

Salisbury to the New Forest

Study into potential cycling routes and signing

August 2014



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1 Executive Summary

1.1 Sustrans has carried out surveys of 14 potential cycle routes to link Salisbury and the New Forest or to create circular leisure rides. The aim is to increase the number of tourist and leisure cycle trips in the area.

1.2 Four routes are recommended for signing:

- Salisbury to Downton (via Bodenham).
- Downton to Godshill.
- Downton to Nomansland.
- Woodgreen to Woodfalls.

1.3 The key factors in selecting the routes were as follows:

1.3.1 The need for cycle facilities on the A36 at Petersfinger (see 9.1).

1.3.2 Greater traffic speeds and volumes on Clarendon Road at Petersfinger in comparison with Odstock Road (see 9.1).

1.3.3 The difficulty of improving and maintaining the downland byways to the west of the A338 and the River Avon (see 9.2).

1.4 Currently the safest route for cyclists heading south or east from Salisbury is along Odstock Road and the shared-use path alongside the A338 (the existing Wiltshire Cycleway). Both of these are in need of improvement and, in particular, sections of the shared-use path alongside the A338 are sub-standard. However, for the time being this route remains the better of several sub-standard options.

1.5 The report contains recommendations for highway or right of way improvements on all the routes. The most important of these will be the extension of the New Forest 40mph zone to cover some minor roads in Wiltshire. It is recognised that the routes will be signed and promoted ahead of many recommended measures being implemented.

1.6 An extension to National Cycle Route 45 between Salisbury and Downton is not recommended until cycle facilities are improved around the A36 and Clarendon Road at Petersfinger or alongside the A338.

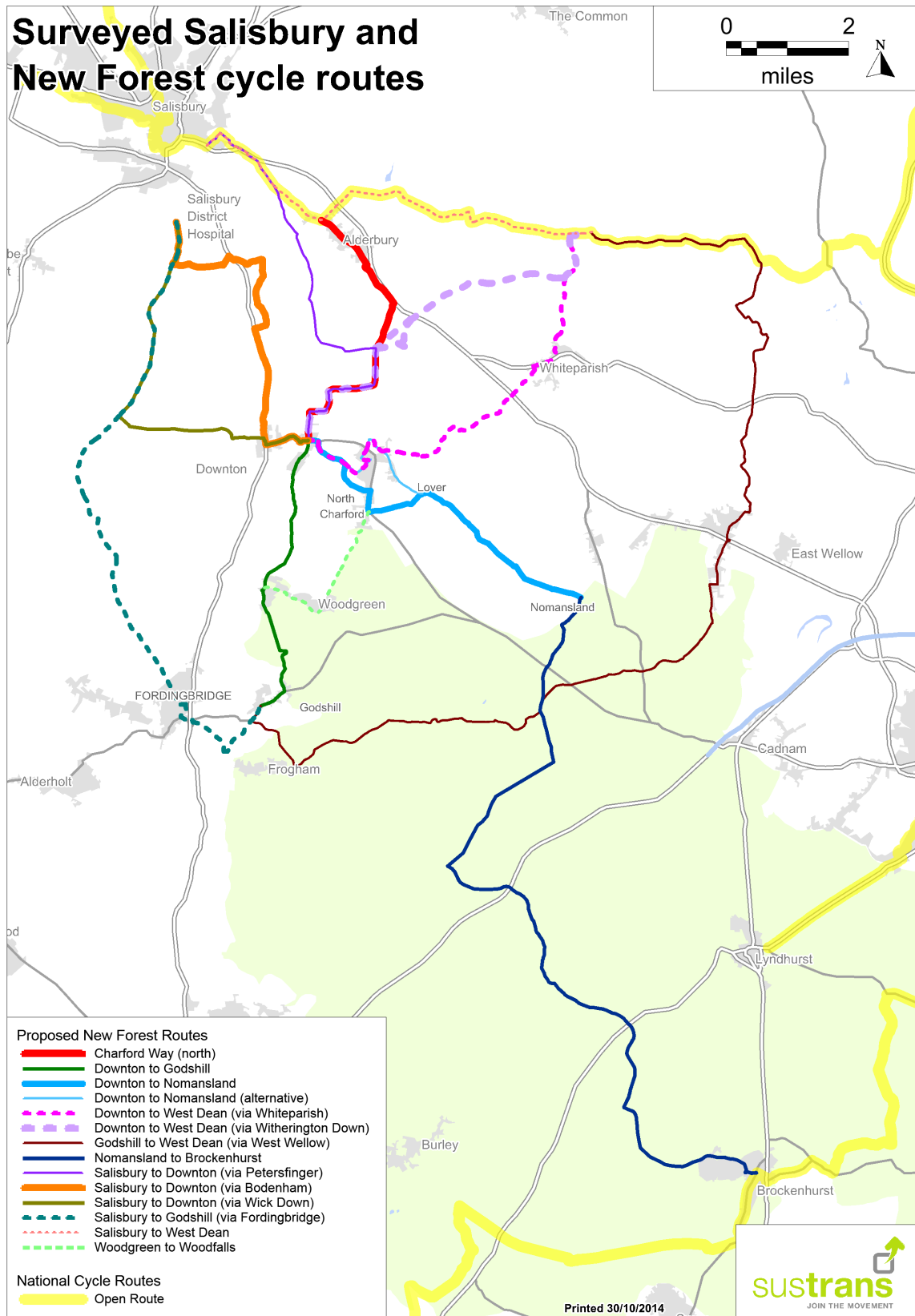
2 Background

2.1 Sustrans has been commissioned by the New Forest National Park Authority to survey potential cycle routes between Salisbury and the New Forest.

2.2 The New Forest has been awarded funding by the Department for Transport under its “Family Cycling Experiences” programme. Objective 5 of the programme is to make improvements to signage on existing cycle routes, mainly around the edge of the National Park and which are away from the Crown lands managed by the Forestry Commission.

2.3

The study is intended to identify an attractive route which will encourage a greater number of leisure journeys from Salisbury into a number of destinations within the New Forest.



2.4 The key destinations to consider were as follows:

- Downton
- Sandy Balls Holiday Centre (Godshill)
- Fordingbridge
- Nomansland
- Byways between Hamptworth and Lover
- West Dean

2.5 A further aim was to identify a route which would connect to form a circular route for one day and weekend trips between Salisbury and the New Forest.

2.6 Sustrans has also been considering the potential for extending National Cycle Route 45 south from Salisbury through the New Forest. This would extend the existing long-distance tourist route through Wiltshire to join with National Cycle Route 2 along the south coast.

3 Survey method

3.1 A desktop assessment of potential routes was undertaken using Ordnance Survey maps and Google Streetview. Initial advice was given by the National Park and Wiltshire Council Transportation. Further advice was received by Wiltshire Council Rights of Way, Sustrans Hampshire Area Manager, Sustrans' Volunteer Group Coordinator in Salisbury and the Charford Way group, local residents who are working to create a new cycle route to Downton.

3.2 The initial route surveys were carried out during July 2014. Visits were timed to coincide with peak hours at locations where traffic was likely to be an issue. A loaded touring bike was used to ensure a realistic assessment of gradients and surfaces could be made. Repeat visits were made to Clarendon Road, (Petersfinger), Odstock Road (Odstock) and Downton to compare peak time traffic speeds, volumes and behaviour.

3.3 In accordance with the Sustrans Design Manual (April 2014) routes were assessed according to their coherence, directness, safety, comfort, and attractiveness (see appendix 3). Additional consideration was given to the likely economic benefit to communities on the route.

4 Surveyed routes

4.1 The following table summarises the routes which were selected for surveys as a result of the desktop study and the scores given under each assessment criteria. Those highlighted are recommended as routes and are covered in greater detail in the report. A summary of the key reasons for not recommending the remaining routes is given in section 9.

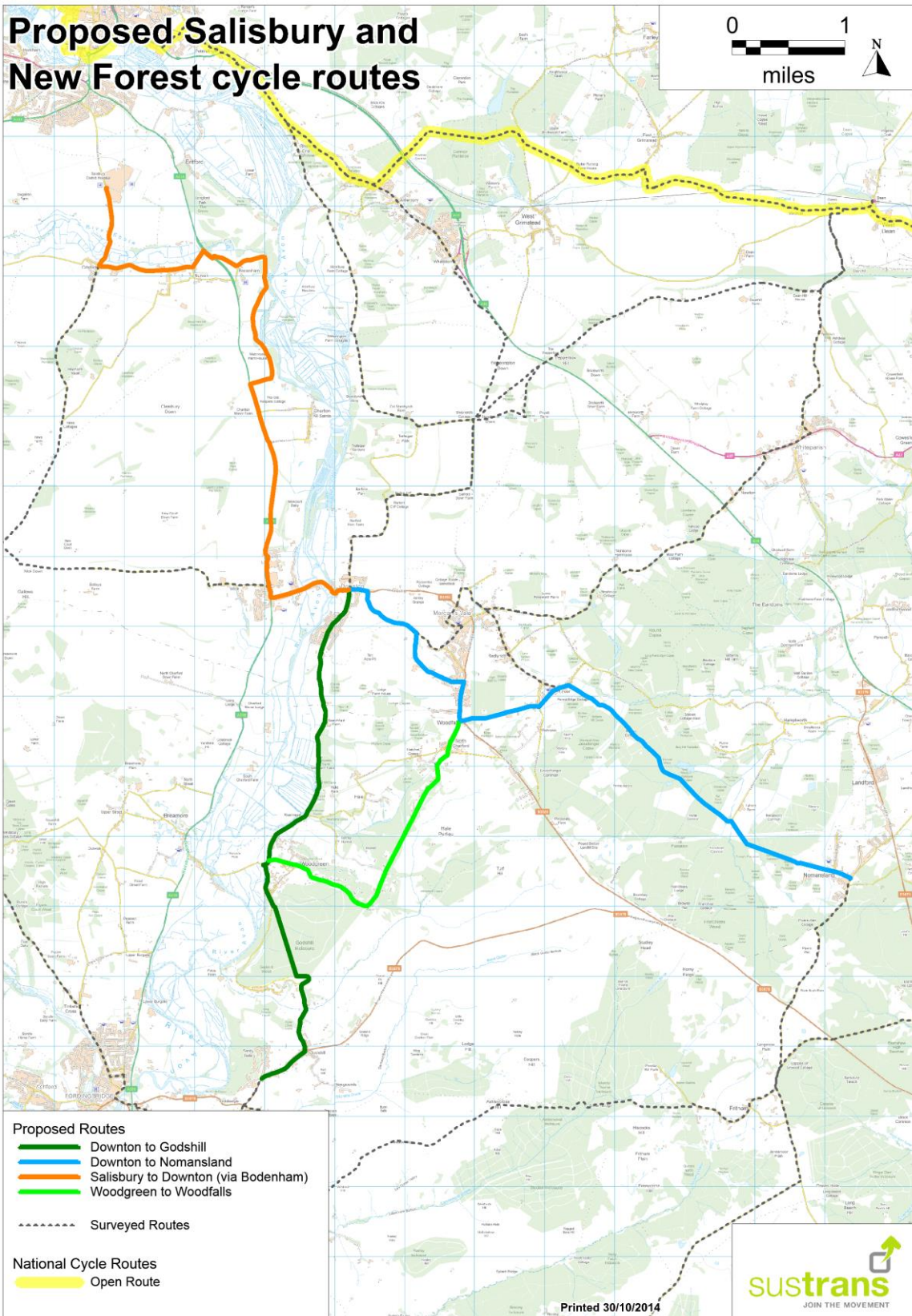
| Route | Coherence | Convenience | Safety | Comfort | Attractiveness | Economic benefit |
|--|-----------|-------------|--------|---------|----------------|------------------|
| Charford Way (north) | ☆☆☆☆ | ☆☆☆☆ | ☆☆☆ | ☆☆☆☆ | ★★☆☆ | ☆☆☆☆ |
| Downton to Godshill | ★★★★ | ★★★★ | ★★★★ | ★★★★ | ★★★★★ | ★★★ |
| Downton to Nomansland | ★★★★ | ★★★★ | ★★★★☆ | ★★★★☆ | ★★★★ | ★★★★ |
| Downton to West Dean (via Whiteparish) | ★★★ | ★★★★ | ☆☆ | ★★★★ | ★★★★ | ★★★★ |
| Downton to West Dean (via Witherington Down) | ☆☆☆ | ★★★★★ | ☆☆☆ | ☆☆☆ | ★★★★★ | ★★ |
| Godshill to West Dean (via West Wellow) | ☆☆☆ | ★ | ★★★★ | ★★☆☆ | ★★★ | ★ |
| Nomansland to Brockenhurst | ★★★★ | ★★★ | ★★★★ | ★★★★★ | ★★★★★ | ★ |
| Salisbury to Downton (via Petersfinger) | ☆☆☆☆ | ★★★★ | ★★☆ | ★★☆☆ | ★★★ | ★★★★ |
| Salisbury to Downton (via Bodenham) | ★★★ | ★★★ | ★★★★☆ | ★★★ | ★★ | ★★★★ |
| Salisbury to Downton (via Wick Down) | ★★ | ★★ | ★★★★☆ | ☆☆☆ | ★★★★★ | ★★★ |
| Salisbury to Godshill (via Fordingbridge) | ★★ | ★★★ | ★★★ | ☆☆☆ | ★★★★★ | ★ |
| Salisbury to West Dean | ☆☆☆☆ | ★★★★★ | ★★☆ | ★★☆☆ | ★★★ | ★★ |
| Woodfalls to Woodgreen | ★★★★ | ★★★★ | ★★★★ | ★★★★ | ★★★★★ | ★★★ |

Key

★ Current suitability of route

☆ Potential suitability of route subject to recommended improvements

Proposed Salisbury and New Forest cycle routes



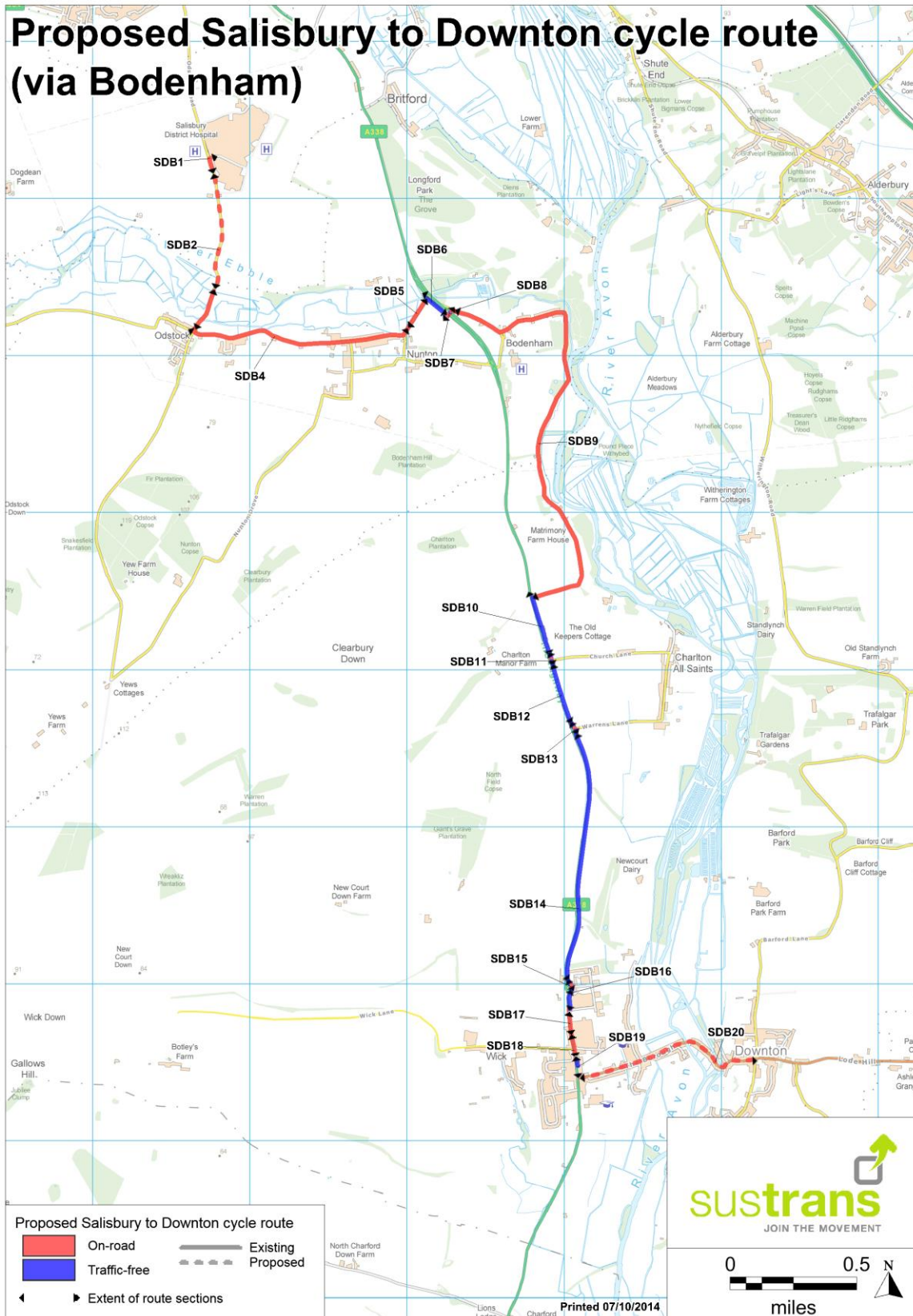
- Proposed Routes**
- Downton to Godshill
 - Downton to Nomansland
 - Salisbury to Downton (via Bodenham)
 - Woodgreen to Woodfalls
- Surveyed Routes
- National Cycle Routes**
- - - Open Route

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5 Salisbury to Downton (via Bodenham)



Overview: This is the recommended route between Salisbury and Downton. It uses the existing Wiltshire Cycleway which runs through Odstock and Bodenham. This route runs along minor roads and shared-used paths until it joins the main road at Downton. The main advantage of this route is its relative safety in comparison with the route via Petersfinger and its comfort and directness compared to a route via Wick Down. A number of improvements to the route are recommended but it can be signed as a link currently.

SDB1: The existing shared-use path on the east side of Odstock Road can be used as far as the southern entrance of the hospital after which cyclists join the carriageway.



SDB2 – Odstock Rd near hospital



SDB2 – Priority working

SDB2: South of the hospital Odstock Road has a 60mph speed limit. It is quiet at most times of the day but is subject to rat-running in peak hours. A manual count at the time of the survey showed 179 vehicles passing southbound during one hour of the evening peak. Traffic flow is tidal with the dominant direction for commuters running counter to the likely direction for most leisure cyclists (southbound in the morning). Priority working operates at the two bridges at the bottom of the hill. There is no traffic calming north of the bridges and speeds are such that it would benefit from the addition of at least two priority build-outs. The speed limit should be reduced on this section.

SDB3: The speed limit reduces to 30mph on the edge of Odstock.

SDB4: The route follows a minor road with good visibility between Odstock and Nunton. The speed limit is 30mph. Traffic is less here than on Odstock Road.

SDB5: A 60mph speed limit applies to the short section of minor road between the A338 and Nunton. This could be reduced to 40mph with a gateway feature located to the west of the junction with the A338.

SDB6: A short section of narrow shared-use path links the Nunton turning to a crossing over the A338. There is space to widen the path to 2.5m. Tactile paving should be added and the path verge needs cutting back.



SDB6 – Path near Bodenham



SDB7 – A338 crossing

- SDB7:** There is an existing two stage uncontrolled crossing over the A338. There is space to widen the crossing to 2.5m. Tactile paving should be added.
- SDB8:** A short-section of shared-use path links the crossing onto the minor road connecting the A338 to Bodenham. There is space to widen the crossing to 2.5m and tactile paving should be added.
- SDB9:** The route follows the minor roads through Bodenham to rejoin the A338 approximately one mile to the south. The roads have a 60mph speed limit and the one to the south of Bodenham is narrow but traffic is very light.
- SDB10:** An existing shared-use path runs along the east side of the A338. It is approximately 1.5m wide and there is space to widen it to 2.5m. In the short-term encroaching grass needs to be scraped back. There is at least a wide margin between the path and the carriageway on this section and the path should be widened.
- SDB11:** There is an uncontrolled crossing over the entrance to Church Lane. Flush kerbs and tactile paving is required on both side of the crossing.
- SDB12:** Between Church Lane and Warren Lane the existing shared-use path is narrow and runs adjacent to the kerb. The path should be set-back from the kerb line and widened to 2.5m. Encroaching grass needs to be scraped back
- SDB13:** There is an uncontrolled crossing over the entrance to Warrens Lane. Flush kerbs and tactile paving is required on both side of the crossing.
- SDB14:** Between Warrens Lane and Downton the path runs close to the carriageway at three locations. There is scope for some widening but not along the full length. Maintenance work to clear the verge and debris is essential. The surface for approximately 500m immediately north of Downton is in poor condition and need to be re-laid.



SDB13 – Warrens Lane crossing



SDB14 – Path narrowing

- SDB15:** The path crosses the northern entrance to Batten Road via an uncontrolled crossing at the roundabout splitter.
- SDB16:** The shared-use path continues as far as the southern entrance to Batten Road. The path could be widened to at least 2.5m at this point.
- SDB17:** South from the southern entrance to Batten Road cyclists have to join the carriageway for 450m as far as the junction with the B3080. Although the A338 is busy this section is within the 30mph limit. There is scope to extend the shared-use path a further 250m as far as the entrance to Long Close West. This has the potential to be improved for cycling if additional width can be secured for the path, thereby creating a link into the centre of Downton.
- SDB18:** From the A338 the route uses The Borough (B3080) through Downton.

6 Downton to Godshill



Overview: This route links Downton to Godshill using quiet and traffic calmed roads. It extends the route from Salisbury along the east side of the Avon Valley to create a continuous route as far as the Sandy Balls Holiday Centre between Godshill and Fordingbridge. In comparison to the alternative via Fordingbridge the route is direct, comfortable, avoids some busier roads and brings visitors to Downton.

DG1: The route starts at the junction of the B3080 and Moot Lane where a prominent new finger post is recommended.

DG2: Moot Lane is wide and lightly trafficked through Downton with a 30mph limit.

DG3: Moot Lane south of Downton is narrow but lightly trafficked even at peak hours. The road is attractive and reasonably level. There is a 60mph limit until the New Forest boundary. It would be safer and consistent to reduce this in line with the New Forest 40mph zone.

DG4: Once within the New Forest boundary a 40mph limit applies to Moot Lane but the speed limit sign is missing at the boundary.

DG5: Hale Road has a 40mph limit at this point. Traffic is light along this road.



DG8 – Road south from Woodgreen



DG10 – Southampton Road

DG6: Hale Road has a 30mph limit through Woodgreen. The village has a shop and pub which makes it more attractive to visitors.

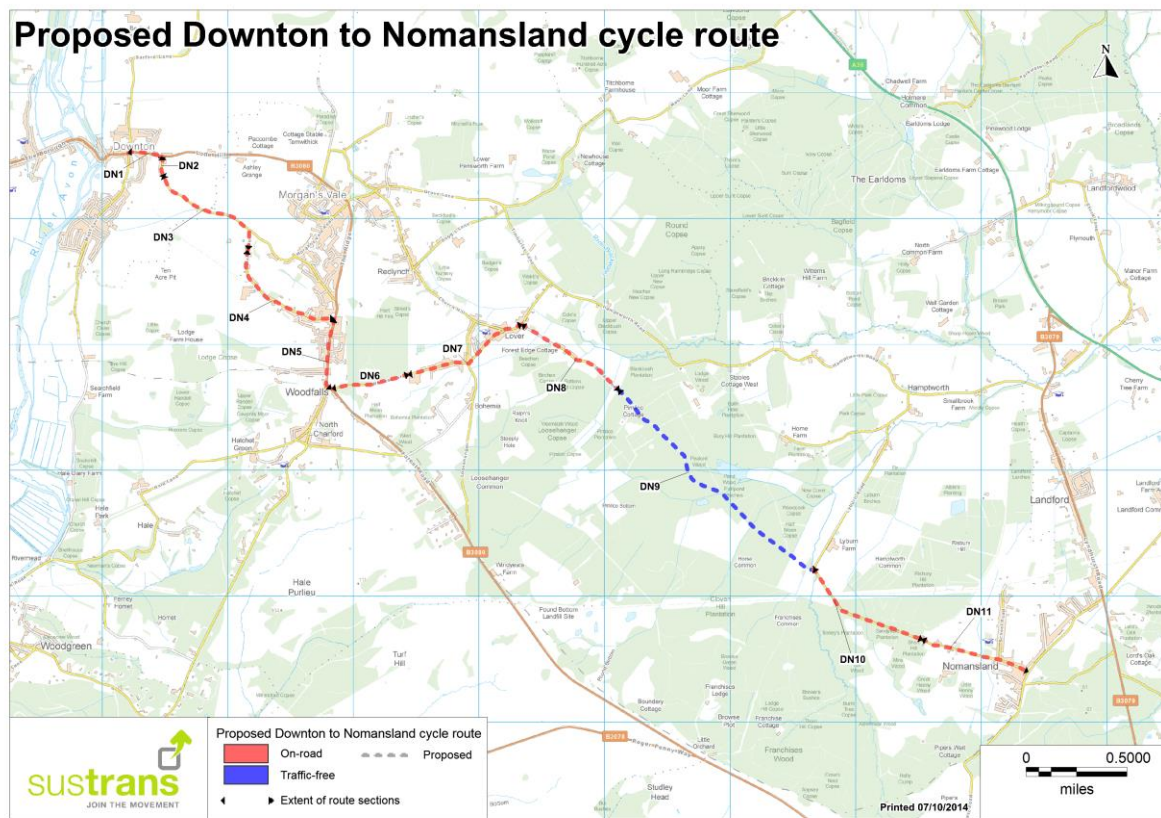
DG7: South from Woodgreen the route climbs into the New Forest proper on an attractive minor road. The 30mph limit extends approximately halfway up the hill.

DG8: Between Woodgreen and Godshill the minor road is very attractive with a number of good views. The road has a 40mph limit. Approaching Godshill there are climbs in both directions with the northbound climb being the steepest on the routes between Salisbury and Godshill. There is a fast bend at the bottom of this climb with limited visibility. Carriageway markings indicating “slow” to cyclists and drivers in both directions are recommended. The route crosses a ford at the bottom of the hill but there is a footbridge available as an alternative.

DG9: The speed limit reduces to 30mph within Godshill.

DG10: On Southampton Road (B3078) traffic levels increase but there is a 40mph speed limit and traffic calming (priority working) is in place. White lines at the carriageway edge visually narrow the road and are sufficiently far from the kerb to create informal (but sub-standard) cycle lanes. There is insufficient width to replace these with advisory cycle lanes.

7 Downton to Nomansland



Overview: This route connects Downton to Nomansland on the edge of the New Forest. It uses quiet lanes and some recently improved byways near Hamptworth. The byways have an attractive woodland character and are adjacent to Langley Woods National Nature Reserve which makes them a destination in their own right. The byways also enable cyclists to avoid Hamptworth Road which is a well-used route with poor forward visibility so is not suited to leisure cycling. Nomansland is an attractive village on the county boundary which is a natural destination for the Wiltshire Cycleway. From Nomansland the route could be continued into the New Forest to Brockenhurst.

DN1: The B3080 through Downton carries moderately high levels of traffic between the New Forest and the A338. Although higher at peak hours this was also noticeable at other times. Shuttle working is in place at the eastern entrance to the village and priority working is situated on The Borough. New priority build-outs are recommended along the B3080 through the village to supplement the existing pinchpoint on The Borough.



DN1 – B3080 at Downton



DN2 – B3080 shuttle working

DN2: The junction between the B3080 and Slab Lane requires cyclists to undertake an uphill right turn. Shuttle signals are located at this point which ensures that cyclists can turn while westbound traffic is held at the lights. Although the road is narrow at this point the false footway on the eastbound side deflects vehicles away from the kerb and offers an informal refuge for right-turning cyclists.



DN3 – Slab Lane



DN5 –The Ridge

DN3: Slab Lane is narrow but lightly trafficked. Forward visibility on the edge of Downton is poor but this could be mitigated by traffic calming such as a gateway feature to reduce speeds at this point.

DN4: Slab Lane climbs at a steady gradient into Woodfalls with the speed limit reducing to 30mph as it enters the village. Forward visibility is good on this section.

DN5: The route follows The Ridge (B3080) through Woodfalls. At this point the road is wide and covered by a 30mph speed limit. There is a shop close to the junction with Slab Lane and the Woodfalls Inn pub/hotel towards the southern end of the village. With very little on-street parking along The Ridge advisory cycle lanes could be introduced if the centre line was removed.

DN6: The route follows Whiteshoot Hill between Woodfalls and Lover. The road is wide with good forward visibility. The speed limit is 60mph despite being within the National Park and should be reduced to 40mph.

DN7: The speed limit reduces to 30mph through Lover

DN8: Black Lane is a dead-end road serving only a few properties. Only directional signing is required.



DN11 – Redlynch 37



DM11 - Redlynch 48

DN9: Between Black Lane and Lyburn Road the route uses byways Redlynch 37 (restricted) and Redlynch 48 (open to all traffic). Redlynch 37 is a well compacted stone surface that appears to drain well. It can be cycled in its current condition but would benefit from some improvements to reduce the camber, fill potholes and compact loose material. Redlynch 48 has been partially improved recently with a new surface of road planings. The rights of

way team are due to put lay a top dressing of stone dust in the next six months which will create a good cycling surface. Ideally both byways should be tarmacked, at least in part, to minimise future maintenance. Although the Rights of Way Warden would support the use of tarmac the potential for National Park Authority, landowner and parish council objections means that this is best implemented over time after consultation. A vehicle access barrier is located at the junction of both byways but requires a legal order to be closed.

DN10: Lyburn Road is quiet with good visibility. The New Forest 40mph zone should be extended along the road from Nomansland to Hamptworth.

DN11: Entering Nomansland the speed limit reduces to 30mph.

8 Woodgreen to Woodfalls

Overview : This route combines with the Downton to Godshill and Downton to Nomansland routes to create a link between Sandy Balls Holiday Centre and the Hamptworth byways using quiet lanes. It also combines with the same routes to enable circular trips. Other circular routes were considered but the only one with potential to link to the Downton to Nomansland route (Godshill to West Dean) relied on forest tracks with steep gradients to avoid fast sections of road. All other potential circular routes have issues with their safety or comfort.

WW1: The route starts at Woodgreen High Street next to the Horse and Groom pub. It climbs into the forest with a 30mph speed limit through the village.

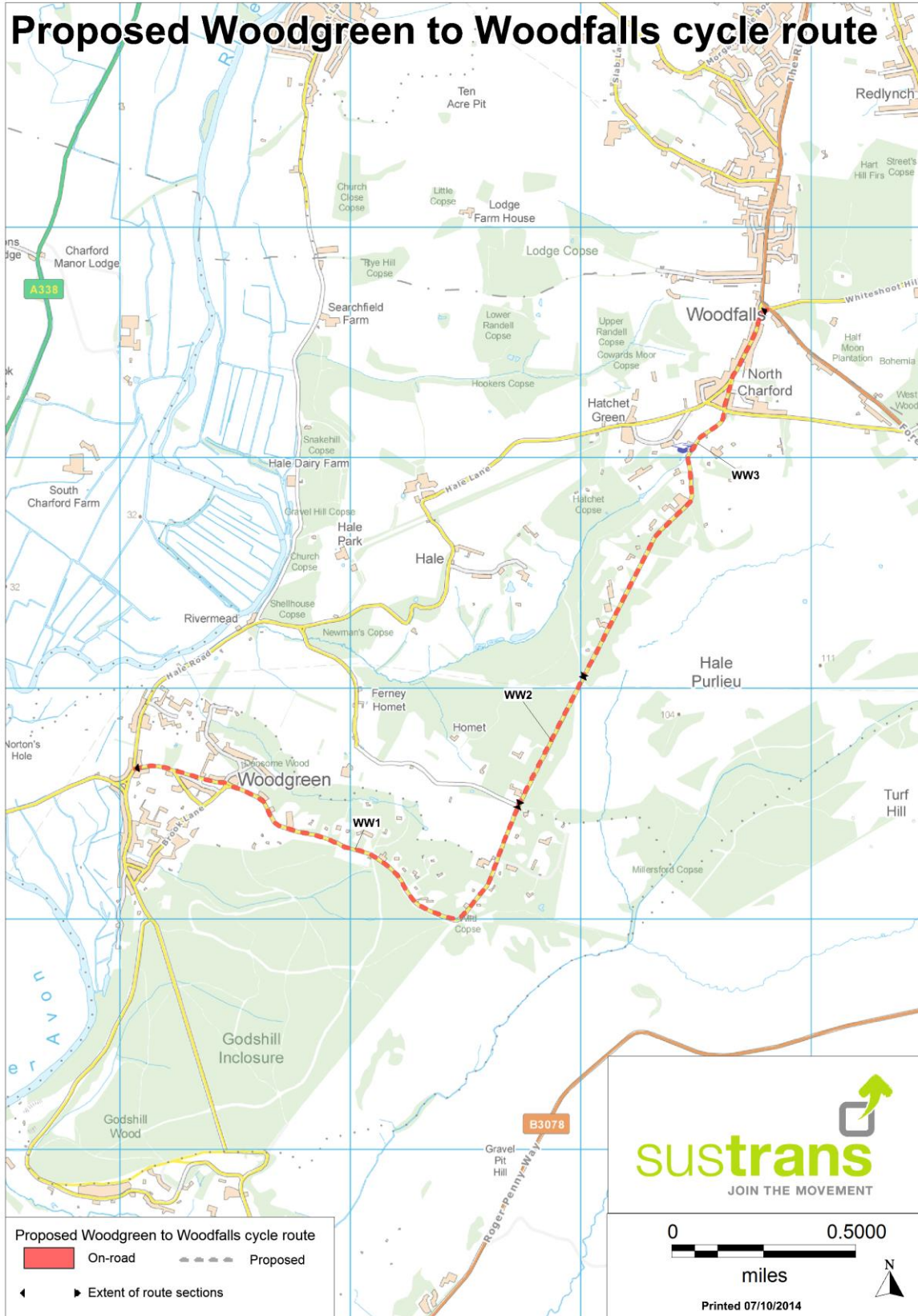
WW2: The road through Hale Purlieu is very attractive with views into the forest. The New Forest 40mph zone applies. Although the road is narrow it is straight with very good sightlines.

WW3: The speed limit drops to 30mph in North Charford. The route ends at the B3080 near the Woodfalls Inn.



WW2 – Road through Hale Purlieu

Proposed Woodgreen to Woodfalls cycle route



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9 Routes not proposed

9.1 Charford Way North (map page 21):

This route is outside the scope of the study. However, because it is currently being developed by a community group it is relevant. Discussions with landowners are at an early stage and it is apparent that the original aspiration of reopening the railway line between Whaddon and Downton will be difficult. The current route proposes a new permissive path parallel to the A36 running south east from Whaddon (location CW2). The route then follows byway Whaddon 31 (location CW3) before joining the minor roads running south towards Downton. While the development of this route should be supported by Wiltshire Council it remains a longer-term proposal.

9.2 Downton to West Dean via Whiteparish (map page 22):

This route follows minor roads to link West Dean to the New Forest. It also creates a circular route with the routes from Salisbury to Downton and West Dean. The route is not recommended for two reasons. Firstly, the crossing of the A36 at Newton (location DWDa11) is only suitable for experienced cyclists due to the speed and volumes of traffic. Secondly, Ashmore Lane (location DWDa16) between Whiteparish and West Dean is narrow with a number of blind corners. Although traffic volumes are low, a relatively high proportion of fast moving vehicles were seen on two visits. The steep climb (14%plus) up Dean Hill from West Dean makes the route unattractive for southbound cyclists.



DWDa11 – A36 crossroads

9.3 Downton to West Dean via Witherington Down (map page 23):

This route was considered as part of a possible circular route linking Salisbury to Downton, West Dean and back to Salisbury. The route relies almost entirely on byways running along the ridge from Witherington Down to Dean Hill. As such it is a very attractive route with views stretching from Salisbury to the Isle of White. The route is not recommended because of the condition of two of the byways, Downton 32 and West Dean 15b (locations DWDb7 and 8). As well over 2 kilometres of new surfacing the routes require an ongoing commitment to maintain over 3 kilometres of byways open to all traffic to a suitable standard. This route is probably only sustainable for mountain bikers. In addition to the surfacing issues the route crosses the A36 at Pepperbox Hill (DWDb6). This is a fast stretch of single carriageway trunk road with poor visibility and no formal crossing. A refuge crossing should be provided in this location where bus stops serve walkers on the route.



DWDb6 – A36 at Pepperbox Hill



DWDb8 – Byway West Dean 15b

9.4

Godshill to West Dean via West Wellow (map page 24):

This is the only other route to West Dean from the New Forest which avoids using a section of the A36. This is a very attractive route which uses a mixture of forest tracks and quiet roads. It is not recommended for two reasons. Firstly the forest track on Hampton Ridge (location GWD4), while being a very attractive route, has two steep and loose gradients which make it unsuitable for loaded touring bikes. Secondly, a section of forest track at Canada Common (GWD14) has no public right of way. This should be negotiated to improve public access.



GWD4 – Hampton Ridge path



GWD15 – Canada Common

9.5

Nomansland to Brockenhurst (map page 25):

This route is outside the study brief but was surveyed as a potential extension to National Cycle Route 45 to link with National Cycle Route 2 at Brockenhurst. It is very attractive route through the New Forest using minor roads. The roads have good visibility and all fall within the National Park's 40mph zone. While the route is outside the scope of this study if the routes between Salisbury and Downton can be improved it would be suitable as part of the National Cycle Network with minimal work.

9.6

Salisbury to Downton via Petersfinger (map page 26):

This route would use the minor roads along the east side of the Avon Valley between Petersfinger and Downton. Leaving Salisbury the route has to cross the A36 at Petersfinger and, although there is a signalised crossing, it can only be reached by narrow footways (location SD6). There are proposals to provide cycle paths on the approaches there is no certainty about when this can be delivered by the Highways Agency. In addition to the A36 the route also has to use Clarendon Road, a fast section of C class road east of Petersfinger (location SD9). Specific visits were made to compare this location with Odstock Road (location SDW2). Vehicle speeds and volumes (211 vehicles per hour) were higher than at Odstock Road with more HGV's and overtaking. The vehicle flows were less tidal on Clarendon Road than at Odstock road which means that cyclists leaving Salisbury in the morning are more likely to encounter traffic on their side of the road. The right turn from Clarendon Road into Shute End Lane further increases the risk of collisions. A reduced speed limit may be appropriate for Clarendon Road. Removal of the centre line and the introduction of advisory cycle lanes would further increase cycle safety. From Shute End Lane heading south traffic volumes and speeds are lower although there is an issue with rat-running during peak periods.



SD6 - A36 crossing



SD9 – Clarendon Road

9.7

Salisbury to Downton via Wick Down (map page 27):

This route uses byways over the downs on the west side of the Avon Valley. It is an attractive route with good views towards Cranbourne Chase and the New Forest. In its favour the route is substantially traffic free and uses an existing safe route south from Salisbury. The route was not selected for two reasons. Firstly, approximately one kilometre of byway, Downton 14A (location SDW9), is in very poor condition. This is a byway open to all traffic and the view of the Rights of Way Warden is that it will be difficult to provide a durable surface in this location that given the chalk character of the byway. Secondly, the route will need to cross the A338 which will require a new toucan crossing and shared-use path on Salisbury Road in Downton (location SDW13). On balance the prospects of improving this route to a suitable standard are lower than the routes via Bodenham or Petersfinger. However, improvements to byway Downton 14A as well as cycle access along and across the A338 in Downton should remain aspirations.



SDW7 – Byway Downton 14



SDW10 – Byway Downton 14A

9.8

Salisbury to Godshill via Fordingbridge (map page 28):

This route was considered as a possible link to Sandy Balls Holiday Centre. It is a very attractive route over the downs on the west side of the Avon valley using byways and quiet lanes as far as Fordingbridge. Approximately 700 metres of byway Downton 14 (location SG9) needs resurfacing and there are also two large areas of ponding which will require drainage improvements. The view of the Rights of Way Warden is that it will be difficult to provide a durable surface in this location given the chalk character of the byway. After Fordingbridge the route has to use a short but busy section of the B3078 including an awkward right-turn just east of the bypass (location SG17). The principle disadvantage of this route is that it offers only minimal economic benefit to Wiltshire with only one business (in Odstock) located on the route. Bearing in mind the investment needed, this route was disregarded in favour of one via Downton.



SDW7 – Byway Downton 14



SDW8 – Byway at Whitsbury

9.9

Salisbury to West Dean (map page 29):

This route is an existing section of National Cycle Route 24. Apart from the section through Petersfinger (discussed in section 5) the route is an attractive one on quiet minor roads. The improvements recommended for Petersfinger and Clarendon Road in section 5 would be beneficial otherwise it just requires the upgrading of the existing temporary route signing. The route is not recommended because of the problems with connecting routes from West Dean to the New Forest (detailed under 9.5, 9.6 and 9.7).

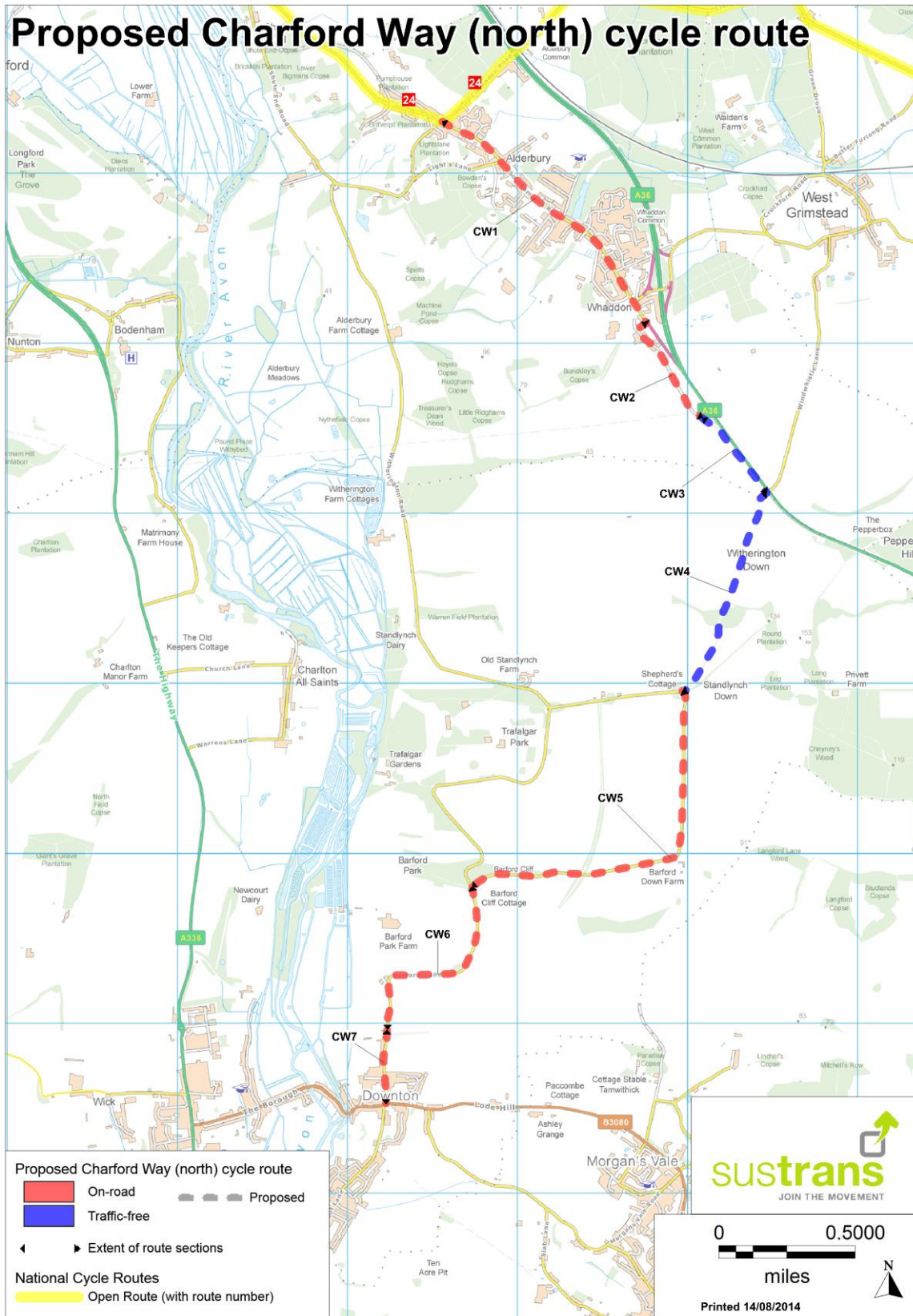


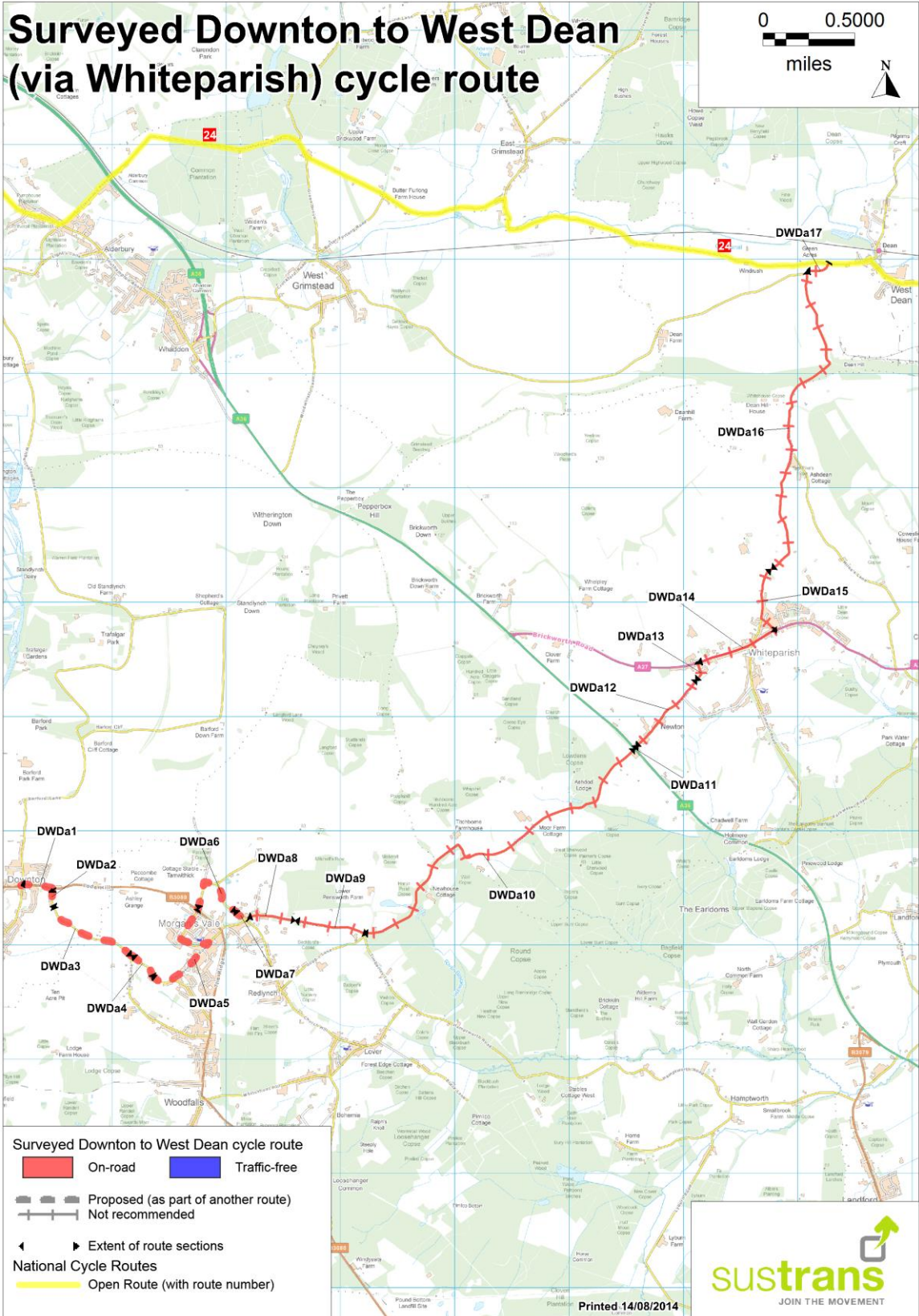
SD14 – Dean Road



SD15 – Dean Road

Appendix 1- Maps of other surveyed routes

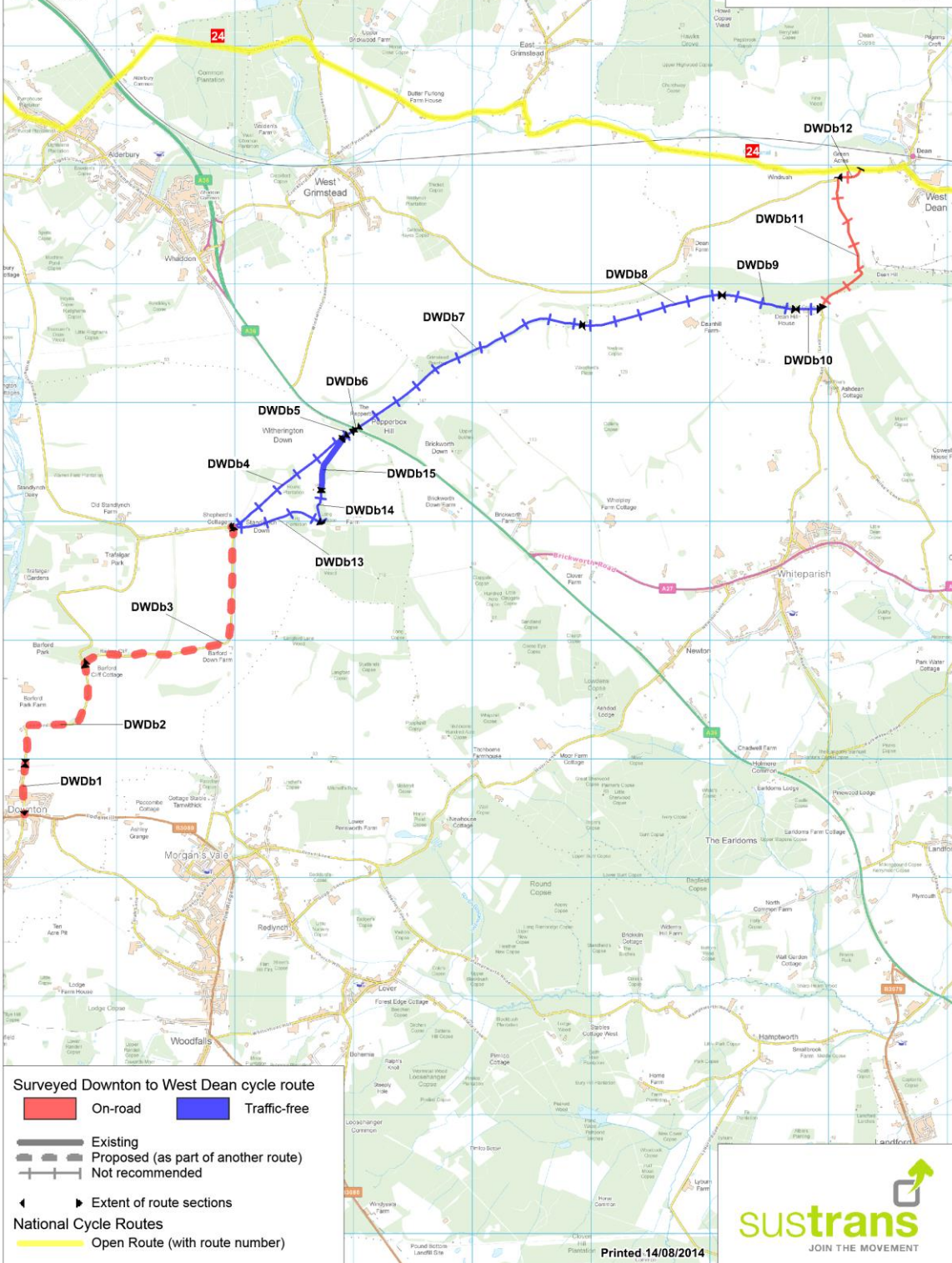




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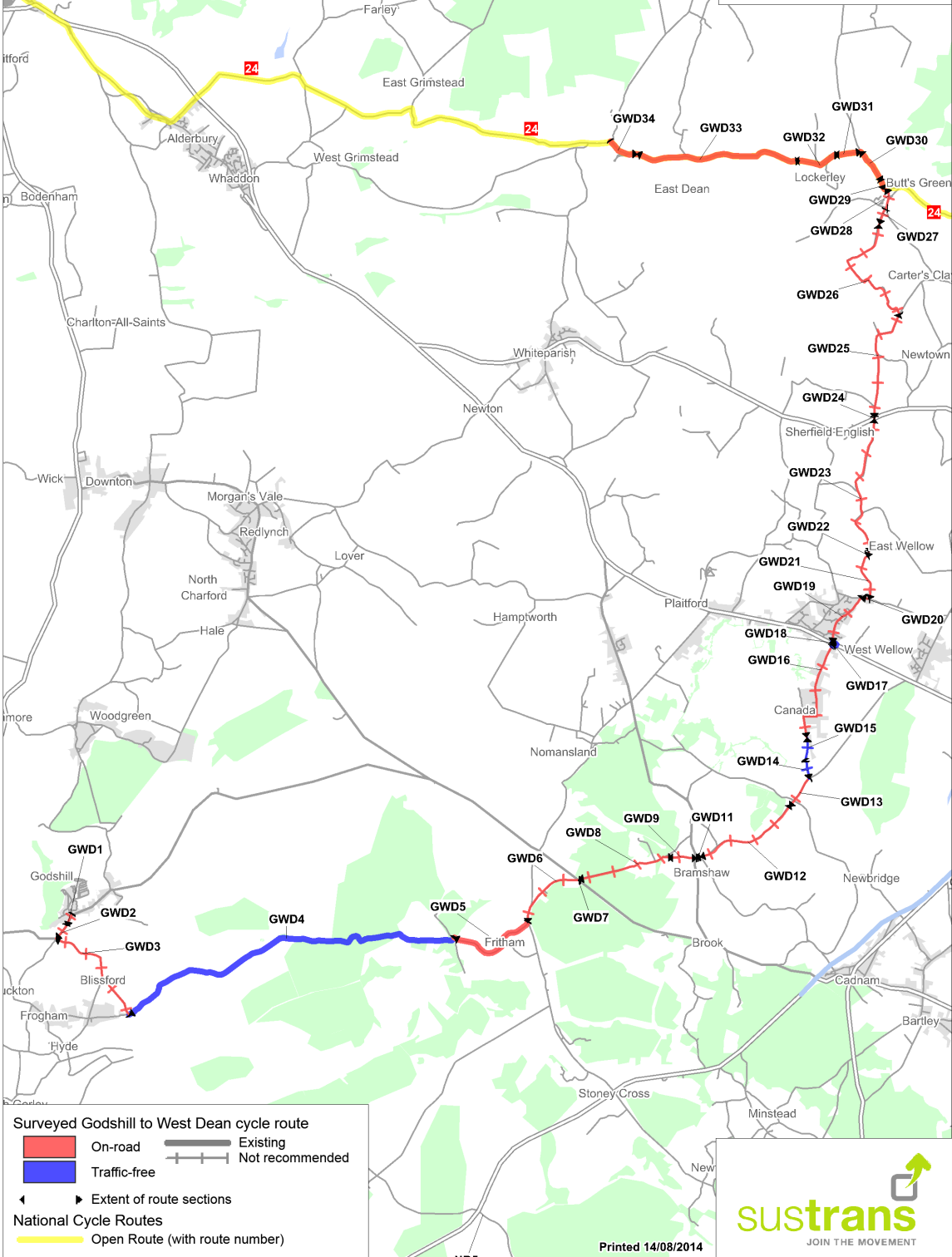
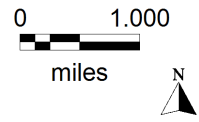
Surveyed Downton to West Dean (via Witherington Down) cycle route

0 0.5000
miles

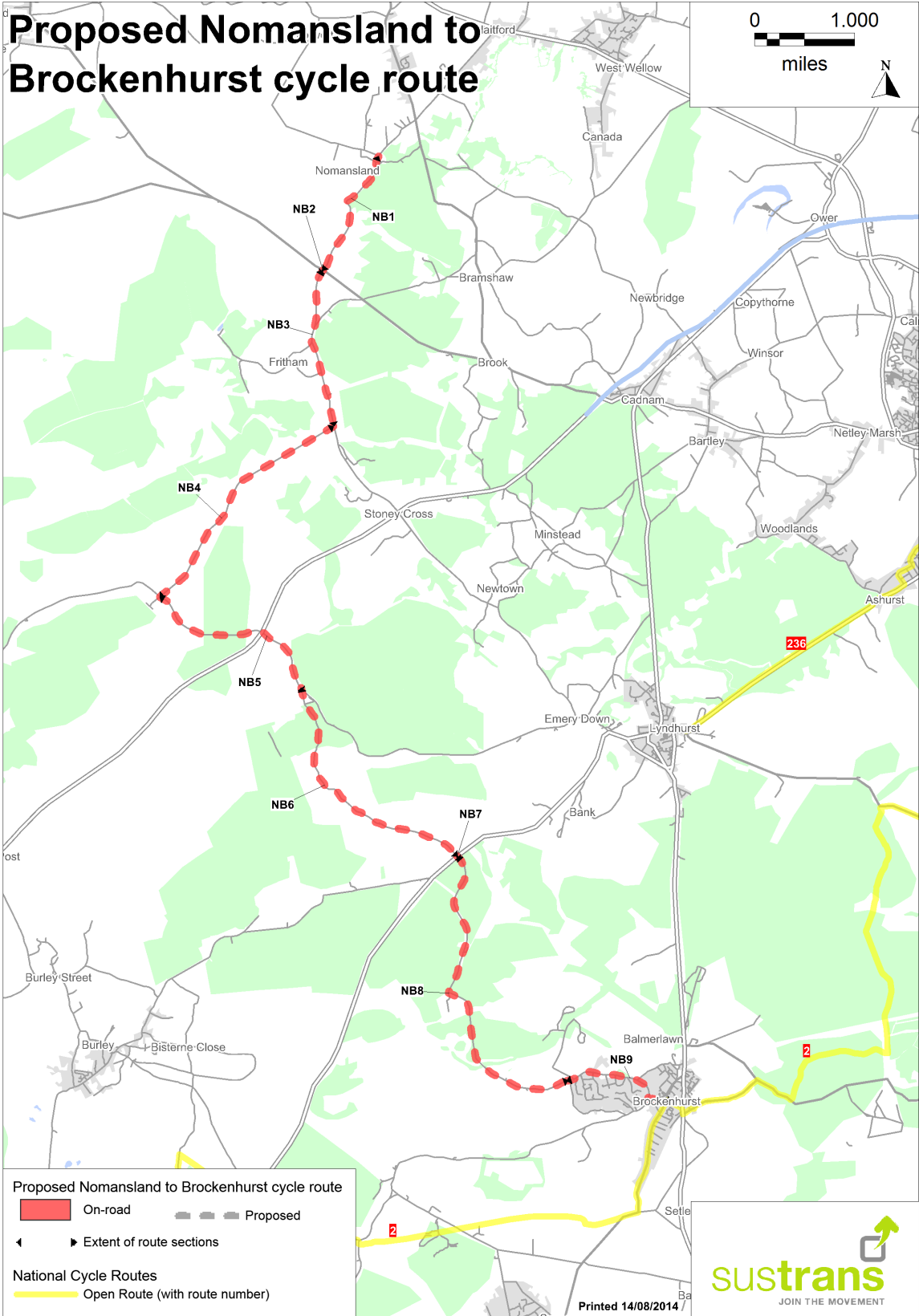


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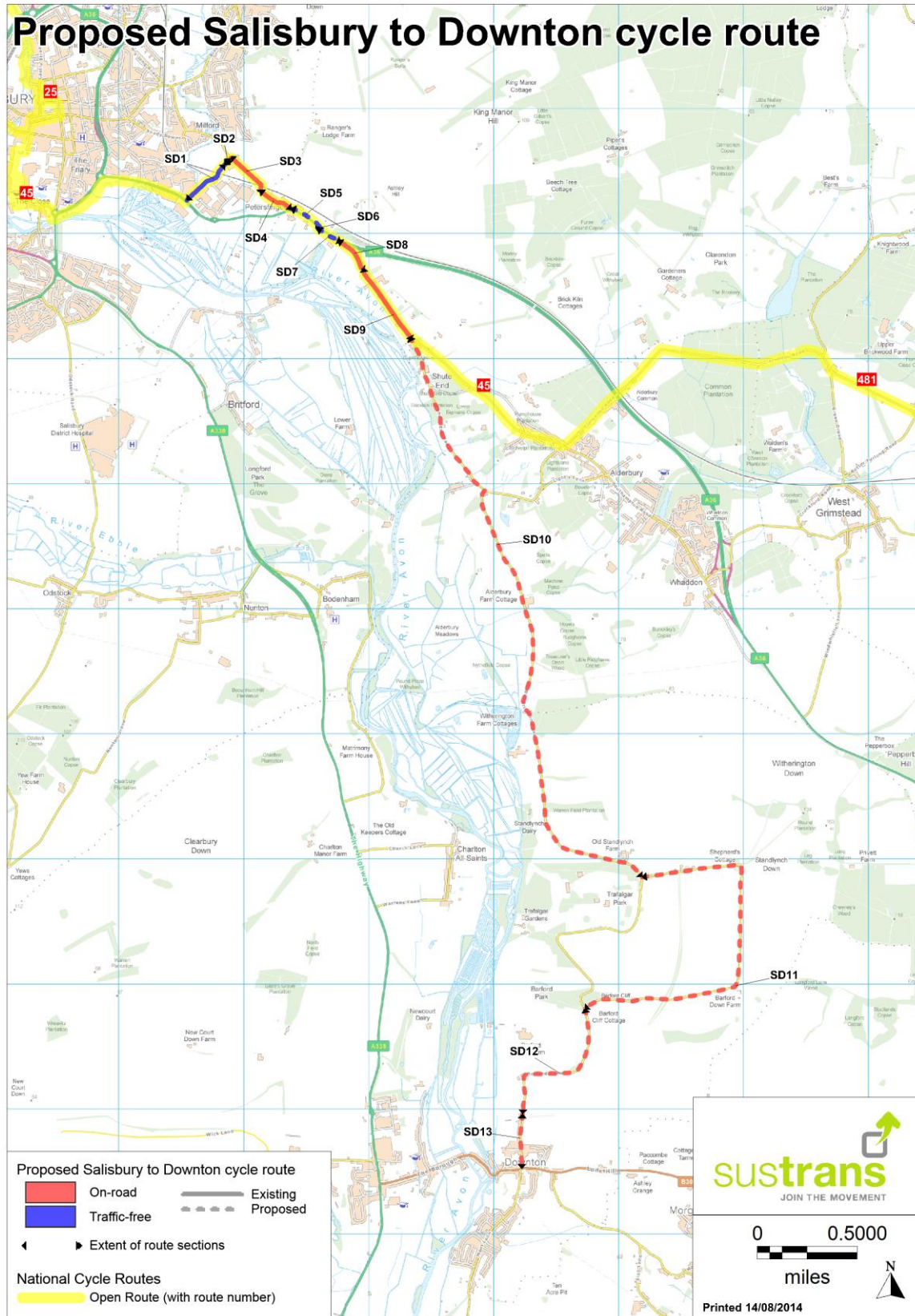
Surveyed Godshill to West Dean (via West Wellow) cycle route



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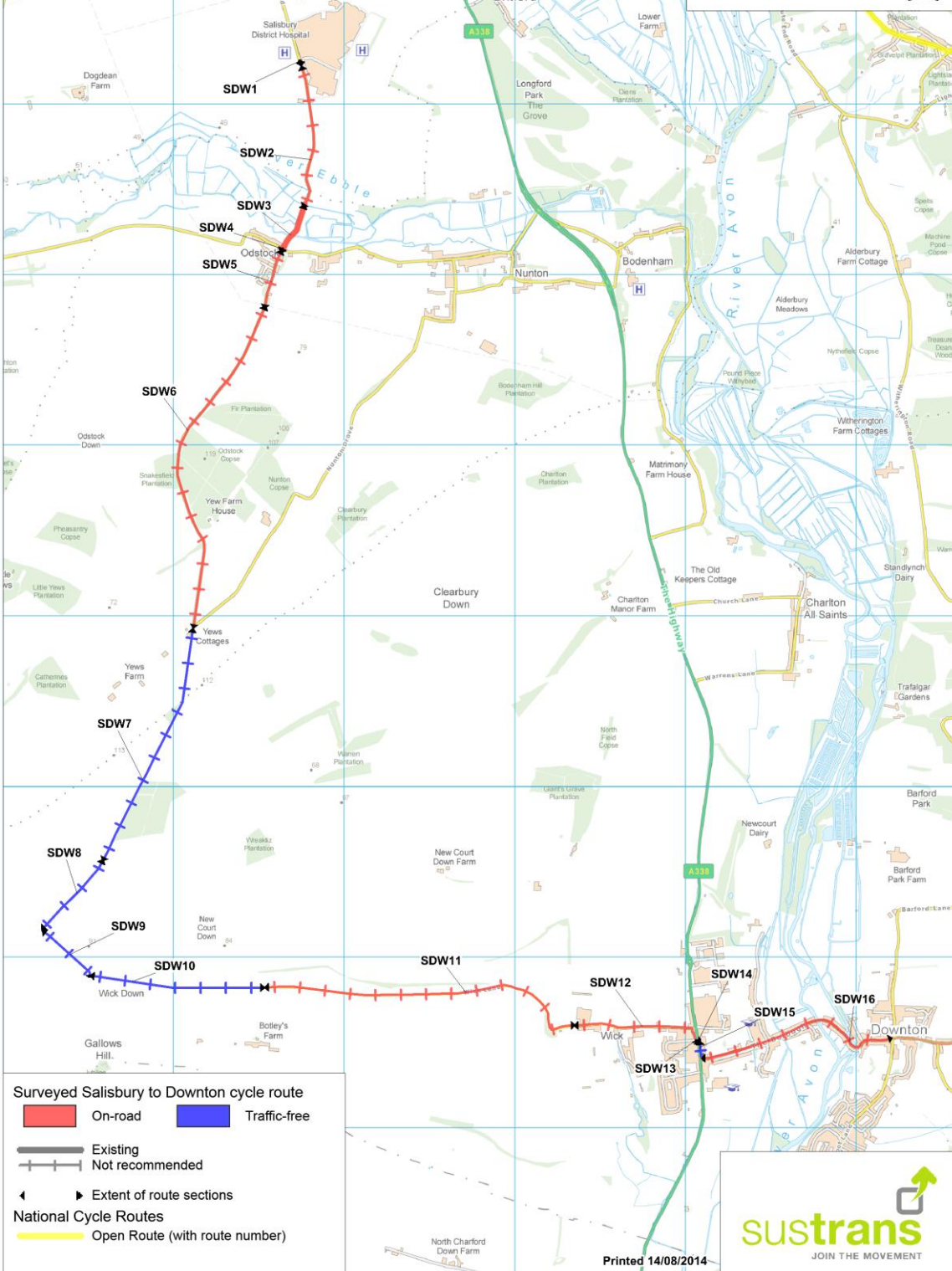
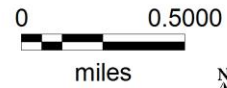


Proposed Salisbury to Downton cycle route

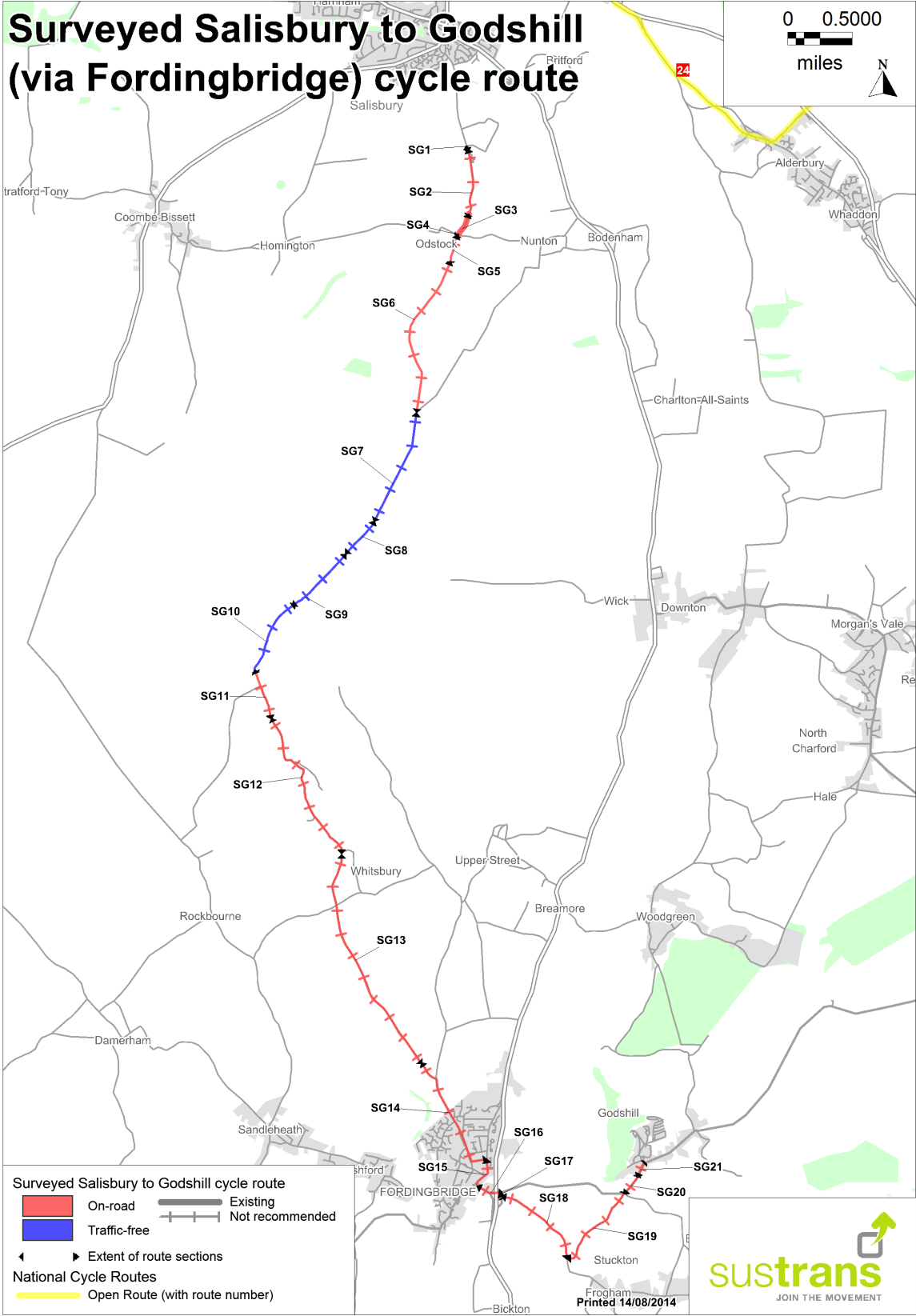


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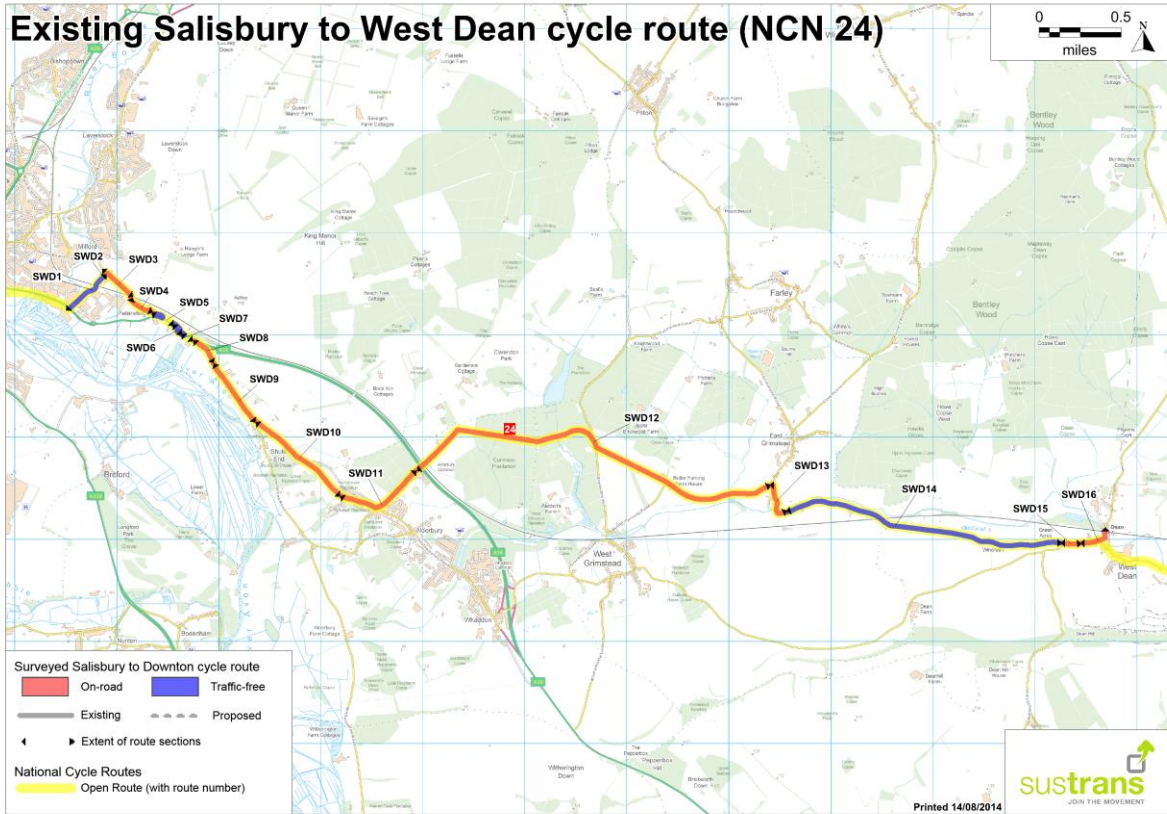
Surveyed Salisbury to Downton (via Wick Down) cycle route



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Existing Salisbury to West Dean cycle route (NCN 24)



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Appendix 2 – Summary of recommended measures

| Section ID | Proposed facility description |
|---|--|
| Charford Way (north) | |
| CW1 | Signs only |
| CW2 | Signs only |
| CW3 | New cycle track |
| CW4 | Resurface byway |
| CW5 | Signs only |
| CW6 | Signs only |
| CW7 | Signs only |
| Downton to Godshill | |
| DG1 | Signs only |
| DG2 | None |
| DG3 | Extend 40mph limit |
| DG4 | Replace 40mph limit sign (Hants CC) |
| DG5 | Signs only (Hants CC) |
| DG6 | Signs only (Hants CC) |
| DG7 | Signs only (Hants CC) |
| DG8 | “Slow” carriageway markings and signing (Hants CC) |
| DG9 | None |
| DG10 | Signs only (Hants CC) |
| Downton to Nomansland | |
| DN1 | Traffic calming |
| DN2 | Signs only |
| DN3 | Signs only |
| DN4 | Signs only |
| DN5 | Cycle lanes and new finger post (finger post - Hants CC) |
| DN6 | Extend New Forest 40mph zone |
| DN7 | Signs only |
| DN8 | Signs only |
| DN9 | Additional compaction and add top dressing of stone dust |
| DN10 | Extend New Forest 40mph zone |
| DN11 | Signs only |
| Downton to West Dean (via Whiteparish) | |
| DWDa1 | Traffic calming |
| DWDa2 | N/A |
| DWDa3 | N/A |
| DWDa4 | N/A |
| DWDa5 | N/A |
| DWDa6 | N/A |
| DWDa7 | N/A |
| DWDa8 | N/A |
| DWDa9 | N/A |
| DWDa10 | N/A |

| Section ID | Proposed facility description |
|---|---|
| DWDa11 | Signs only |
| DWDa12 | Signs only |
| DWDa13 | Signs only |
| DWDa14 | Signs only |
| DWDa15 | Signs only |
| DWDa16 | Signs only |
| DWDa17 | Signs only |
| Downton to West Dean (via Witherington Down) | |
| DWDb1 | Signs only |
| DWDb2 | Signs only |
| DWDb3 | Signs only |
| DWDb4 | Rebuild byway using road planings. Restrict vehicular traffic |
| DWDb5 | Rebuild byway surface with road planings |
| DWDb6 | Uncontrolled refuge crossing |
| DWDb7 | Signs only |
| DWDb8 | Rebuild byway surface with road planings. Restrict vehicular traffic |
| DWDb9 | Resurface byway with road planings |
| DWDb10 | Signs only |
| DWDb11 | Signs only |
| DWDb12 | Signs only |
| DWDb13 | Agree permissive access for cycles |
| DWDb14 | Realign byway with track and restrict vehicular traffic |
| DWDb15 | Divert byway to align with track. Restrict vehicular traffic. Rebuild track surface with road planings |
| Woodgreen to Woodfalls | |
| WW1 | Signs only (Hants CC) |
| WW2 | None |
| WW3 | Signs only (Hants CC) |
| Godshill to West Dean (via West Wellow) | |
| GWD1 | N/A |
| GWD2 | N/A |
| GWD3 | N/A |
| GWD4 | N/A |
| GWD5 | N/A |
| GWD6 | N/A |
| GWD7 | N/A |
| GWD8 | N/A |
| GWD9 | N/A |
| GWD10 | N/A |
| GWD11 | N/A |
| GWD12 | N/A |

| Section ID | Proposed facility description |
|--|--|
| GWD13 | N/A |
| GWD14 | Agree permissive access and resurface track (Hants CC) |
| GWD15 | Reconstruct track with road planings (Hants CC) |
| GWD16 | N/A |
| GWD17 | N/A |
| GWD18 | Widen and resurface path (Hants CC) |
| GWD19 | N/A |
| GWD20 | N/A |
| GWD21 | N/A |
| GWD22 | N/A |
| GWD23 | N/A |
| GWD24 | N/A |
| GWD25 | N/A |
| GWD26 | N/A |
| GWD27 | N/A |
| GWD28 | N/A |
| GWD29 | N/A |
| GWD30 | N/A |
| GWD31 | N/A |
| GWD32 | N/A |
| GWD33 | N/A |
| GWD34 | N/A |
| Nomansland to Brockenhurst | |
| NB1 | Signs only (Hants CC) |
| NB2 | Signs only (Hants CC) |
| NB3 | Signs only (Hants CC) |
| NB4 | Signs only (Hants CC) |
| NB5 | Signs only (Hants CC) |
| NB6 | Signs only (Hants CC) |
| NB7 | Signs only (Hants CC) |
| NB8 | Signs only (Hants CC) |
| NB9 | Signs only (Hants CC) |
| Salisbury to Downton (via Petersfinger) | |
| SD1 | Signs only |
| SD2 | Tarmac byway |
| SD3 | Signs only |
| SD4 | Signs only |
| SD5 | Shared-use path (Highways Agency) |
| SD6 | Toucan crossing (Highways Agency) |
| SD7 | Shared-use path (Highways Agency) |
| SD8 | Signs only |
| SD9 | Cycle lanes (remove centre line). Reduce speed limit |
| SD10 | Signs only |

| Section ID | Proposed facility description |
|--|--|
| SD11 | Signs only |
| SD12 | Signs only |
| SD13 | Signs only |
| Salisbury to Downton (via Bodenham) | |
| SDB1 | Signs only |
| SDB2 | Traffic calming and reduce speed limit |
| SDB3 | Signs only |
| SDB4 | Signs only |
| SDB5 | Reduce speed limit. Gateway feature |
| SDB6 | Widen path and clear vegetation |
| SDB7 | Widen crossing and add tactile paving |
| SDB8 | Widen path |
| SDB9 | Signs only |
| SDB10 | Widen path and clear vegetation |
| SDB11 | Flush kerbs and tactile paving |
| SDB12 | Widen path and clear vegetation |
| SDB13 | Flush kerbs and tactile paving |
| SDB14 | Widen path. Clear vegetation and debris. |
| SDB15 | Signs only |
| SDB16 | Extend shared-use path |
| SDB17 | Signs only |
| Salisbury to Downton (via Wick Down) | |
| SDW1 | Signs only |
| SDW2 | Traffic calming and reduce speed limit |
| SDW3 | Signs only |
| SDW4 | Signs only |
| SDW5 | Signs only |
| SDW6 | Signs only |
| SDW7 | Signs only |
| SDW8 | Fill potholes and gulleys and compact. Restrict vehicular traffic |
| SDW9 | Fill potholes and gulleys and compact. Restrict vehicular traffic. |
| SDW10 | Rebuild surface using road planings. Restrict vehicular traffic |
| SDW11 | Signs only |
| SDW12 | Signs only |
| SDW13 | Shared-use path |
| SDW14 | Toucan crossing |
| SDW15 | Shared-use path |
| SDW16 | Signs only |
| Salisbury to Godshill (via Fordingbridge) | |
| SG1 | Signs only |
| SG2 | Traffic calming and reduce speed limit |
| SG3 | N/A |

| Section ID | Proposed facility description |
|-------------------------------|---|
| SG4 | N/A |
| SG5 | N/A |
| SG6 | N/A |
| SG7 | N/A |
| SG8 | Fill potholes and gulleys and compact. Restrict vehicular traffic |
| SG9 | Rebuild byway using road plannings. Restrict vehicular traffic. |
| SG10 | Repair and compact byway surface. Restrict vehicular traffic. |
| SG11 | N/A |
| SG12 | N/A |
| SG13 | N/A |
| SG14 | N/A |
| SG15 | N/A |
| SG16 | N/A |
| SG17 | N/A |
| SG18 | N/A |
| SG19 | N/A |
| SG20 | N/A |
| SG21 | N/A |
| Salisbury to West Dean | |
| SWD1 | Signs only |
| SWD2 | Byway (tarmac surface) |
| SWD3 | Signs only |
| SWD4 | Signs only |
| SWD5 | Shared-use path |
| SWD6 | Toucan crossing |
| SWD7 | Shared-use path |
| SWD8 | Cycle lanes (remove centre line). Reduce speed limit |
| SWD9 | Cycle lanes (remove centre line). Reduce speed limit |
| SWD10 | Cycle lanes (remove centre line). Reduce speed limit |
| SWD11 | Signs only |
| SWD12 | Signs only |
| SWD13 | Signs only |
| SWD14 | Signs only |
| SWD15 | Signs only |
| SWD16 | Signs only |

Appendix 3 – Core principles for routes used by cyclists

Coherence

- Link all potential origins and destinations.
- Be continuous and recognisable.
- Offer consistent standard of protection throughout.
- Be properly signed.
- Include well located cycle parking.

Directness

- Be based on desire lines.
- Result in minimal detours or delays.
- Provide a positive advantage in terms of directness and priority over motor traffic.

Safety

- Be safe and perceived as safe.
- Provide personal security.
- Limit conflict between cyclists and pedestrians and other vehicles.

Comfort

- Be smooth, non-slip, well maintained, drained and free of debris.
- Have sufficient width for the level of use.
- Have easy gradients.
- Be designed to avoid complicated manoeuvres.
- Enable cyclists to maintain momentum.
- Minimise impacts of noise, spray and headlight dazzle from other traffic.

Attractiveness

- Be attractive and interesting.
- Integrate with and complement their surroundings.
- Contribute to good urban design.
- Enhance personal security.
- Be well maintained.