



# ALDERHOLT MEADOWS, ALDERHOLT

Walking, Cycling and Horse-Riding Assessment and Review

October 2022

Dudsbury Homes (Southern) Ltd

MIXED USE DEVELOPMENT  
ALDERHOLT MEADOWS  
ALDERHOLT

WALKING, CYCLING AND HORSE-RIDING ASSESSMENT AND REVIEW

CONTROLLED DOCUMENT

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ALDERHOLT MEADOWS  
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WALKING, CYCLING AND HORSE-RIDING ASSESSMENT AND REVIEW

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## 1. INTRODUCTION

1.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of **Dudsbury Homes (Southern) Ltd** to support a planning application for a mixed-use development on Land at Alderholt, Fordingbridge, known as Alderholt Meadows. The development comprises 1,700 dwellings with a wide variety of local facilities and amenities to benefit both existing and future residents including a large village square and 2ha of formal employment land.

1.2 The application site is located to the south of Alderholt. The site is displayed within **Figure 1**, with the illustrative site masterplan attached within **Appendix A**.



**Figure 1:** Site Context Plan

1.3 Paul Basham Associates have prepared a Transport Assessment (TA) and Travel Plan (TP) as part of this application, and these reports should be read alongside this WCHAR.

1.4 The scope of the highways input required for this application has been discussed with Dorset Council highways officers through pre-application consultations. This WCHAR has been prepared to ensure that the existing walking, cycling and equestrian environment in the vicinity of the site provides suitable access to/from the site, or if this is not the case that suitable improvements are provided.

- 1.5 Route improvements have also been considered against likely demand and whether improvements would realistically encourage people to use this route or whether alternative (including alternative destinations) would be more attractive. This WCHAR will review the existing conditions of the routes (including PROW and local footpaths) across the site and those used to access the site, before assessing the potential for upgrades and accommodating cyclists and equestrians.

### **Proposed Highway Scheme**

- 1.6 The existing site is located both north and south of Ringwood Road. The development will be accessed via two separate points. The primary new access point will be located on Hillbury Road and will take the form of a new roundabout, which has been designed to accommodate the proposed level and type of traffic anticipated. The four arm roundabout will join Hillbury Road north and south with the new internal spine road forming the western arm and a farm access serving the existing farmland forming the eastern arm. The three main arms all have widening on the approach to ensure sufficient capacity and manoeuvrability of large vehicles, whilst ensuring some residual capacity is. The site access is currently located within a 40mph speed limit, however as part of this junction work the intention is to extend the 30mph speed limit south along Hillbury Road to include the access roundabout.
- 1.7 The other point of vehicular access to the development would be provided via Ringwood Road, which would be diverted southwards to become the main spine road of the development. The existing alignment would form the minor arm of a priority junction. Due to the proposed alignment of the internal spine road an additional connection would be provided to assist vehicles turning right from the spine road into the existing Ringwood Road, and vice versa.
- 1.8 A new spine road would connect the two access points. Although the application is outline in nature (and therefore internal details are not for approval at this stage), sufficient space is identified for a 6.5m wide carriageway and adjoining footway/cycleway provision.
- 1.9 Alongside the vehicular accesses, pedestrian improvements are proposed. As part of the development proposals a 2m wide footway will be provided along the western edge of Hillbury Road continuing south from Hillbury Park into the proposed development.



- 1.10 As part of the proposed vehicular access onto Ringwood Road, a 2m footway extension is proposed along the northern side of Ringwood Road, up to the point where the footway from Broomfield Drive connects onto Ringwood Road. At this point a traffic calming scheme is proposed which will shorten the distance for pedestrians to cross over Ringwood Road and provide a connection into the site. Advisory cycle lanes are proposed on Ringwood Road from Station Road to the site access, at which point a dedicated footway/cycleway will be provided.
- 1.11 The existing alignment of Ringwood Road will be severed by the proposed spine road and retained to provide access to existing properties. As a result, traffic volumes will reduce and it will become more attractive to pedestrians and cyclists. There are a number of treatment options under consideration.
- 1.12 Additionally, a number of off-site improvements are proposed. Most notably, a review was undertaken to determine whether cycling improvements could be made along Station Road. Given this link accommodates a reasonable level of traffic, reducing the road width to accommodate a shared footway/cycleway would be detrimental to the flow of traffic and result in an overengineered solution given the character of the area. Therefore, it is proposed that advisory cycle lanes along both sides of the carriageway are provided and that the centre line of Station Road be removed. This will enable cyclists to have allocated road space and the removal of the centreline will help to slow traffic.
- 1.13 Additional / improved pedestrian links to Birchwood Drive and the footpath adjacent to the recreation ground will be provided to improve pedestrian permeability. Financial contributions towards improvement of public rights of way to the east will be provided, and additional connections to the forestry trails to the south. The need for any further off-site highway works will be established through the planning process.



## 2. WALKING, CYCLING AND HORSE-RIDING ASSESSMENT

2.1 Various documents have been considered as part of the development proposals and this assessment, as detailed within the TA & TP. This includes the NPPF, local transport plans and other development plan documents.

### Collision Data

2.2 An analysis of the historic personal injury road traffic collisions on the highway within the vicinity of the site has been undertaken. This is fully detailed within the TA and has not been completely replicated here, instead the focus below is on those serious or fatal incidents that involved pedestrians, cyclists or equestrians.

2.3 The study area for this analysis is shown below in **Figure 2**. This information has been reviewed utilising the CrashMap database for the five-year period from 01-01-17 to 31-12-21. Across the study area there were a total of 46 collisions, which comprised 31 categorised as slight, 14 serious and 1 fatal.

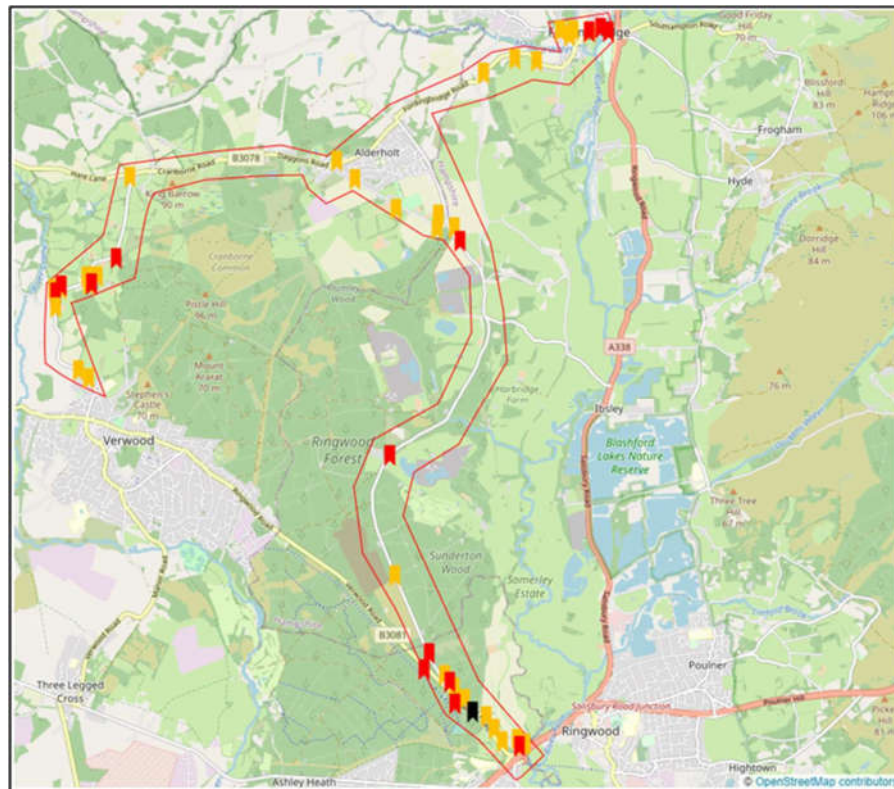


Figure 2: PIA Data Study Area

- 2.4 One serious incident occurred when a car collided with a pedestrian who was standing in the carriageway on Harbridge Drove. Given this occurred at 1800 in February, it is likely this occurred in the dark. This appears to be an isolated event, suggesting that there is no inherent highway safety issue. However, pedestrian routes in this area will be reviewed as part of this WCHAR.
- 2.5 Three serious collisions occurred in Fordingbridge, which all involved pedestrians or cyclists. The first collision was on Bridge Street and occurred when a pedestrian crossed Bridge Street using the signalised crossing from the off-side of the vehicle and so the driver likely failed to see the pedestrian. The remaining two serious collisions involved cyclists. The first at the mini-roundabout occurred with no other vehicle present, and the second on High Street when a cyclist changed lane and collided with a car. Although any collision is regrettable, the information does not suggest inherent flaws with the design of the road network, rather a result of road user behaviour.

### **Public Transport**

- 2.6 Currently the local area is served by bus service number 97, which is funded by Alderholt, Knowlton and Cranborne Parish Councils. It currently routes along Station Road, Ringwood Road and Hillbury Road, utilising Earlswood Drive to connect between Ringwood Road and Hillbury Road. The service runs Tuesday, Wednesday and Friday every 2 hours between 09:34 and 13:42.
- 2.7 There are numerous bus stops located along Birchwood Drive and Earlswood Drive. The bus stops vary in provision of facilities, with one providing a shelter, bench and a single post with a flag and printed timetable, whilst others are simply provided with just the latter.
- 2.8 The current public transport options are very limited with just one, infrequent bus service available. This therefore indicates a reliance upon private car ownership to commute and access services to meet daily needs outside of Alderholt.
- 2.9 As part of the proposed development financial contributions will be provided to deliver a high frequency, reliable bus service. Whilst details are to be confirmed through the course of the planning application, it is presently envisaged that an hourly bus in each direction between Cranborne, Alderholt, Fordingbridge and Ringwood would be delivered between 0700-1900. Further details will be provided on the location of bus stops with subsequent reserved matters planning applications which would consider parts of the layout in more detail.





### Trip Generators

- 2.10 Following a thorough review of likely trip generation by the development, as detailed within the accompanying Transport Assessment, the proposed development is expected to generate 841 and 1052 vehicular trips in the AM and PM peak periods respectively. However, as set out within the Transport Assessment, the proposed scheme includes new facilities and employment opportunities including a new school, shops, GP surgery and cafés, which is expected to result in a number of existing trips being removed from the local road network. Therefore, the proposed development is expected to result in a net increase of 510 and 884 trips in the AM and PM peak periods respectively.
- 2.11 A multi-modal assessment has also been carried out to estimate the number of sustainable trips that the development could generate. These are set out below in **Table 1**. It is pertinent to note that these comprise person trips generated by the development and makes no allowance for increased pedestrian/cycling trips within Alderholt for existing Alderholt residents.

Unit Type	AM Peak (0800-0900)						PM Peak (1700- 1800)					
	Driver	Passenger	Bus	Walk	Cycle	Total	Driver	Passenger	Bus	Walk	Cycle	Total
Internal	0	0	21	791	203	1016	0	0	29	516	136	682
External	842	82	252	0	31	1198	1052	120	49	0	37	1248
Total	842	82	273	791	234	2214	1052	120	78	516	174	1930
	38%	4%	12%	36%	11%	100%	55%	6%	4%	27%	9%	100%

**Table 1:** Multi-Modal Trip Rates

- 2.12 The above demonstrates that the majority of the journeys undertaken externally to Alderholt will be by modes other than walking, cycling. Negligible horse-riding trips are forecast, except for leisure purposes. For trips within Alderholt, it is assumed that the majority of trips will be on foot or bicycle. This is because all facilities will be within a 15-minute walk of the entirety of the development.

### Site Visit

- 2.13 A site visit was undertaken on 23<sup>rd</sup> May 2022 during daylight and dry conditions. The site visit took the form of walking and cycling along all available pedestrian, cyclist and equestrian facilities within the study area shown within **Figure 3**.





**Figure 3:** Scope of Assessment

2.14 The level of use and condition/suitability of each route during the site visit was assessed and potential improvements, repairs and connections were considered. The primary findings of the site visit were as follows:

- Pedestrian connections within the existing settlement of Alderholt are of generally good quality;
- There is very little cycle infrastructure;
- There are a number of useful PRoWs that can be utilised by existing and future residents; and
- There are a number of opportunities to improve pedestrian and cycle connections to/from the proposed site.

#### **Consultation with Key Stakeholders**

2.15 Discussions have taken place with key stakeholders through the pre-application process, including Dorset Council. A public consultation event also took place on Friday 1<sup>st</sup> July 2022.

#### **Existing pedestrian, cyclist and equestrian facilities**

2.16 The existing pedestrian, cyclist and equestrian facilities and their condition are provided in chapter 3.

#### **Walking, cycling and horse-riding survey data**

2.17 No survey data has yet been collected.

### 3. EXISTING PEDESTRIAN, CYCLIST AND EQUESTRIAN FACILITIES

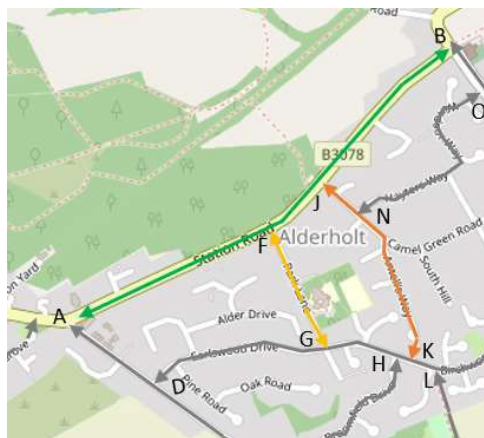
3.1 There are a number of walking, cycling and equestrian routes in and around Alderholt which help to support convenient movement in the local area as shown in **Figure 4**. Within the settlement, there are very few dedicated cyclist or equestrian facilities.



**Figure 4:** Walking, Cycling and Equestrian Routes in the Local Area

#### Route A – B

3.2 Route A to B runs along Station Road, with **Figure 5** below displaying the route and other connections discussed in further detail below. Station Road forms part of the B3078 and forms the northern boundary of the existing settlement. There are continuous, lit footways that flank both sides of Station Road measuring 1.5-2m in width. There are dropped kerbs in place across all junctions to support safe pedestrian passage. The footways along Station Road are illustrated in **Photographs 1** and **2**. There are some amenities located along Station Road, such as Alderholt village hall and café.



**Figure 5:** Route A – B and other Relevant Routes



**Photograph 1:** Footway along Station Road



**Photograph 2:** Crossing Infrastructure along Station Road

#### Route F-G & J-K

3.3 Station Road provides access to other routes within Alderholt such as Park Lane (F-G) via Route 'F' and Camel Green Road / Antell's Way (J-K) via Route 'J'. Park Lane has footways on both sides of the carriageway and provides access to the existing First School & Nursery. Camel Green Road & Antell's Way are both residential in nature and do not have any dedicated pedestrian facilities, although vehicle speeds are likely to be low.

3.4 In this area, additional pedestrian and cyclist trips from the development are anticipated to/from the school. Additional trips will also be generated by existing Alderholt residents travelling towards the new facilities provided by the site.

#### **Route A – C**

3.5 Route A to C runs along Ringwood Road, which will be re-routed as part of the development proposals. **Figure 6** outlines this route and other relevant connections. The northwestern section of Ringwood Road is residential in nature whilst the southeastern section becomes increasingly rural in nature.



**Figure 6:** Route A – C and other Relevant Routes

3.6 Along Ringwood Road, within the existing settlement there are footways which are occasionally lit and measure approximately 1.5/2m in width. There are also dropped kerbs strategically in place to facilitate safe crossing across junctions. The footways along this section of Ringwood Road are pictured in **Photographs 3** and **4**. The footways along this section of Ringwood Road provide access to some of the local amenities in Alderholt, most notably the Co-op store towards the northern end of Ringwood Road.



**Photograph 3:** Footway along Ringwood Road



**Photograph 4:** Crossing Point along Ringwood Road

3.7 Southeast of the existing properties, Ringwood Road becomes increasingly rural in nature with no existing footways present, resulting in pedestrians being required to walk on the carriageway. This is shown within **Photographs 5** and **6**.





**Photograph 5:** Existing Conditions along Ringwood Road



**Photograph 6:** Existing Conditions along Ringwood Road

#### Route I-H

- 3.8 There is a footpath providing access from Ringwood Road onto Broomfield Drive through to Birchwood Drive. The lit footpath measures approx. 1.5m wide and runs along the side of residential dwellings, with barriers at both ends. The footpath is shown within **Photographs 7** and **8**. This provides a useful pedestrian route for residents of the development to access the school, and residents of Alderholt to reach the on-site facilities.



**Photograph 7:** Footpath at Route 'I' Broomfield Drive End



**Photograph 8:** Footpath at Route 'I' Ringwood Road End

#### Route L – M

- 3.9 Ringwood Road provides access to Alderholt Recreation Ground where there is a hardstanding footpath that connects to Birchwood Drive. The footpath varies in width from 1m at its narrowest through the recreation ground, to 2.5m at its widest when passing between residential houses and is occasionally lit. This footpath is demonstrated in **Photographs 9** and **10**. This provides a good link between existing and future areas of Alderholt.



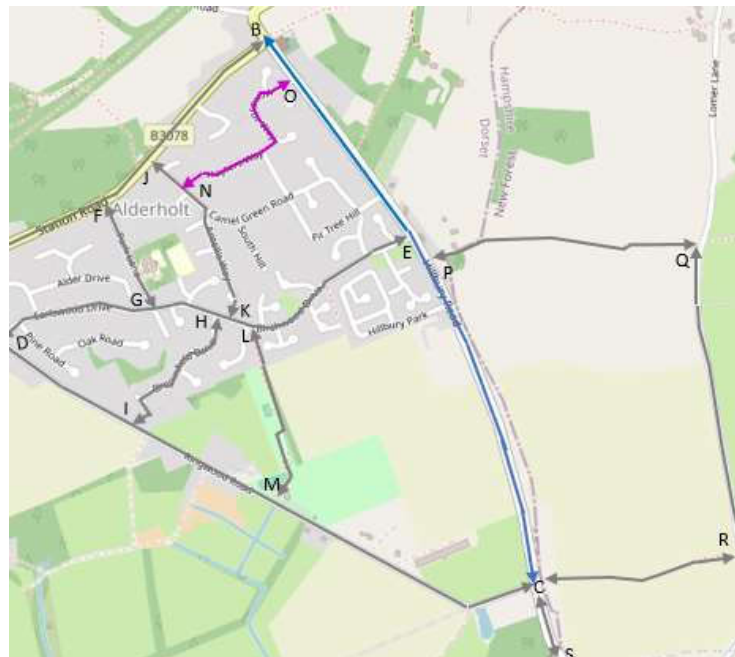
**Photograph 9:** Footpath along Alderholt Recreation Ground



**Photograph 10:** Footpath towards Route 'L'

**Route B – C**

3.10 Route B to C is along Hillbury Road, which runs continuously along the eastern boundary of Alderholt. The northern section of Hillbury Road is residential whilst the southern section is increasingly rural. Route B – C and other connections along the route are displayed in **Figure 7**, with the existing conditions along Hillbury Road illustrated in **Photographs 11 and 12**.



**Figure 7:** Route B – C and other Relevant Routes





**Photograph 11:** Existing Conditions along Hillbury Road Northern Section



**Photograph 12:** Existing Conditions along Hillbury Road Southern Section

3.11 For the northern part of Hillbury Road, there is a continuous footway which flanks the western side measuring between 1.5m and 2m in width with dropped kerbs in place across junctions. This terminates at Hillbury Park. There is a bus stop present towards northern end of Hillbury Road. The footway along Hillbury Road is pictured in **Photographs 13** and **14**.



**Photograph 13:** Footway along Hillbury Road



**Photograph 14:** Crossing infrastructure along Hillbury Road



Route O – N

- 3.12 Windsor Way is a residential cul-de-sac flanked by lit, continuous footways on both sides measuring 1.5-2m in width. There is a footpath connecting Windsor Way to Hayters Way, which measures approximately 2.5/3m wide with hooped barriers on the Windsor Way end and small bollards on the Hayters Way end. The footway along Windsor Way and the footpath are illustrated in **Photographs 15** and **16**.



**Photograph 15:** Footway along Windsor Way



**Photograph 16:** Footpath Connecting Windsor Way to Hayters Way

**Route D – E**

- 3.13 Route D to E covers Earlswood Drive and Brichwood Drive, key roads in the centre of Alderholt providing access to the majority of the existing residential areas in Alderholt as well as the nearest existing bus stops to the site. **Figure 8** shows Route D – E and other connections along the route.



**Figure 8:** Route D – E and other Relevant Routes

3.14 Earlswood Drive is directly accessible via Ringwood Road with lit and continuous footways measuring 1.5m/2m wide flanking both sides. Birchwood Drive follows on from Earlswood Drive after the junction with Park Lane with similar pedestrian facilities. These footways are illustrated within **Photographs 17** and **18**. Birchwood Drive is also accessible to the east from Hillbury Road, with continuous footways on both sides connecting to the footway on Hillbury Road. Additionally, Birchwood Drive is accessible via Broomfield Drive which connects to Ringwood Road via the aforementioned footpath.



**Photograph 17:** Footway along Birchwood Drive



**Photograph 18:** Pedestrian Infrastructure along Earlswood Drive

3.15 Earlswood Road and Birchwood Road are key internal pedestrian routes within Alderholt, as they provide access to the majority of the existing pedestrian areas as well as connecting pedestrians to the key amenities in Alderholt such as the school on Park Lane and the bus stops on the existing route. Residents of the future site are likely to utilise these two roads to reach the above-mentioned amenities.

**Public Rights of Way (PRoW)**

3.16 There are a number of Public Rights of Way (PRoW) surrounding the existing settlement of Alderholt. **Figure 9** demonstrates the Public Rights of Way routes and connections detailed below.



**Figure 9:** Public Rights of Way Routes and other connections



Route P – Q

- 3.17 Route P to Q is a Public Right of Way (PRoW) Footpath 090/2/1, which is accessible from Hillbury Road. The Footpath is signposted and formed initially by a track leading through a woodland area before heading across agricultural land towards Lomer Lane. The conditions are demonstrated in **Photographs 19** and **20**. By virtue of being a footpath, this route is suitable for pedestrians.



**Photograph 19:** Access onto PRoW Footpath 090/2/1



**Photograph 20:** Conditions along PRoW Footpath 090/2/1

Route Q – R

- 3.18 Route Q to R runs along Lomer Lane to the east of Alderholt and connects Footpath 090/2/1 to Footpath 090/3/1. Lomer Lane is a narrow single lane road, measuring approximately 3.5m wide and is rural in nature. There is no pedestrian infrastructure along the road with pedestrians required to walk along the carriageway, however, it is lightly trafficked. The existing conditions along Lomer Lane are pictured in **Photographs 21** and **22**.



**Photograph 21:** Existing Conditions along Lomer Lane



**Photograph 22:** Existing Conditions along Lomer Lane

### Route R – C

- 3.19 Route R to C covers Footpath 090/3/1, which provides a similar connection to Footpath 090/2/1 by linking Hillbury Road to Lomer Lane via agricultural land. The start of the footpath from Hillbury Road is clearly identified by a wooden fence with a step and footpath sign. The conditions along Footpath 090/3/1 are detailed in **Photographs 23** and **24** below. By virtue of being a footpath, this route is suitable for pedestrians.



**Photograph 23:** Access from Hillbury Road onto Footpath 090/3/1



**Photograph 24:** Conditions of Footpath 090/3/1

### Ringwood Forest

- 3.20 Approximately 200m south of the Ringwood Road/Hillbury Road/Harbridge Drove junction, Harbridge Drove provides access to Ringwood Forest. Ringwood Forest is an excellent area for walking, with a number of paths which would be attractive to future residents of the proposed site. It should be noted that there are no footways along Harbridge Drove, therefore pedestrians are required to walk along the carriageway for the 200m stretch between Route C – S.
- 3.21 Route S to V is provided by PRow Footpath 078/43/1, which is a trail measuring approximately 3.5m wide. The footpath also connects onto Route T-U which provides an alternative footpath. There are several more routes within Ringwood Forest including to Verwood. Cyclists were observed using these routes.

### Route A – W

- 3.22 Route A to W is composed of Public Bridleway (E34/10) which connects Alderholt to Verwood. The route is accessible from Blackwater Grove to the northwest of Alderholt. This route is attractive for cycling between Alderholt and Verwood, with the bridleway formed of various tracks surfaced by aggregate which leads through woodland areas and open green space across Cranborne Common. Cycling the bridleway would take approximately 20-minutes and provides a route to amenities and facilities in Verwood. The conditions of the bridleway are illustrated in **Photographs 25** and **26**.





**Photograph 25:** Conditions along Public Bridleway Route 10



**Photograph 26:** Conditions along Public Bridleway Route 10

3.23 Additionally, bridleway: E34/10 provides an excellent off-road route for horse-riding with the wide track through the woodland and open green space ideal for equestrian movement.

## 4. USER OPPORTUNITIES

- 4.1 Opportunities to improve the existing pedestrian, cycle and equestrian facilities were considered as part of this assessment. At this stage, only high level consideration has been given to routes within the site, given the application is outline in nature. Further detail would be provided as part of any reserved matters applications, but the intention is to create a permeable network for active travel.
- 4.2 Given one of the aims of the development is to provide additional facilities and amenities such that Alderholt becomes a 15-minute neighbourhood, the main focus of the assessment is how to successfully integrate and connect the proposed development to the existing settlement.

### Routes within the site

- 4.3 Additional connections will be provided across the newly proposed area of parkland in the north part of the site to connect to an existing link from Birchwood drive that runs to the rear of Saxon Way, and the footpath that routes to the north of the recreation ground. This would allow existing/future residents to travel to/from the eastern side of the proposed development via an internal footpath away from the main road. It would also provide a quicker and convenient route from the eastern area of the site to the existing amenities in Alderholt.
- 4.4 As identified previously, a serious accident occurred on Harbridge Drove when a pedestrian was hit by a vehicle. In order to access route S-V, pedestrians have to walk on carriageway. However, the red line boundary extends to be adjacent to the start of this route, and so pedestrian routes can be provided within the proposed SANG to significantly reduce the need for pedestrians to walk on Harbridge Drove.

### Strategic Opportunities

- 4.5 Several walking and cycling opportunities for future residents of the proposed site have been identified throughout the WCHAR. The main objective was to identify potential pedestrian links from the proposed site into the existing settlement of Alderholt, to help encourage sustainable travel and maximise the opportunity presented by the provision of additional facilities within the settlement.
- 4.6 Due to the nature of the development, it is not expected that there will be any additional equestrian movement generated by the proposed scheme and therefore opportunities to improve equestrian routes are not considered necessary at this stage. The existing Bridleway: E34/10 is considered sufficient to accommodate any equestrian movement.



- 4.7 It is noted throughout the WCHAR that the existing pedestrian infrastructure within Alderholt currently lacks tactile paving, although dropped kerbs are provided at all relevant crossing points, as noted in the section above. It was considered whether there was the opportunity to provide such tactile paving, however, given the nature of Alderholt's pedestrian infrastructure and the scale of installations required it was considered this was not necessary as would have an adverse effect on the character of the area.

#### **Route A – C**

- 4.8 An opportunity to provide a pedestrian footway from the proposed Ringwood Road access along into the existing settlement in Alderholt has been identified through the WCHAR. This will be a formal footway along the northern side of Ringwood Road providing a route between the existing settlement and the proposed development. A pedestrian crossing will be provided to link into the site. Details of this footway are shown within the accompanying TA. Furthermore, advisory cycle lanes are proposed between the site access and Station Road. Within the site, dedicated cycling infrastructure would be provided as part of the main spine road.
- 4.9 East of the site access, traffic along Ringwood Road will be reduced as a result of the new spine road providing the new through route. This presents an opportunity to redesign the road to make it more attractive to pedestrians and cyclists, through reduction of the road space allocated to vehicles, potentially creating a 'quiet lane.' This will be discussed in more detail with Dorset Council as the application progresses, along with the details of pedestrian & cyclist connections through to the proposed market square.

#### **Route B – C**

- 4.10 Similarly, an opportunity has been identified to provide a pedestrian connection along Hillbury Road from the site to the existing pedestrian infrastructure. Highway boundary confirms there is sufficient space to create a 2m footway along the western edge of the carriageway. This would allow residents located in the eastern area of Alderholt to safely move between the site and the existing settlement.

#### **Route A – B**

- 4.11 Although pedestrian infrastructure on Station Road is good, a review was undertaken to determine whether improvements could be made for cycling provision. As part of this review, it was considered that reducing the road width to accommodate a cycleway on the southern side of the carriageway would be detrimental to the flow of traffic and result in an overengineered solution given the character of the area.



- 4.12 Consequently, it is proposed that an appropriate measure would be to provide advisory cycle lanes along both sides of the carriageway and that the centre line of Station Road be removed. This will allow cyclists to have allocated road space and the removal of the centreline will help to slow traffic. These advisory cycle lanes are proposed to route between the Churchill Arms upon entering the 30mph speed limit, and up to Down Lodge Close on the approach to Pressey's Corner.

#### **Public Rights of Way (PRoW)**

##### Routes P – Q and C – R

- 4.13 As previously detailed, there are good off-road connections between Alderholt and Verwood through Bridleway: E34/10 and the footpaths through Ringwood Forest. However, an opportunity to provide a better cycle connection between Alderholt and Fordingbridge has been identified. Currently, cyclists are required to cycle along Fordingbridge Road (B3078) for the entirety of the journey between Alderholt and Fordingbridge.
- 4.14 It was identified that improvements to PRoW Footpaths 090/2/1 and 090/3/1 to facilitate cycling would allow for a safer, attractive and more convenient route from Alderholt to Fordingbridge via Lomer Lane and Ashford Road. It is considered that as Lomer Lane and Ashford Road are lightly trafficked, they are suitable for cyclists. This alternative route is approximately the same length as the route via the B3078. The viability of improving/providing such links will be explored with the view that a contribution could be secured to delivering improvements in this area.





## 5. WALKING, CYCLING AND HORSE-RIDING ASSESSMENT AND REVIEW TEAM STATEMENT

- 5.1 As Lead Assessor, I confirm that this walking, cycling and horse-riding assessment report has been produced in accordance with DMRB GG 142. The walking, cycling and horse-riding assessment was undertaken by the following assessment and review team:

### Walking Cycling & Horse-Riding Lead Assessor

Tom Peters  
BSc (Hons), MSc, MCIHT  
Senior Transport Planner

Signed:



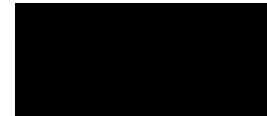
Paul Basham Associates

Date: 17/08/22

### Walking, Cycling & Horse-Riding Assessor

Luke Millar  
BA (Hons) Human Geography  
Graduate Transport Planner

Signed:



Paul Basham Associates

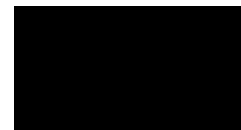
Date: 17/08/22

- 5.2 As team leader I confirm that the assessment has been undertaken at the appropriate stage of scheme development and that the wider design team has been involved in the process. I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG 142.

### Design Team Leader

James Rand  
BSc (Hons), MSc, MCIHT  
Associate

Signed:



Paul Basham Associates

Date: 31/8/22

## Appendix A







**NOTES**  
 CONCEPT DRAWING - SUBJECT TO FINAL DESIGN  
 This drawing is a concept drawing and should not be used for construction purposes. It is intended to provide a visual representation of the proposed development and its integration with the surrounding environment. The design is subject to change and should be used as a guide only. The final design will be based on the approved planning application and the final engineering drawings.

NO.	DESCRIPTION	DATE	AUTHOR	CHECK
01	CONCEPT DRAWING	12/03/2022	AW	AW
02	REVISIONS	12/03/2022	AW	AW
03	REVISIONS	12/03/2022	AW	AW
04	REVISIONS	12/03/2022	AW	AW
05	REVISIONS	12/03/2022	AW	AW
06	REVISIONS	12/03/2022	AW	AW
07	REVISIONS	12/03/2022	AW	AW
08	REVISIONS	12/03/2022	AW	AW
09	REVISIONS	12/03/2022	AW	AW
10	REVISIONS	12/03/2022	AW	AW

**ACRONYM KEY**  
 SANG - Suitable Alternative Greenspace  
 SUBS - Sustainable Urban Drainage System  
 LEAP - Local Equipped Area for Play  
 LAP - Local Area for Play

