

Item 12. Suggested response to New Forest LCWIP

Hordle Parish Council resolved in its January 2024 meeting to support the Coast to Forest Cycle Network, renamed ‘the tube map ‘(1), and upon further consideration wishes to support specifically Routes 3, 4, 5a, 7a, 7b, 10 and 12. Please see below for map, and the route descriptions given in the table (the ‘greyed out’ sections cover routes supported by other Local Councils (1). The wider context is that HCC is preparing New Forest Local Cycling and Walking Infrastructure Plan (LCWIP). It is acknowledged that the LCWIP is very much a process which starts with HCC preparing a ‘bid document’ which if successful would release DfT funding for cycling and walking routes.

- For the HCC bid to be compliant (and therefore successful), the most direct roads should be proposed for cycle routes. In our area this would imply using our network of A- and B-Class routes for cycling outside of the towns, as well as some very busy C-Class routes. These are likely to prove economically unviable (because the high cost of infrastructure improvements on these roads needs to be set against the projected increase in cycling numbers generated). In contrast, the routes in this proposal would use, where practicable, quieter suburban roads and rural lanes where traffic speeds and volumes are lower, and with likely much lower costs for infrastructure improvements.
- Most residents live and work locally and do not commute out of NFDC (2). These routes work both for residents where there is considered to be considerable scope to ‘grow’ cycling numbers
- HCC are urged to consider these routes, in the context of the current Public Consultation, as it looks at further route options as necessary within the LCWIP process.
- The routes have not been audited by the Parish Council as this is the responsibility of HCC.
- It is a matter for HCC, with access to transport survey data etc, to identify the full scope of those interventions needed to minimise the risks especially to cyclists on these routes.
- Should planning, land-ownership, engineering, cost or other feasibility issues become apparent in relation to necessary route interventions, HCC are asked to consider alternative solutions, if possible at an early stage, and to keep the Parish Council informed of progress.
- There are ‘known’ major interventions on these routes as follows:-
 Route 3. Cycle path across (HCC-owned) North and East sides of Buckland Rings site to link Sway Rd (at SZ313970) to existing combined path on Marsh La.
 Route 7a. Junction improvement South Sway Lane/Silver Street.

Note 1 Transition Lymington state: ‘The “tube map” is the outcome of workshops conducted locally in collaboration with cycling commuters and the Christchurch Bicycle Club, followed by a survey conducted by Transition Lymington over 6 months from Summer 2023. The survey findings underpin the tube map.’

Note 2 Transition Lymington state: ‘This is based on our understanding of “The New Forest Economic Profile 2022” p.43 pub. NFDC’.

