

Universal
Services

Lyndhurst village

A35 safety improvements

March 2026

Introduction

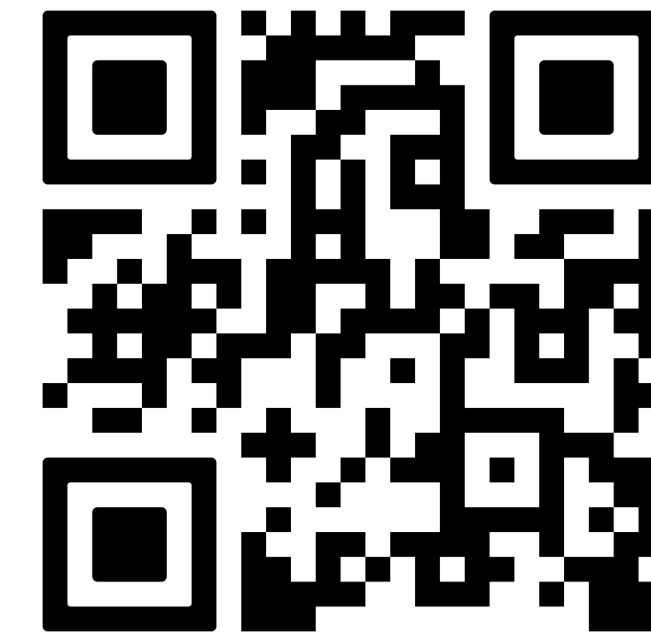
Hampshire County Council has received from the Department for Transport, a Government Grant of £6m from the Road Safety Fund to be used to improve road safety along the A35 through the county. Provisionally, £500,000 of this money has been allocated to improve road safety on the A35 through the village of Lyndhurst.

For the purposes of this study, the A35 through the village is taken to include the entire one-way system (High Street, Gosport Lane, Shrubs Hill Road, Chapel Lane and Bournemouth Road) as well as the associated minor road junctions along this route.

Out of scope of this work are changes to the A35 beyond the village boundary as these are picked up by other projects.

The scheme is underpinned by Hampshire County Council's Local Transport Plan 4 and the Healthy Streets approach:

“The scheme is guided by Hampshire’s Local Transport Plan 4, which prioritises creating people-first streets that make walking, wheeling and cycling safer and more accessible, particularly for vulnerable users, by shifting away from vehicle-centred planning toward healthier, more inclusive places. It also aligns with the Healthy Streets approach, helping to create safer, more comfortable and attractive streets that support active travel and improve quality of life.”



Access information about
LTP4 via the QR link

Funding

Hampshire County Council has received a Government Grant of £6m from the Department for Transport Safer Roads Fund to be used to improve road safety along the A35 through the county. The fund is specifically targeted at delivering road upgrades and improvements to reduce the number and severity of fatal and serious injury collisions on the highest risk A roads in England. Provisionally, £500,000 of this money has been allocated for the A35 through the village of Lyndhurst.

Other schemes on the A35 within Hampshire include the Totton Bypass, Hunter's Hill (between Ashurst and Totton), Rushington Roundabout and various crossing points west of Lyndhurst.



The Problem

Lyndhurst is a village and key gateway to the New Forest National Park. Two major routes (the A35 and the A337) cross in the centre, carrying large volumes of through-traffic, as many drivers use the village to avoid longer strategic routes. This creates an unpleasant and unsafe environment for people walking, wheeling or cycling, and causes regular congestion for drivers.

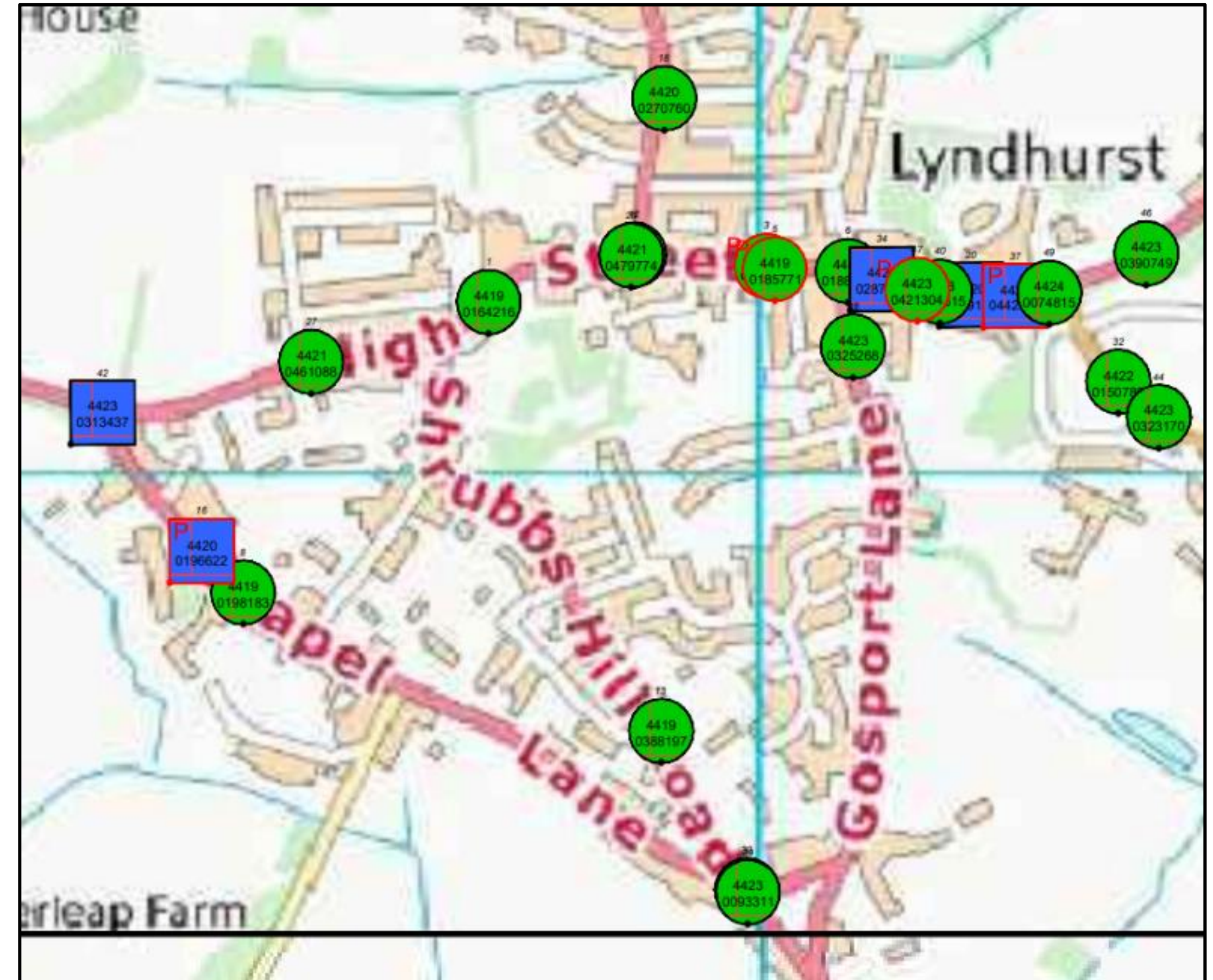
Visitor numbers rise sharply at weekends and holidays, increasing traffic pressure. Over time, road changes have prioritised vehicle flow, resulting in a two-lane one-way system that has made the streets less attractive and harder for residents, businesses and visitors to use



Why focus on the A35 in Lyndhurst?

- High Street footfall in the village is relatively high, with an average of 70,000 visits each week. However, heavy traffic makes it difficult for people to cross the road and makes the area feel less welcoming.
- There is a village-wide 30mph speed limit. However, speed data provided by Lyndhurst Parish Council shows that approximately **50% of vehicles exceed** the speed limit, with 17% speeding excessively and requiring police intervention.
- A total of 51 Personal Injury Collisions (PICs) have occurred within the parish in the most recent 5-year period, with a particular cluster around the High Street at the junction with Gosport Lane.
- Transport statistics supplied by Hampshire County Council show that the main routes around the village (the A35 and the A337) carry about 13,000 vehicles per day, and Heavy Goods Vehicles (HGVs) make up roughly 2% of this traffic.

Map showing location of PICs



Options (in scope)

- 1. Improve High Street walking/ wheeling (using a wheelchair or mobility scooter) environment**
 - review the current speed limit and consider introducing a 20mph zone
 - improve walking/ wheeling crossing experience and reduce the impact of traffic on the High Street
- 2. Reduce traffic dominance of the existing one-way system**
 - review junction designs to slow traffic, particularly lorries, including converting junction merge points into give-way
 - road narrowing to help create a slower, calmer traffic environment
 - explore options to provide cycle lanes on the one-way system.

Not all of the above options will be deliverable within the available budget. An options appraisal is needed to prioritise and agree which options should be carried forward into the next stage of scheme development.

Previous schemes have already maximised the traffic capacity of this route as far as possible.

Options considered and rejected

Lyndhurst bypass or tunnel

- rejected due to unacceptable impact on environmental and village setting. It does not align with current transport policy framework and is both unaffordable and undeliverable.

Redesigning the existing one-way system/ pedestrianisation of the High Street

- rejected as this would require significant local engagement and support, probably experimental traffic orders to see if it works and would need major investment if successful, all of which sit outside the scope of the current funding opportunity.

Suggested preferred options for further development

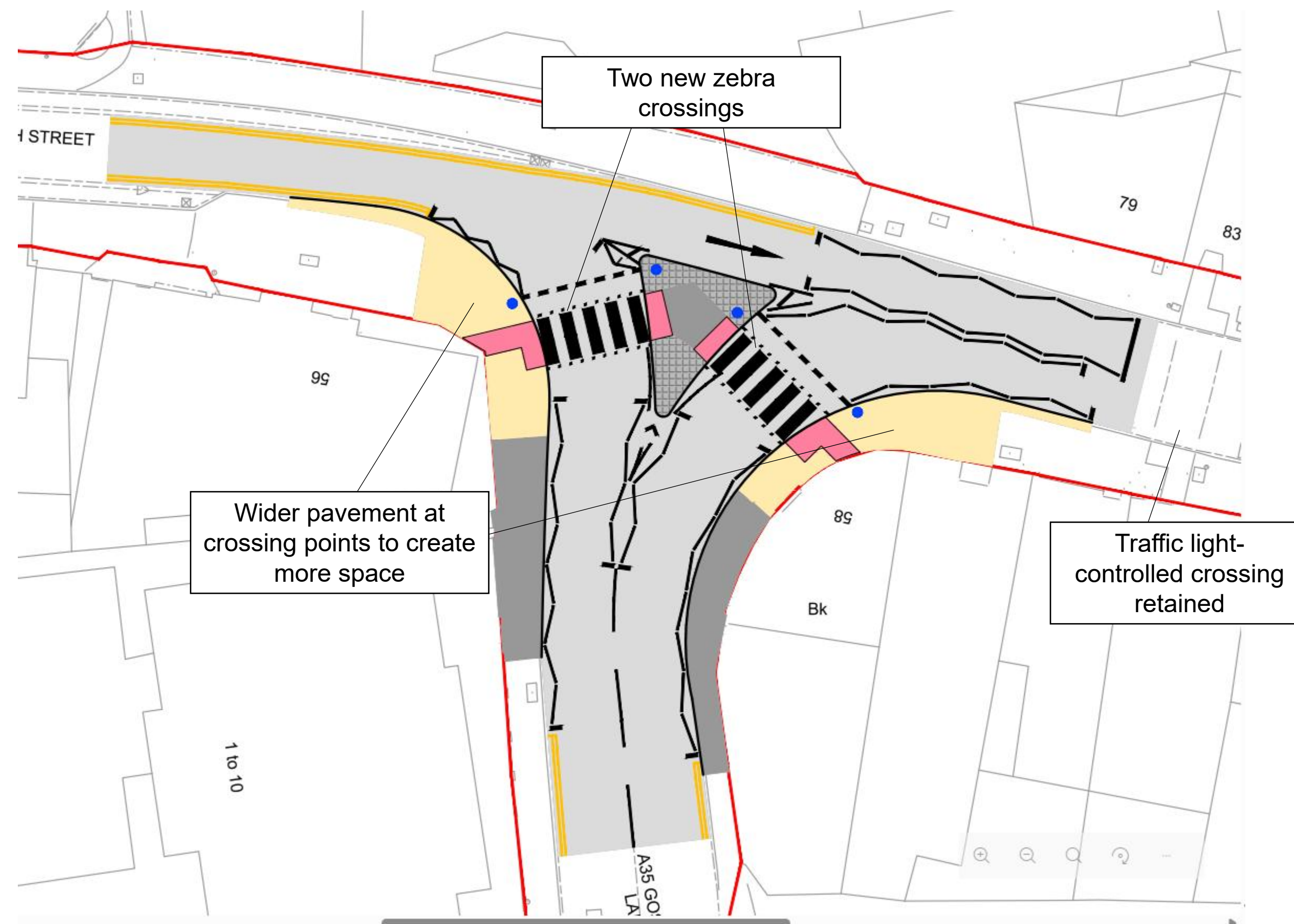
The interventions with the best chance of being delivered within budget and which best align with the agreed objectives (reducing collisions, improving access for people walking and wheeling (using a wheelchair or mobility scooter) and lowering vehicle speeds) will be considered in more detail.

These include:

- 20mph zone on the High Street and Romsey Road
- improved crossing provision on the lower part of High Street
- measures to reduce traffic speed on the one-way system
- measures to improve walking and wheeling (using a wheelchair or mobility scooter) connections along the High Street
- measures to improve cycle routes around the village.

The scheme has been developed while engaging with local parish councillors and follows on from briefings to the Parish Council's Traffic Working Group.

Preferred option 1 – crossing at High Street/ Gosport Lane



Proposal:

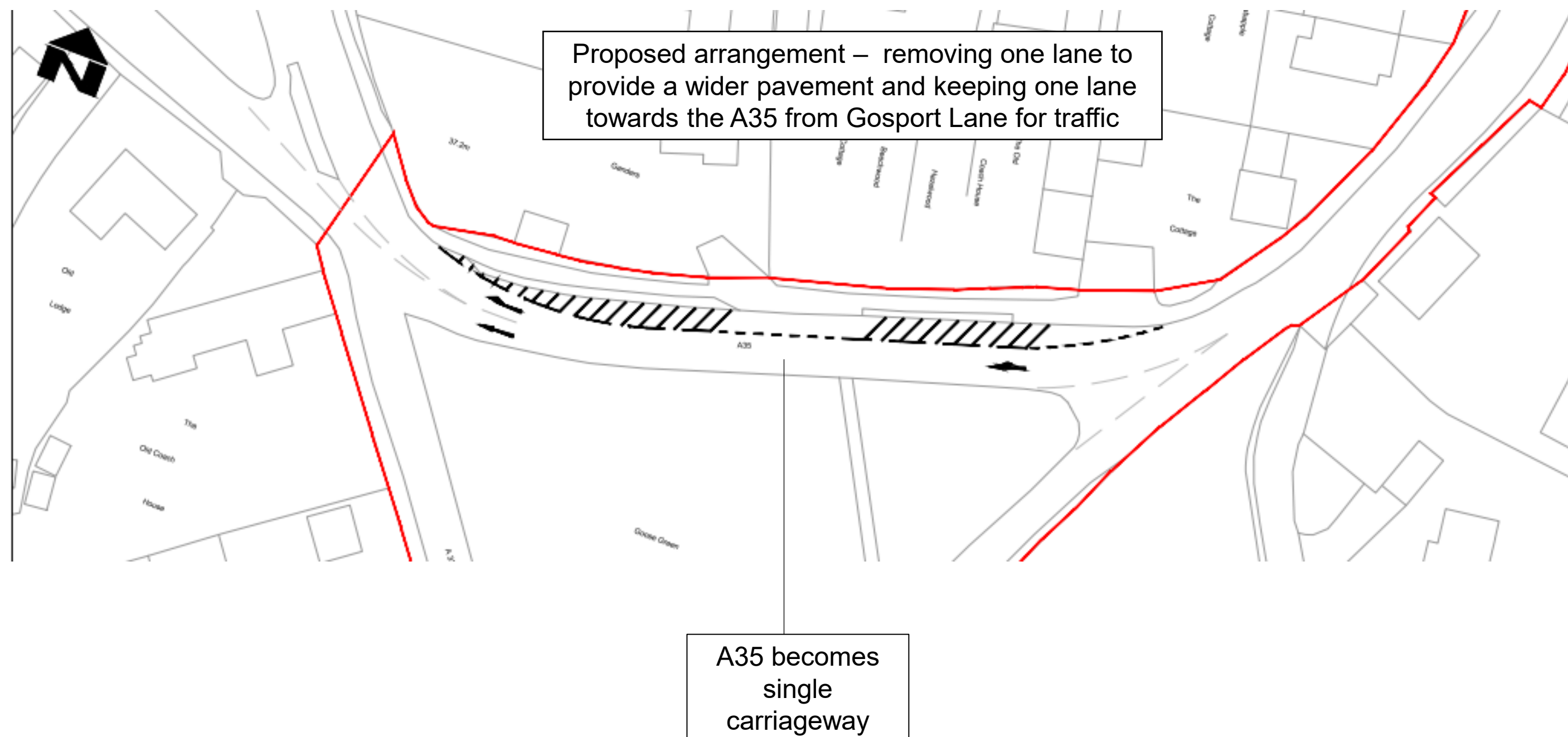
Install zebra crossings at the High Street/ Gosport Lane junction and widen the pavements for people walking and wheeling.

Rationale:

- provides more space for people using the pavements
- gives people walking and wheeling priority to cross the road as this is currently difficult
- increases safety for those people walking/ wheeling
- keeps the existing controlled crossing



Preferred option 2 – Goose Green



Proposal:

Convert one lane of the A35 into a pavement at Goose Green, turning this section of the road to single carriageway.

Rationale:

- slows the traffic
- provides more space for people using the pavement
- uses road markings only, so it can be trialled without major construction being needed
- pavement could be widened further, should future funds be identified

Preferred option 3 – High Street



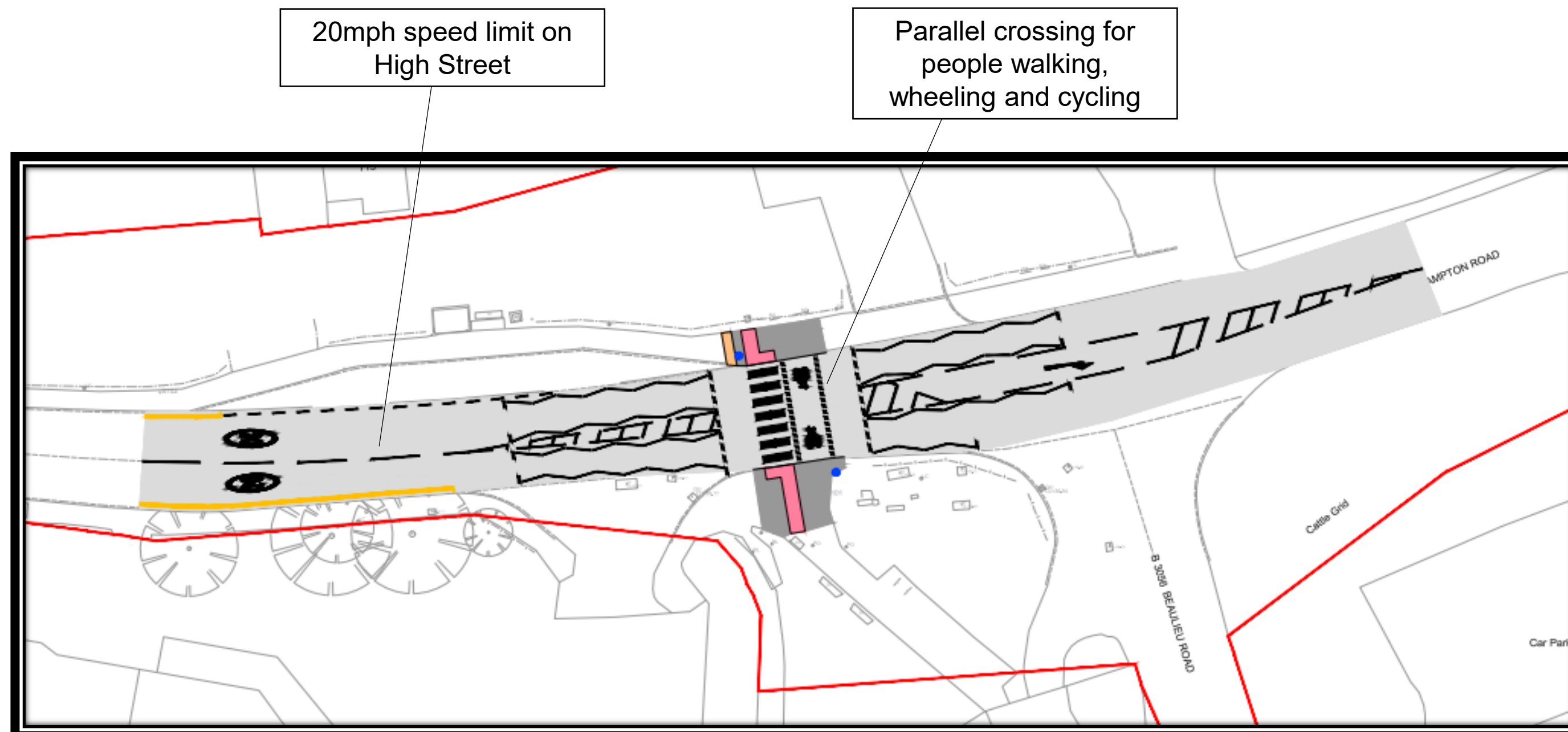
Proposal:

Introduce a 20mph speed limit on High Street and Romsey Road, remove the right-turn lane at the entrance to the car park and provide a vehicle cross over.

Rationale:

- creates more space for people walking and wheeling
- gives greater priority to people walking and wheeling
- helps to reduce traffic speed turning into the car park

Possible option 4 – Crossing Near Beaulieu Road



Proposal:

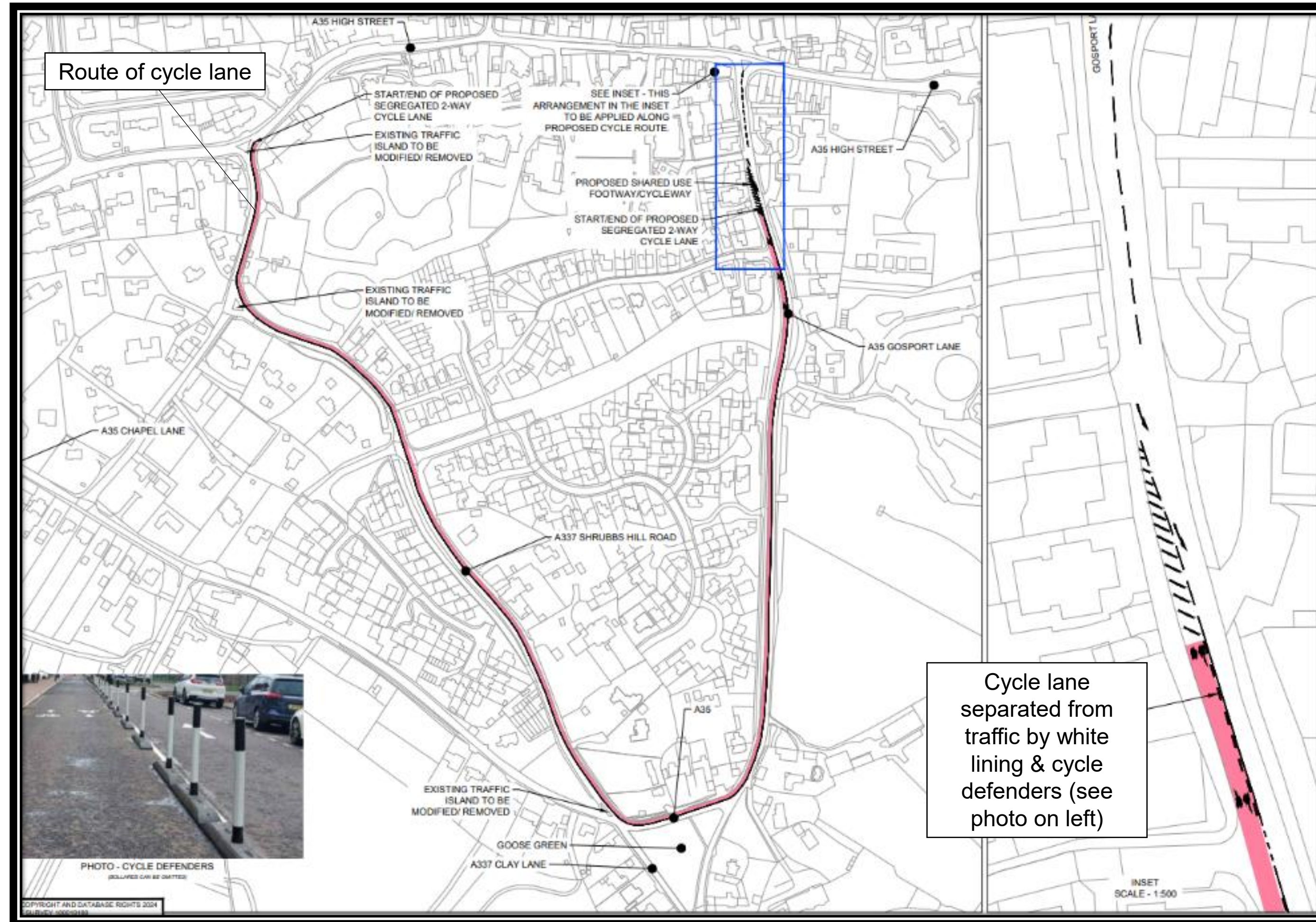
Introduce a 20mph speed limit on High Street and Romsey Road and install a parallel crossing (for people walking, wheeling or cycling) across High Street, near Beaulieu Road.

Rationale:

- this is a popular crossing point
- the mix of different users currently makes it difficult to cross safely – a parallel crossing separates those walking and wheeling from those cycling
- a zebra crossing has been suggested, but safety concerns remain due to visibility and right-turning traffic

N.B. This proposal is currently uncostered, so it is unknown whether this could be delivered within budget.

Possible option 5 – one-way system cycle lane



Proposal:
Introduce a segregated cycle lane around the current one-way system, narrowing the lanes for vehicular traffic.

Rationale:

- reduces traffic speed
- provides improved connectivity for people cycling
- Gosport Lane could be used as a trial location

N.B. This proposal is currently uncoded, and is likely to require additional design and funding, which would need to be obtained.

Next Steps

If you have any queries about the proposals, or if you would like to provide feedback that will help us to further develop or deliver them, please contact engagement.feedback@hants.gov.uk

**May
2026**

The feasibility study will conclude.

**June
2026**

Detailed design will begin, taking into account the feedback received

**Summer
2027**

Earliest possible date for construction to start*

*We will need to work closely with stakeholders to time works to minimise disruption