Universal Services

Lyndhurst village

A35 safety improvements

Strategic Case

January 2026

Hampshire County Council

Scheme Development Team

Introduction

This presentation sets out a strategic case for intervention to address traffic issues in the village of Lyndhurst, New Forest, Hampshire.

Lyndhurst Parish Council has set up a Traffic Working Group with the following Terms of Reference (agreed by the Traffic Working Group in January 2024 and by Lyndhurst Parish Council in March 2024) to:

- *Identify traffic and transport issues in Lyndhurst parish and propose possible solutions to these.*
- *Support and develop new opportunities for sustainable transport and active travel.*

Hampshire County Council has received from the Department for Transport, 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 Problem

Lyndhurst is a village and gateway to the New Forest National Park. Two A-roads (A35/A337) cross in the village which result in significant traffic problems for those living, visiting and working in Lyndhurst the balance of consideration between vehicles and people is not equitable. For those driving through the village it is a pinch point of regular frustration.

Lyndhurst is on the crossroads of two “A” roads which serve large populations around outside the National Park and so has a high level of through traffic. Those travelling longer distances often go through Lyndhurst to avoid longer routes on the Strategic Route Network.

Being a gateway to a National Park also means that there are seasonal fluctuations in the volume of traffic and traffic can worsen at the weekend and holidays.

Over the past decades the infrastructure through the village has been designed to manage this through traffic but in doing so has taken a form that makes the streets uncomfortable to use e.g. having a two-lane one-way system to the detriment of residents, businesses and visitors.

Summary of evidence base

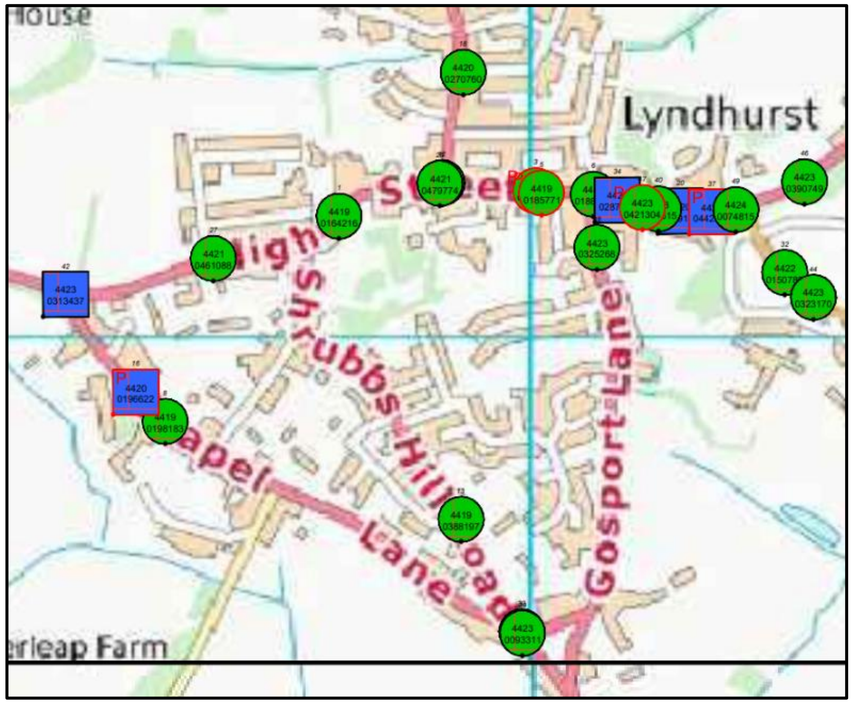
- High Street footfall is relatively high with a weekly average of 70k accessing the facilities. Combined with high volume of traffic this is problematic for people wishing to cross the road and reduces the attractiveness of the surrounding environment.

- village blanket 30 miles per hour (mph) speed limit and parking/loading restrictions focused on the High Street unsurprisingly.

- speed data provided by LPC shown that approximately **50% of traffic exceeded** the speed limit and 17% excessively requiring police intervention.

- a total of 51 Personal Injury Collisions (PICs) in the most recent 5 year period occurred within the parish of which, with a particular cluster around the High Street and Gosport Lane junction

- transport statistics supplied by Hampshire County Council revealed approximately 13k Annual Average Daily Traffic (AADT) use the main routes surrounding the village, such as the A35 and A337, and Heavy Goods Vehicles (HGVs) make up approximately 2% of this traffic.



Policy framework and Vision

Evidence to support this strategic case and illustrate the problem statement has been collected from the following sources:

- review of technical evidence assembled by Hampshire County Council
- the **policy framework** for this strategic case is provided by the Hampshire County Council Local Transport Plan (LTP4)

This strategic case sets out to achieve the following vision:

- ***Lyndhurst is a village where people can enjoy living, visiting, doing business, walking and cycling without the dominant and harmful impacts on the town of excess traffic volumes, speeds, queues and large vehicles.***

Policy compliance:
Hampshire Local Transport Plan is seeking to deliver a more balanced consideration of the needs of people and places and widen transport choices. At a national level there is new legislation that requires Hampshire County Council “furthers the purposes” of the national park in delivering its statutory functions as a highway authority. This means protecting the environment and support a strong visitor experience. It means there is a strong policy basis to take action to address the problem.

Scope and limitations

- the scope of this strategic case is limited to the A35 route and the one-way system within the built-up area of Lyndhurst. Measures that fall outside of the built-up area of Lyndhurst may be subject to a separate study.

- the budget available for capital investment (including all detailed design fees and works) is £500,000 and for the purpose of this work should be considered a fixed sum unless the parish or other body can find additional funding. This is not a lot of money when it comes to delivering infrastructure changes. It is therefore vital that interventions are targeted at what is achievable and what has the best value outcome.

- Hampshire County Council is applying a legal minimum level of service to everything it does. This means it has no resources other than officer time to cover early-stage optioneering work. It creates a need to be very disciplined and to use professional judgement, strategic sifting to identify a long list of ideas and arrive at consensus on a single preferred scheme quickly.

Options (in scope)

1. **Improve High Street and pedestrian environment**
   - review speed limit with a proposed 20mph speed limit
   - improve crossing provision and reduce impact of traffic on the High Street

2. **Reduce traffic dominance of the existing one-way system**
   - review and reduce radii and the design speed at junctions, to slow traffic, particularly lorries, including convert junction merge points into give-way.
   - reduce carriageway widths to create a lower traffic speed environment.
   - investigate 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 has to be completed to help prioritise and agree those options to be carried forward to scheme development.

Options considered and rejected

Lyndhurst bypass or tunnel

- rejected due to unacceptable impact on environmental and townscape designations, not compliant with current transport policy framework, unaffordability and undeliverability.

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

- rejected as would require significant local engagement and support, probably experimental traffic orders to test workability and significant investment if successful, all outside the scope of the current funding opportunity.

Measures outside of Lyndhurst – not within scope for this study

- work with New Forest National Park Association /New Forest District Council through local plan reviews to allocate new development where it minimises traffic routing via Lyndhurst

- review current speed limits on A35 /A337 on all the approaches to Lyndhurst. (A study to review speed limit on A35 approaches to Lyndhurst within wider Road Safety Fund budget is recommended)

- wider traffic management strategy for the New Forest

- review signing traffic away from Lyndhurst where possible (to be developed initially through discussion with National Highways in relation to M27 /A31 and Hampshire County Council).

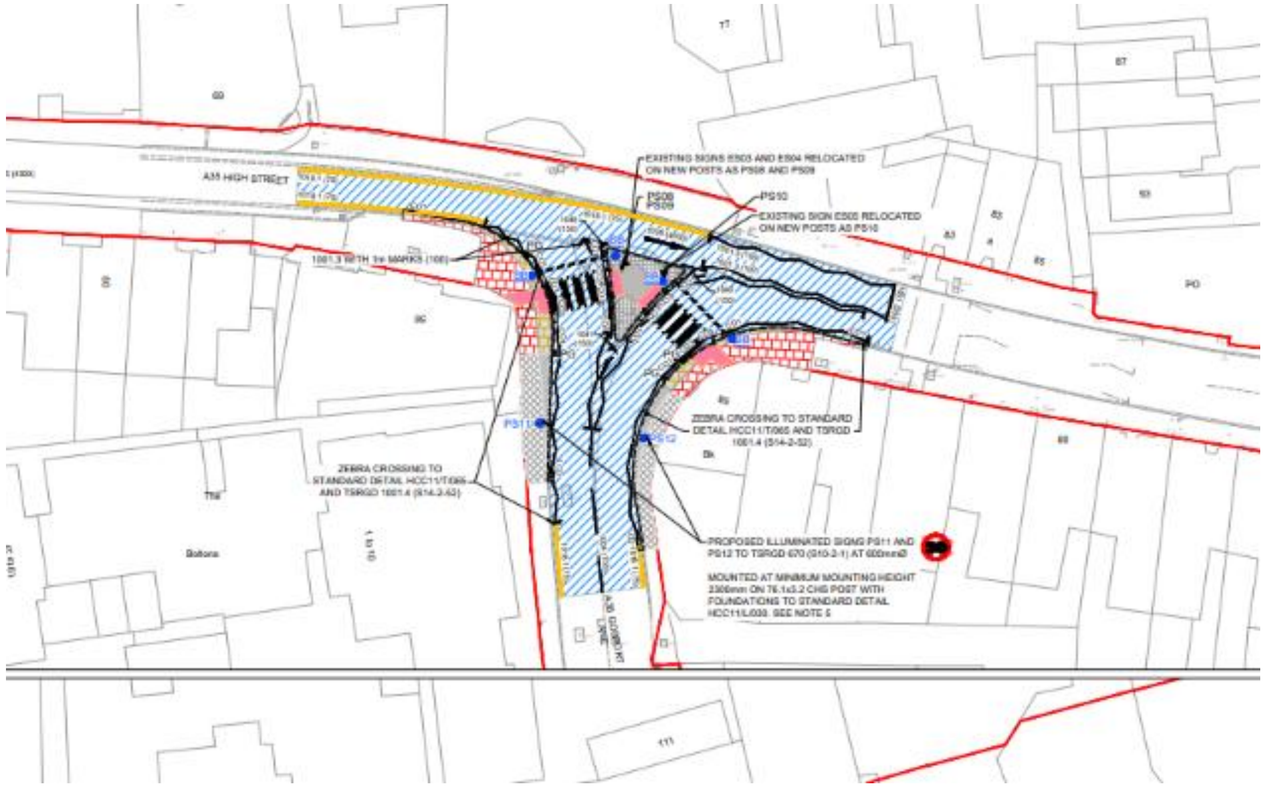
Suggested preferred options for further development

The interventions with the best chance to be delivered within budget and that align with the agreed objectives as much as possible such as reducing collisions, improving pedestrian accessibility and reducing speed and will be considered in greater detail are as follows

- **20mph Zone on High Street**
- **improvement to crossing provision lower High Street**
- **measures to reduce traffic speed on the one-way system**
- **measures to improve pedestrian connectivity High Street**
- **measures to improve cyclist connectivity around the village.**

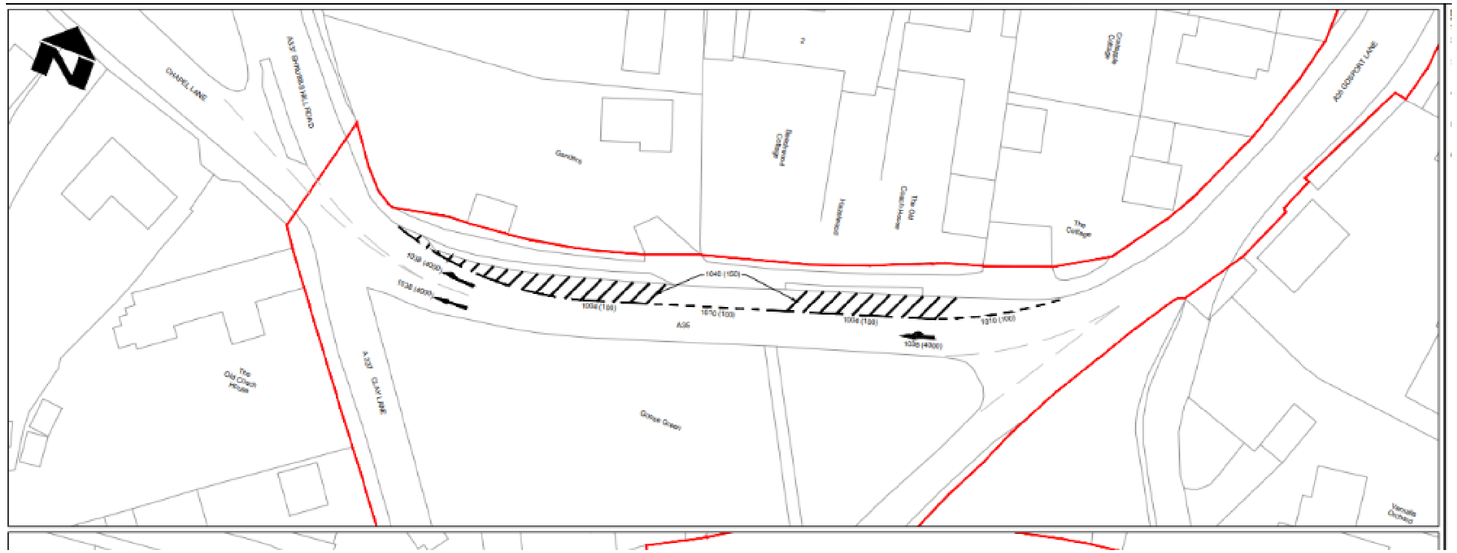
The next stage of the process is to agree between all parties a preferred package of options, based upon the process and evidence presented in this strategic case.

Preferred options – crossing at High Street/Gosport Lane



- zebra crossing at High Street Gosport Lane junction.
- includes wider pavement.
- gives pedestrians priority to cross the road

Preferred options – Goose Green



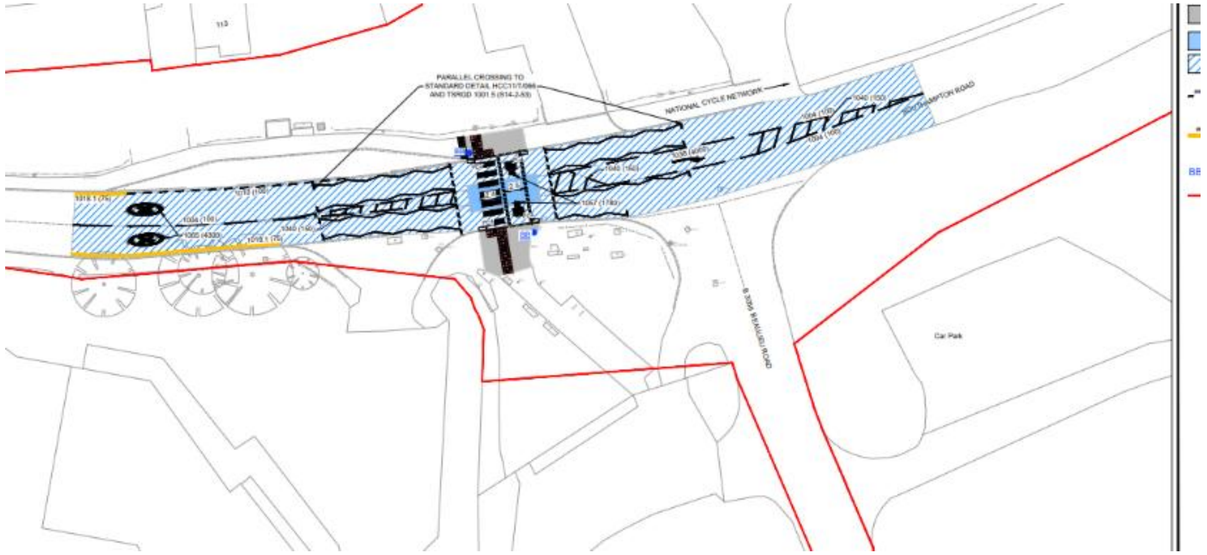
- reduces number of lanes to one to help slow traffic
- lining only so can be a trial

Preferred options – High Street

- entrance to Car Park
- creates space and more priority for pedestrians
- reduces Speed

New 20mph Speed Limit on High Street and Romsey Road

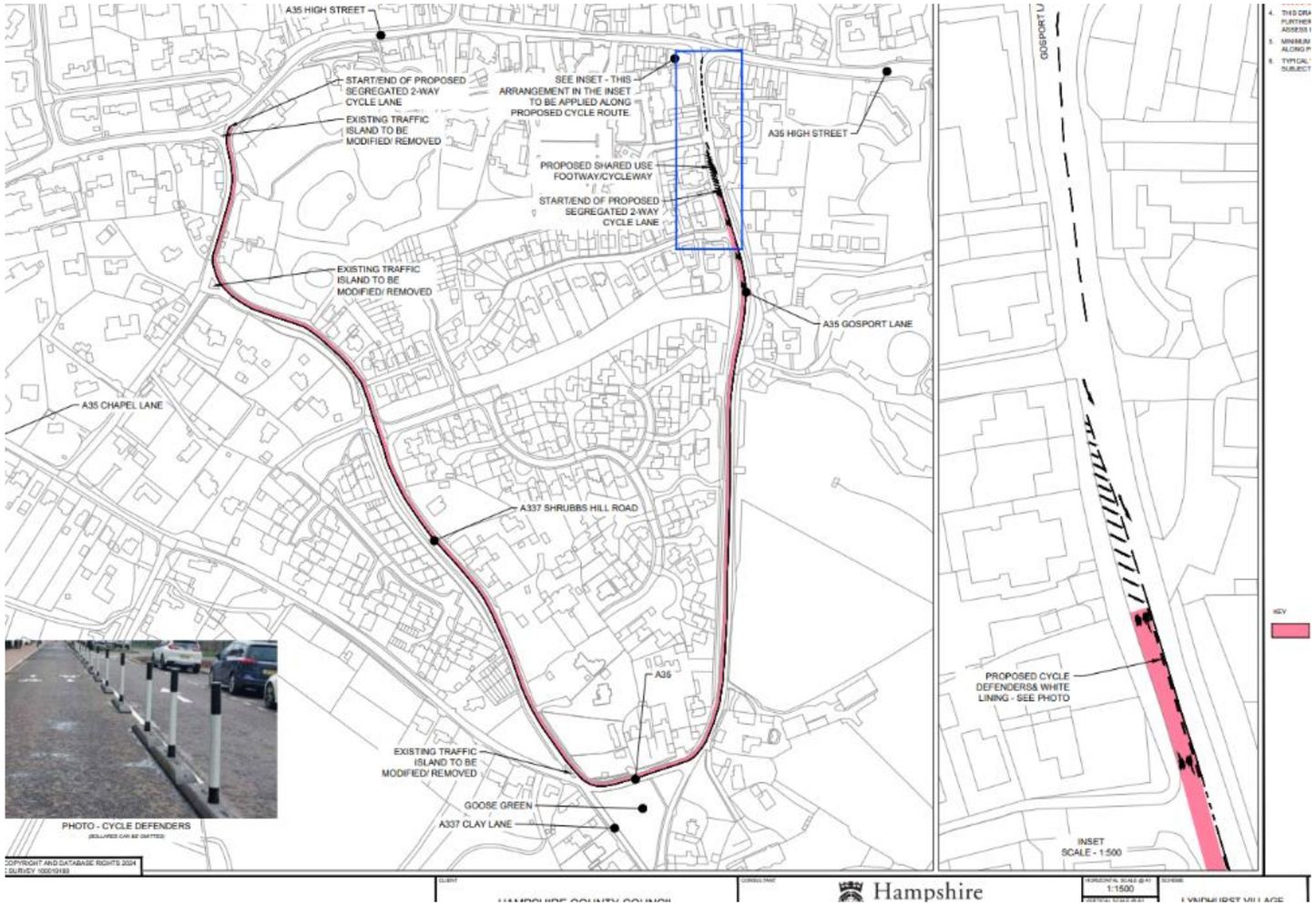
Possible options – Crossing Near Beaulieu Road



- popular crossing
- mixture of users making it difficult to cross
- suggested zebra but currently addressing some safety concerns due to visibility and right turning traffic.
- uncosted

New 20mph speed limit on High Street and Romsey Road

Possible options – one way system cycle lane



- two lane road creates high speeds
- cycle lane reduces width of carriageway and therefore speed
- could prioritise Gosport Lane as a trial to start with
- uncosted and requires funding

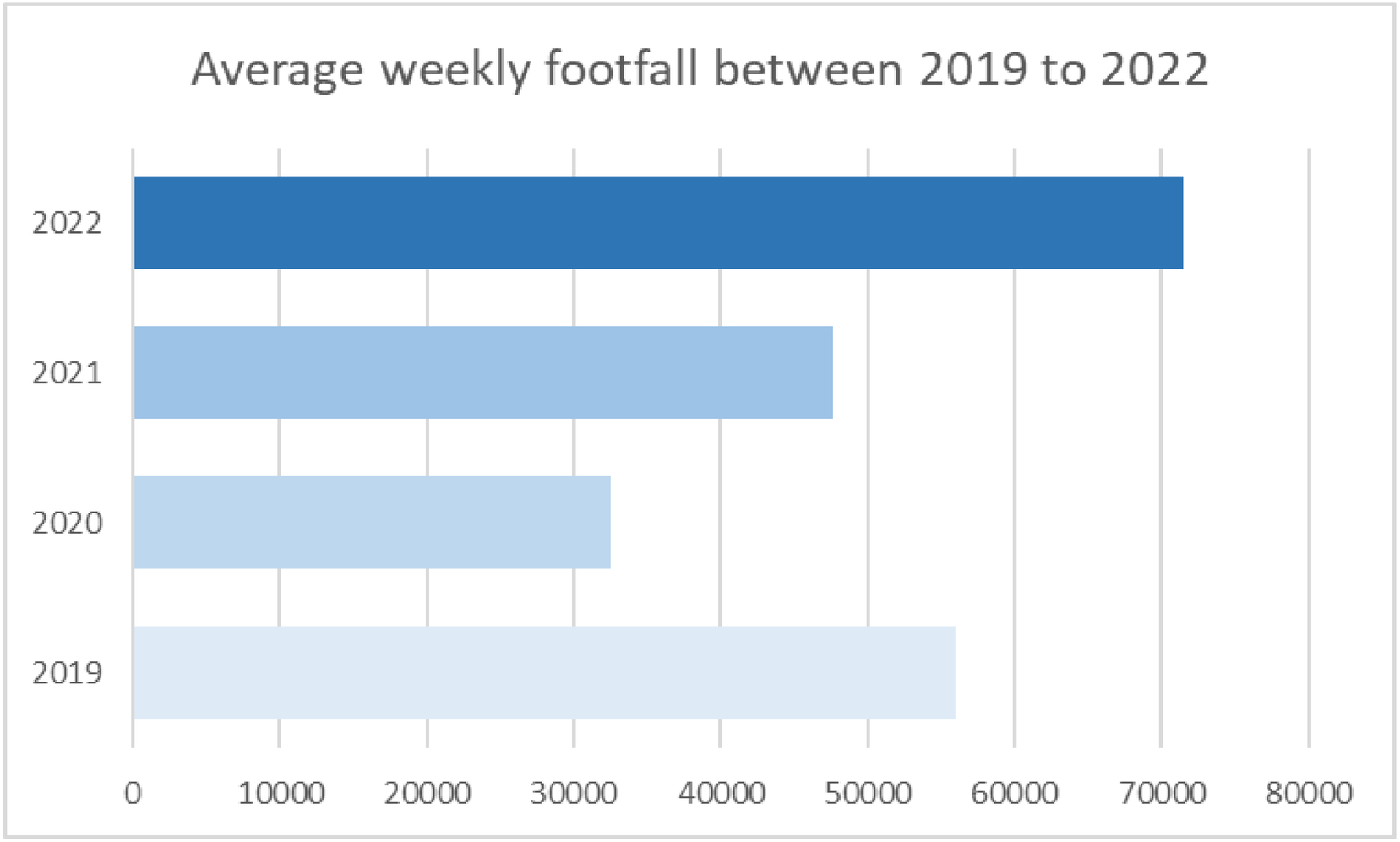
Evidence Base

Scope of Evidence Base

The scope of the project centres on the A35 through Lyndhurst covering all the roads, junctions and side roads. Lyndhurst Traffic Working Party (LTWP) prefer to define the scope as the parish boundary which is slightly bigger.

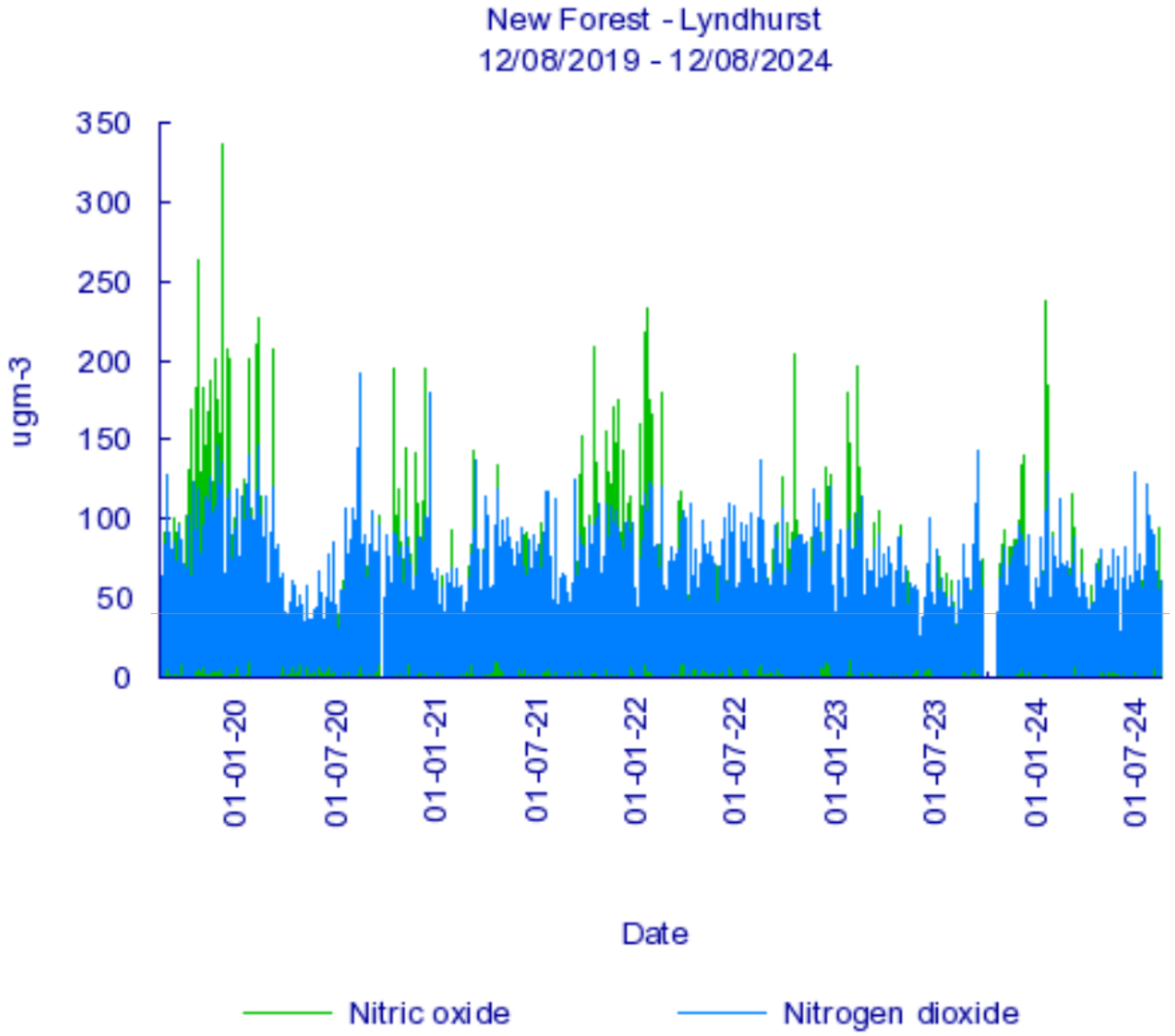
Evidence of key concerns from Lyndhurst Traffic Working Party (LTWP)

High Street footfall between 2019 and 2022



It is clear footfall on the High Street has returned to pre-pandemic levels peaking over 70,000*
*Data was not available for the first five weeks of 2022.

Lyndhurst Pollution Levels



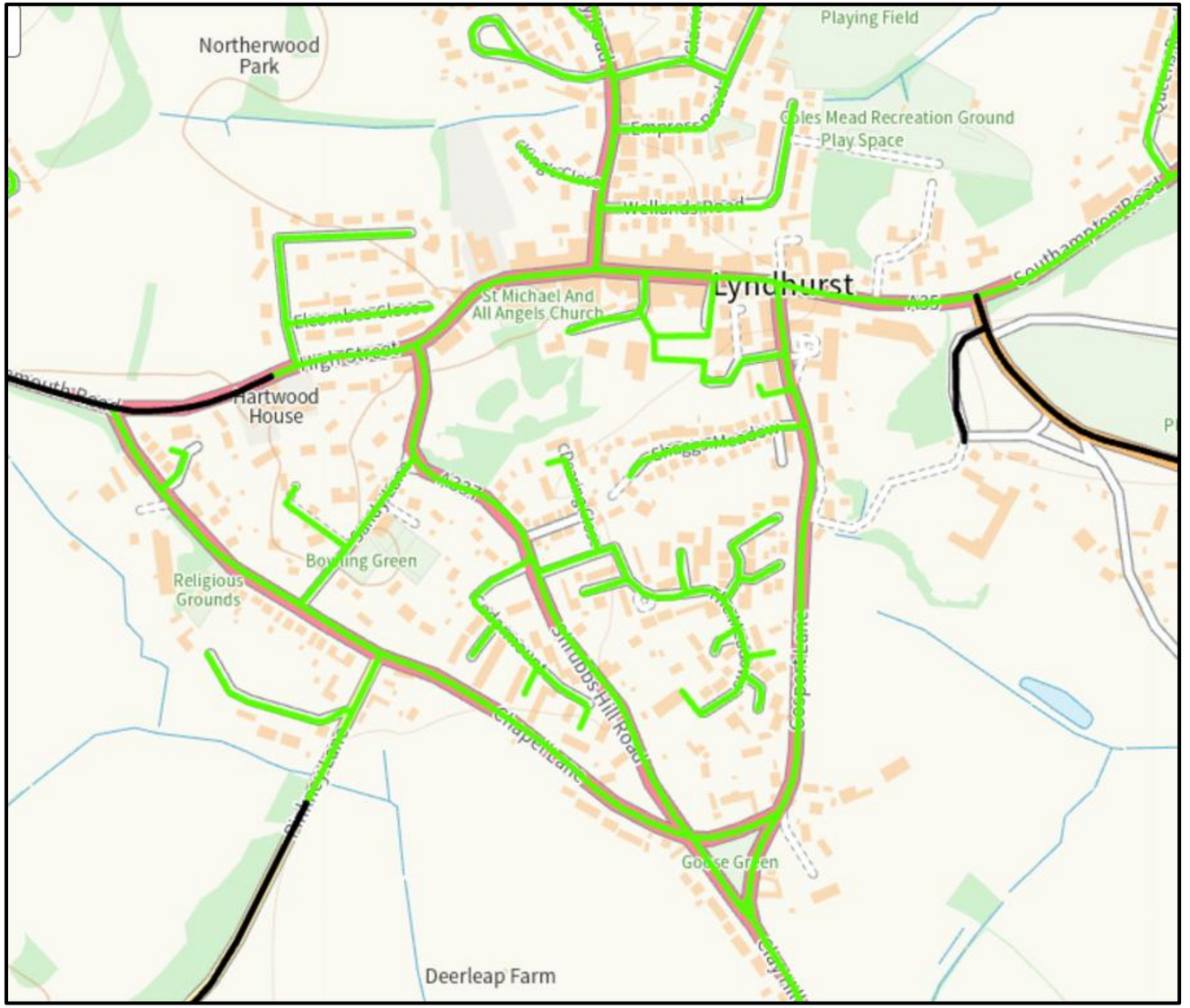
Air_Quality_Annual_Status_Report_Summary_2024.pdf

The monitoring station on A35 stopped collecting pollution data on in 2024

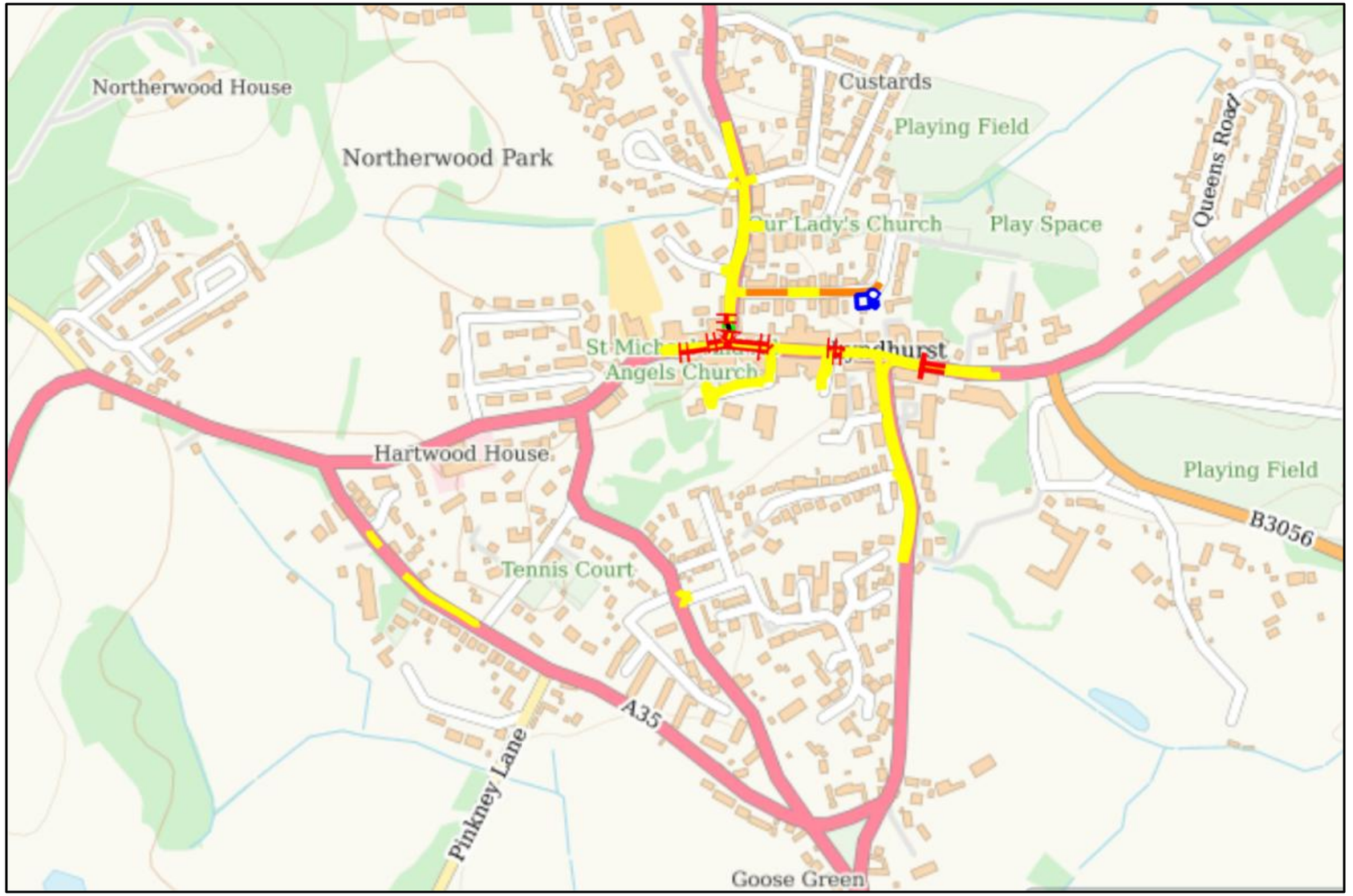
From the above link about the AQMA in Lyndhurst - pollutant concentrations for nitrogen dioxide had met the Governments national objective levels for the previous 8 years. The 2023 Annual Status Report had previously reported that the Lyndhurst AQMA would be revoked, and this was supported by Defra in their feedback on this report.

Village Speed Limits

Majority of roads within the village are subject to 30mph Speed Limit Restrictions shown by the green lines adjacent, with exception of black lines showing 40mph speed limits for roads joining the village that are Pinkney Lane, Bournemouth Road and Beaulieu Road.



Village Traffic Regulation Orders (TROs)



Key – Lines colour

Yellow (No Waiting At Any Time)
Red (No Loading At Any Time)
Orange (No Waiting Mon-Sat 8am-6pm)*

* Except B3056 Beaulieu Road which in the orange colour.

Technical Evidence

1. Community Speed Watch (CSW) - Part A
2. Community Speed Watch (CSW) - Part B
3. Speed Limit Reminder (SLR) data for 2023 and 2024
4. Personal Injury Collision (PIC) plot
5. Village Personal Injury Collision (PIC) plot
6. Permanent Automatic Traffic Counts (ATCs) located around the village
7. Temporary ATCs undertaken previously Central Village - Part A*
8. Temporary ATCs undertaken previously Central Village - Part B*

1. Community Speedwatch (CSW) data from 2021

CSW 2021		
Vehicles recorded	Speeds over 30mph and 40mph posted speed limits (%)	letters sent (%)
10199	5194 (51%)	859 (17%)

CSW 2022		
Vehicles recorded	Speeds over 30mph and 40mph posted speed limits (%)	letters sent (%)
9025	4709 (52%)	847 (18%)

CSW 2023		
Vehicles recorded	Speeds over 30mph and 40mph posted speed limits (%)	letters sent (%)
6176	2888 (47%)	526 (18%)

CSW three year summary		
Total Vehicles recorded	Speeds over 30mph and 40mph posted speed limits (%)	letters sent (%)
25400	12791 (50%)	2232 (17%)

The results indicate that approximately half of vehicles recorded by the CSW are exceeding 30mph, despite lower numbers recorded in 2023. The percentage of these vehicles being issue letters by the police (17%) is uniform across the years of CSW operation.

2. Community Speedwatch (CSW) data from 2021 continue

	Average speed and volume of vehicles exceeding 30mph (%)		
	2021	2022	2023
Southampton Road	31.2 mph (49.5%)	31.4 mph (51.3%)	31.1 mph (46.0%)
Goose Green	31.4 mph (56.3%)	30.3 mph (41.7%)	30.6 mph (48.8%)
Chapel Lane	30.9 mph (46.5%)	30.9 mph (48.1%)	30.5 mph (42.2%)
Romsey Road	31.5 mph (64.8%)	33.0 mph (68.5%)	Data unavailable
Shrubbs Hill Road	31.0 mph (39.1%)	31.4 mph (48.1%)	29.8 mph (29.1%)

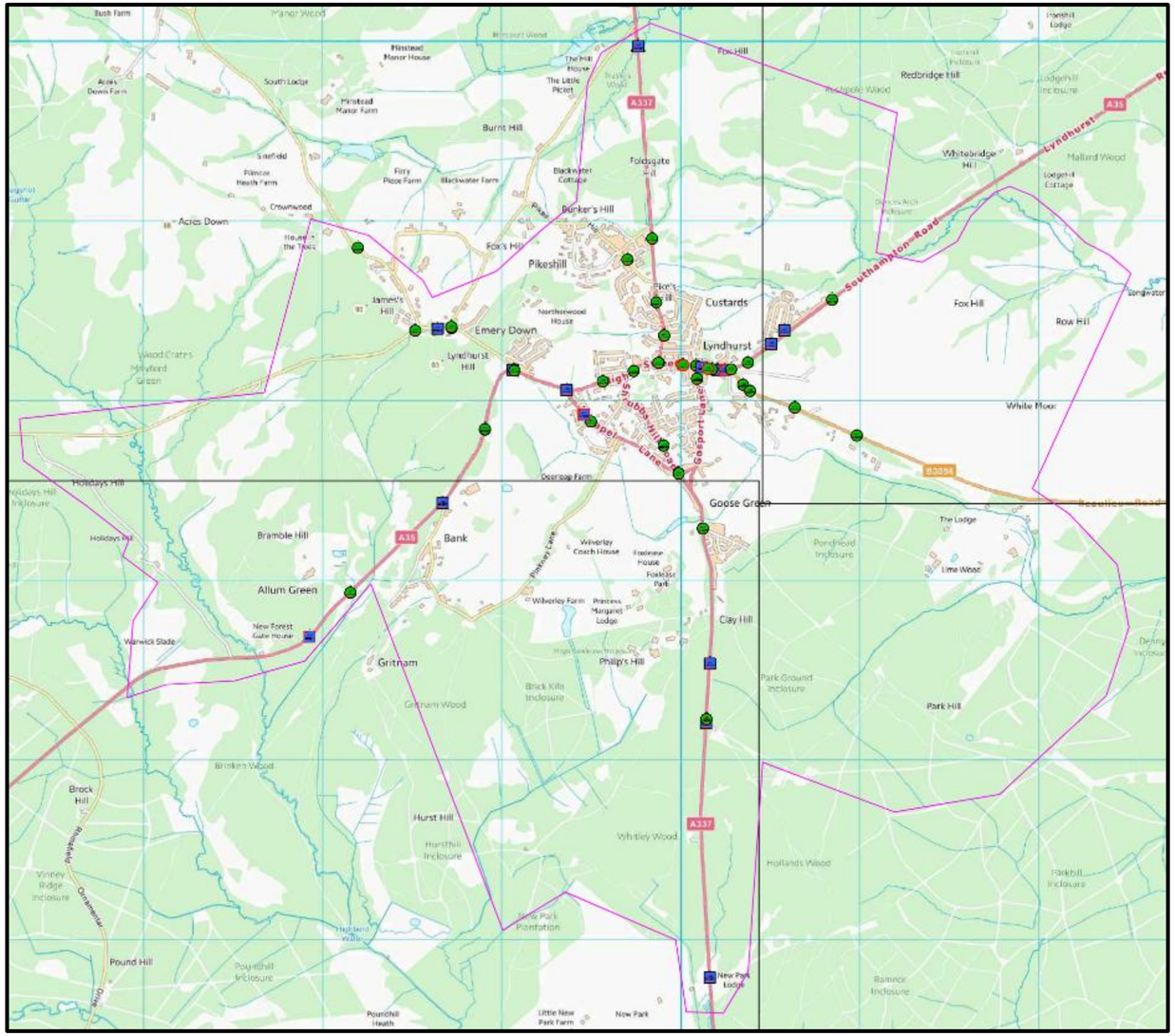
At a granular scale, average vehicular speeds recorded at specific roads comply to the blanket 30mph speed limit restriction within the village, similar to previous commentary.

Overall, approximately half of vehicles do not adhere to the speed limit and this figure rises to 65% on Romsey Road prior to 2023.

3. Speed Limit Reminder (SLR) data for 2023 and 2024

- the SLR device is activated when a vehicle exceeds a set speed limit. The limit is set on the device, although there is a tolerance of 5 mph on vehicle's speedometers resulting in some drivers altering their behaviour trigging the sign on multiply occasions
- it is intention to rotate the device regularly throughout the village, however it should be noted that at each deployment the device presence will temporarily alter driver behaviour reducing the reliability of data to be provided
- the device was deployed on Romsey Road recording southbound vehicles for both years
- the sign was triggered by approximately 34,250 vehicles on each deployment
- vehicular speeds in the main fell within the 31-35 mph bracket
- other roads have also had SLR deployments during this two-year period including Southampton Road, Chapel Lane and Bournemouth Road shown by the data sheets provided below;
- full results in Appendix A

4. Personal Injury Collision (PIC) plot



Within the past five years there have been 51 PICs recorded inside the parish and classed as follows;

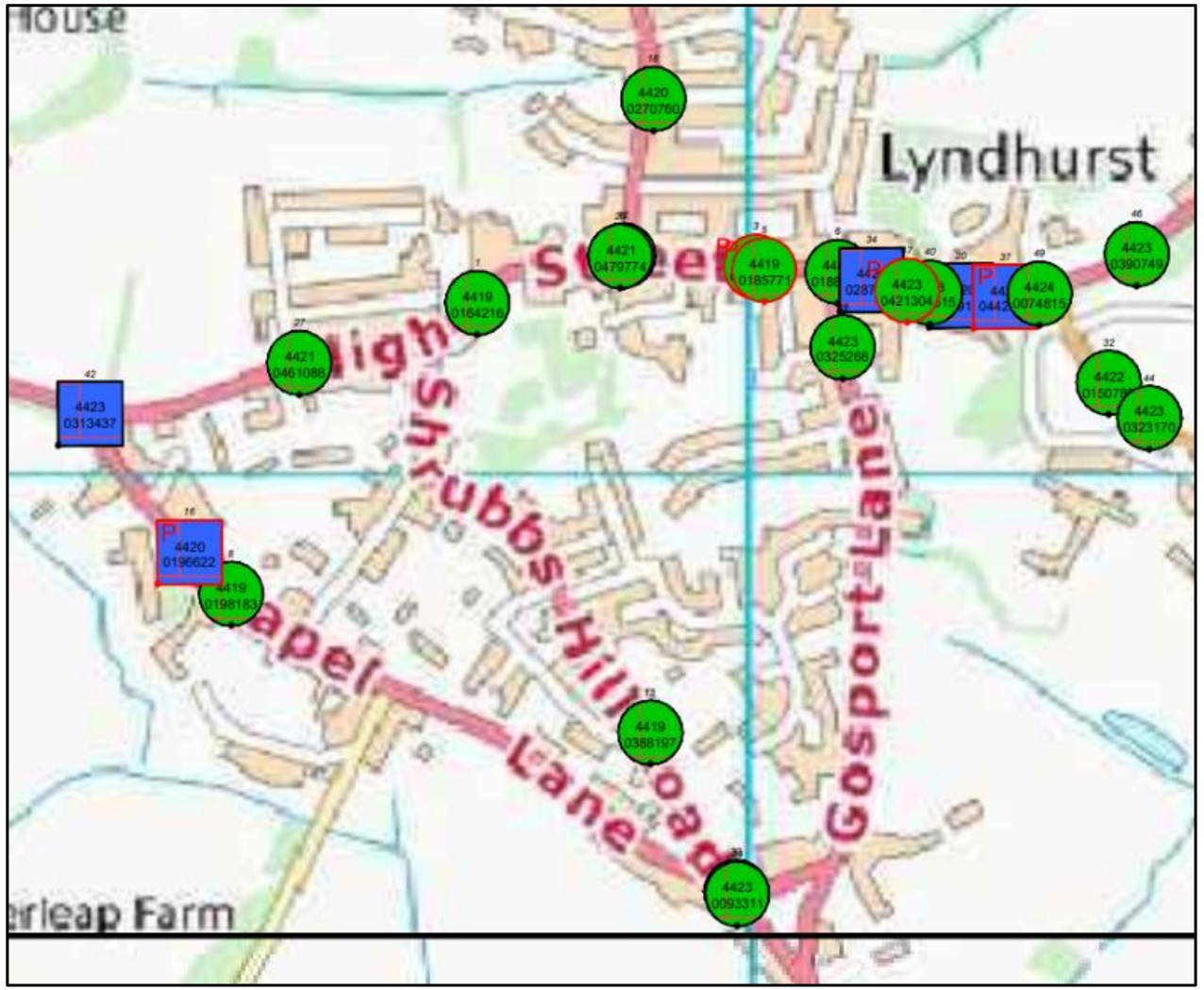
Slight = 35
Serious = 15
Fatal = 1

5. Village Personal Injury Collision (PIC) plot

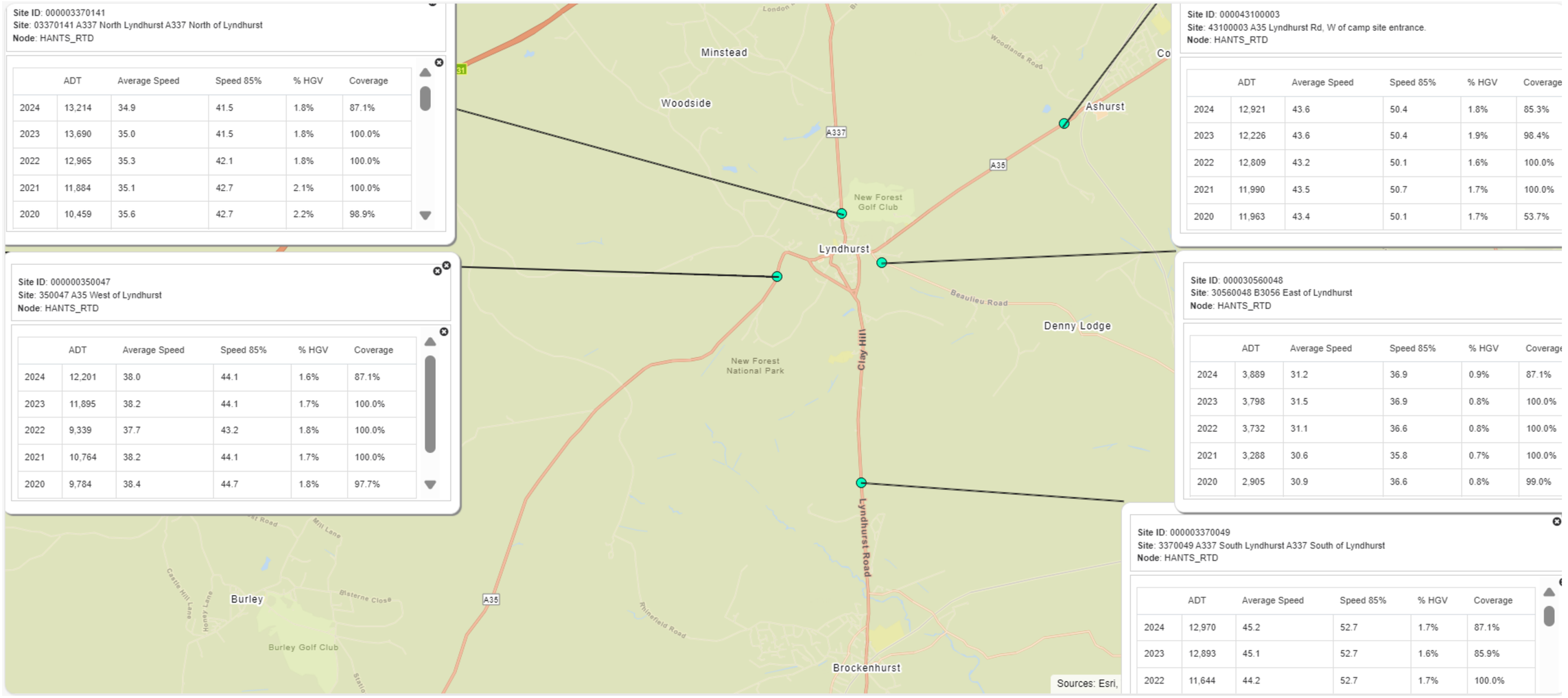
The recorded contributary factors across the collisions within the village suggest that the most frequent cause of collisions was driver error, typically in the form of failure to look properly and poor manoeuvres.

This contributing factor was identified in 76% of collisions ahead of other factors such as pedestrian misjudgement, cyclist error, animal interference on the carriageway, driver impaired by drugs and poor weather conditions affecting highway visibility which were recorded only a few times.

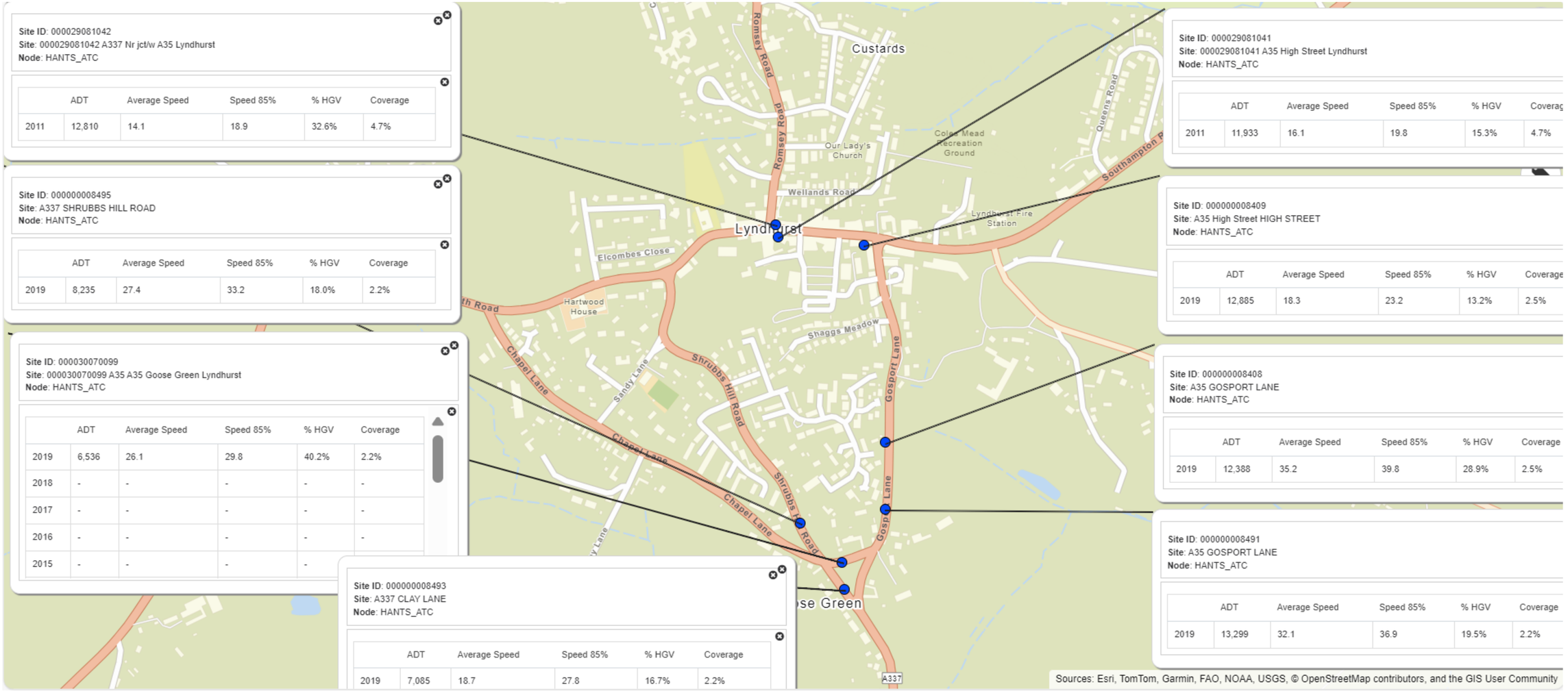
Six pedestrians and 50 drivers of vehicles (and 11 passengers) were recorded as casualties.



6. Permanent Automatic Traffic Counts (ATCs) located around the village

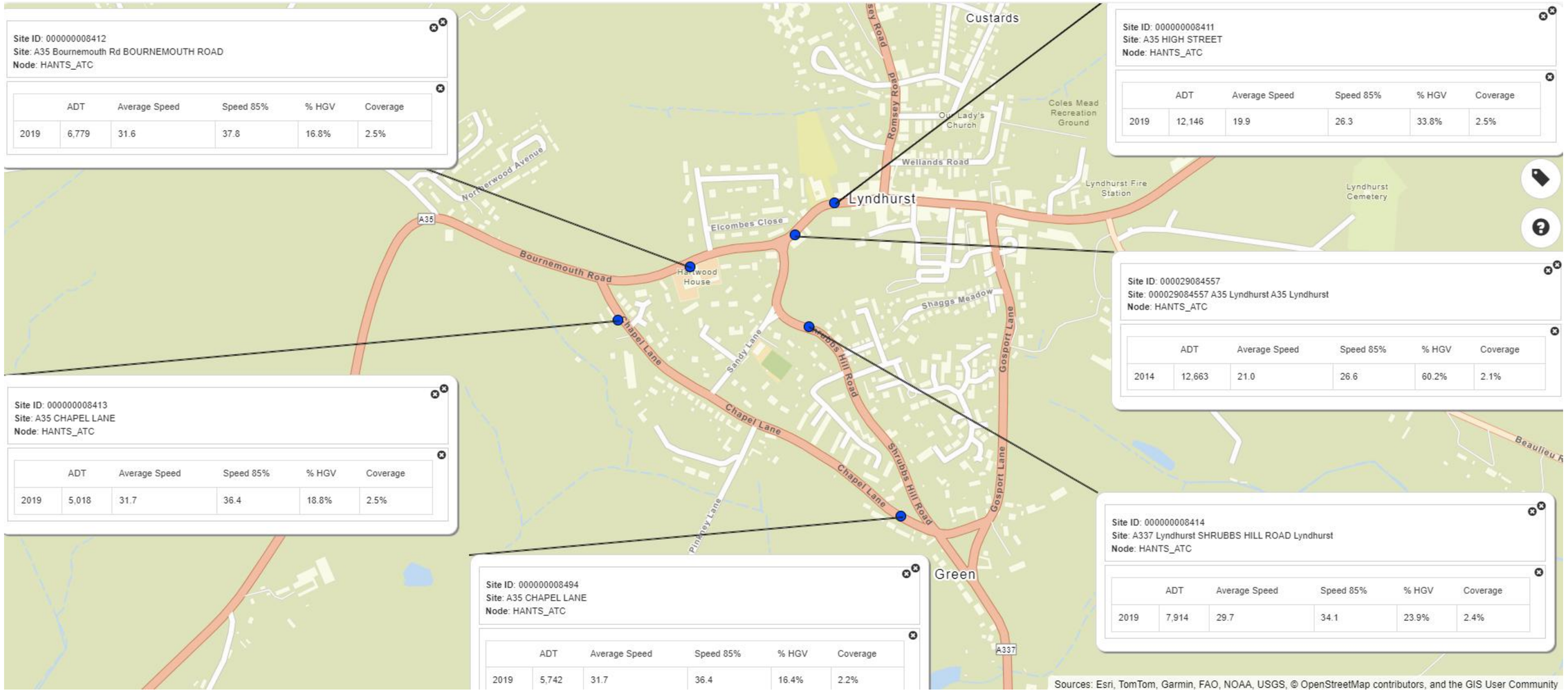


7. Temporary Automatic Traffic Counts (ATCs) undertaken previously Central Village Part A*



*HGVs data is inaccurate because temporary ATCs only record vehicle length, via the application of radar

8. Temporary Automatic Traffic Counts (ATCs) undertaken previously Central Village Part B*



*HGVs data is inaccurate because temporary ATCs only record vehicle length, via the application of radar

Appendix A
Speed Data

Lyndhurst SLR data 2023						
Dates	Site	Direction		Dates	Site	Direction
11/6 - 1/7	Romsey Road	Southbound		2/7 - 21/7	Romsey Road	Southbound
SPY Mode	Volume	Percentage		Display Mode	Volume	Percentage
31 - 35 mph	16347	60.36%		31 - 35 mph	7951	59.93%
36 - 40 mph	7617	28.12%		36 - 40 mph	3523	26.55%
41 - 45 mph	2268	8.37%		41 - 45 mph	1215	9.16%
46 - 65+ mph	852	3.15%		46 - 65+ mph	578	4.36%
Total volume	27084			Total volume	13267	
Highest Speed	83 mph			Highest Speed	72 mph	
Dates	Site	Direction		Dates	Site	Direction
22/7 - 9/8	Southampton Road	Eastbound		10/8 - 29/8	Southampton Road	Eastbound
SPY Mode	Volume	Percentage		Display Mode	Volume	Percentage
31 - 35 mph	15498	60.91%		31 - 35 mph	13132	64.75%
36 - 40 mph	6625	26.04%		36 - 40 mph	4793	23.63%
41 - 45 mph	2116	8.32%		41 - 45 mph	1448	7.14%
46 - 65+ mph	1207	4.79%		46 - 65+ mph	908	4.48%
Total volume	25446			Total volume	20281	
Highest Speed	93 mph			Highest Speed	92 mph	
Dates	Site	Direction		Dates	Site	Direction
30/8 - 20/9	Southampton Road	Westbound		20/9 - 10/10	Southampton Road	Westbound
SPY Mode	Volume	Percentage		Display Mode	Volume	Percentage
31 - 35 mph	14738	43.86%		31 - 35 mph	7823	35.74%
36 - 40 mph	8974	26.71%		36 - 40 mph	6553	29.94%
41 - 45 mph	5448	16.21%		41 - 45 mph	4194	19.16%
46 - 65+ mph	4443	13.22%		46 - 65+ mph	3318	15.16%
Total volume	33603			Total volume	21888	
Highest Speed	92 mph			Highest Speed	96 mph	

Lyndhurst SLR data 2024						
Percentages in SPY mode are of all vehicle speeds above 9 mph, Percentages in DISPLAY mode are of vehicles above 30mph only						
Dates	Site	Direction		Dates	Site	Direction
19/1 - 10/2	Chapel Lane	Northwest		11/2 - 3/3	Chapel Lane	Northwest
22 days				17 days		
SPY Mode	Volume	Percentage	Display Mode			
under 30 mph	63946	80.29%	Comparison	DISPLAY Mode	Volume	Percentage
31 - 35 mph	11694	14.68%	74.48%	31 - 35 mph	6049	74.58%
36 - 40 mph	3115	3.91%	19.84%	36 - 40 mph	1570	19.36%
41 - 45 mph	641	0.80%	4.08%	41 - 45 mph	314	3.87%
46 - 65+ mph	249	0.31%	1.58%	46 - 65+ mph	178	2.19%
Total volume	79645		15699	Total volume	8111	
Highest Speed	73 mph			Highest Speed	73 mph	
Dates	Site	Direction		Dates	Site	Direction
4/3 - 24/3	Bournemouth Road	Eastbound		25/3 - 14/3	Bournemouth Road	Eastbound
21 days				21 days		
SPY Mode	Volume	Percentage	Display Mode			
under 30 mph	69412	82.07%	Comparison	DISPLAY Mode	Volume	Percentage
31 - 35 mph	12133	14.35%	80.18%	31 - 35 mph	6656	77.48%
36 - 40 mph	2508	2.97%	16.57%	36 - 40 mph	1507	17.54%
41 - 45 mph	420	0.50%	2.77%	41 - 45 mph	325	3.78%
46 - 65+ mph	100	0.12%	0.66%	46 - 65+ mph	103	1.20%
Total volume	84543		15131	Total volume	8591	
Highest Speed	58 mph			Highest Speed	58 mph	
Dates	Site	Direction		Dates	Site	Direction
3/5 - 23/5	Romsey Road	Northbound		24/5 - 14/6	Romsey Road	Northbound
21 days				22 days		
SPY Mode	Volume	Percentage	Display Mode			
under 30 mph	81202	76.34%	Comparison	DISPLAY Mode	Volume	Percentage
31 - 35 mph	21026	19.77%	83.53%	31 - 35 mph	12684	85.67%
36 - 40 mph	3522	3.31%	13.99%	36 - 40 mph	1796	12.13%
41 - 45 mph	479	0.45%	1.90%	41 - 45 mph	231	1.56%
46 - 65+ mph	142	0.13%	0.56%	46 - 65+ mph	94	0.63%
Total volume	106371		25169	Total volume	14805	
Highest Speed	70 mph			Highest Speed	65 mph	
Dates	Site	Direction		Dates	Site	Direction
13/7 - 4/8	Romsey Road	Southbound		4/8 - 28-8	Romsey Road	Southbound
23 days				25 days		
SPY Mode	Volume	Percentage	Display Mode			
under 30 mph	51976	65.74	Comparison	DISPLAY Mode	Volume	Percentage
31 - 35 mph	16127	20.40%	59.61%	31 - 35 mph	10665	60.53%
36 - 40 mph	7754	9.81%	28.66%	36 - 40 mph	4853	27.55%
41 - 45 mph	2327	2.94%	8.60%	41 - 45 mph	1491	8.46%
46 - 65+ mph	875	1.11%	3.23%	46 - 65+ mph	609	3.46%
Total volume	79029			Total volume	17611	
Highest Speed	83 mph			Highest Speed	84 mph	