PC12                 | North <u>Poulner</u> Road  | On road cycle route linking PC10 to <u>Poulner</u> Lakes area  | Improved accessibility to recreation area areas and schools.  | Not progressed.  |
| PC13                 | Town Centre to A338 Salisbury Road                               | On road cycle route  | Improved accessibility to <u>Blashford</u> Lakes  | Shared footway/cycle path signed from town <u>centre</u> to Snails Lane  |
| PC14<br>RING<br>6.6  | Mansfield Road to Southampton Road via Carvers Recreation Ground | Cycle route adjacent, on and off road  | Improved cycle link through the town  | Implemented  |
| PC15<br>RING<br>6.7  | <u>Moortown</u> to Castleman Way via New Street                  | Cycle route on and adjacent to road  | Improved route to connect south of town to employment sites and town <u>centre</u>                          | Part implemented   |
| PC16                 | <u>Gorley</u> Road towards Hyde                                  | Strategic Cycle Route connecting Ringwood to countryside to the north  | Improved safety for cyclists and access to National Park  | Not progressed – not supported by the Working Party due to very narrow roads.  |
| PC17                 | Christchurch Road (near War Memorial Gardens)                    | Uncontrolled pedestrian crossing   | Improved pedestrian safety  | Implemented  |
| PC18                 | <u>Poulner</u> Schools   | New pedestrian entrance and footpath widening  | Improved pedestrian safety, reduction in traffic congestion   | Not progressed – no longer required?   |
| PC19                 | The Close to Christchurch Road                                   | Improvement to existing footpath; removal of tree roots, new surface and lighting  | Improved pedestrian safety and environment  | Not progressed   |
| PC20<br>RING<br>6.9  | <u>Moortown</u> to Town Centre via <u>Quomp</u> .                | Improvements to existing footpaths, footpath link through Forest Gate Business Park (similar to PC15)  | Improved route to connect south of town to employment sites and town <u>centre</u>                          | Part implemented   |
| PC21<br>RING<br>6.10 | Southampton Road, west of Frampton Place                         | Footway widening   | Improved pedestrian safety  | Not progressed – requires land in private ownership  |
| PC22                 | Christchurch Road and Parkside                                   | Uncontrolled pedestrian crossing   | Improved pedestrian safety  | Not progressed   |
| PC23                 | Christchurch road and junction of Millstream Industrial Estate   | Uncontrolled pedestrian crossing   | Improved pedestrian safety  | Implemented  |
| PC24                 | Christchurch Road junction with Shires Close                     | Uncontrolled pedestrian crossing   | Improved pedestrian safety  | Not progressed   |
| PC25                 | Gravel Lane to Furlong car park and Southampton Road             | Accessibility improvements for pedestrians and cyclists, to include signing  | Improved safety for cyclists and pedestrians, encourage non-car access to town <u>centre</u> from the north | Part implemented (signage)   |
| PC26                 | Furlong car park to Market Place/High Street                     | Improved links between the car park and town <u>centre</u> , to include accessibility and pedestrian improvements to adjacent roads including tactile paving and dropped crossings | Improved safety and access for all to town <u>centre</u>  | Part implemented – needs to include proposal by Church for new pedestrian link from Furlong Shopping Centre to Market Place via the churchyard |
| PC27                 | Hurst Road to <u>Blashford</u> Lakes                             | Improve surface of footpath to assist access to open space   | Improved pedestrian link to recreation area and encourage healthier lifestyle                               | Not progressed   |
| PC28                 | Hightown Road junction with Gardener Road                        | Uncontrolled pedestrian crossing   | Improved safety for pedestrians and cyclists  | Implemented  |
| PC29                 | Town Centre pedestrian signage                                   | Improved signing of pedestrian routes  | Improved information and awareness and increase footfall  | Implemented  |
| PC30                 | Cycle parking  | Upgrade existing facility outside Gateway. New facility in Market Place, Carvers and Butlers Lane.   | Improved facilities to encourage cycling  | Part implemented.  |
| PC31                 | Improved cycle route signage                                     | Improve signing of cycle routes  | Improved information to encourage cycling   | Part implemented   |

| Longer Term Schemes – Traffic Management and Highway Improvements |  |   |  |   |
|---|--|---|--|---|
| TMH1  | Cloughs Road   | Possible one-way traffic (eastbound) to prevent rat running   | Reduction in traffic, making a safer route for pedestrians   | Not progressed – not supported by the Working Party   |
| TMH2  | Southampton Road/Carvers – verge parking   | Better management of parking to reduce obstruction of footway   | Improved safety for cyclists and pedestrians   | Implemented   |
| TMH3  | Eastfield Lane/A31 slip road   | Widen junction to prevent large vehicles mounting the kerb  | Improved accessibility and safety  | To be delivered by Linden Homes – has this been implemented?  |
| TMH4<br>RING<br>6.12  | High Street/West Street  | Improve facilities for pedestrians to encourage greater footfall, includes improved pedestrian links along West Street and dropped crossings on High Street.<br>An environment and traffic management strategy for the future of the town centre is to be prepared. See also PR3. | Improved pedestrian environment and safety, enhanced economic vitality   | West Street improvements to be implemented in 2021.   |
| TMH5  | Bickerley Road junction with Bickerley Gardens                                   | Junction improvement – possible change in priority  | Improved visibility and safety for pedestrians and cyclists  | Not progressed  |
| TMH6  | B3347 Mansfield Road junction with The Furlong/Southampton Road                  | CCTV for traffic/incident monitoring – to be incorporated into HCC urban traffic control system   | CCTV linked to ANPR and Variable Message Signs (VMS) can be used to minimise congestion and better manage incidents. | Not progressed, with exception of VMS on A31 westbound at Poulner Hill – not considered a priority by the Working Party |
| TMH7  | A338 Northbound and Southbound, north of junction with A31                       | Automatic Number Plate Recognition (ANPR) for journey time analysis and incident management   |  |   |
| Longer Term Schemes – Public and Community Transport Improvements |  |   |  |   |
| PT1   | Southampton Road   | New bus shelters (north side adjacent to 6 Whitehart Fields and south side adjacent 254 Southampton Road)   | Promote use of public transport  | Part implemented (north side) South side no longer required   |
| PT2   | Ringwood Bus Interchange, Meeting House Lane                                     | Raised kerbs, clearway boxes, poles and flags, litter bins, tactile paving, clocks, ticket purchasing facilities, improved layout, new lighting   | Promote use of public transport  | Not progressed – not considered a priority by the Working Party   |
| PT3   | Ringwood Bus Interchange, Meeting House Lane                                     | Journey planning kiosk and departure screen information   | Improved information to promote use of public transport  | Not progressed – as above   |
| PT4   | Ringwood Bus Interchange, Meeting House Lane                                     | Provision of bus departure display screen inside shelters   | Improved information to promote use of public transport  | Implemented   |
| Longer Term Schemes – Encouraging Smarter Choices                 |  |   |  |   |
| SC1   | Ringwood TAP area wide   | School travel plan development and implementation   |  | Ongoing   |
| SC2   | Ringwood TAP area wide   | Workplace travel plans for existing and new employers   |  | Ongoing through planning process  |
| SC3   | Ringwood TAP area wide   | Travel plans in association with new development  |  | Ongoing through planning process  |
| SC4   | Ringwood TAP area wide   | Provision of electric vehicle charging points   | Promote use of electric vehicles   | Implemented   |
| Longer Term Schemes – Public Realm Improvements                   |  |   |  |   |
| PR1<br>RING<br>6.8  | Southampton Road (southern section to Fridays Cross)                             | Extension of enhanced pedestrian environment  | Enhanced environment and safer for pedestrians and cyclists  | Not progressed  |
| PR2   | Southampton Road cul de sac (northern section from junction with Mansfield Road) | Accessibility improvements and enhanced pedestrian environment  | Enhanced environment and improved pedestrian safety  | Not progressed – not supported by the Working Party   |
| PR3   | High Street/Market Place   | Landscape and streetscape improvements to complement TMH4   | Improved pedestrian environment  | Not progressed  |



## Annex 5 - Beaumont Park survey (April/May 2021) results summary

60 householders answered the LCWIP survey questions.

From the closed questions, the following statistics were generated:

Householders that moved to the estate from elsewhere in Ringwood area = 10%.

Average number of people living in the surveyed homes = 2.47.

Number of people that travel to their place of work = 79 from 60 households.

The means by which they travel to work: car/van = 92%; walk = 4%; cycle = 2%; bus = 1%.

For comparison, the 2011 Census data for Ringwood parish (<https://www.pct.bike/m/?r=hampshire>) gives commuter figures of 72% drivers and 6% cyclists. These figures were used in the Residential Travel Plan submitted in support of the development ([https://planning.newforest.gov.uk/online-applications/files/AD5977991E431647101F11DFDEA805DD/pdf/13\\_11450-CONDITIONS\\_-\\_TRAVEL\\_PLAN-5271664.pdf](https://planning.newforest.gov.uk/online-applications/files/AD5977991E431647101F11DFDEA805DD/pdf/13_11450-CONDITIONS_-_TRAVEL_PLAN-5271664.pdf)).

Number of children = 62 from 60 households.

Number of children at school = 40 from 60 households.

The schools they attend:

|                  |     |                                   |                     |
|------------------|-----|-----------------------------------|---------------------|
| Ringwood Infants | 13% | and how many got there by car/van | 25%                 |
| Ringwood Juniors | 8%  |                                   | 0%                  |
| Poulner Infants  | 6%  |                                   | 100%                |
| Poulner Juniors  | 3%  |                                   | 100%                |
| Ringwood Academy | 15% |                                   | 22%                 |
| Other schools    | 19% |                                   | 67% excluding buses |

Number of people that would use a bus service, if it stopped on the estate = 47%.

Number of people that walk or cycle in the New Forest = 90%.

Open questions asked:

*"Is there anything else about transport to and from this estate that you would want to comment on?"*

The responses were categorised as:

Better walking/cycling infrastructure (total of 71 answers) – top ones were:

- Complete Crow Lane west side pavement towards Elm Tree junction (13)
- More direct access to the Lidl/Wellworthy estate (12)
- Gravel tracks/curbs make wheelchair/pram use difficult, esp. access to Gardner Rd (11)
- Better walking route/interlinking footpaths from Castleman Trail/Hightown Road to schools/town centre (10)
- Finish off Castleman Trail to Ringwood for cycling/wider (prams) & better lit (9)
- Access to Crow Farm Shop on foot or cycling (7)

Roads not safe (total of 28 answers) – top one was:

- Speeding/narrow roads (18)

Would like bus service to/from estate (total of 11 answers)

*“What changes, if any, would you make to your home or the Beaumont Park Estate?”*

Poorly built estate (total of 34 answers) – top ones were:

- No electric car charging points (8)
- No post box (5)
- More storage in houses (4)

Not enough or inappropriate parking on estate (total of 16 answers)

Issues with management company (total of 13 answers)

Poor quality recreation areas (total of 11 answers)

*“What would make you more likely to spend more time in Ringwood Town Centre?”*

Rejuvenation of shops/increase in shop variety/kid’s clothing/boutiques (total of 22 answers)

More/better entertainment venues/events (total of 19 answers)

Better access/pedestrianisation/carparks/public transport/railway! (total of 13 answers)

More/better recreation areas, like Carvers/Bickerley (total of 12 answers)

Nothing/really like Ringwood (total of 9 answers)

Additional noteworthy comments:

One person said that they had to rent a commercial unit in Horton – Ringwood was too expensive.

Four households were looking to move from the estate: “We didn’t know that the Moortown Lane estate was being built, so we’re going to move”.

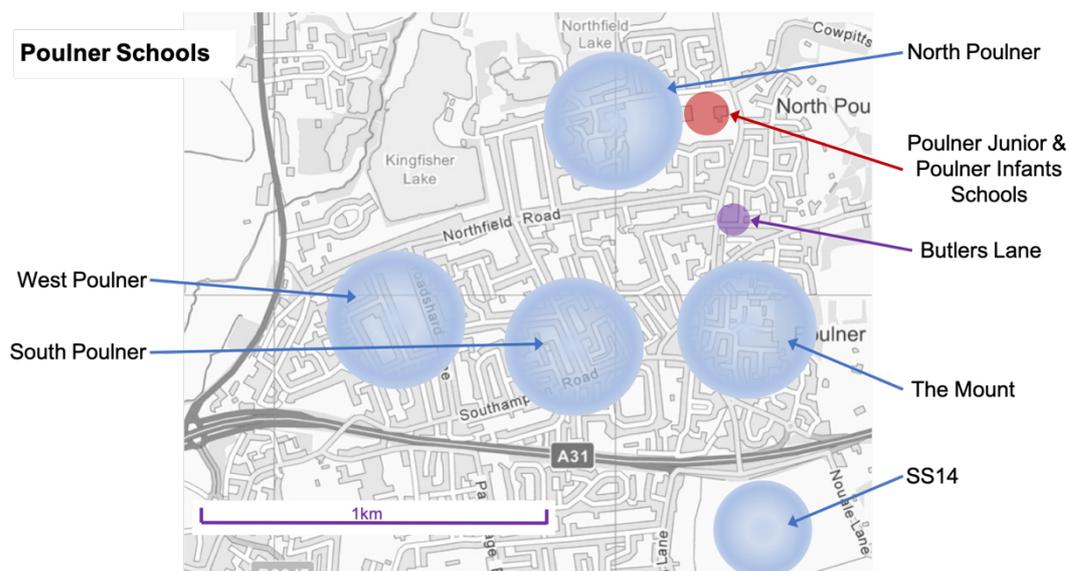
“There were two accidents involving children on Hightown Road in last year, one not reported in the papers.”

There were apparently five separate minor accidents (vehicle collisions) on the estate in the last year.

Householders said that the Linden Homes didn’t provide a ‘Welcome Pack’ with information about Ringwood (such when rubbish gets collected or about shopping) or the New Forest (such as the New Forest code).

“The village green is a joke”.

## Annex 6 – Poulner Schools



### Discussion

This annex examines the walking and cycling routes to the Poulner schools from residential porosity areas nearby. Using the 'one kilometre rule', the residential areas of interest are all north of the A31. The relevant areas from the maps in Section 2.4 are shown above, although the West Poulner area (in part) and Strategic Site 14 are significantly more than a kilometre away from the schools. It is noted that TAP includes a recommendation (PC10) to improve links between Southampton Road and North Poulner Road which have not been progressed as of March 2021.

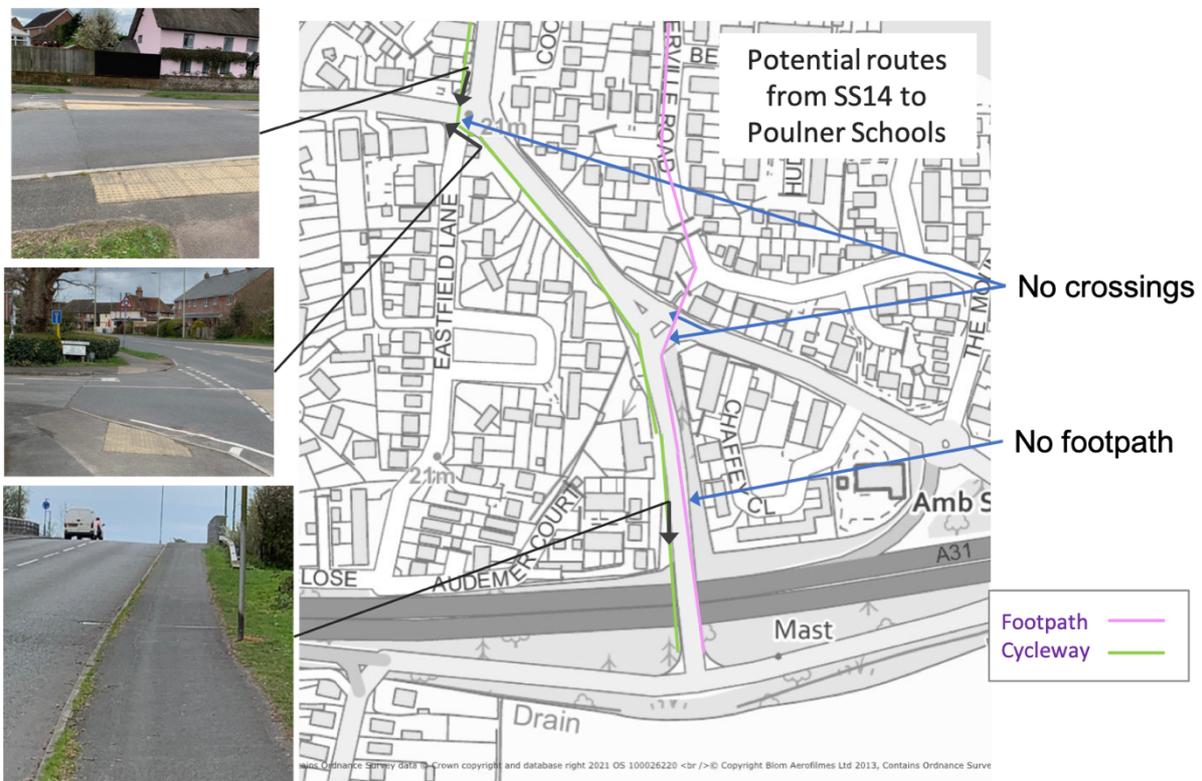
Walking and cycling routes utilise through roads like North Poulner Road, Northfield Road, Southampton Road, Seymour Road and Gorley Road, although there are in certain places alternative side roads and footpaths that enable travel away from traffic. Examples include the cut through from Northfield Road to Kingfisher Way and the cut through from Forestside Gardens to Gorley Road.



Postcard photograph of Southampton Road, Ringwood - courtesy The Ringwood Meeting House.

Apart from traffic and the tendency in Ringwood for many roads to have pavements on just one side, obstruction of the footpaths by overgrown vegetation from adjacent properties is a widespread issue. The authors have assembled a data set in Annex 17 that identifies where these obstructions are using the 'what3words' app (<https://what3words.com/products/what3words-app/>).

If the SS14 site proceeds with the premise that the Poulner schools will expand to accommodate the need of new residents, non-vehicular routes to the schools need to be considered more carefully. Based on data from the Beaumont Park survey (Annex 5), the estimated number of children involved is at least one child for every three households. If Taylor-Wimpey are permitted to build 400 residential properties, around 130 children could be travelling from SS14 to the Poulner schools.



The above map is one possible improvement option, where the proposed new roundabout on the south side of the flyover (which is part of the proposed scheme) connects to a cycleway on the west side and a footpath on the east side to connect to Gorley Road. As indicated, there is a break in the footpath to the east that would need to be filled and several crossing improvements would be required to lower the risk of collisions with motorised traffic at interfaces. Although there would be a separate footpath, the housing adjacent to the cycleway would negate it being exclusively for cycling, so appropriate signage would need to discourage unsafe riding.

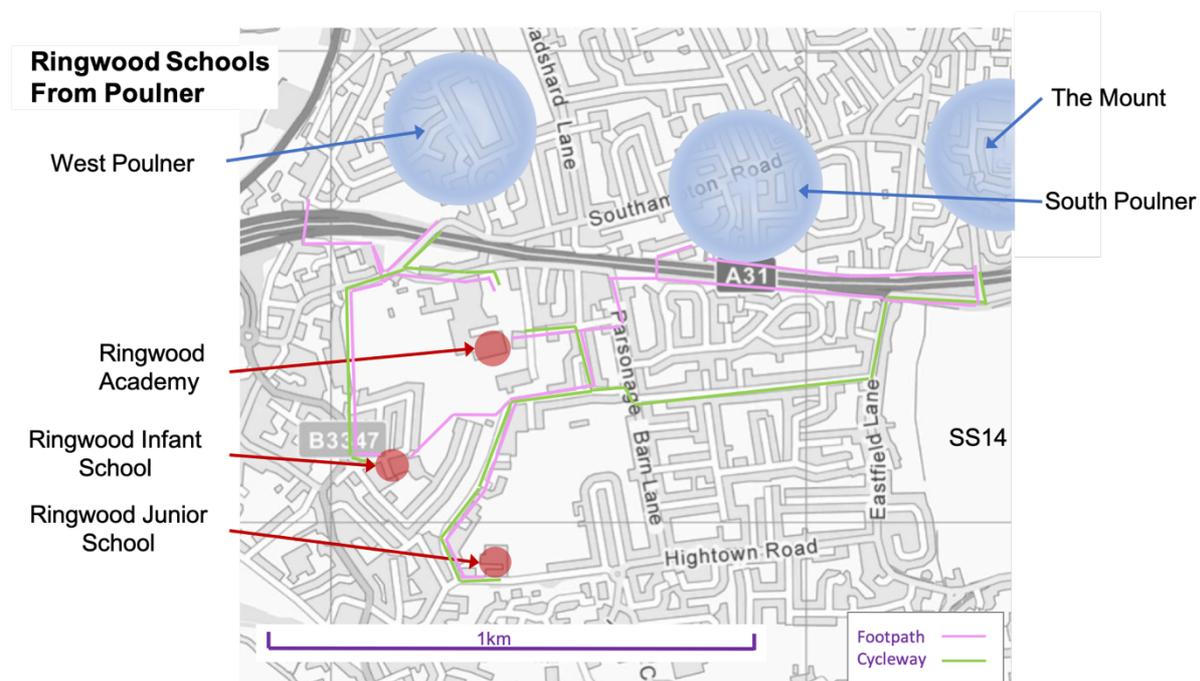
### **Summary of proposed interventions**

- Improve pavement conditions (Annex 17).
- If the SS14 development depends on school places at the Poulner school, consider improvements to routes from the proposed new roundabout to Gorley Road, such as joining up the pavement on the east side of the flyover, improvement of Southampton Road crossing points and associated signage.

### **Priority of the proposed interventions**

Medium

## Annex 7 – Ringwood Schools overview

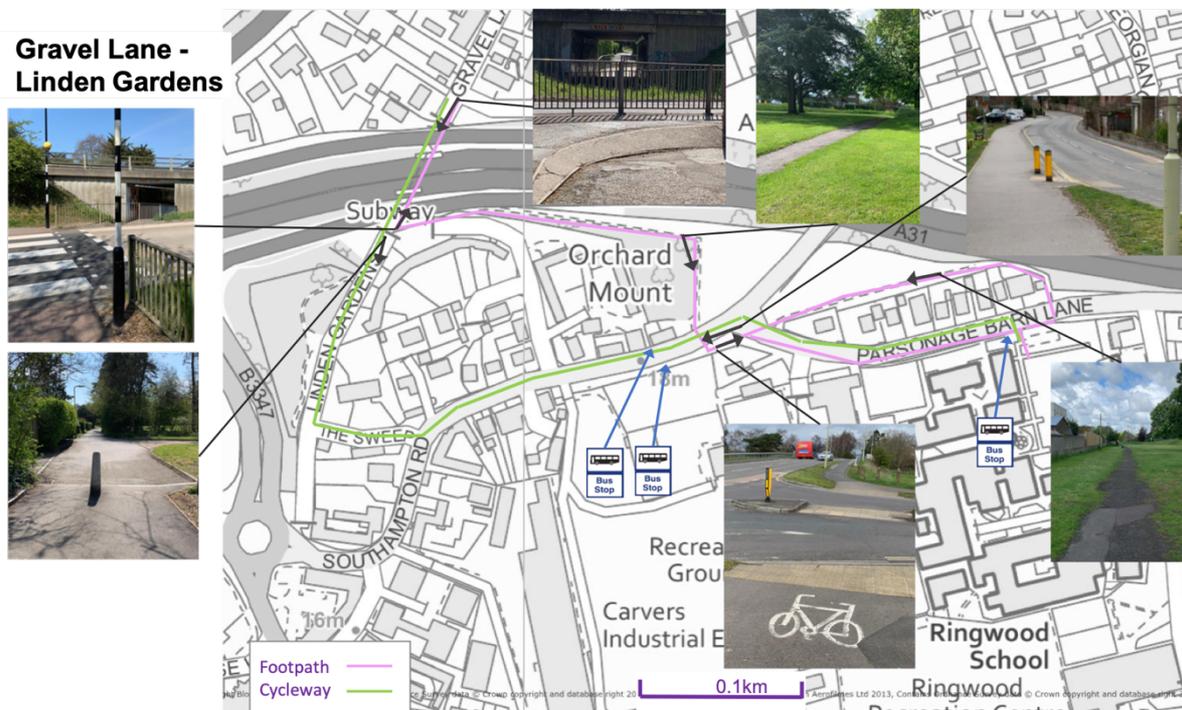


### Discussion

The map above gives an overview of walking and cycling routes from Poulner to Ringwood schools (Ringwood Infant, Ringwood Junior and Ringwood Academy). The view of the authors is that only the two Southampton Road flyovers are suitable for cyclists, with explanations given in other annexes, such as Annex 11. Further Annexes examine specific routes to the schools from the four A31 crossing points. Porosity is assumed for access from Poulner residential areas to the crossing points.

## Annex 8 – Gravel Lane – Linden Gardens Underpass to Ringwood Academy

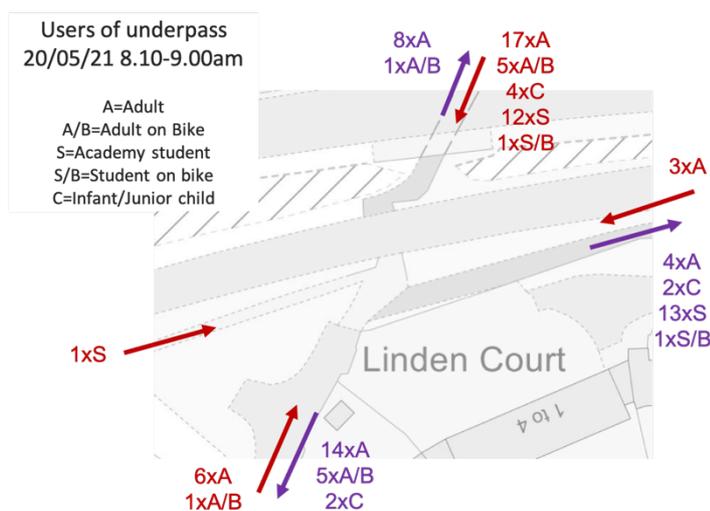
This annex examines the walking and cycling routes from Poulner to Ringwood Academy, with porosity assumed in Poulner via the Gravel Lane/Linden Gardens underpass.



### Discussion

There is a 'right of way' from Gravel Lane through the underpass, along Linden Gardens, across Southampton Road.

Walking routes utilise the path across Orchard Mount and then crossing Southampton Road. This underpass was observed by an author on 20<sup>th</sup> May 2021 between 8.10 and 9.00am. The diagram displays the people flow (red in, purple out) and confirms the Orchard Mount option to be exclusively preferred by fourteen Ringwood Academy students on that morning. Despite one student cyclist using this route, it is not currently suitable for a mixed walking /cycling route, although it is a TAP 'Longer Term Scheme' (PC1) along with upgrading the current Zebra crossings at the A31 to Toucan crossings (Annex 3).



Consideration should be given to improvement of the crossing over Southampton Road from Orchard Mount. It is noted that the suggestion of a Toucan crossing is part of the TAP (PC10) that has not yet progressed (March 2021).

After crossing Southampton Road, there are two options. The first involves following the pavement along Parsonage Barn Lane to the school. The second involves crossing Parsonage Barn Lane onto the parish land to the east of Southampton Road, following the path to where it meets Parsonage Barn Lane again and crossing a second time. It might be interesting to compare these routes using the Route Selection Tool in the future. The current view of the authors is that the first route is preferred as it does not involve crossing a busy road twice.

For cycling, there is the route option shown on the map leading from Linden Gardens on to The Sweep and then Southampton Road. A right turn into Parsonage Barn Lane leads to the Academy. In the view of the authors, a route along a particularly narrow and busy part of Southampton Road (see photo), including a right turn across traffic, would not seem to be attractive compared to options from nearby Southampton Road West flyover. This view is in accord with the people flow information provided above, where no students were observed cycling along Linden Gardens. The route is not considered further, therefore.



### **Summary of proposed interventions**

- Improve Southampton Road pedestrian crossing point.

### **Priority of the proposed interventions**

Medium

## Annex 9 - Gravel Lane – Linden Gardens Underpass to Ringwood Infant and Ringwood Junior Schools

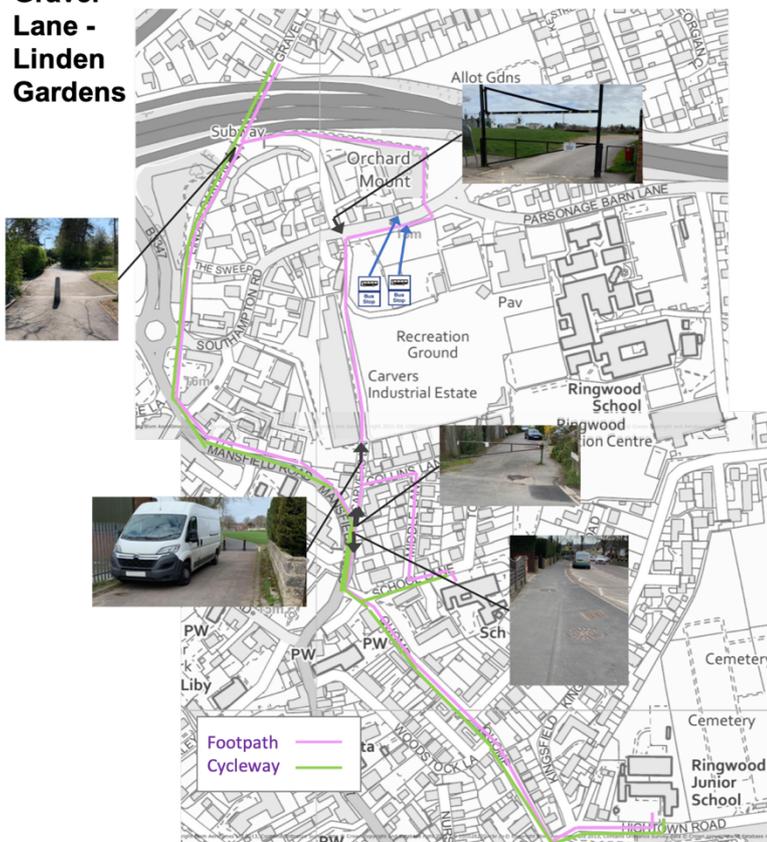
This annex examines the walking and cycling routes from Poulner to Ringwood Infant and Ringwood Junior schools, with porosity assumed in Poulner via the Gravel Lane/Linden Gardens underpass.

### Discussion

There is a 'right of way' from Gravel Lane through the underpass, along Linden Gardens, across Southampton Road and another (north-south) across Carvers Recreation Ground.

Walking routes from the underpass to Ringwood Junior School are further than one kilometre and so, although they are mapped, they won't be considered further. Supporting this, the people flow study detailed in Annex R3P1 did not show any junior school children travelling through the underpass, but there were four children apparently travelling to Ringwood Infant School, which is less than one kilometre from the underpass. Interestingly, two of these travelled through Orchard Mount and the other two (accompanied by a pram) travelled by Linden Gardens. Both routes are shown.

### Gravel Lane - Linden Gardens



The first walking route through Orchard Mount, Carvers Recreation Ground and then around the residential streets by the school goes through green spaces and quiet areas. However, it is a little longer than the second route, which follows the cycleway to Mansfield Road before turning up Quomp/School Lane. If the Southampton road crossing is upgraded, the first route could be more attractive. It will be interesting to compare these routes when access to the Route Selection Tool is secured.

The cycling route follows the second walking route. The northwest and southwest entry points to Carvers Recreation Ground are not bike friendly and so modification should be considered. As Mansfield Road is an extremely busy through route for vehicular traffic, it would not be suitable for inexperienced riders. It might be possible to upgrade the Orchard

Mount walking route for cycling (preferably separated) in accord with TAP (PC1) which has not been progressed as yet (March 2021).

### **Summary of proposed interventions**

- Improve Southampton Road pedestrian crossing point.
- Consider making the northwest entrance to Carvers Recreation Ground and the barrier at the junction of Carvers Lane/Mansfield Road more 'bike friendly' by use of removable modal filters.
- Consider improvements at the Southampton Road roundabout junction using the Junction Assessment Tool.

### **Priority of the proposed interventions**

Medium

## Annex 10 - Southampton Road West Flyover to Ringwood Schools

This annex examines the walking and cycling routes from Poulner to Ringwood Schools, with porosity assumed in Poulner via the Southampton Road West flyover.



### Discussion

There is a 'right of way' across Carvers Recreation Ground (north/south).

It is also noted that the catchment area of porosity in Poulner is higher for the flyover than for the underpass.

On walking, there is overlap with the information in Annex 8, except that the two routes from Southampton Road to Ringwood Academy now both involve a single crossing of Parsonage Barn Lane and are of similar length. Without the benefit of the Route Selection Tool, the authors were not able to differentiate them.

Likewise, the cycling route to Ringwood Academy is a simple left-hand turn onto a side road, albeit a busy one at times. As the flyover is pavement of reasonable width on both sides, consideration could be made to have the west side pavement pedestrian only and the east side a mixed cycleway to encourage some separation of walkers (especially those not travelling to Parsonage Barn Lane) from cyclists and also decant cyclists from the road itself. Improvement to the Southampton Road crossing by Orchard Mount would support this potential change.



For walking and cycling to the other schools, the flyover crossing point of the A31 is more user friendly than the underpass option. Crossing Carvers Recreation Ground gives easy and pleasant access to Ringwood Infants school. Further travel along Mansfield Road and then Quomp is again relatively facile for access to Ringwood Junior School. However, the northwest entrance to Carvers and the barrier at the junction of Carvers Lane and Mansfield Road are not cycling friendly, as the photos below show.



On Carvers Recreation Ground, consideration could be given to a separate footpath between the entrances in order to encourage separation of pedestrians from cyclists on the cycleway.

Also, on Mansfield Road between Carvers Lane and the crossing point, installation of bollards or similar to emphasise the boundary between the carriageway and the cycleway should be considered for the wider section of pavement, as shown in the photo to the right.



### Summary of proposed interventions

- Consider making the west pavement 'pedestrian only' and the east pavement a cycleway for walkers and cyclists on the Southampton Road West Flyover.
- Consider improvements to the Parsonage Barn Lane/Southampton Road junction using the Junction Assessment Tool.
- Improve Southampton Road pedestrian crossing point.
- Consider making the northwest entrance to Carvers Recreation Ground and the barrier at the junction of Carvers Lane/Mansfield Road more 'bike friendly' by use of removable modal filters.
- Consider installation of a separate pedestrian path alternative to the shared foot and cycle path at Carvers Recreation Ground.
- Consider installation of segregation measures on the wide section of pavement on Mansfield Road in the vicinity of the Carvers Lane junction.

### Priority of the proposed interventions

Medium

## Annex 11 – A31 Footbridge to Ringwood Schools

### Discussion

The path from Winston Way over the footbridge and down to Parsonage Barn Road is a 'Right of Way'.

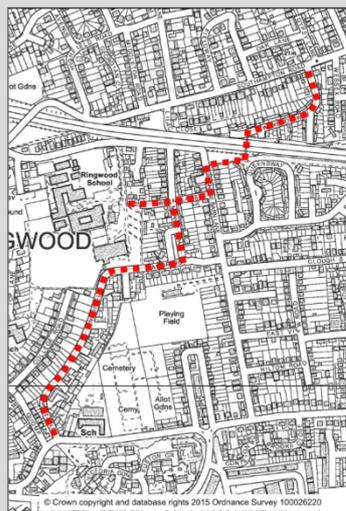
The scheme described in the NFDC Local Plan Part 2<sup>6</sup> suggests a cycle route from Southampton Road, down Winston Way, over the footbridge, along Parsonage Barn Lane, along Green Lane and Manor Road and then southeast along Kingsfield. "The cycle route is an on- and off-road cycle route that involves the use of non-highway land to implement, utilising an area of open space for the off-road section. This route provides an important cycle link between north and south Ringwood crossing the A31. The route can encourage cycling to and through town, improving accessibility and linkages across the A31 to the town centre and schools, reducing the need to travel by car and reducing the effects of severance by the A31". However, the route appears to be totally at odds with the U.K. Government guidance on Cycle Infrastructure Design<sup>14</sup>.

The footbridge also appears to be rarely used by cyclists for getting to the three Ringwood schools south of the A31 from Poulner, as will be seen below. The view of the authors is that only the two Southampton Road flyovers are suitable for cyclists. Porosity is assumed for access from Poulner residential areas to the crossing point.

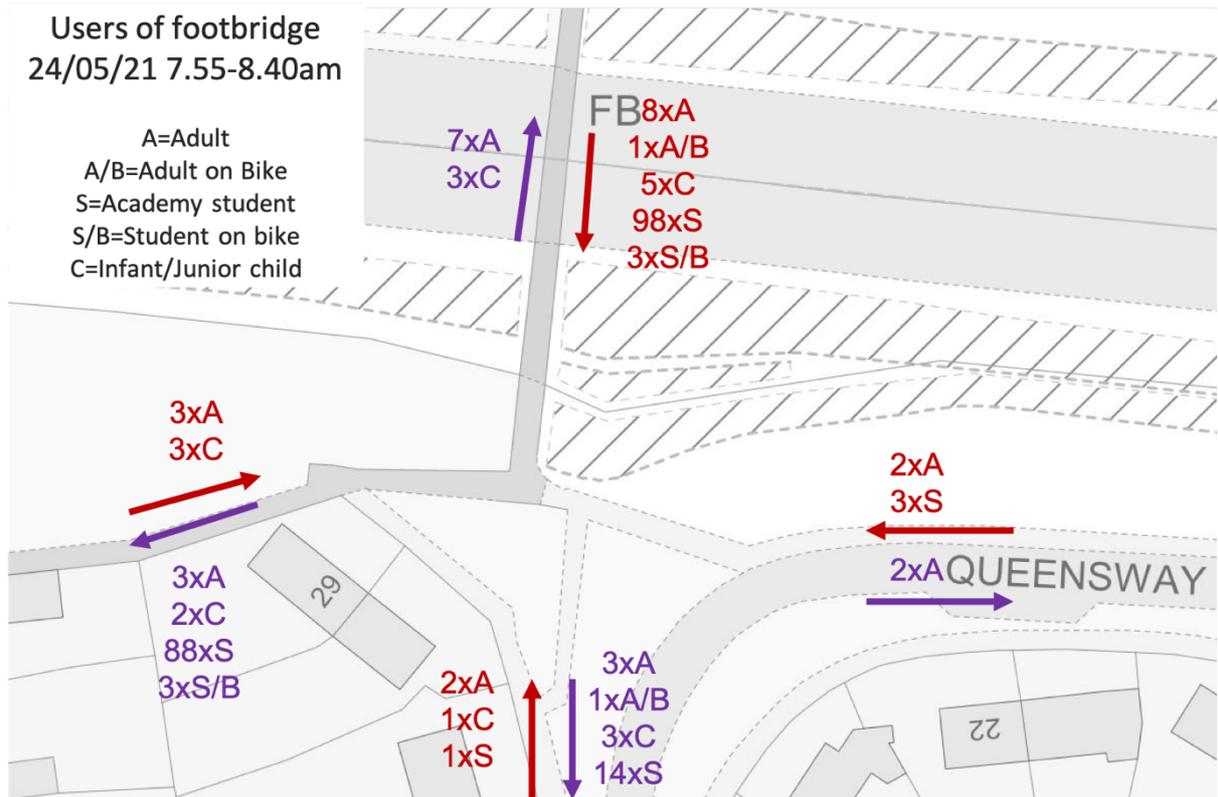
This footbridge was observed from the south side by an author on 24<sup>th</sup> May 2021 between 7.55 and 8.40am. The diagram on the next page displays the people flow (red in, purple out). Note that it was a rainy morning and so the observer had difficulty identifying Ringwood Academy students from other school children. Only those accompanied by adults were labelled as 'C'. All others were labelled 'S'.

The majority of the people crossing the bridge are students travelling across from Poulner and then turning right towards Parsonage Barn Lane. At 8.40am, the author drove to Manor Road and observed the last two students seen crossing south heading towards Ringwood Academy main entrance, so it is possible that most of the 14 students heading south were also heading to the same destination, possibly via the corner shop.

RING6.1 (PC2): Cycle route along Kingsfield to Southampton Road via Manor Road, Green Lane, Parsonage Barn Lane, (dismount section on pedestrian bridge over A31) and Winston Way.



5.50 The cycle route is an on- and off-road cycle route that involves the use of non-highway land to implement, utilising an area of open space for the off-road section. This route provides an important cycle link between north and south Ringwood crossing the A31. The route can encourage cycling to and through the town, improving accessibility and linkages across the A31 to the town centre and schools, reducing the need to travel by car and reducing the effects of severance by the A31.



The diagram includes four students that didn't use the footbridge but headed west towards Parsonage Barn Lane from Queensway.

Starting at Winston Way, it can be seen that there is a surface material issue by the north side ramp of the footbridge, as shown in the photo. Access by prams, wheelchairs, etc. are therefore impeded. Also there is an overhanging vegetation shown in the second photo, although the grass verge allows passage.



The cross over point on Parsonage Barn Lane (what3words ///kitten.glance.wages) is unavoidable as there are no pavement options on the east side of the road at that point and this crossing point is close to a blind corner. Currently there is no crossing and so consideration should be made to improve this crossing point.



After crossing Parsonage Barn Lane, turning north and following the pavement and crossing several side road junctions leads access to Ringwood Academy by the 'Student Entrance'.



Alternatively, turning south on Parsonage Barn Lane takes pedestrians past a bus stop sited on the pavement. There would appear to be an option to reposition the bus stop further back and to the side from the road and perhaps include a shelter on the grassed area, which is believed to be owned by NFDC. By separating stationary pedestrians waiting for a bus, safety of all might be improved.

Continuing south and then turning up Green Lane leads to the main entrance of Ringwood Academy (currently open to students due to Covid-19 concerns) after the crossing of Manor Road and the Leisure Centre access road. In November 2018, there was a road traffic accident at grid reference 415610/105422 (near the junction of Parsonage Barn Lane and Green Lane) with a pedestrian being seriously injured<sup>19</sup>.

Alternatively, turning left onto Manor Road leads to Kingsfield. Access to Ringwood Infant School would involve crossing Manor Road, walking on the north side pavement to Kingsfield and then taking the footpath alongside the school fields of Ringwood Academy leads to the carpark of the Ringwood Infant School. The footpath has a number of sharp turns and is very narrow. It is difficult to envisage how this path could be widened sufficiently to allow its safe use by cyclists. Some currently do cycle on it as shown in the photo, but the authors believe this should be discouraged by designating the path a pedestrian only footpath and installing appropriate signage.



19. <https://www.crashmap.co.uk> ref 2018440413143

As the pavement stops after the entrance to the footpath, access to Ringwood Juniors School involves walking along the south side pavement towards Kingsfield. Taking a left turn at the end of Kingsfield on to Hightown Road leads to the school. Several side roads are crossed on the way, but none are particularly busy.

### **Summary of proposed interventions**

- Improve surface material at Winston Way by the footbridge.
- Consider installation of a crossing on Parsonage Barn Lane.
- Consider repositioning and improving the bus stop on Parsonage Barn Lane.
- Consider designating the path alongside the Ringwood Academy playing fields a footpath.
- Improve pavement conditions (Annex 17).



### **Priority of the proposed interventions**

High

## Annex 12 – Southampton Road East Flyover to Ringwood Schools on foot

### Discussion

The path from Eastfield Lane along the side of the A31 to the footbridge is a 'Right of Way'.

The routes described here concern the travel on foot to the Ringwood Academy, Ringwood Infant School and Ringwood Junior School from the Southampton Road Flyover East. Porosity is assumed north of the flyover and the 'one-kilometre rule' suggests that only residents in the Mount area of Poulner would be likely to use these routes.



The route shown involves crossing Southampton Road at the mini roundabout on the south side of the flyover, proceeding to Eastfield Lane, crossing over at the junction and then joining the footpath to the footbridge. Routes to the schools after this are considered in Annex 11. The only areas of concern are the two crossing points, particularly the one across Eastfield Lane.

### Summary of proposed interventions

- Consider improvement of a crossing on Eastfield Lane.
- Consider improvement of the crossing point on Southampton Road at the mini roundabout.
- 

### Priority of the proposed interventions

Medium

## Annex 13 - Southampton Road East Flyover to Ringwood Schools by bike

### Discussion

The routes described here concern cycling to the Ringwood Academy and Ringwood Junior School from the Southampton Road Flyover East. Porosity is assumed north of the flyover and the 'one-kilometre rule' suggests that only residents in the Mount area of Poulner would be likely to use these routes and that 'little ones' would be unlikely to travel to Ringwood Infants School, either on their own bike or in tandem with an adult using a 'kidback' or similar, given that the cut through from Kingsfield to School Lane is not suitable for cycling (see Annex 11).

The part of the RING6.2 (PC3) route described in the NFDC Local Plan Part 2<sup>6</sup> along Cloughs Road is shown in the picture and is examined in this annex. The route as shown doesn't start at a significant residential area, unless Strategic Site 14 is included. In this document, the cycling route along Cloughs Road is considered as part of the routes to schools from that site in Annex 16.

**RING6.2 (PC3): School Lane to Cloughs Road - on-road cycle route via Manor Road with short off-road section adjacent to the schools.**



5.51 This scheme requires the use of non-highway land to implement, in particular the widening of the footpath adjacent to the school playing fields. This cycle route improves accessibility and linkages to the town and schools from the residential area to the east, reducing the need to travel by car which can help reduce congestion, particularly that associated with school traffic.

This annex will only concern the cycling routes from The Mount residential area to the east end of Cloughs Road, namely the crossing of Southampton Road at the mini roundabout, riding west along the Southampton Road slip road to Eastfield Lane, left on to Eastfield Lane and then right on to Cloughs Road. The main area of concern for this section is the crossing point.

### Summary of proposed interventions

- Consider improvement of the crossing point on Southampton Road at the mini roundabout.

### Priority of the proposed interventions

Medium

## Annex 14 – Beaumont Park Estate to Ringwood Schools

### Discussion

The routes described here concern walking to the Ringwood Academy, Ringwood Infant School and Ringwood Junior School from the Beaumont Park estate. Porosity is assumed within the estate. Note that a transport survey of the estate was carried out by the authors of this document with the results shown in Annex 5.



Until recently, the only pedestrian route to Hightown Road from the estate was via Crow Lane. As the pavement between Chard Lane and Hightown Lane on the west side of Crow Lane has not been completed and access via a green space blocked, pedestrians had to cross over Crow Lane to the east pavement, travel north for 100 metres before crossing back<sup>20</sup>. Crow Lane has had sixteen traffic incidents in the past ten years<sup>21</sup>, including two serious and one fatal. Indeed, this month (May 2021) there was an incident involving three vehicles at exactly this spot. Fortunately, there is now a second pedestrian access route from the estate to Hightown Road via Gardner Road.



The map above shows the initial route options to the schools via Gardner Road.

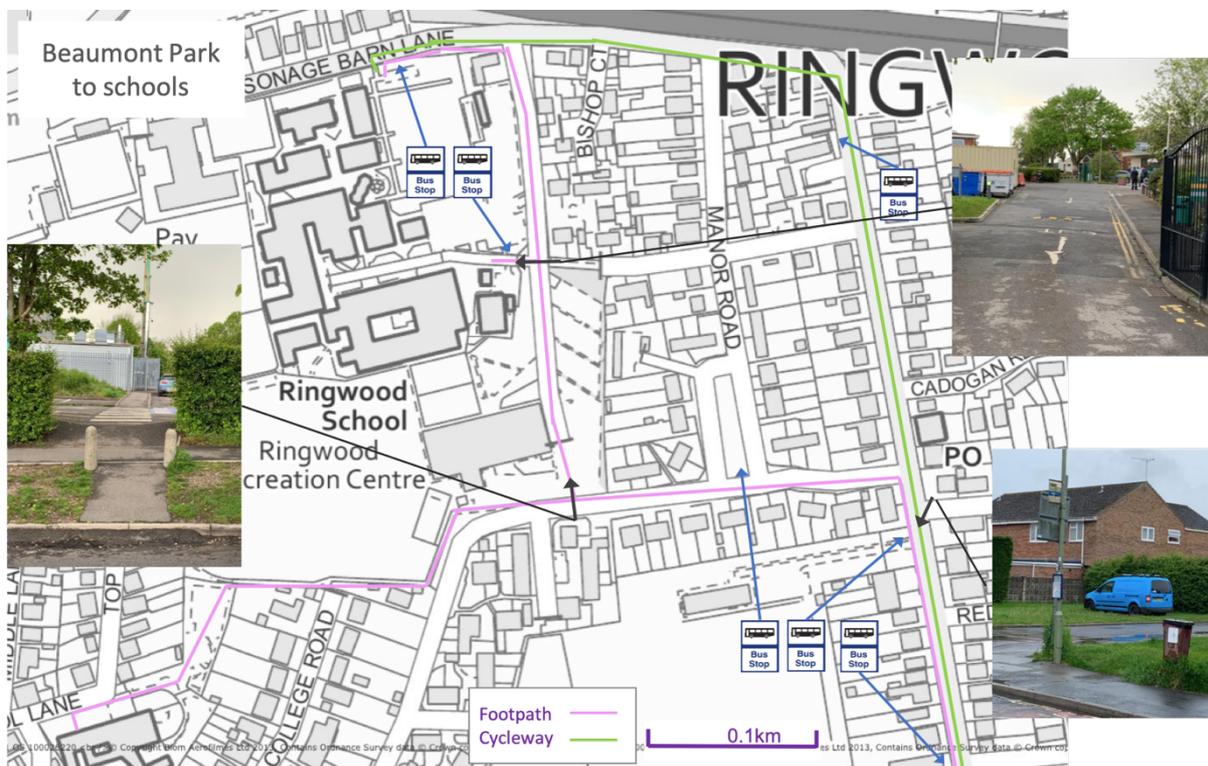
20. This has been the subject of correspondence to Cllr Jeremy Heron: [https://planning.newforest.gov.uk/online-applications/files/5CCB8C2537AB9C3DF138527CB7AF3A7C/pdf/13\\_11450-CORRESPONDENCE\\_FROM\\_HCC\\_ON\\_FOOTPATH-5280003.pdf](https://planning.newforest.gov.uk/online-applications/files/5CCB8C2537AB9C3DF138527CB7AF3A7C/pdf/13_11450-CORRESPONDENCE_FROM_HCC_ON_FOOTPATH-5280003.pdf)
21. <https://www.crashmap.co.uk>

Pedestrians can leave the estate via a gravel track. Consideration should be given to replacing the surface material and installing a drop down curb to facilitate the use of this route by prams, wheelchairs, etc.

At the junction of Gardner Road and Hightown Road, the only south side pavement option is to the east which covers the short distance to the bus stop. The alternative for pedestrians is to cross Hightown Road to reach the north side pavement. According to the survey respondents, there have been two road traffic incidents on this section of road involving children in the last year. Between Gardner Road and Parsonage Barn Lane, there have been five incidents recorded on Hightown Road including three serious incidents according to the CrashMap database<sup>21</sup>. The photos to the right show the sort of obstructions that pedestrians encounter on Hightown Road; a car parked on the pavement and an overgrown hedge.



On reaching the Parsonage Barn Lane junction, pedestrians heading to any of the schools have to cross the road to progress. As Parsonage Barn Lane has no pavement on the east side, all pedestrians have to cross at the junction. Those heading to Ringwood Junior School continue down Hightown Road. There are some junctions to navigate, but otherwise the route is without incident. Those heading to Ringwood Academy or Ringwood Infant School use the west side pavement of Parsonage Barn Lane. The map below shows these routes.



Note that, as a result of Covid-19 social distancing recommendations, Ringwood Academy has phased entrance times for students and opened to students the main school entrance off the Ringwood Recreation Centre access road in addition to the student entrance on Parsonage Barn Lane. Students therefore use a variety of routes to access the school. The route shown via a pedestrian access point to the Ringwood Recreation Centre carpark was observed by an author as a popular one.

The travel survey carried out on the estate and summarised in Annex 5 provides some insights into the ways that students get to school. About a third of the householders provided information about how forty students travelled to school mostly on foot. Three quarters of those children at Ringwood Infant School and all the children at Ringwood Junior School did not travel by car. For Ringwood Academy, 78% of the students walked or cycled to the school. Some of the proposed interventions below were mentioned in householder responses.

Given the high proportion of youngsters walking to the schools from the Beaumont Park estate, the authors believe that a pedestrian crossing across Crow Lane, perhaps from the path shown in the photo to the right, might persuade some of the school kids in the Lakeside residential area to exercise their legs.



### **Summary of proposed interventions**

- Consider improvement of the surface material and installation of a drop-down curb on the path at the exit from the estate to Gardner Road.
- Consider completing the footpath between Chard Lane and Hightown Road on Crow Lane.
- Consider installation of a pedestrian crossing across Hightown Road at the Gardner Road junction.
- Consider taking steps to prevent impediments of the footpath.
- Consider installation of a pedestrian crossing across Crow Lane from Lakeside (what3words [///uses.snuck.mavericks](#) and [///beakers.crab.shredding](#)).

### **Priority of the proposed interventions**

High

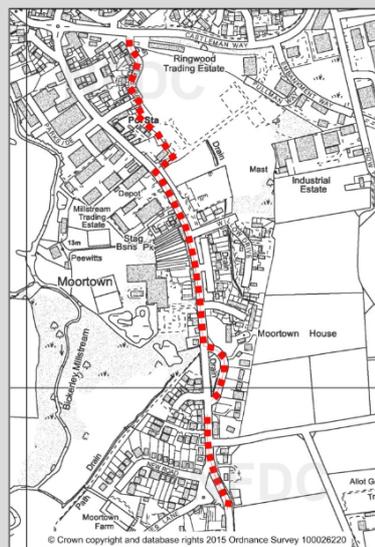
## Annex 16 – Moortown to Ringwood Schools



### Discussion

The scheme described in the NFDC Local Plan Part 2<sup>6</sup> concerns just the section from the junction of New Street with Castleman Way down to Moortown as far as the junction of Christchurch Road and Hampshire Hatches Lane. “This is a significant scheme that involves the use of non-highway land through the RING1 employment land allocation and highways verge adjacent to Christchurch Road sections of the route. The route will improve connections between the site and the south of the town to the town centre, encouraging cycling as a viable method of transport in Ringwood”. Much of the improvement work has been carried out, with just the section of the cycle track south of the Christchurch Road junction with Moorland Gate awaiting completion.

**RING6.7 (PC15): Moortown to Castleman Way via New Street – cycle route on and adjacent to road.**



5.56 This is a significant scheme that involves the use of non-highway land through the RING1 employment land allocation and highways verge adjacent to Christchurch Road sections of the route. The route will improve connections between the site and the south of the town to the town centre, encouraging cycling as a viable method of transport in Ringwood (see also policy RING1).

It is also noted here that there is a planned (---) pedestrian cycle link adjacent to the southern boundary of Crow Arch Lane Industrial Estate<sup>22</sup>.

22. [https://planning.newforest.gov.uk/online-applications/files/6BCC6747750B0FD24F55611FEB32F8BD/pdf/13\\_11450-CONDITION\\_21\\_-\\_PEDESTRIAN\\_CYCLE\\_LINK\\_SETTING\\_OUT-5688558.pdf](https://planning.newforest.gov.uk/online-applications/files/6BCC6747750B0FD24F55611FEB32F8BD/pdf/13_11450-CONDITION_21_-_PEDESTRIAN_CYCLE_LINK_SETTING_OUT-5688558.pdf)

If the development includes access through land owned by Hampshire County Council next to the Crow Arch Lane Industrial Estate with an access route for cyclists and pedestrians on to Wellworthy Way, then completing this section would be less urgent although some connectivity to the Moortown residential area west of Christchurch Road is certainly worthy of consideration. This residential area has around one hundred properties and currently pedestrian and cycling access into the town centre is limited.

At the Wellworthy estate end of the improved cycle track, there is an opportunity to better link a) with the Castleman Trail as it emerges on to Embankment Way; b) to the RING6.5 cycle track crossing the Victoria Gardens public open space to Hightown Road (and thereby the schools beyond); and c) to RING6.4 by building a cycle route between Spring Lane and Pullman Way.

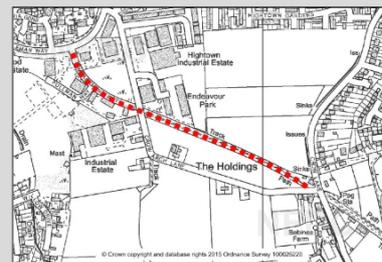
To achieve a) would simply require conversion of the current footpath to a cycle track. If this is to be done, then there would be sense in extending the cycle track along Castleman Way west of New Street to the Christchurch Road roundabout and east at least as far as Crow Arch Lane, to allow better access to the industrial areas such as the Hightown Industrial Estate. To achieve b), consideration should be made to upgrade the crossing of Castleman Way to the Victoria Gardens Open Space, as it is extremely difficult to cross at this point during peak traffic times. To achieve c) would require the building of a path between Spring Lane and Pullman Way as shown on the map (---). Subject to confirmation using the Route Selection Tool, this upgrade is anticipated to improve access to Ringwood Academy.

**RING6.5 (PC11): Castleman Way to town centre via Quomp and The Close on-road cycle route with off-road section through Victoria Gardens open space.**



5.54 This scheme includes the provision of an off-road cycle link through the Victoria Gardens public open space to Hightown Road. This cycle route can assist in encouraging cycling to/from the town centre. The new and improved crossing points along the route will increase pedestrian and cyclist safety and help promote walking and cycling.

**RING6.4 (PC8): Cycle route - Castleman Way to Crow Lane via Embankment Way.**



5.53 This adjacent-to-road and off-road cycle route requires the use of non-highway land to implement, utilising the former rail line. This route continues the existing "Castleman Trailway" route, improving accessibility to Ringwood and the industrial estate from the Crow area (see also policy RING3).

### Summary of proposed interventions

- Consider conversion of footpath on the south side of Castleman Way to a cycle track.
- Consider upgrading of the crossing point of Castleman Way.
- Consider creating a cycling and pedestrian corridor between Spring Lane and Pullman Way.
- Consider a crossing point on Christchurch Road in Moortown.

### Priority of the proposed interventions

Medium

