

PLANNING, TOWN & ENVIRONMENT COMMITTEE – 4TH DECEMBER 2009

CYCLE ROUTE PROVISION

Below is an **extract from a report presented to the District Council's Planning and Transportation Review Panel on 18th November 2009** and attached is a map of strategic and local cycle routes (existing and proposed) for Ringwood, on which the Town Council has been invited to comment.

1. INTRODUCTION

- 1.1 New Forest District Council's (NFDC) Core Strategy for the District outside the National Park seeks to promote improvements in the quality and sustainability of transport in a number of ways. Cycling is recognised as an important way of improving accessibility by none car modes and contributions are being sought to provide and improve cycle routes. In order to seek contributions it is a current requirement in accordance with Government Circular 05/2005 to identify proposals that will benefit new development for which contributions are being sought.
- 1.2 In September 2004 NFDC agreed a Strategic Cycle Network for the District following extensive consultation. Portfolio Holder Decision Report at <http://www.newforest.gov.uk/media/adobe/1/c/cycle.pdf> and plan at http://www.newforest.gov.uk/media/adobe/7/9/cycle_map_September_2004.pdf
This Strategic Cycle Network covered the whole District.
- 1.3 More recently the focus has been on cycle routes for the District outside the National Park as NFDC is required to produce local development plan documents for this area and its developers' contributions policy only applies to this area. However officers are working closely with the National Park as it is important that there are good cycle links into the National Park at the appropriate points

2. BACKGROUND

- 2.1 There are already a number of existing cycle routes in the District. HCC have funded some key routes such as Ashurst/Lyndhurst Cycle Route and provided improved controlled crossing that cyclists can use such as A326 Heath Roundabout, Dibden Purlieu and A35 Colbury. HCC has also implemented important routes using developers' contributions including the Lymington Town to Ampress Cycle Route (currently links Ampress to Avenue Road) and Hardley to Hythe Cycle Route.
- 2.2 Cycle routes are also provided by developers. Many of the cycle routes in West Totton were provided as part of the development itself and developers are expected to incorporate identified routes as part of the internal layout of the site. It is therefore important that such routes are identified before the layout of the development is started.
- 2.3 The cycle routes for settlements (and inter settlement routes) are mainly based on:
 - 2.3.1 Location of Existing Routes
 - 2.3.2 The Strategic Cycle Network proposals (which includes National Cycle Network Route No. 2)

- 2.3.3 Proposals in the District Local Plan
<http://www.newforest.gov.uk/index.cfm?articleid=952>
 - 2.3.4 Proposals identified by HCC
 - 2.3.5 Town Access Plans - Ringwood
 - 2.3.6 Review of the above to identify gaps, inconsistencies etc.
- 2.4 It is envisaged that when the results of consultations are considered then some revisions will be made to the cycle route proposals. Also that the settlement cycle maps and schedules will need to be updated as proposals are implemented.
- 2.5 Implementation is closely linked to the availability of funding. It is anticipated that developers' contributions will be a key source of funding for most cycle routes. However HCC have recently funded controlled crossings that assist cyclists where there is a serious road safety issue that can only be addressed by such provision.
- 2.6 Manual for Streets is an important reference document
<http://www.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf> . It focuses on lightly-trafficked residential streets, but many of its key principles may be applicable to other types of street, for example high streets and lightly-trafficked lanes in rural areas. It advises that cyclists should generally be accommodated on the carriageway. In areas with low traffic volumes and speeds, there should not be any need for dedicated cycle lanes on the street. As a result the proposed cycle route networks include a variety of measures including on road routes with and without cycle lanes, shared pedestrian/cycle paths running alongside carriageways and segregated routes separate for roads/carriageways. Manual for Streets stresses that routes should form a coherent network linking trip origins and key destinations. Also that infrastructure must not only be safe but also be perceived to be safe.

3 PROGRESS WITH LOCAL CYCLE NETWORK

- 3.1 The local cycle network map referred to below is attached. This indicates routes thought to be available for use and those yet to be implemented.
- 3.2 The table below indicates the progress being made towards NFDC approval of local cycle network maps. Implication of individual proposals depends on HCC approval including a safety audit approval. Safety audit procedures will commence once the Portfolio holder has agreed the map. It should be noted that the inclusion of a route on a map does not mean that NFDC and HCC are in any way committed to progressing the scheme or that any route shown as existing is suitable for use by cyclists.

Settlement	Map Prepared	Technical Officers Consultation	Local Member Parish, Other Consultation	Portfolio Holder Decision
Ringwood	Yes	Planned for late Nov 2009	Planned for Nov/Dec 2009	Report to be prepared for consideration in Jan/Feb 2010

3.4 The map referred to above will form the basis of officers' suggestions for cycle route proposals for inclusion in the Sites and Development Management Development Plan Document (DPD).

4. FINANCIAL IMPLICATIONS

4.1 The preparation of the cycle maps for schemes in the District outside the National Park referred to above is being done using existing resources. Funding for the implementation of individual proposals will be identified on a case by case basis. However it is anticipated that many of the cycle route proposals in the District outside the National Park will be funded from developers' contributions.

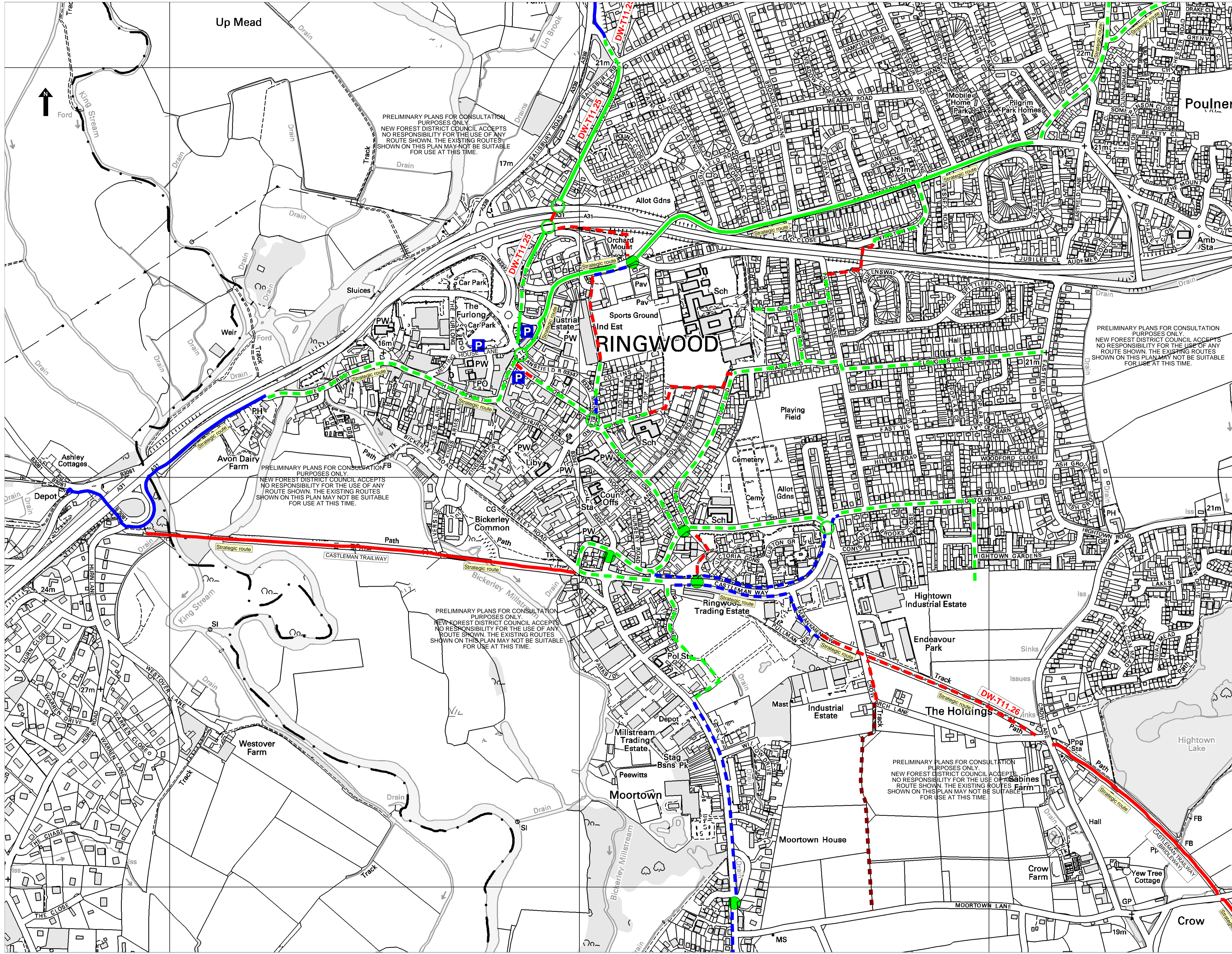
RECOMMENDATION TO PLANNING, TOWN & ENVIRONMENT COMMITTEE

Members are asked to consider

- 1) the proposed cycle routes shown on the attached map and, in particular, the deliverability of those routes, bearing in the mind the effectiveness of the existing on-road cycle route in Southampton Road; and
- 2) sites for additional cycle parking required to meet existing demand

For further information, please contact:

Jo Stannard
Deputy Town Clerk
01425 473883 or jo.stannard@ringwood.gov.uk



Up Mead

Poulner

RINGWOOD

The Holdings

Moortown

Crow

PRELIMINARY PLANS FOR CONSULTATION PURPOSES ONLY. NEW FOREST DISTRICT COUNCIL ACCEPTS NO RESPONSIBILITY FOR THE USE OF ANY ROUTE SHOWN. THE EXISTING ROUTES SHOWN ON THIS PLAN MAY NOT BE SUITABLE FOR USE AT THIS TIME.

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Key

Existing & Proposed Cycle Routes

On road
 Existing: Solid green line
 Proposed: Dashed green line

Adjacent to road
 Existing: Solid blue line
 Proposed: Dashed blue line

Off road
 Existing: Solid red line
 Proposed: Dashed red line

Strategic Cycle Route
 Strategic route: Yellow box

Proposed New Crossing: Green circle
 Upgrade Existing Crossing: Green circle with border

Local Plan proposed cycleway (DW-T10.59): Dashed red line
 Local Plan safeguarded cycleway (DW-T11.25): Dashed red line with box

Cycle Parking: Blue 'P' in a square

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New Forest DISTRICT COUNCIL

Town Hall
 Avenue Road
 Lynton
 Hampshire
 SO41 9ZG

Tel 023 8028 5000
 Fax 023 8028 5943

Ringwood

Strategic & Local Cycle Routes

PRELIMINARY

DATE	May 2009	SCALE	NTS (A1 for clarity)
DESIGNED	ADE	DRAWN	ADE
CHECKED		CHECKED	
DRAWING NUMBER	R706		Rev 1 29/5/09 Rev 2 03/11/09