# Land at Whitsbury Road, Fordingbridge

## Phase 1 Residential Full Travel Plan

## Client: Pennyfarthing Homes

i-Transport Ref: NL/BH/ITB12264-059B R

Date: 24 June 2026

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## Quality Management

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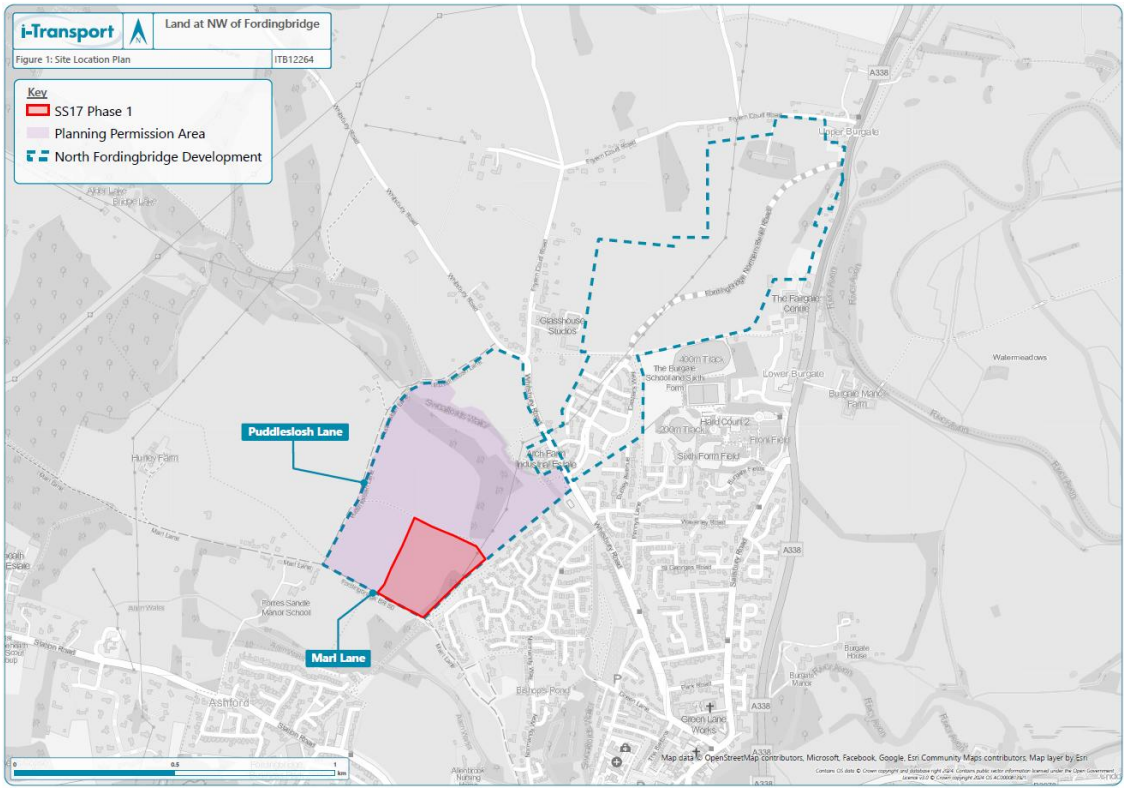
# SECTION 1 Introduction

## 1.1 The Site

1.1.1 Pennyfarthing Homes has appointed i-Transport LLP to prepare a Full Travel Plan for the first phase (Phase 1) of the development on land at Whitsbury Road, Fordingbridge. The site's location is illustrated on **Figure 1**, with an extract shown in **Image 1.1** below. Phase 1 is part of the development of land at Whitsbury Road (SS17) that received outline planning permission in September 2024 for up to 342 new homes (application reference: 21/10052) and reserved matters planning permission for 74 new homes in May 2025 (application reference: 24/10809). It is also part of the wider development being delivered by Pennyfarthing Homes at North Fordingbridge.

1.1.2 A Framework Travel Plan was submitted in support of the outline planning application and this Full Travel Plan has been prepared to fulfil the requirements of the S106 Agreement and Condition 19 that requires the submission and approval of a Full Travel Plan for each phase.

**Image 1.1: Site Location Plan**




## 1.2 Relevant Transport Policy

1.2.1 The National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) both require a Travel Plan to be submitted alongside proposals for developments likely

to result in significant travel demand. Hampshire County Council (HCC) is the local highway authority and has issued its 'Guidance on Development Related Travel Plans' (2009) which identifies that a travel plan is required for all developments exceeding 100 dwellings.

1.2.2 Pennyfarthing Homes are committed to the delivery of the Travel Plan and see it as an integral part of delivering a high quality development on land at Whitsbury Road. Reducing the use of the private car will enhance the development and the surrounding area and Pennyfarthing Homes are committed to promote walking, cycling and public transport use as alternatives to the private car. The delivery of the Travel Plan forms part of a comprehensive package of measures encouraging travel by sustaianble modes.

1.2.3 A summary of the national and local planning policy that is relevant to the development at SS17 is provided within the following paragraphs.

## 1.3 National Policy

### National Planning Policy Framework (NPPF) (December 2024)

1.3.1 The NPPF identifies at paragraph 109 that:

> ***"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:***
>
> ***a) making transport considerations an important part of early engagement with local communities;***
>
> ***b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;***
>
> ***c) understanding and addressing the potential impacts of development on transport networks;***
>
> ***d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;***
>
> ***e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and***
>
> ***f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains".***

1.3.2 The NPPF also sets the policy background for the development of Travel Plans. Paragraph 118 of the NPPF states that "*All developments which generate significant amounts of movement should be required to provide a Travel Plan*". The sustainable travel objectives include the need to reduce the use of the private car (particularly for single occupancy journeys) and measures to promote walking, cycling and public transport use as alternatives to the private car.

### National Planning Policy Guidance (NPPG)

1.3.3 The web-based NPPG seeks to bring together planning guidance for England across all disciplines to provide a clear link between guidance and the aims and objectives of the NPPF.

1.3.4 This TP complies with the PPG in terms of the requirements for Travel Plans, in particular the following key principles:

> ***"Travel Plans, Transport Assessments and Statements should be:***
>
> ***Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;***
>
> ***Established at the earliest practicable stage of a development proposal;***
>
> ***Be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);***
>
> ***Be brought forward through collaborative ongoing working between the Local Planning Authority/Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities)."***

## 1.4 Local Policy

### Hampshire County Council's Local Transport Plan (2011-2031)

1.4.1 The Hampshire Local Transport Plan sets out a 20-year vision for the Hampshire transport network. Part of HCC's strategy to achieve its transport vision is to ensure:

> ***"All developments which generate significant amounts of movement should be required to provide a Travel Plan." (p38)***

### Hampshire County Council's 'A Guide to Development Related Travel Plans' (2009)

1.4.2 The Hampshire *Guide to Development Related Travel Plans* was published in January 2009 and sets out the long-term strategy for improving and managing access to a site, focussing on promoting sustainable modes and reducing single occupancy car trips.

1.4.3 Paragraph 2.2 stipulates the key objectives, which are:

> ***"to ensure that appropriate locations are chosen for development, minimising additional demand for (car) travel and securing appropriate measures to maximise the opportunities for travel by other means…"***

1.4.4 And that:

***"Each Travel Plan will have its own specific objectives related to the local area, for example to support local bus services, improve road safety, reduce localised congestion, improve efficiency of fleet operation or improve recruitment and retention of staff."***

**New Forest District Local Plan 2016-2036**

1.4.5 The New Forest District Local Plan strategy for transport aims to promote an integrated and sustainable local network. The Local Plan describes the vision, objectives, and overall development strategy for the District up to 2036.

1.4.6 NFDC describes the conditions which must be adhered to when new development proposals are put in place:

- ***"Prioritise the provision of safe and convenient pedestrian access within developments, by linking to and enabling the provision of more extensive walking networks wherever possible, and where needed by providing new pedestrian connections to local facilities";***
- ***"Provide or contribute to the provision of dedicated cycle routes and cycle lanes, linking to and enabling the provision of more extensive cycle networks and providing safe cycle routes to local schools wherever possible";***
- ***"Provide, or contribute proportionately to the provision of, any highways or public transport measures necessary to enable the development to be accommodated in a safe and sustainable manner, including the requirements identified in any applicable Strategic Site Allocation Policies."***

1.4.7 This Travel Plan has been produced with regard to the above policy and guidance.

## 1.5 Scope and Structure of the Residential Travel Plan

1.5.1 This Travel Plan outlines the measures to encourage travel by modes other than single occupancy car use for residents of the development and has been developed in accordance with the Section 106 obligations, the Framework Travel Plan and with HCC's guidance on Travel Plans.

1.5.2 The remainder of this report is structured as follows:

- **Section 2** describes the objectives and benefits of the Travel Plan;
- **Section 3** considers the existing accessibility of the site by walking, cycling and public transport alongside the existing travel characteristics of the local area;
- **Section 4** sets out the targets for the Travel Plan;
- **Section 5** sets out the site layout and infrastructure that will be provided to encourage non-car mode travel to the site and to manage travel demand;
- **Section 6** sets out the 'soft' measures that will be provided to encourage sustainable travel to the site and to manage travel demand;

- **Section 7** provides a strategy for the implementation of the Travel Plan;
- **Section 8** identifies the monitoring strategy for the Travel Plan

# SECTION 2 Objectives and Benefits

## 2.1 Objectives

2.1.1 The overarching objective of a Travel Plan is to influence behaviour change towards sustainable modes of travel.

2.1.2 This Travel Plan sets out a sustainable transport strategy for the proposed development on the site. In line with national and local government guidance, the headline objectives for the plan will be as follows:

- ***To improve accessibility to the site by non-car modes of transport; and***
- ***To reduce the number of single occupancy car journeys to the site.***

2.1.3 The plan will have the following additional objectives:

a To support a range of sustainable transport alternatives to provide the future residents with options for travel to / from the site;

b To develop an awareness of the options for sustainable travel to and from the site and local area amongst local residents and build an awareness of the wider improvements delivered by adjacent parcels;

c To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and highlight the health and environmental benefits of using sustainable travel modes;

d To manage car parking demand across the development; and

e To minimise the impacts of car based travel to the site on the local and strategic highway network and environment.

## 2.2 Benefits

2.2.1 The development of a Travel Plan has a number of benefits for future residents as well as the existing local community and surrounding environment.

**Residents**

- Improved health and fitness through increased levels of walking and cycling;
- Increased travel flexibility offered through wider travel choices;
- The social aspects of sharing transport with others; and

- A better environment within the site and its immediate environs as vehicular movements are minimised and parking pressures are reduced.

**Benefits to Local Community and Environment**

2.2.2 The Travel Plan will provide the following benefits to the local community and environment:

- The Travel Plan will help to reduce the impact of traffic generated by the development on the local highway network;
- The Travel Plan will help to reduce the impact of the site on the environment by reducing emissions through fewer car journeys. This will help to contribute to both local air quality management and national climate change reduction targets; and
- The measures contained within this plan will also help to reduce the impact of transport related noise from vehicular movements into and out of the site and to improve public connectivity in the area.
- Overall, it is anticipated that the Travel Plan will result in benefits for residents of the site and the wider community in the vicinity of the development.

# SECTION 3 Existing Conditions and Travel Patterns

## 3.1 Introduction

3.1.1 This section of the Travel Plan describes the existing accessibility of the site by walking, cycling and public transport.

## 3.2 Site Location

3.2.1 Phase 1 of the development on land at Whitsbury Road is located to the north-west of Fordingbridge and in the south-west corner of the development at North Fordingbridge. The site location is illustrated on **Figure 1**.

## 3.3 Walking and Cycling

3.3.1 **Figure 3.1** provides an illustration of the services and facilities in the vicinity of the site.

3.3.2 An on-carriageway cycle route (FO/T/09) is identified by NFDC along Whitsbury Road. The cycle route runs from Fryern Court Road in the north to Green Lane in the south. A map of the existing cycle routes within Fordingbridge is included in **Appendix A**.

3.3.3 The roads within Fordingbridge are lightly trafficked and generally subject to a 30mph speed limit. They are therefore suitable for on-carriageway cycling.

3.3.4 Whitsbury Road provides a route to the south into the centre of Fordingbridge. Some sections of Whitsbury Road already have a 30mph speed limit and the development is funding the reduction of the speed limit on the remainder of Whitsbury Road to 30mph. There is a footway on the eastern side of Whitsbury Road which has been widended by the development at North Fordingbridge.

3.3.5 Burnham road can be accessed to the south of the development via the footway on Whitsbury Road. Burnham Road is of a residential nature and is subject to a 30mph speed limit with footways present on both sides of the road.

3.3.6 Pennys Lane is located to the east of Burnham Road and can be accessed via the footways present on both sides of Burnham Road. There are footways present on the north and south of Pennys Lane which provide pedestrian access to Fordingbridge Infant and Junior School.

3.3.7 Waverley Road is situated to the east of Burnham Road and Pennys Lane. It provides a link due east to Salisbury Road. Waverley Road has footways present on the northern and southern sides

with dropped kerbs crossing residential accesses. The road is subject to a 30mph limit and there is on-street parking along Waverley Road.

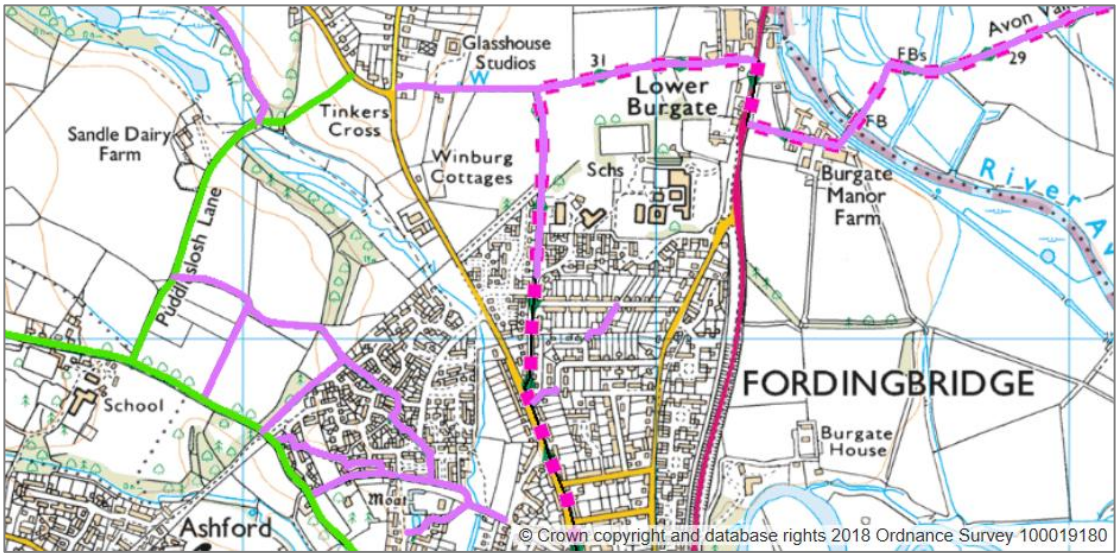
3.3.8 Green Lane forms a junction with Whitsbury Road approximately 850m south of the site frontage. There is a footway present on the northern side of Green Lane for approximately 70m east of the junction with The Bartons. To the east of this the road operates as a shared surface with short sections of footway and one way (westbound) traffic only.

3.3.9 Salisbury Road forms a junction with Waverley Road to the east and provides a walking route via Burgate Fields to The Burgate School and Sixth Form college to the north of Fordingbridge. Salisbury Road has a footway present on the eastbound and westbound side and is subject to a 30mph limit along its length. To the south Salisbury road becomes Salisbury Street where it forms the 'High Street'. There is continuous footway present on the southern side of Salisbury Street with footway present on the northern side from the junction of Green Lane.

***PROW Network***

3.3.10 There is an extensive network of Public Rights of Way in the vicinity of the site. An extract of these routes is provided as **Image 3.1**

**Image 3.1: Local PROW Network**




Source: Hampshire County Council

3.3.11 The site is bordered by footpaths to the north, east and west and by a bridleway to the south. Footpath 090/79/2 to the north of the site provides connections to other footways providing a connection to Fordingbridge town centre. Bridleway 090/80/3 to the south of the site connects

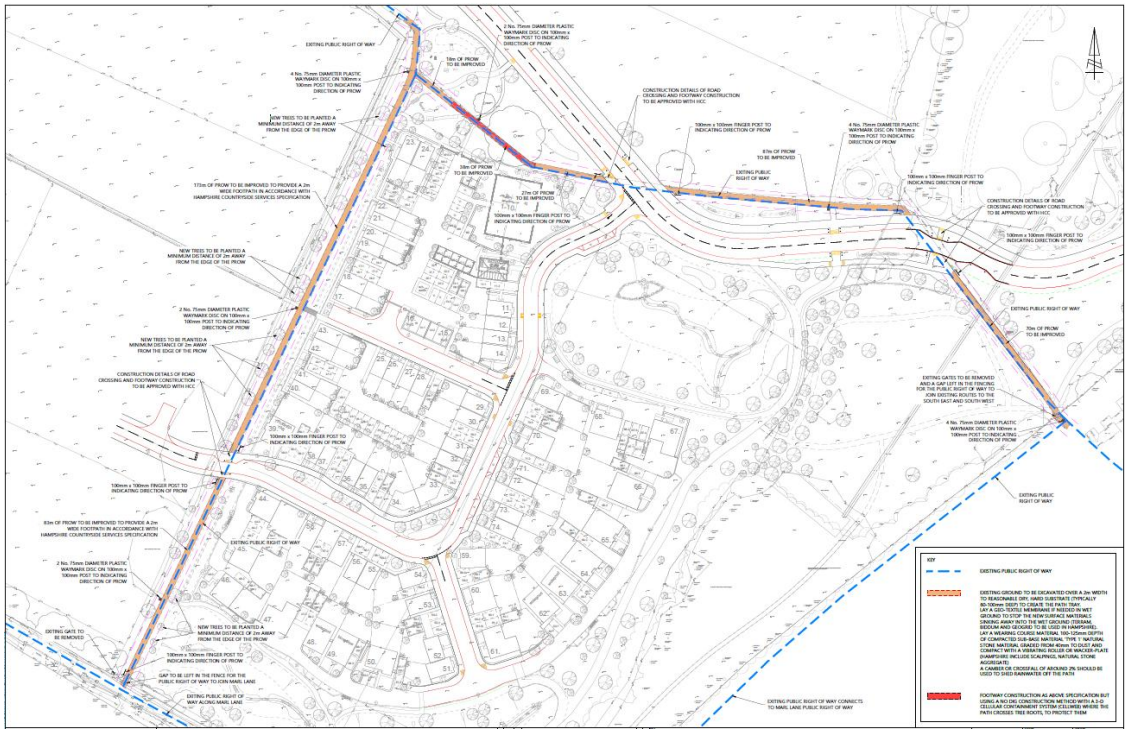
with other bridleways providing a route east from the site towards Fordingbridge town centre onto Station Road and west from the site onto Rockbourne Road.

3.3.12 The Avon Valley Path (which is a long-distance walking route from Salisbury to Christchurch) is located to the east of the site. In addition to providing the opportunity for long distance walks to Salisbury and Christchurch, it also provides a route toward the New Forest National Park to the east via Burgate and Ringwood to the south of the site.

3.3.13 Puddleslosh Lane (to the west of the site) is a Bridleway (Route no. 77) and can be used with other Public Rights of Way to travel to the west to access destinations including Sandleheath. A network of Footpaths also provide the opportunity to walk to destinations to the south west including Alderholt.

3.3.14 The development is improving the width and surface of the PROW which cross the site and drawing **ITB12264-GA-458** (and **Image 3.2)** shows the proposed improvements. The development is also providing a contribution to improve the surface of Puddleslosh Lane and Marl Lane.

**Image 3.2: Proposed PROW Improvements**

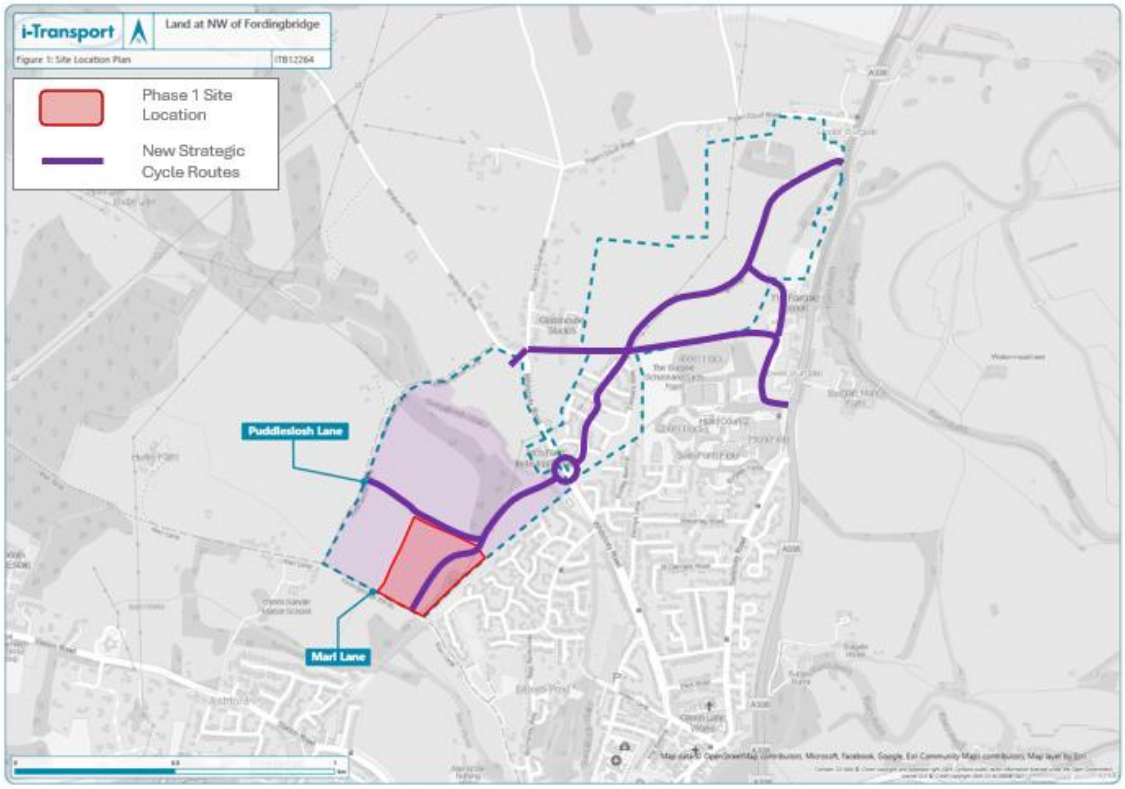


## Wider Improvements

3.3.15 The wider SS17 and SS18 allocations will deliver significant improvements to the walking and cycling provision to the north of Fordingbridge. This includes new footways and cycleways adjacent to streets within residential parcels, but also a significant amount of strategic walking

and cycling connections and new footpaths within Alternative Natural Recreational Greenspace (ANRG). The strategic cycling connections (which are shared use routes with a minumum width of 3m) being delivered by the wider developments (and within Phase 1) are illustrated in **Image 3.3**. This provides connections across the development to primary and secondary schools and the new local centre and connects into routes providing onward access to destinations in Fordingbridge. It also provides a signficant network of routes for leisure trips which connect with existing Bridleways and the Breamore Trail.

**Image 3.3: Strategic Cycle Connections**




## 3.4 Public Transport

3.4.1 The nearest bus stops to the site are located approximately 1400m to the east of the site on Sailsbury Road. These stops are served by the X3 service which provides a regular service between Bournemouth, Fordingbridge, Ringwood and Salisbury. Details of the local bus services are provided in **Table 3.1** and the timetable is included in **Appendix B**.

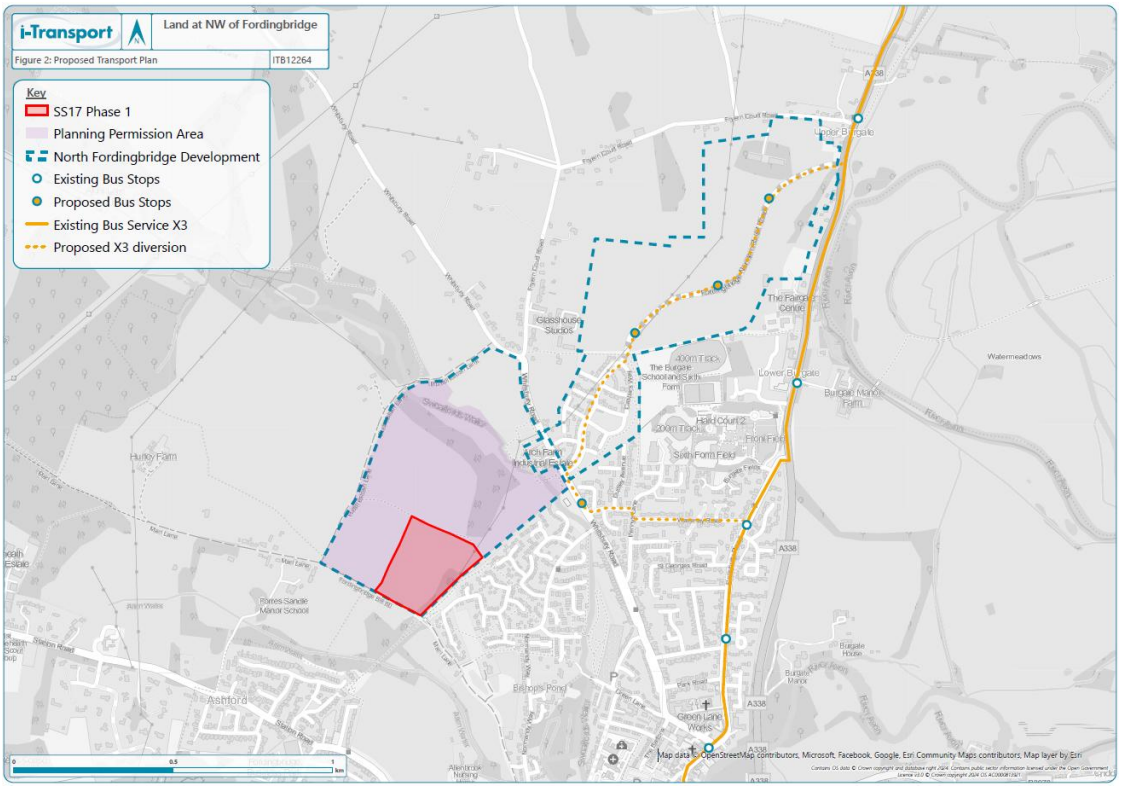
**Table 3.1: Local Bus Services**

| Service | Bus Stop | Route | Service Frequency | | |
|---|---|---|---|---|---|
| | | | Weekdays | Saturdays | Sundays |
| X3 | Salisbury Road | Bournemouth/ Ringwood Fordingbridge/ Salisbury | Every 30 minutes | Every 30 minutes | Every Hour |

Source: Traveline

3.4.2 The X3 provides a half hourly service Monday to Saturday and an hourly service on Sunday between Bournemouth, Ringwood, Fordingbridge and Salisbury. The X3 will be diverted through the development at North Fordingbridge as shown in **Image 3.4 (**and **Figure 2).** New bus stops will also be provided along the diverted bus route and the details of the diversion have been agreed with Hampshire County Council and Go South Coast. The diversion will be in place prior to occupation within Phase 1 of the development, providing access to an excellent bus service within a convenient walk.

**Image 3.4: Proposed Bus Diversion**



### Train Services

3.4.3 The nearest train stations likely to be used by residents of the development are in Salisbury to the north of Fordingbridge or Christchurch to the south (although other stations to the east and west of Christchurch Station on the Bournemouth to Southampton railway line may also be used). Details of the train services from both these stations is summarised in **Table 3.2.**

**Table 3.2: Train Services**

| Primary Destinations | Peak Hour Frequency | Off-Peak Frequency |
|---|---|---|
| **Salisbury** | | |
| Romsey, Southampton, Portsmouth | Every 30 mins | Hourly |
| Andover, Basingstoke, London Waterloo | Every 30 mins | Every 20 – 40 mins |
| Yeovil, Exeter | Every 20 – 40 mins | Hourly |
| Trowbridge, Bath Spa, Bristol Temple Meads | Every 20 – 40 mins | Hourly |
| **Christchurch** | | |
| Bournemouth | Every 30 mins | Every 20 – 40 mins |
| Southampton, Winchester, Basingstoke, London Waterloo | Every 20 – 30 mins | Hourly |

3.4.4 Both stations are around a 30 minute drive from the proposed development and Salisbury Train Station can also be accessed via the X3 bus service which will be diverted through the wider North Fordingbridge site and which stops at Salisbury Railway Station. New residents could also use the X3 bus to access Bournemouth Train Station which is on the same railway line as Christchurch Station.

3.4.5 Salisbury Station has 358 car parking spaces and 110 cycle parking spaces. The station also has step free access to all platforms. Christchurch Station also has step free access and has 65 car parking spaces (including two accessible spaces) and 120 cycle parking spaces.

## 3.5 Existing Travel Characteristics

3.5.1 Travel to work mode share data has been obtained from the 2011 Census for the New Forest 001 mid-layer super output area, where the site is located. The mode share data for travel to work (excluding those who work from home) for the New Forest 001 output area is summarised in **Table 3.3**.

**Table 3.3: Existing Ward Mid-Layer Super Output Area Mode Share for Travel to Work**

| Mode | Percentage |
|---|---|
| Driving a car or van | 77.1% |
| Train | 1.9% |
| Passenger in a car or van | 4.7% |
| On foot | 10.3% |
| Bicycle | 2.5% |
| Bus, minibus or coach | 1.6% |
| Motorcycle, scooter or moped | 0.8% |
| Other | 1.0% |
| Taxi | 0.1% |
| **Total** | **100.0%** |

Source: 2011 Census

3.5.2 **Table 3.3** shows that the majority of journeys to work in Fordingbridge are undertaken by private car (approximately 82%) including journeys undertaken as a car driver or as a car passenger. Travelling on foot is the next highest mode share with over 10% of journeys to work undertaken by this mode.

## 3.6 Key Local Facilities

3.6.1 The primary destinations for future residents of the site within the local area are presented in **Table 3.4 and Figure 3 (Image 3.5)**. This includes facilities for education, leisure, retail, employment, and healthcare.

3.6.2 Distances from the centre of the site to the local facilities and services have been measured based upon known walking routes.

3.6.3 As shown in **Table 3.4** and **Figure 3**, the site is well located to a range of everyday local facilities, which are within easy and reasonable walking and cycling distances. Most facilities are within 1,200m (c.15-minute walk / c.5-minute cycle journey).

**Table 3.4: Local Facilities Table**

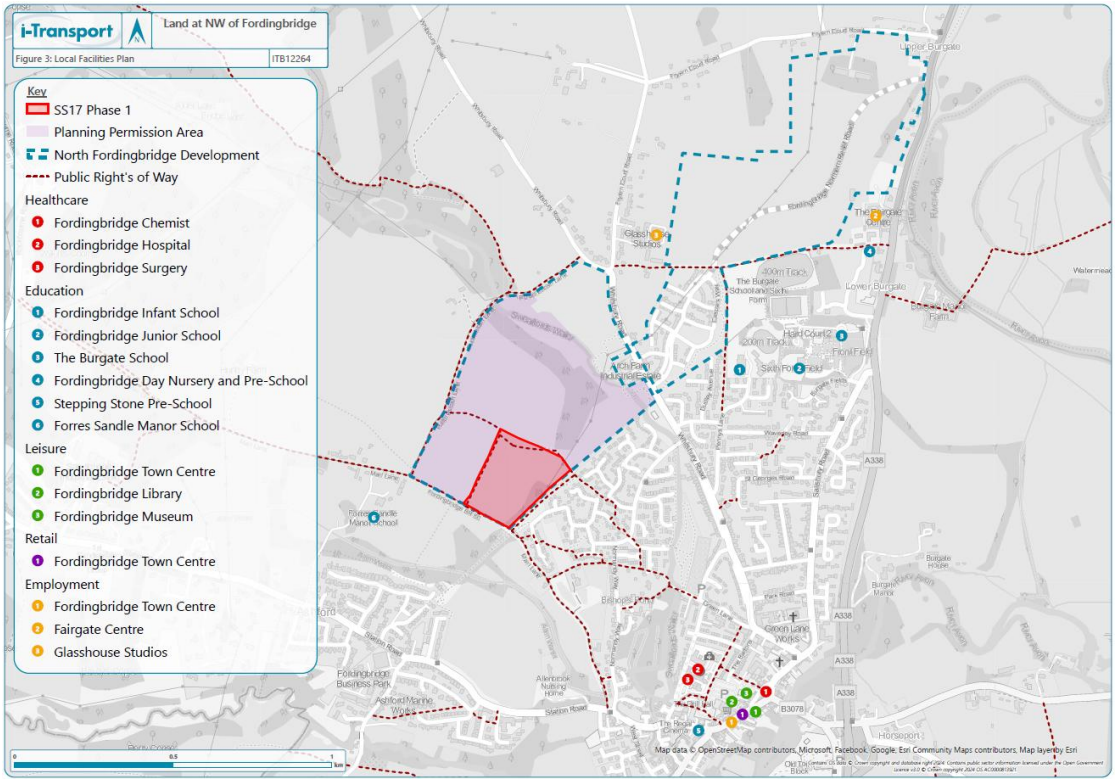
| Purpose | Destination | Total Distance (m) | Walking Journey Time (mins) | Cycle Journey Time (mins) |
|---|---|---|---|---|
| Leisure | Fordingbridge Town Centre | 1400 | 17 | 5 |
| | Fordingbridge Library | 1400 | 17 | 5 |
| | Fordingbridge Museum | 1400 | 17 | 5 |
| Retail | Fordingbridge Town Centre | 1400 | 17 | 5 |
| Employment | Fordingbridge Town Centre | 1400 | 17 | 5 |
| | Glasshouse Studios | 1400 | 17 | 5 |
| | Fairgate Centre | 2100 | 25 | 8 |
| Education | Forres Sandle Manor School | 600 | 7 | 2 |
| | Stepping Stone Pre-School | 1100 | 13 | 4 |
| | Fordingbridge Infant School | 1200 | 14 | 5 |
| | Fordingbridge Junior School | 1200 | 14 | 5 |
| | The Burgate School | 1700 | 20 | 6 |
| | Fordingbridge Day Nursery and Pre-School | 2000 | 24 | 8 |
| Healthcare | Fordingbridge Hospital | 1200 | 14 | 5 |
| | Fordingbridge Surgery | 1300 | 15 | 5 |
| | Fordingbridge Chemist | 1500 | 18 | 6 |

'Comfortable' Walking Distance (800m)

'Reasonable' Walking Distance (1600m)

'Maximum' Acceptable Walking Distance (3200m)

**Image 3.5: Local Facilities Plan**



# SECTION 4 Targets

## 4.1 Overview

4.1.1 The key aim of the Travel Plan is to reduce single occupancy car use for travel to/from the site, and the use of targets will enable the Travel Plan Co-ordinator (TPC) to monitor progress against the key objective of the RTP.

4.1.2 Whilst Census data has been used at this stage as a proxy for the likely mode share for trips made from the site, the actual mode shares that will occur will not be fully understood until the first travel surveys have been analysed.

4.1.3 However, it is sensible to set some interim mode share targets which can then be reviewed to ensure that they are SMART (Specific, Measurable, Achievable, Realistic and Timely) following the first round of travel surveys.

4.1.4 The following targets have been set:

- **Target 1** – to reduce the number of single occupancy vehicle trips generated over a 12-hour period (weekday 07:00-19:00) by the site by a minimum of ten percent from the baseline position; and
- **Target 2** – to reduce the number of single occupancy vehicle trips generated by the site during the morning peak hour (08:00-09:00) and evening peak hour (17:00-18:00) by a minimum of ten percent from the baseline position.

4.1.5 The objective is to achieve these targets within five years of occupation onsite.

## 4.2 Baseline Position and Interim Targets

4.2.1 For the purpose of this Travel Plan, the baseline modal split is based on travel to work data within the 2011 Census for the identified output areas in **Table 3.2** for the New Forest 001 mid-layer super output area.

4.2.3 It is anticipated that the target to reduce single occupancy car journeys will be achieved by trips being undertaken by alternative modes. Initial estimates over time are summarised in **Table 4.1** below.

**Table 4.1: Interim Targets**

| | Baseline | Year 1 | Year 3 | Year 5 |
|---|---|---|---|---|
| Car / Van Driver | 77% | 77% | 73% | 69% |
| Car / Van Passenger | 5% | 5% | 6% | 7% |
| On foot | 10% | 10% | 11% | 12% |
| Bicycle | 3% | 3% | 4% | 5% |
| Bus, minibus or coach | 2% | 2% | 3% | 4% |
| Train | 2% | 2% | 2% | 2% |
| Motorcycle, scooter or moped | 1% | 1% | 1% | 1% |
| **Total:** | **100%** | **100%** | **100%** | **100%** |

Source: Census Data and Consultant's Calculations

4.2.4 The targeted reduction in single-occupancy vehicular trips (and subsequent increase in the usage of sustainable modes) is considered reasonable given:

- The appointment of a professional TPC;
- The secured improvements being delivered by Pennyfarthing Homes within vicinity of the site both relating to this site and wider SS17/SS18 proposals – taken together, these will provide a network of new walking and cycling routes across North Fordingbridge providing routes to primary and secondary education facilities in particular. This will assist with increasing the mode share of active modes from 10% to 12% and reducing the car mode share from 77% to 69%;
- The diversion of the existing bus service, which will stop at new bus stops near to peoples homes within Phase 1. The bus provides access to a range of destinations including Salisbury, Ringwood and Bournemouth. This will assist with increasing the mode share of bus use from 2% to 5% and reducing the car mode share from 77% to 69%;
- Promotion of walking, cycling and public transport use within a bespoke Travel Plan Information Pack and other measures. This will assist with increasing the mode share of active modes and public transport and reducing the car mode share;

- Potential for the TPC to engage with local cycle shops and public transport providers to negotiate possible discounts and trial incentives for residents. This will assist with increasing the mode share of active modes and public transport and reducing the car mode share; and
- Promotion of car sharing initiatives. This will assist with increasing the mode share of passengers from 5% to 7% and reducing the car mode share from 77% to 69%.

4.2.5 Once the first monitoring surveys at the development have been undertaken, this will update the baseline / Y1 position and the interim mode shift targets will be reviewed.

4.2.6 These mode share targets correspond to the monitoring process set out in **Section 8**.

# SECTION 5 Site Layout and Infrastructure Measures

5.1.1 This section of the Travel Plan identifies the site layout and infrastructure measures to encourage travel to and from the site via sustainable modes.

5.1.2 The development will provide 74 new homes (use class C3), comprising a mix of houses and apartments in line with the following mix:

- 6 x 1 bed apartments
- 5 x 2 bed apartments
- 4 x 2 bed houses
- 7 x 2 bed bungalows
- 3 x 3 bed apartments
- 2 x 3 bed houses
- 3 x 3 bed bungalows
- 7 x 4 bed houses

5.1.3 The following sub-sections cover the sustainable strategy for the site:

- Objectives;
- Access arrangements and road network;
- Walking and cycling; and
- Parking.

## 5.2 Objectives

5.2.1 The main objectives of the sustainable transport strategy for the site are to:

- Provide a development layout which maximises the potential for 'walkable' neighbourhoods, where walking and cycling are the 'norm';
- Integrate the site with the remainder of Fordingbridge and the wider allocations;
- Provide future residents with the opportunity to access a range of everyday destinations by a choice of travel modes; and
- Provide or contribute to off-site highway improvements that cost effectively limit the significant impacts of the development.

## 5.3 Access Arrangements

### Consented Site Access Arrangements

***Whitsbury Road Roundabout***

5.3.1 A new four arm roundabout is proposed onto Whitsbury Road. This will incorporate the existing access into Augustus Park. The roundabout was approved as part of the outline planning permission. The roundabout incorporates provision for pedestrians and cyclists to gain access to the site and to cross Whitsbury Road, Augustus Avenue and the new street within the site. The roundabout will be completed prior to the occupation of any new homes within Phase 1.

***Sweatfords Water Bridge***

5.3.2 2.2.2 To provide access to the site over Sweatfords Water, a new bridge will be provided. This includes a shared use footway / cycleway on the northern side of the road. The bridge was approved as part of the outline planning permission. The bridge will be completed prior to the occupation of any new homes within Phase 1.

***Primary Street***

5.3.3 A new primary street will provide access between the bridge and the new homes provided on the site. The new street has a width of 6.5m and a shared footway / cycleway on the northern side of the street. Some informal paths are also provided to the north and south of the street through the green spaces and crossing points have been provided on desire lines (including where the existing Public Rights of Way cross the street). The new street, which was approved as part of the outline planning application, identified the provision of a simple priority junction to provide access to a phase of development. The new street will be completed prior to the occupation of any new homes within Phase 1.

***Phase 1***

5.3.4 Phase 1 will be accessed from a simple priority junction onto the primary street. New footways (which are 2m wide) are proposed either side of the site access road which connect to the existing provision along the primary street. A footway / cycleway connection is also proposed within Phase 1 linking Marl Lane to the primary street. This will connect to the shared use footway / cycleway on the northern side of the primary street.

5.3.5 Two connections are proposed as part of Phase 1 onto Marl Lane:

- The first is in the location where the definitive alignment of Public Footpath 090/78a enters the site. In this location the Public Footpath will be upgraded to Hampshire

- County Council's specification and provided at a width of 2m; and
- The second connection to Marl Lane is proposed in the southern corner of Phase 1 and will be a footway / cycleway connection to Marl Lane. This will have a width of 3m and will be upgraded to Hampshire County Council's specification for a Bridleway.

## 5.4 Phase 1 Site Layout

5.4.1 The approved site layout for Phase 1 is included in **Appendix B**. This includes a network of streets with footway provision to encourage journeys on foot. Because of the low traffic volumes and speeds, cyclists are accomodated on carriageway. There are also footpath and cycleway links provided across areas of green space within Phase 1 to encourage the use of active modes.

## 5.5 Parking

5.5.1 Car and cycle Parking for the development has been provided broadly in line with NFDC's Parking Standards.

### Car Parking

5.5.2 The following car parking has been provided:

- Two-bedroom apartments have two spaces;
- Two and three-bedroom houses have at least two spaces; and
- Four-bedroom houses generally have three spaces.

5.5.3 In addition to the allocated car parking for residents, 13 parking spaces have been provided for visitors. The car parking was approved as part of the reserved matters application, and a parking layout plan is included in **Appendix D**. All parking spaces are to meet the required design standards, with a standard parking space being 5.0m x 2.5m and 6m x 2m for parallel spaces.

### Cycle Parking

5.5.4 Cycle parking spaces are proposed across the site in accordance with NFDC standards, which are summarised in **Table 5.1**.

**Table 5.1: Summary of Residential Cycle Parking Standards**

| Dwelling Size | Minimum Long Stay | Minimum Short Stay |
|---|---|---|
| 1 Bedroom | 1 space per unit | 1 loop / hoop / stand per unit |
| 2 Bedroom | 2 space per unit | 1 loop / hoop / stand per unit |
| 3 Bedroom | 3 space per unit | 1 loop / hoop / stand per unit |

| Dwelling Size | Minimum Long Stay | Minimum Short Stay |
|---|---|---|
| 4+ Bedroom | 4+ space per unit | 1 loop / hoop / stand per unit |

Source: Table 2 of NFDC 'Parking Standards Supplementary Planning Document'

5.5.5 For houses, cycle parking will either be provided in garages or sheds. For the apartments, dedicated cycle parking stores have been provided and these are shown on the site layout drawings that were approved as part of the reserved matters planning application.

**Electric Vehicle Charging Points**

5.5.6 Electric Vehicle charging will be provided in accordance with the Building Regulations. The location of the EV charging points is shown on the parking plan included in **Appendix C**.

## 5.6 Summary

5.6.1 The site layout and provision of new transport infrastructure underpins the aims of the Travel Plan. The development will bring forward improved pedestrian and cycle facilities to connect with existing and future walking routes to provide opportunities for future residents at the development to make local journeys to key destinations by walking and cycling instead of using the car. An appropriate level of car (including EV charging) and cycle parking is being provided.

# SECTION 6 Measures

## 6.1 Introduction

6.1.1 This section of the Travel Plan describes the non-infrastructure of 'soft' measures that will be developed and promoted for the residents of the new development. It covers:

- Travel Plan Management;
- Measures to encourage new residents to walk and cycle;
- Measures to encourage the use of public transport;
- Measures to encourage future residents to car-share;
- Information provision; and
- A new resident's travel pack.

6.1.2 The strategy for a TPC, implementation, funding and management of the TP is also provided in Section 8.

## 6.2 Travel Plan Co-ordinator (TPC)

6.2.1 The developer has appointed i-Transport to act as the Travel Plan Co-ordinator (TPC) for the site. A letter has been sent to Hampshire County Council confirming this appointment.

6.2.2 The TPC will facilitate and instigate a steering group, comprising local residents, the Highway Authority (Hampshire County Council), the local sustainable travel co-ordinator, other local authority officers as needed (e.g. cycling, public transport and voluntary residents' representatives).

6.2.3 The resident led steering group will meet annually. This meeting will be combined with the Augustus Park and Whitsbury Green Steering Group meeting and the latter phases of the SS17/SS18 site. The developer will facilitate steering group meetings throughout the construction period (i.e. providing a space in the marketing suite). This will enable the Travel Plan to be well established by the time the developer involvement finishes. A framework for the continuation of the Travel Plan post developer involvement is set out below.

6.2.4 The role of the TPC will be as follows:

- To manage the day to day delivery of the measures contained in this section of the Travel Plan;

- To set up the steering group, through which the progress of the Travel Plan will be monitored and key decisions taken as necessary;
- To market the Travel Plan to encourage interest and involvement of residents;
- To work with other local developments that are developing or implementing a Travel Plan and explore opportunities for collaboration;
- To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to provide a basic journey planning service for residents, i.e. how to access schools, workplaces and local facilities by non-car modes;
- To liaise with public transport operators, local groups and local authorities obtaining information on any local Travel Plan measures and networks;
- To organise the annual monitoring of the Travel Plan in line with the strategy outlined in Section 8 of this document; and
- To provide monitoring feedback to residents and the steering group and to liaise with the local authority as necessary.

**Involvement of Residents**

6.2.5 Involvement of residents will be key to the success of the sustainable transport measures. The first owner of each dwelling will be provided with Travel Plan information by the sales office and provided with a residents' travel information pack on completion of their purchase as well as the offer of personalised journey planning advice.

6.2.6 The TPC will be encouraged to liaise regularly with residents to understand their particular needs and concerns and to examine ways of addressing them. Copies of the Travel Plan will be made widely available to all residents and users of the site, to ensure that people are fully aware of the objectives of the plan and of the full range of measures proposed.

## 6.3 Promotion of Walking and Cycling

6.3.1 As described in **Section 5**, the development has been designed to facilitate walking and cycling, in particular for local journeys to key destinations. All dwellings will be provided with an appropriate amount of cycle parking. Information on the walking and cycling routes and facilities within and around the development will be made available to new residents through the resident's travel information pack and the other means described within this Travel Plan.

6.3.2 Information of local cycle clubs, including Fordingbridge Wheelers Cycling Club, will be promoted through the Travel Plan Welcome Pack or via the information website. The TPC will explore the interest to host or manage walking and cycling events amongst the residents of the site, on an annual basis at minimum (for example, bike maintenance, or 'Bike Doctor' events).

## 6.4 Promotion of Public Transport

6.4.1 Information on the public transport routes and facilities serving the new development will be made available to new residents through the residents' travel information pack or webiste and the other means described below.

6.4.2 The direct public transport services to local destinations will be emphasised.

## 6.5 Sustainable Travel Voucher

6.5.1 The first occupier of each dwelling will be offered a sustainable transport voucher up to the value of £50 which can be redeemed in a local cycle shop against the purchase of cycling equipment or against the purchase of public transport tickets. This is equivalent to the value of two week travel voucher on the X3 Salisbury Reds service.

6.5.2 Where possible, the TPC will attempt to negotiate further discounts or promotions for residents at local cycle stores and will also inform residents of any discounts with local cycle stores.

## 6.6 Car Sharing Scheme

6.6.1 Car sharing will be promoted amongst new residents of the development, particularly in relation to journeys to work. Not only does car sharing cut the costs of travel to work for the individual, but it reduces the number of residents making similar journeys at the same time, thereby reducing peak hour congestion on routes between the site and local employment areas. This in turn helps to reduce vehicle emissions, contributing to meeting local air quality targets.

6.6.2 Residents will be provided with information about car sharing via the Hampshire car share website (https://hants.liftshare.com/) and a leaflet explaining the benefits of the car share scheme and how to register will be included in the residential travel information packs. This provides an easy way for potential car sharers to identify people undertaking similar journeys.

**Special Events**

6.6.1 The TPC will also promote special events via the Travel Packs and through ongoing communications with residents. Examples of special events to be promoted are listed as follows:

- Bike to School Week;

- Walk to School Week;
- National Work from Home Day;
- National Lift-Share Day; and
- Energy Saving Week.

## 6.7 Information Provision and Marketing

6.7.1 New residents will be provided with travel information during the purchase of their property. The first occupier of each household will be provided with a residents' travel information pack. The pack will pull together information on the above listed measures and contain information about the objectives of the Travel Plan, non-car mode travel options and provide a range of incentives to encourage use of non-car modes of transport. It is proposed that the following items will be included in the resident's travel information pack:

- Details of the development will be on the Pennyfarthing Homes' website which incorportates both Whitsbury Green and Augustus Park. On these pages a link will be provided to enable residents to access the residents travel information pack along with any updated information. They will also be updated to promote national events such as the 'Cycle to Work Day' and 'Walk to School Week';
- A sustainable transport voucher up to the value of £50 per household to be redeemed against cycling equipment or bus travel;
- Details regarding the provision of broadband to enable easy access to local home delivery services and home working;
- Information about the Travel Plan, its aims and objectives, how to get involved and how travel will be monitored and reported back to residents;
- Information about the locations of community notice boards providing local travel information;
- A plan of the new development, highlighting local facilities and the nearby key destinations, the walking and cycling routes to these, locations of cycle parking, public transport routes and the location of bus stops;
- Details of any negotiated discounts at local cycle stores;
- Promotion of any local Cycling Clubs;

- Information about opportunities to travel to local schools in the vicinity of the site by sustainable modes, local school travel plans, and schemes;
- Bus maps and timetable information;
- Information about journey planning services including 'myjourney' (https://myjourneyhampshire.com/) and traveline (https://www.traveline.info);
- Information about car sharing through the Hampshire car share website (https://hants.liftshare.com/);
- Details of useful 'Apps' for smartphones and tablets that enable residents to track activities including walking and cycling; and
- Information about the home delivery services offered by supermarkets in the local area.

6.7.2 To ensure access to up to date information for residents a community notice board will be located within the site. The board will contain up to date bus and rail timetable information, and information on car sharing. The boards will also provide walking and cycling information as well as latest public transport timetables..

6.7.3 Residents will be kept informed of travel options and the success of the Travel Plan through the monitoring surveys which will be undertaken for the duration of the Travel Plan.

## 6.8 Summary

6.8.1 Measures are proposed to promote the use of walking, cycling and public transport amongst new residents for local journeys and to make more efficient use of the private car through the development of car sharing initiatives. The proposed measures aim to ensure that the objectives and targets set out in Sections 2 and 4 are met and to minimise single occupancy car travel to and from the site. A range of information and marketing initiatives are also put forward to encourage awareness and participation in the Travel Plan amongst residents from the outset.

# SECTION 7 Management and Implementation

7.1.1 This section of the TP describes the framework through which the measures contained herein will be implemented and managed.

## 7.2 Travel Plan Management

7.2.1.1 The developer will appoint a suitably qualified individual to act as the Travel Plan Co-ordinator (TPC).

7.2.1.2 The contact details of the TPC will be a bespoke email address which will be included in the Residents Travel Information Pack, and on community notice boards.

7.2.1.3 The TPC, as a representative of the developer, will be supported by a steering group. This will comprise a representative of the housing association(s), the highway authority (HCC), the local authority sustainable travel co-ordinator and other local authority officers as needed (e.g. cycling, public transport, and voluntary residents' representatives).

7.2.1.4 The steering group will aim to meet every 6 months for the first year after occupation and then annually throughout the monitoring period. This will enable the Travel Plan to be well established by the time the developer leaves the site. A framework for the continuation of the Travel Plan post developer involvement is set out below.

## 7.3 Role of Travel Plan Co-ordinator

7.3.1 The role of the TPC will be as follows:

- To manage the day-to-day delivery of the measures contained in **Section 6** and **7** of the TP;
- To set up and act as chairperson to the steering group, through which the progress of the TP will be monitored and key decisions taken as necessary;
- To market the TP to encourage interest and involvement of residents;
- To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to be able to provide journey planning advice for residents, i.e. how to access schools, workplaces and local facilities by non-car modes;
- To aim to negotiate discounts for residents with local cycle shops, to promote the bicycle user group and to organise cycle training courses for groups of interested residents;

- To organise annual monitoring of the TP in line with the strategy outlined in **Section 8** of the TP; and
- To provide monitoring feedback to residents and the steering group and to liaise with the local authority as necessary.

## 7.4 Involvement of Residents

7.4.1 Involvement of residents will be key to the success of the sustainable transport measures. The first owner of each dwelling will be provided with Travel Plan information by the sales office and provided with a residents' travel information pack on completion of their purchase as well as the offer of being able to contact the TPC whenever they need travel planning advice.

7.4.2 The TPC will liaise regularly with residents and visitors of the site, to understand their particular needs and concerns and to examine ways of addressing them. Copies of the Travel Plan will be made available to all residents of the site should they require it to ensure that people are fully aware of the objectives of the Travel Plan and of the full range of measures proposed.

7.4.3 The TPC will also aim to maintain interest amongst residents through the following means:

- Occasional leaflet drops providing information about the TP, advertising the web page and reporting the results of the annual monitoring;
- Involvement of resident volunteers in the Steering Group (to be recruited by the TPC); and
- The steering group will review and develop other methods of involving residents.

## 7.5 Framework for Implementation

7.5.1 **Table 7.1** provides a framework for implementation of the measures set out in **Sections 5** and **6** of this Travel Plan. This includes a cost estimate based on the number of new homes being delivered within Phase 1.

**Table 7.1: Framework for Implementation**

| Measure | Timescale | Responsibility | Mode Affected | Cost Estimate |
|---|---|---|---|---|
| Infrastructure Measures including cycle parking, on and offsite pedestrian and cycling improvements and access works. | Phased with development | Developer | Walking / Cycling | Covered in Development Construction Costs |

| Measure | | Timescale | Responsibility | Mode Affected | Cost Estimate |
|---|---|---|---|---|---|
| Travel Plan Co-ordinator | | Appointment as close to 1st occupation as possible and remain in place for a minimum of 5 years from first occupation | Developer | n/a | £21,240 (average of 3 hours per month for 5 years at a cost of £118 per hour) |
| Information Development and Provision | Training of sales team about sustainable travel information | Training as part of induction process | Developer / TPC | n/a | Included within TPC Costings |
| | Travel Information Website | To be developed and run for the duration of the development buildout up to 5 years from first occupation | Developer Setup / TPC manage | Car use / PT and Active Modes | £3,000 initial setup fee. To then be updated by TPC for duration of travel plan |
| | Notice Board | To be incorporated into the development | Developer Setup / TPC manage | Car use / PT and Active Modes | Initial setup fee of £800 for the notice board, £200 assumed per annum to update information included |
| | Production of residents' travel information packs | To be developed and completed as close to 1st occupation as possible | TPC | Car use / PT and Active Modes | £2,220 (c.£30 per household) |

| Measure | Timescale | Responsibility | Mode Affected | Cost Estimate |
|---|---|---|---|---|
| Offer of a £50 sustainable travel voucher for either public transport or cycle equipment | On first occupation of each dwelling | Developer | Car use / PT and Active Modes | £1,850 (one per household assume 50% uptake) |
| Monitoring / Reporting | In each year following first occupation a monitoring report will be submitted to HCC | Developer fund surveys, TPC undertake reporting | n/a | £5,000 |
| **Estimated Travel Plan Costs** | | | | **£34,810** |
| **HCC Monitoring and Approval Fees** | | | | **Covered in fees paid for SS17 (i.e. a fee is not payable for each phase)** |

7.5.2 Upon commencement of the Travel Plan Co-Ordination role, the timescales outlined in **Table 7.1** will be updated to reflect a specific timeline.

7.5.3 The success of each Travel Plan measure will be monitored through the annual survey process. This will give the TPC an understanding of which measures are proving to be the most popular, as well as those which may require additional promotion.

## 7.6 Funding

7.6.1 The developer will fund the following items:

- The transport infrastructure outlined in **Section 5** of the TP;
- The Travel Plan Co-Ordinator Role for 5 years following first occupation;
- The implementation of the measures outlined in **Section 6** and **Table 7.1**;
- The monitoring surveys outlined in **Section 8**; and
- Hampshire County Council approval and monitoring fees.

7.6.2 The funding of the TP is secured, as required by the Section 106 Agreement through a "Travel Plan Bond" or "Travel Plan Security Deposit" of £76,175 for the overall development at SS17 (of which Phase 1 is a part of). This covers the cost of implementing the Travel Plan to ensure that there are sufficient funds available to HCC to implement the measures identified within the plan

should the developer default and the overall bond of £76,175 covers the cost of the measures needed for Phase 1 (£34,810), which are considerably less than the value of the bond. In the event that the Travel Plan is not implemented, the Section 106 Agreement allows for HCC to call upon the Travel Plan Bond to implement the Travel Plan.

## 7.7 Framework for Handover at End of the Developer Involvement

7.7.1 Five years after the first occupation onsite the developer will no longer be responsible for the management of the TP. At this time, the management of the TP will revert to a residents' committee / Steering Group, to which the Local Authority's sustainable travel co-ordinator will be invited to attend and provide guidance.

# SECTION 8 Monitoring

8.1.1 The total monitoring programme of the development will be until five years after the baseline surveys. The baseline surveys will be undertaken at occupation of around 50% of Phase 1. Formal monitoring will be undertaken through the distribution of a travel questionnaire survey, co-ordinated by the TPC and undertaking vehicle counts at the site access in 'full survey' years.

8.1.2 The first questionnaire survey will be circulated by the TPC at occupation of around 50% of Phase 1 with annual monitoring undertaken following this point for up to 5 years following the first survey. Multimodal surveys will be undertaken to inform the baseline and in year 3 and year 5.

8.1.3 **Table 8.1** below summarises the monitoring process.

**Table 8.1: Monitoring Timetable**

| | Baseline (50% occupation) | Year 1 (1st Anniversary of Baseline) | Year 2 (2nd Anniversary of Baseline) | Year 3 (3rd Anniversary of Baseline) | Year 4 (4th Anniversary of Baseline) | Year 5 (5th Anniversary of Baseline) |
|---|---|---|---|---|---|---|
| Survey Type(s) | Resident Surveys<br><br>Multi-modal traffic counts | Resident Surveys | Resident Surveys | Resident Surveys<br><br>Multi-modal traffic counts | Resident Surveys | Resident Surveys<br><br>Multi-modal traffic counts |
| Level of report | Baseline/ Preliminary Monitoring Report<br><br>Full Travel Plan updated with baseline survey data | Monitoring Report | Monitoring Report | Monitoring Report | Monitoring Report | Monitoring Report |

## 8.2 Questionnaire

8.2.1 This will likely be in an online format, i.e. through use of online resources such as Survey Monkey or Microsoft Forms. The surveys will determine a number of important statistics, including the awareness of the TP, resident work destinations, the number of cars and bicycles owned per household, modal split of journeys to work, educational and leisure journeys and preferences

towards the availability and use of more sustainable modes of transport. An example of a draft travel survey is provided as **Appendix E**.

8.2.2 The surveys will be used to determine travel patterns to and from the site, to assist with setting objectives for the TP which may be implemented in the future and to monitor travel patterns at the site over set periods of time to quantify modal shift.

8.2.3 In order to maximise response rates to the survey there is potential to offer incentives, such as a prize draw entry, encouraging residents to take part. In the event that the survey does not get a desired response of 35% or more, an incentive will be introduced and the survey will be redistributed to residents after 6 months, following further promotion and incentives for taking part. If response rates are still very low, consideration will be given to undertaking further multimodal surveys in years when they are not planned to be undertaken (i.e. in years 1, 2 & 4).

## 8.3 Results

8.3.1 The results and the analysis will be included in the first monitoring report, with the TP targets revised or updated accordingly.

8.3.2 The results of these surveys and statistical analysis will form the basis of discussions with HCC to examine how the TP is continuing to influence travel behaviour and to discuss alternative measures that could be incorporated within the plan to achieve further success.

## 8.4 Reporting

8.4.1 Following each travel survey a monitoring report will be prepared and submitted to HCC setting out the results of the travel surveys against the targets and objectives identified within the TP. Residents will also be informed of the survey results via newsletters and the dedicated webpage. The following information is likely to be provided:

- Recap of the site TP's objective and agreed targets;
- Monitoring methodology;
- Summary of monitoring results, presented in relation to agreed targets;
- Progress against agreed measures;
- Participation in sustainable travel schemes and initiatives;
- Corrective measures to get the plan back on track, if targets are not being met; and
- Proposals to further develop the TP for the future.

8.4.2 The TPC will make all households aware of the progress made and the effectiveness of the sustainable travel solutions. The use of newsletters distributed to all users will assist in informing users of any new measures and provide an understanding of how the TP is operating.

## 8.5 HCC Review

8.5.1 As set out in the HCC guidance on Travel Plans, review meetings are required in order to monitor the progress of the Travel Plan. Therefore, these will be held c.12 months following the first occupation of the site and then annually. The review meetings will be organised by the TPC who will invite attendance from representatives of the local planning authority, public transport operators, the County Council and community representatives.

8.5.2 The Section 106 Agreement commits Pennyfarthing Homes to pay the Hampshire County Council monitoring and approval fee (£3,000 per annum for 5 years and £1,500 (one off payment) respectively).

## 8.6 Remedial Measures

8.6.1 Should the TP targets not be met during the monitoring period outlined above, the developer will use reasonable endeavours to work with HCC to identify a strategy and to agree further reasonable actions to get the TP back on track.

8.6.2 The assessments carried out in the Transport Assessment are based upon a 'without Travel Plan' situation and demonstrate that, on the basis that a 10% reduction in car driver trips is not achieved, the impact of the development on the local highway network after highway improvements is still acceptable in highway and safety terms. On this basis, the development is not dependent on the success of the TP in making the development acceptable in terms of traffic impact on the local highway network.

8.6.3 An annual TP budget is provided for the development to fund the measures, as well as the cost of monitoring and implementation. How this fund would be allocated and spent will be the responsibility of the TPC who will work with the Steering Group. For example, should the first monitoring surveys report that certain schemes or modes are better utilised or more popular, more funds could be directed into those more successful aspects of the TP.

## 8.7 Framework for Handover at the End of the Developer Involvement

8.7.1 Five years after first occupation the developer will no longer be responsible for the management of the travel plan. At this time the management of the travel plan will revert to a residents'

committee, to which the Local Authority's sustainable travel co-ordinator will be invited to attend and provide guidance.

# SECTION 9 Summary

9.1 Pennyfarthing Homes has appointed i-Transport LLP to prepare a Full Travel Plan and to be the Travel Plan Co-ordinator for the first phase (Phase 1) of the development on land at Whitsbury Road, Fordingbridge. Phase 1 is part of the development of land at Whitsbury Road (SS17) that received planning permission in September 2024 for up to 342 new homes. It is also part of the wider development being delivered by Pennyfarthing Homes at North Fordingbridge. Phase 1 will deliver 74 new homes.

9.2 The headline objectives for the Travel Plan are as follows:

- ***To improve accessibility to the site by non-car modes of transport; and***
- ***To reduce the number of single occupancy car journeys to the site.***

9.3 The development is in a sustainable location and there are a range of services and facilities that new residents will be able to access on foot and by public transport. The development (and the wider development at North Fordingbridge) is delivering considerable walking and cycling infrastructure to facilitate and encourage journeys by active modes. The developer is also funding the diversion of the X3 bus service through the site and providing new bus stops to the south of the site access onto Whitsbury Road. This will encourage the use of bus services and reduce the reliance on the private car.

9.4 The following targets have been set:

- **Target 1** – to reduce the number of single occupancy vehicle trips generated over a 12-hour period (weekday 07:00-19:00) by the site by a minimum of ten percent from the baseline position; and
- **Target 2** – to reduce the number of single occupancy vehicle trips generated by the site during the morning peak hour (08:00-09:00) and evening peak hour (17:00-18:00) by a minimum of ten percent from the baseline position.

9.5 The developer has appointed i-Transport to act as the Travel Plan Co-ordinator (TPC) for the site and the Travel Plan Co-ordinator will deliver a number of measures to promote the uptake of active modes of travel and public transport which have been set out in the Travel Plan.

9.6 The progress of the Travel Plan will be monitored, with a baseline report prepared at occupation of around 50% of Phase 1. Formal monitoring will be undertaken through the distribution of a travel questionnaire survey, co-ordinated by the TPC and undertaking multimodal counts at the site access. The first questionnaire survey will be circulated by the TPC at occupation of around

50% of Phase 1 with annual monitoring undertaken following this point for up to 5 years following the first survey. Multimodal surveys will be undertaken to inform the baseline and in year 3 and year 5.

9.7 Pennyfarthing Homes will fund the measures set out within the Full Travel Plan for 5 years following the baseline surveys and following this, the intention is to hand the responsibility for the implementation of the Travel Plan over to residents of the development.

# FIGURES

i-Transport

Land at NW of Fordingbridge

Figure 1: Site Location Plan | ITB12264

Key

- SS17 Phase 1
- Planning Permission Area
- North Fordingbridge Development

Puddleslosh Lane

Marl Lane

0 0.5 1 km

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i-Transport

Land at NW of Fordingbridge

Figure 2: Proposed Transport Plan

ITB12264

Key

- SS17 Phase 1
- Planning Permission Area
- North Fordingbridge Development
- Existing Bus Stops
- Proposed Bus Stops
- Existing Bus Service X3
- Proposed X3 diversion

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i-Transport

Land at NW of Fordingbridge

Figure 3: Local Facilities Plan | ITB12264

Key

- SS17 Phase 1
- Planning Permission Area
- North Fordingbridge Development
- Public Right's of Way

Healthcare

1. Fordingbridge Chemist
2. Fordingbridge Hospital
3. Fordingbridge Surgery

Education

1. Fordingbridge Infant School
2. Fordingbridge Junior School
3. The Burgate School
4. Fordingbridge Day Nursery and Pre-School
5. Stepping Stone Pre-School
6. Forres Sandle Manor School

Leisure

1. Fordingbridge Town Centre
2. Fordingbridge Library
3. Fordingbridge Museum

Retail

1. Fordingbridge Town Centre

Employment

1. Fordingbridge Town Centre
2. Fairgate Centre
3. Glasshouse Studios

0 0.5 1 km

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# DRAWINGS

EXITING PUBLIC RIGHT OF WAY

2 No. 75mm DIAMETER PLASTIC WAYMARK DISC ON 100mm x 100mm POST TO INDICATING DIRECTION OF PROW

18m OF PROW TO BE IMPROVED

4 No. 75mm DIAMETER PLASTIC WAYMARK DISC ON 100mm x 100mm POST TO INDICATING DIRECTION OF PROW

NEW TREES TO BE PLANTED A MINIMUM DISTANCE OF 2m AWAY FROM THE EDGE OF THE PROW

CONSTRUCTION DETAILS OF ROAD CROSSING AND FOOTWAY CONSTRUCTION TO BE APPROVED WITH HCC

100mm x 100mm FINGER POST TO INDICATING DIRECTION OF PROW

4 No. 75mm DIAMETER PLASTIC WAYMARK DISC ON 100mm x 100mm POST TO INDICATING DIRECTION OF PROW

87m OF PROW TO BE IMPROVED

EXITING PUBLIC RIGHT OF WAY

38m OF PROW TO BE IMPROVED

173m OF PROW TO BE IMPROVED TO PROVIDE A 2m WIDE FOOTPATH IN ACCORDANCE WITH HAMPSHIRE COUNTRYSIDE SERVICES SPECIFICATION

27m OF PROW TO BE IMPROVED

100mm x 100mm FINGER POST TO INDICATING DIRECTION OF PROW

100mm x 100mm FINGER POST TO INDICATING DIRECTION OF PROW

CONSTRUCTION DETAILS OF ROAD CROSSING AND FOOTWAY CONSTRUCTION TO BE APPROVED WITH HCC

NEW TREES TO BE PLANTED A MINIMUM DISTANCE OF 2m AWAY FROM THE EDGE OF THE PROW

2 No. 75mm DIAMETER PLASTIC WAYMARK DISC ON 100mm x 100mm POST TO INDICATING DIRECTION OF PROW

EXITING PUBLIC RIGHT OF WAY

70m OF PROW TO BE IMPROVED

NEW TREES TO BE PLANTED A MINIMUM DISTANCE OF 2m AWAY FROM THE EDGE OF THE PROW

CONSTRUCTION DETAILS OF ROAD CROSSING AND FOOTWAY CONSTRUCTION TO BE APPROVED WITH HCC

EXITING GATES TO BE REMOVED AND A GAP LEFT IN THE FENCING FOR THE PUBLIC RIGHT OF WAY TO JOIN EXISTING ROUTES TO THE SOUTH EAST AND SOUTH WEST

100mm x 100mm FINGER POST TO INDICATING DIRECTION OF PROW

4 No. 75mm DIAMETER PLASTIC WAYMARK DISC ON 100mm x 100mm POST TO INDICATING DIRECTION OF PROW

100mm x 100mm FINGER POST TO INDICATING DIRECTION OF PROW

EXITING PUBLIC RIGHT OF WAY

83m OF PROW TO BE IMPROVED TO PROVIDE A 2m WIDE FOOTPATH IN ACCORDANCE WITH HAMPSHIRE COUNTRYSIDE SERVICES SPECIFICATION

EXITING PUBLIC RIGHT OF WAY

2 No. 75mm DIAMETER PLASTIC WAYMARK DISC ON 100mm x 100mm POST TO INDICATING DIRECTION OF PROW

EXITING GATE TO BE REMOVED

NEW TREES TO BE PLANTED A MINIMUM DISTANCE OF 2m AWAY FROM THE EDGE OF THE PROW

100mm x 100mm FINGER POST TO INDICATING DIRECTION OF PROW

GAP TO BE LEFT IN THE FENCE FOR THE PUBLIC RIGHT OF WAY TO JOIN MARL LANE

EXITING PUBLIC RIGHT OF WAY ALONG MARL LANE

EXITING PUBLIC RIGHT OF WAY CONNECTS TO MARL LANE PUBLIC RIGHT OF WAY

KEY

EXISTING PUBLIC RIGHT OF WAY

EXISTING GROUND TO BE EXCAVATED OVER A 2m WIDTH TO REASONABLE DRY, HARD SUBSTRATE (TYPICALLY 60-100mm DEEP) TO CREATE THE PATH TRAY.
LAY A GEO-TEXTILE MEMBRANE IF NEEDED IN WET GROUND TO STOP THE NEW SURFACE MATERIALS SINKING AWAY INTO THE WET GROUND (TERRAM, BIDDUM AND GEOGRID TO BE USED IN HAMPSHIRE).
LAY A WEARING COURSE MATERIAL 100-125mm DEPTH OF COMPACTED SUB-BASE MATERIAL 'TYPE 1' NATURAL STONE MATERIAL GRADED FROM 40mm TO DUST AND COMPACT WITH A VIBRATING ROLLER OR WACKER-PLATE (HAMPSHIRE INCLUDE SCALPINGS, NATURAL STONE AGGREGATE)
A CAMBER OR CROSSFALL OF AROUND 2% SHOULD BE USED TO SHED RAINWATER OFF THE PATH

FOOTWAY CONSTRUCTION AS ABOVE SPECIFICATION BUT USING A NO DIG CONSTRUCTION METHOD WITH A 3-D CELLULAR CONTAINMENT SYSTEM (CELLWEB) WHERE THE PATH CROSSES TREE ROOTS, TO PROTECT THEM


i-Transport

The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB

Tel: 01256 637940

www.i-transport.co.uk


SCALE BAR @ 1:500
0 5 10 25 50


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| REV | DATE | BY | DESCRIPTION | CHK | APP |
|---|---|---|---|---|---|
| B | 19.06.25 | JD | FOOTPATH TREATMENTS AMENDED | BH | BH |
| A | 29.05.25 | PH | NOTE ON GATE REMOVAL AND GAP IN FENCE AMENDED AND MARL LANE PUBLIC RIGHT OF WAY ADDED | BH | BH |

STATUS: FOR PLANNING

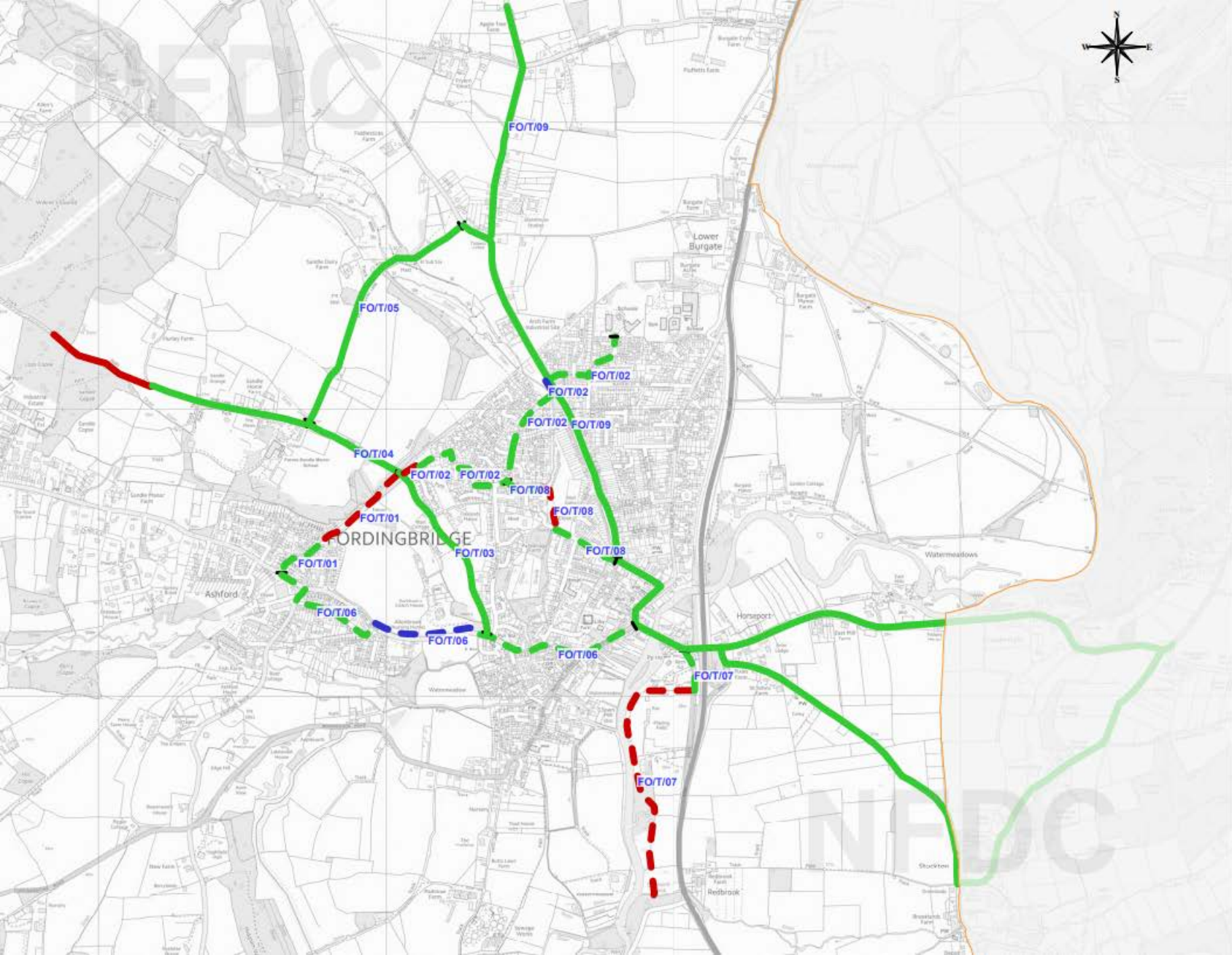
TITLE: PROPOSED IMPROVEMENTS TO EXISTING PUBLIC RIGHTS OF WAY

PROJECT: LAND WEST OF WHITSBURY ROAD, FORDINGBRIDGE

CLIENT: PENNYFARTHING HOMES

| DRAWN: | CHECKED: | APPROVED: |
|---|---|---|
| PH | BH | BH |
| PROJECT No: | SCALE @ A1: | DATE: |
| ITB12264 | 1:500 | 02.05.25 |
| DRAWING No: | | REV: |
| ITB12264-GA-458 | | B |

# **APPENDIX A.** Fordingbridge Cycle Routes




**Key**

**Existing & Proposed Cycle Routes**

**On road recommended**

Existing — Proposed

**On road cycle lane**

Existing — Proposed

**Adjacent to road**

Existing — Proposed

**Off road**

Existing — Proposed

**Strategic Cycle Route**

(shown but not separately identified on this drawing - will be indicated on later drawings)

Strategic route

**New Forest National Park Boundary**

New Forest DISTRICT COUNCIL

Tel 023 8028 5000
www.newforest.gov.uk

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Ordnance Survey 100026220

SCHEME

**Fordingbridge**

TITLE

**Proposed and Exisitng Cycle Routes**

| DATE | SCALE |
|---|---|
| Sep 2010 | 1:9000 |

| DESIGNED | DRAWN | CHECKED |
|---|---|---|
| | DS | |

DRAWING NUMBER

**R738**

# APPENDIX B. X3 Bus Timetable

## Mondays to Fridays except Public Holidays

| Stop | | | | | sch | hols | | | then every 30 mins at | | | until | | | | | | | | | | | | | | | | | Fridays only |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Salisbury** Railway Station Stand SA | | | 0628 | | 0720 | 0730 | 0800 | 0830 | | 00 | 30 | | 1400 | 1430 | 1500 | 1530 | 1600 | 1630 | 1705 | 1735 | 1805 | 1840 | 1912 | 1942 | 2012 | 2057 | 2157 | 2257 | 0035 |
| **Salisbury** Blue Boar Row Stand N | | | 0634 | | 0730 | 0740 | 0810 | 0840 | | 10 | 40 | | 1410 | 1440 | 1510 | 1540 | 1610 | 1640 | 1715 | 1745 | 1815 | 1850 | 1920 | 1950 | 2020 | 2105 | 2205 | 2305 | 0040 |
| **Britford** Bus Shelter | | | 0641 | | 0739 | 0747 | 0818 | 0848 | | 18 | 48 | | 1418 | 1448 | 1518 | 1549 | 1620 | 1650 | 1724 | 1754 | 1822 | 1857 | 1927 | 1956 | 2026 | 2111 | 2211 | 2311 | 0046 |
| **Bodenham** New Hall Hospital | | | 0643 | | 0742 | 0749 | 0821 | 0851 | | 21 | 51 | | 1421 | 1451 | 1521 | 1552 | 1623 | 1653 | 1726 | 1756 | 1824 | 1859 | 1929 | 1958 | 2028 | 2113 | 2213 | 2313 | 0048 |
| **Charlton** A338 Bus Shelter | | | 0646 | | 0745 | 0752 | 0824 | 0854 | | 24 | 54 | | 1424 | 1454 | 1524 | 1555 | 1626 | 1656 | 1729 | 1759 | 1827 | 1902 | 1932 | 2001 | 2031 | 2116 | 2216 | 2315 | 0050 |
| **Downton** The Bull | | | 0649 | | 0750 | 0756 | 0828 | 0858 | | 28 | 58 | | 1428 | 1458 | 1530 | 1601 | 1632 | 1702 | 1735 | 1803 | 1830 | 1905 | 1935 | 2004 | 2034 | 2119 | 2219 | 2318 | 0053 |
| **Breamore** Village Hall | | | 0653 | | 0754 | 0800 | 0832 | 0902 | | 32 | 02 | | 1432 | 1502 | 1534 | 1605 | 1636 | 1706 | 1740 | 1807 | 1834 | 1909 | 1939 | 2008 | 2038 | 2123 | 2223 | 2322 | 0057 |
| **Fordingbridge** Salisbury Street | | | 0700 | | 0802 | 0807 | 0839 | 0909 | | 39 | 09 | | 1439 | 1510 | 1542 | 1614 | 1643 | 1713 | 1747 | 1814 | 1840 | 1915 | 1945 | 2014 | 2044 | 2129 | 2229 | 2328 | 0103 |
| **Ibsley** Church | | | 0706 | | 0809 | 0814 | 0846 | 0916 | | 46 | 16 | | 1446 | 1517 | 1549 | 1621 | 1650 | 1720 | 1754 | 1821 | 1846 | 1921 | 1951 | 2020 | 2050 | 2135 | 2235 | 2334 | 0109 |
| **Ringwood** Meeting House Lane Stand C | | | 0713 | | 0816 | 0821 | 0853 | 0923 | | 53 | 23 | | 1453 | 1524 | 1556 | 1628 | 1700 | 1731 | 1804 | 1828 | 1853 | 1927 | 1957 | 2026 | 2056 | 2141 | 2241 | 2339 | 0114 |
| | | | ↓ | | ↓ | ↓ | ↓ | ↓ | | ↓ | ↓ | | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | | ↓ | | ↓ | | | ↓ | | |
| **Ringwood** Meeting House Lane Stand C | 0605 | 0640 | 0715 | 0752 | 0819 | 0824 | 0856 | 0926 | | 56 | 26 | | 1456 | 1527 | 1559 | 1631 | 1703 | 1734 | 1807 | 1831 | | 1930 | | 2028 | | | 2243 | | |
| **Royal Bournemouth Hospital** Stand A | 0620 | 0655 | 0730 | 0807 | 0834 | 0839 | 0911 | 0941 | | 11 | 41 | | 1511 | 1542 | 1614 | 1646 | 1720 | 1751 | 1822 | 1846 | | 1944 | | 2042 | | | 2256 | | |
| **Boscombe** Ashley Road | 0626 | 0701 | 0737 | 0815 | 0845 | 0847 | 0919 | 0949 | | 19 | 49 | | 1519 | 1551 | 1624 | 1656 | 1731 | 1800 | 1830 | 1854 | | 1951 | | 2049 | | | 2303 | | |
| **Bournemouth** Westover Road | 0635 | 0710 | 0750 | 0830 | 0900 | 0900 | 0932 | 1002 | | 32 | 02 | | 1532 | 1604 | 1637 | 1709 | 1744 | 1813 | 1842 | 1906 | | 2003 | | 2100 | | | 2313 | | |

sch hols

this journey runs on Fridays only

↓ connecting service but the same bus is used so you can stay on the bus and buy through-tickets

sch - schooldays only
hols - school holidays only

X3 *coast to cathedral city*

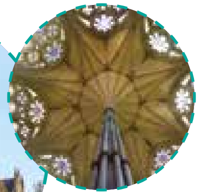
for extra buses between **Ringwood & Bournemouth** see route **X6**

## Saturdays

| Stop | | | | | | | | then every 30 mins at | | | until | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Salisbury** Railway Station Stand SA | | 0634 | | 0739 | | 0830 | 0900 | | 30 | 00 | | 1630 | 1705 | 1735 | 1805 | 1840 | 1912 | 1942 | 2012 | 2057 | 2157 | 2257 | 0035 |
| **Salisbury** Blue Boar Row Stand N | | 0640 | | 0745 | | 0840 | 0910 | | 40 | 10 | | 1640 | 1715 | 1745 | 1815 | 1850 | 1920 | 1950 | 2020 | 2105 | 2205 | 2305 | 0040 |
| **Britford** Bus Shelter | | 0646 | | 0751 | | 0848 | 0918 | | 48 | 18 | | 1648 | 1722 | 1752 | 1822 | 1857 | 1927 | 1956 | 2026 | 2111 | 2211 | 2311 | 0046 |
| **Bodenham** New Hall Hospital | | 0648 | | 0753 | | 0851 | 0921 | | 51 | 21 | | 1651 | 1725 | 1755 | 1824 | 1859 | 1929 | 1958 | 2028 | 2113 | 2213 | 2313 | 0048 |
| **Charlton** A338 Bus Shelter | | 0651 | | 0756 | | 0854 | 0924 | | 54 | 24 | | 1654 | 1728 | 1758 | 1827 | 1902 | 1932 | 2001 | 2031 | 2116 | 2216 | 2315 | 0050 |
| **Downton** The Bull | | 0654 | | 0759 | | 0858 | 0928 | | 58 | 28 | | 1658 | 1732 | 1802 | 1830 | 1905 | 1935 | 2004 | 2034 | 2119 | 2219 | 2318 | 0053 |
| **Breamore** Village Hall | | 0658 | | 0803 | | 0902 | 0932 | | 02 | 32 | | 1702 | 1736 | 1806 | 1834 | 1909 | 1939 | 2008 | 2038 | 2123 | 2223 | 2322 | 0057 |
| **Fordingbridge** Salisbury Street | | 0704 | | 0809 | | 0909 | 0939 | | 09 | 39 | | 1709 | 1743 | 1813 | 1840 | 1915 | 1945 | 2014 | 2044 | 2129 | 2229 | 2328 | 0103 |
| **Ibsley** Church | | 0710 | | 0816 | | 0916 | 0946 | | 16 | 46 | | 1716 | 1749 | 1819 | 1846 | 1921 | 1951 | 2020 | 2050 | 2135 | 2235 | 2334 | 0109 |
| **Ringwood** Meeting House Lane Stand C | | 0716 | | 0822 | | 0923 | 0953 | | 23 | 53 | | 1723 | 1755 | 1825 | 1853 | 1927 | 1957 | 2026 | 2056 | 2141 | 2241 | 2339 | 0114 |
| | | ↓ | | ↓ | | ↓ | ↓ | | ↓ | ↓ | | ↓ | ↓ | ↓ | | ↓ | | ↓ | | | ↓ | | |
| **Ringwood** Meeting House Lane Stand C | 0627 | 0717 | 0757 | 0826 | 0856 | 0926 | 0956 | | 26 | 56 | | 1726 | 1758 | 1828 | | 1930 | | 2028 | | | 2243 | | |
| **Royal Bournemouth Hospital** Stand A | 0640 | 0731 | 0812 | 0841 | 0911 | 0941 | 1011 | | 41 | 11 | | 1741 | 1812 | 1842 | | 1944 | | 2042 | | | 2256 | | |
| **Boscombe** Ashley Road | 0646 | 0737 | 0819 | 0848 | 0919 | 0949 | 1019 | | 49 | 19 | | 1749 | 1820 | 1850 | | 1951 | | 2049 | | | 2303 | | |
| **Bournemouth** Westover Road | 0655 | 0747 | 0830 | 0900 | 0932 | 1002 | 1032 | | 02 | 32 | | 1802 | 1833 | 1903 | | 2003 | | 2100 | | | 2313 | | |

↓ connecting service but the same bus is used so you can stay on the bus and buy through-tickets





# Salisbury • Fordingbridge • Ringwood • Royal Bournemouth Hospital • Boscombe • Bournemouth

X3

## Sundays & Bank Holiday Mondays

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Salisbury** Railway Station Stand SA | 0725 | | 0850 | then every **hour** at | **50** | until | 1550 | 1650 | 1750 | 1850 | 1950 | 2050 | 2150 |
| **Salisbury** Blue Boar Row Stand N | 0730 | | 0900 | | **00** | | 1600 | 1700 | 1800 | 1900 | 1955 | 2055 | 2155 |
| **Britford** Bus Shelter | 0736 | | 0907 | | **07** | | 1607 | 1707 | 1807 | 1907 | 2000 | 2100 | 2200 |
| **Bodenham** New Hall Hospital | 0738 | | 0909 | | **09** | | 1609 | 1709 | 1809 | 1909 | 2002 | 2102 | 2202 |
| **Charlton** A338 Bus Shelter | 0741 | | 0912 | | **12** | | 1612 | 1712 | 1812 | 1912 | 2005 | 2105 | 2205 |
| **Downton** The Bull | 0744 | | 0915 | | **15** | | 1615 | 1715 | 1815 | 1915 | 2008 | 2108 | 2208 |
| **Breamore** Village Hall | 0748 | | 0919 | | **19** | | 1619 | 1719 | 1819 | 1919 | 2012 | 2112 | 2212 |
| **Fordingbridge** Salisbury Street | 0755 | | 0926 | | **26** | | 1626 | 1726 | 1826 | 1926 | 2018 | 2118 | 2218 |
| **Ibsley** Church | 0801 | | 0933 | | **33** | | 1633 | 1732 | 1832 | 1932 | 2024 | 2124 | 2224 |
| **Ringwood** Meeting House Lane Stand C | 0807 | | 0940 | | **40** | | 1640 | 1738 | 1838 | 1938 | 2030 | 2130 | 2230 |
| | ↓ | | ↓ | | ↓ | | ↓ | ↓ | ↓ | ↓ | | | |
| **Ringwood** Meeting House Lane Stand C | 0810 | 0910 | 0943 | | **43** | | 1643 | 1740 | 1840 | 1940 | | | |
| **Royal Bournemouth Hospital** Stand A | 0823 | 0923 | 0958 | | **58** | | 1658 | 1754 | 1854 | 1954 | | | |
| **Boscombe** Ashley Road | 0829 | 0929 | 1005 | | **05** | | 1705 | 1801 | 1901 | 2001 | | | |
| **Bournemouth** Westover Road | 0840 | 0940 | 1017 | | **17** | | 1717 | 1813 | 1910 | 2010 | | | |

↓ connecting service but the same bus is used so you can stay on the bus and buy through-tickets

# Bournemouth • Boscombe • Royal Bournemouth Hospital • Ringwood • Fordingbridge • Salisbury

X3

## Mondays to Fridays except Public Holidays

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Bournemouth** Westover Road Stand 3 | | | | 0640 | | 0715 | 0720 | 0800 | 0840 | 0920 | then every **30 mins** at | **50** | **20** | until | 1420 | 1450 | 1520 | 1550 | 1620 | 1650 | 1720 | 1755 | 1835 | 1915 | 2015 | 2115 | 2320 | 2320 |
| **Boscombe** Centenary Way | | | | 0654 | | 0729 | 0734 | 0815 | 0854 | 0934 | | **04** | **34** | | 1434 | 1504 | 1534 | 1604 | 1634 | 1704 | 1734 | 1809 | 1848 | 1927 | 2027 | 2126 | 2331 | 2331 |
| **Royal Bournemouth Hospital** Stand C | | | | 0705 | | 0742 | 0745 | 0828 | 0905 | 0945 | | **15** | **45** | | 1445 | 1515 | 1547 | 1617 | 1647 | 1715 | 1745 | 1820 | 1858 | 1935 | 2035 | 2134 | 2339 | 2339 |
| **Ringwood** Meeting House Lane Stand B | | | | 0720 | | 0759 | 0801 | 0847 | 0921 | 1001 | | **31** | **01** | | 1501 | 1531 | 1604 | 1634 | 1706 | 1731 | 1800 | 1835 | 1913 | 1950 | 2050 | 2148 | 2353 | 2353 |
| | | | | ↓ | | ↓ | ↓ | ↓ | ↓ | ↓ | | ↓ | ↓ | | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | | ↓ |
| **Ringwood** Meeting House Lane Stand B | 0545 | 0625 | 0705 | 0722 | | 0802 | 0804 | 0850 | 0924 | 1004 | | **34** | **04** | | 1504 | 1534 | 1607 | 1637 | 1709 | 1734 | 1803 | 1838 | 1915 | 1952 | 2052 | 2149 | | 2354 |
| **Ibsley** Church | 0550 | 0630 | 0710 | 0728 | | 0808 | 0810 | 0856 | 0930 | 1010 | | **40** | **10** | | 1510 | 1540 | 1613 | 1643 | 1715 | 1740 | 1809 | 1844 | 1921 | 1957 | 2057 | 2154 | | 2359 |
| **Fordingbridge** Salisbury Street | 0557 | 0637 | 0718 | 0739 | 0811 | 0817 | 0817 | 0903 | 0937 | 1017 | | **47** | **17** | | 1517 | 1547 | 1620 | 1650 | 1722 | 1747 | 1816 | 1851 | 1928 | 2004 | 2104 | 2201 | | 0006 |
| **Breamore** Village Hall | 0604 | 0644 | 0725 | 0747 | 0819 | 0824 | 0823 | 0909 | 0943 | 1023 | | **53** | **23** | | 1523 | 1553 | 1627 | 1657 | 1729 | 1754 | 1822 | 1857 | 1934 | 2010 | 2110 | 2207 | | 0012 |
| **Downton** The Bull | 0608 | 0649 | 0730 | 0754 | 0826 | 0833 | 0829 | 0915 | 0949 | 1029 | | **59** | **29** | | 1529 | 1559 | 1633 | 1703 | 1735 | 1800 | 1827 | 1902 | 1939 | 2014 | 2114 | 2211 | | 0016 |
| **Charlton** A338 Bus Shelter | 0610 | 0652 | 0733 | 0757 | 0829 | 0836 | 0832 | 0918 | 0952 | 1032 | | **02** | **32** | | 1532 | 1602 | 1636 | 1706 | 1738 | 1803 | 1830 | 1905 | 1942 | 2017 | 2117 | 2214 | | 0019 |
| **Britford** Bus Shelter | 0614 | 0656 | 0737 | 0802 | 0833 | 0840 | 0836 | 0922 | 0956 | 1036 | | **06** | **36** | | 1536 | 1606 | 1640 | 1710 | 1742 | 1807 | 1834 | 1909 | 1946 | 2021 | 2121 | 2217 | | 0022 |
| **Salisbury** New Canal | 0623 | 0705 | 0745 | 0815 | 0845 | 0852 | 0846 | 0932 | 1006 | 1046 | | **16** | **46** | | 1546 | 1616 | 1651 | 1721 | 1753 | 1815 | 1842 | 1917 | 1954 | 2028 | 2128 | 2223 | | 0028 |
| **Salisbury** Railway Station | 0626 | 0709 | 0750 | 0820 | 0850 | 0857 | 0851 | 0937 | 1011 | 1051 | | **21** | **51** | | 1551 | 1621 | 1656 | 1726 | 1758 | 1819 | 1846 | 1921 | 1958 | 2032 | 2132 | 2226 | | 0031 |

these journeys also call at Britford Park & Ride

sch

hols

this journey does not run on Fridays

this journey runs on Fridays only

↓ connecting service but the same bus is used so you can stay on the bus and buy through-tickets

sch - schooldays only
hols - school holidays only

for extra buses between **Bournemouth** & **Ringwood** see route X6

## Saturdays

| | | | | | | | | | then every 30 mins at | | until | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Bournemouth** Westover Road Stand 3 | | | 0700 | | 0755 | | 0850 | 0920 | | 50 | 20 | | 1550 | 1620 | 1650 | 1720 | 1755 | 1835 | 1915 | 2015 | 2115 | 2320 |
| **Boscombe** Centenary Way | | | 0712 | | 0808 | | 0904 | 0934 | | 04 | 34 | | 1604 | 1634 | 1704 | 1734 | 1809 | 1848 | 1927 | 2027 | 2126 | 2331 |
| **Royal Bournemouth Hospital** Stand C | | | 0721 | | 0818 | | 0915 | 0945 | | 15 | 45 | | 1615 | 1645 | 1714 | 1744 | 1820 | 1858 | 1935 | 2035 | 2134 | 2339 |
| **Ringwood** Meeting House Lane Stand B | | | 0736 | | 0833 | | 0931 | 1001 | | 31 | 01 | | 1631 | 1701 | 1729 | 1759 | 1835 | 1913 | 1950 | 2050 | 2148 | 2353 |
| | | | ↓ | | ↓ | | ↓ | ↓ | | ↓ | ↓ | | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ | ↓ |
| **Ringwood** Meeting House Lane Stand B | 0550 | 0645 | 0738 | 0808 | 0836 | 0906 | 0934 | 1004 | | 34 | 04 | | 1634 | 1704 | 1732 | 1802 | 1838 | 1915 | 1952 | 2052 | 2149 | 2354 |
| **Ibsley** Church | 0555 | 0650 | 0743 | 0813 | 0842 | 0912 | 0940 | 1010 | | 40 | 10 | | 1640 | 1710 | 1738 | 1808 | 1844 | 1921 | 1957 | 2057 | 2154 | 2359 |
| **Fordingbridge** Salisbury Street | 0602 | 0657 | 0750 | 0820 | 0849 | 0919 | 0947 | 1017 | | 47 | 17 | | 1647 | 1717 | 1745 | 1815 | 1851 | 1928 | 2004 | 2104 | 2201 | 0006 |
| **Breamore** Village Hall | 0607 | 0702 | 0756 | 0827 | 0855 | 0925 | 0953 | 1023 | | 53 | 23 | | 1653 | 1723 | 1751 | 1821 | 1857 | 1934 | 2010 | 2110 | 2207 | 0012 |
| **Downton** The Bull | 0611 | 0707 | 0801 | 0833 | 0901 | 0931 | 0959 | 1029 | | 59 | 29 | | 1659 | 1729 | 1756 | 1826 | 1902 | 1939 | 2014 | 2114 | 2211 | 0016 |
| **Charlton** A338 Bus Shelter | 0613 | 0710 | 0804 | 0836 | 0904 | 0934 | 1002 | 1032 | | 02 | 32 | | 1702 | 1732 | 1759 | 1829 | 1905 | 1942 | 2017 | 2117 | 2214 | 0019 |
| **Britford** Bus Shelter | 0617 | 0714 | 0808 | 0840 | 0908 | 0938 | 1006 | 1036 | | 06 | 36 | | 1706 | 1736 | 1803 | 1833 | 1909 | 1946 | 2021 | 2121 | 2217 | 0022 |
| **Salisbury** New Canal | 0626 | 0723 | 0817 | 0849 | 0918 | 0948 | 1016 | 1046 | | 16 | 46 | | 1716 | 1746 | 1811 | 1841 | 1917 | 1954 | 2028 | 2128 | 2223 | 0028 |
| **Salisbury** Railway Station | 0629 | 0726 | 0820 | 0852 | 0923 | 0953 | 1021 | 1051 | | 21 | 51 | | 1721 | 1751 | 1816 | 1846 | 1921 | 1958 | 2032 | 2132 | 2226 | 0031 |

these journeys also call at Britford Park & Ride

↓ connecting service but the same bus is used so you can stay on the bus and buy through-tickets

## Sundays & Bank Holiday Mondays

| | | | | | then every hour at | | until | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Bournemouth** Westover Road Stand 3 | | | 0750 | 0850 | 50 | | 1650 | 1750 | 1850 | 2020 |
| **Boscombe** Centenary Way | | | 0802 | 0902 | 02 | | 1702 | 1802 | 1902 | 2031 |
| **Royal Bournemouth Hospital** Stand C | | | 0812 | 0912 | 12 | | 1712 | 1812 | 1912 | 2040 |
| **Ringwood** Meeting House Lane Stand B | | | 0827 | 0927 | 27 | | 1727 | 1827 | 1927 | 2055 |
| | | | ↓ | ↓ | ↓ | | ↓ | ↓ | ↓ | ↓ |
| **Ringwood** Meeting House Lane Stand B | 0640 | 0735 | 0830 | 0930 | 30 | | 1730 | 1830 | 1930 | 2056 |
| **Ibsley** Church | 0644 | 0739 | 0835 | 0935 | 35 | | 1735 | 1835 | 1935 | 2101 |
| **Fordingbridge** Salisbury Street | 0650 | 0746 | 0842 | 0942 | 42 | | 1742 | 1842 | 1942 | 2107 |
| **Breamore** Village Hall | 0655 | 0752 | 0848 | 0948 | 48 | | 1748 | 1847 | 1947 | 2112 |
| **Downton** The Bull | 0659 | 0756 | 0854 | 0954 | 54 | | 1754 | 1851 | 1951 | 2116 |
| **Charlton** A338 Bus Shelter | 0701 | 0758 | 0857 | 0957 | 57 | | 1757 | 1853 | 1953 | 2118 |
| **Britford** Bus Shelter | 0705 | 0802 | 0901 | 1001 | 01 | | 1801 | 1857 | 1957 | 2122 |
| **Salisbury** New Canal | 0711 | 0809 | 0909 | 1009 | 09 | | 1809 | 1904 | 2004 | 2129 |
| **Salisbury** Railway Station | 0714 | 0812 | 0913 | 1013 | 13 | | 1813 | 1908 | 2008 | 2133 |

↓ connecting service but the same bus is used so you can stay on the bus and buy through-tickets





**USB chargers**



**comfy seating**

# APPENDIX C. Site Layout




First residential phase boundary
Existing public right of way (PROW) footpath
MAIN CARRIAGE WAY
Macadam road surface to engineers specification
MAIN CARRIAGE WAY FOOTPATHS
Macadam footway surface to engineers specification
Cobbles
Silver grey granite setts
SIDE ROAD AND COURTYARDS
Concrete block paving
PRIVATE DRIVEWAYS
Concrete block paving
PRIVATE DRIVEWAYS PEDESTRIAN ACCESS
Concrete block paving
PRIVATE FOOTPATHS / PATIOS
Textured concrete flag paving in grey or buff 450x450mm laid in stacked rows and mixed sizes for patios
BARK MULCH
Bark mulch path with no edging or similar approved. Footpaths through tree RPAs to be installed using a no dig construction method
FOOTPATHS (PERMISSIVE) WITHIN POS AND ANRG
Compacted natural stone aggregate (hoggin) with timber edging. Footpaths through tree RPAs to be installed using a no dig construction method
BOUNDARY BRICK WALL
1.8m high. Brick type to match adjoining architects house type specification
BOUNDARY BRICK WALL WITH FENCE PANELS
1.8m high pillars. Brick type to match adjoining architects house type specification with hit and miss fence panel Jackson Fencing
TIMBER PANEL FENCE
1.8m high. 1.5m high close boarded fence panels with 300mm trellis. Slotted timber posts with gravel board. Where located adjacent to a patio use 1.8m high fence panel. Jackson Fencing
TIMBER GATE
1.8m high x 1m wide timber gate to match fence panels. Hardwood gate posts
TIMBER PANEL FENCE
1.8m high. Hit and miss fence panels. Jackson Fencing
TIMBER CLEFT POST AND RAIL FENCE
1.2m high with 2 rails
TIMBER POST AND WIRE FENCE
TIMBER CLEFT POST AND RAIL FENCING with stock proof mesh and 3 rails
KNEE RAIL
STEEL RAIL FENCE
1.2 high attached to brick wall.
TIMBER TRELLIS PANEL FENCE
1.8 high. Jackson Fencing
ESTATE RAILINGS
TIMBER FIELD GATE
TIMBER KISSING GATE
TIMBER INFORMATION BOARD
COMBINED DOG WASTE / LITTER BIN
TIMBER FINGER WAYMARKER POST SIGNAGE
TIMBER BOLLARD
TIMBER BRIDGE
HEADWALLS WITH BOULDERS to engineers specification
EQUIPPED PLAY AREA (Indicative layout)
TIMBER SEAT
TIMBER BENCH / TIMBER PICNIC BENCH
NATURAL PLAY FEATURES
BIKE STORE - Timber construction

Retained existing trees and hedgerows (refer to arboriculturists tree survey)
Proposed large tree
Proposed medium tree
Proposed small tree
Proposed large shrubs/small trees
Proposed single-species ornamental hedgerow to private plots
Proposed native mixed hedgerow to communal areas
Proposed ornamental shrub planting within POS/ANRG
Proposed native shrub within POS/ANRG
Proposed ornamental shrub planting to private plots
Proposed ornamental shrub planting to communal areas
Proposed semi-aquatic planting (basin/swale) within POS/ANRG
Proposed wildflower meadow within POS/ANRG
Proposed wildflower meadow wet (basin/swale) within POS/ANRG
Streams / permanent water
Proposed mown amenity grass within POS/ANRG
Proposed front garden lawn (seed or turf)
Proposed back planting lawn (seed or turf)
Proposed wet thicket planting
Proposed long grass within POS/ANRG
Bulbs planting
+70.00 EXISTING LEVELS
+70.00 PROPOSED LEVELS

Notes/Revisions

| | | |
|---|---|---|
| G | 03/03/2025 | Contours to basin 5 updated |
| H | 10/04/2025 | Updated to reflect client discussion with NFDC and PROW officer comments |

SS17 Fordingbridge
Pennyfarthing Homes Ltd.

0 20 m

N

SS17 RM First Phase
Landscape masterplan

| Status: | Drawn by: | Checked by: |
|---|---|---|
| FOR PLANNING | | |

| Project Number: | Scale @ A1: | Date: |
|---|---|---|
| 248913H | 1:750 | 03/24 |

| Drawing Number: | Revision: |
|---|---|
| TOR-XX-ZZ-DR-L-001 | H |

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# **APPENDIX D.** Parking Plan

adoptable roads

private drives / parking courts

refuse collection points

refuse vehicle turning

fire brigade vehicle turning

V. visitor parking

designated parking (courts)

car barns / carports (courts)

designated parking (on plot)

car barns / garages (on plot)

ELECTRIC VEHICLE CHARGING PROVISION
(to Building Regulations Approved Document S &
New Forest District Council Parking Standards policy)

EVC - carport / garage provision: spur socket in garage / carport for electric car charging point - charging point to be located externally

EVC - on-plot provision: spur socket wall mounted for electric car charging point - charging point to be located externally

EVC - off-plot provision: cable route to off-plot space for electric car charging point

EVC - parking court provision: feeder pillar for post-mounted electric car charging point

Path (um)

Path (um)

manor house apartments 1-10

bin store manor house

manor house cycle store

sub-station

Existing tree retained

Existing tree retained

Wildflower meadow

community seating area

gather

timber animals

jump / balance trail

bench

BASIN 3

BASIN 4

BASIN 5

Bioretention Area

Removable bollard for access to POS for maintenance

41.5m

1 Parking, Servicing and EV Charging Provision
Scale: 1:500

D 02/05/2025 Revisions to Manor House and FoG parking allocations DF

Fordingbridge SS17 - Phase 1

Pennyfarthing Homes Ltd.

0 10 20 30 40 50 m

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Parking, Servicing and EV Charging Provision
SS17 Reserved Matters First Phase
248913H -TOR-XX-ZZ-DR-A-P113 - D
Scale @ A2:1:500 PLANNING
02/2024

N

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# APPENDIX E. Example Questionnaire

# Residential Travel Survey

**About You**

**1. Your place of work postcode**

**2. Your home postcode**

**3. Your house name / number**

**4. Gender** Male ☐ Female ☐

**5. Age Group**

Under 18 ☐ 18 - 34 ☐ 35 - 44 ☐ 45 - 60 ☐ 60+ ☐

**6. Number of people in household**

1 ☐ 2 ☐ 3 ☐ 4+ ☐

**7. Number of cars per household**

1 ☐ 2 ☐ 3 ☐ 4+ ☐

**8. Number of bicycles per household**

1 ☐ 2 ☐ 3 ☐ 4+ ☐

**9. Do you have a disability that affects your travel arrangements?**

Yes ☐ No ☐

**About your job**

**10. Do you work?** 1 -3 days ☐ 4 days ☐ Full time ☐ Shifts ☐

Other, please specify

**11. What hours do you normally work?** Regular Office ☐ Flexi ☐

Other (please specify)

**12. Are there any aspects of your job that require you to have the use of a car?**

None ☐ Attend meetings ☐ Visit site / clients ☐ Other ☐

**Travel to work**

**13. How do you normally travel to work?**

Walk/jog ☐ Bicycle ☐ Bus ☐

Train ☐ Taxi ☐ Motorbike ☐

Car on own ☐ Car Share ☐

Other (please specify) ☐

**14. What alternatives do you occasionally use?**

Walk/jog ☐ Bicycle ☐ Bus ☐

Train ☐ Taxi ☐ Motorbike ☐

Car on own ☐ Car Share ☐

Other (please specify) ☐

**15. How far do you travel to work? (one way)**

Up to 1 mile ☐ 1 - 3 miles ☐ 3 - 10 miles ☐

10 - 20 mile ☐ Over 20 miles ☐

**16. How long does it normally take you to get to work? (one way)**

0 - 15 mins ☐ 16 - 30 mines ☐

30 - 60 mins ☐ 60 mins + ☐

**17. If walking or cycling are a practical alternative for you, what would encourage you to do so? (select up to 2 answers)**

Free transport home in an emergency ☐ Covered and secure cycle parking ☐

Changing / locker facilities ☐ Pool car available for business use ☐

Other (please specify) ☐

**For drivers only**

**18. Is a car share a possibility if a suitable sharer/s was found?**

Yes ☐ No ☐ I already car share ☐

**19. Which of the following would most encourage you to car share? (select up to 3 answers)**

Help in finding a car share partner ☐ Financial incentives for car shares ☐

Free transport home in an emergency ☐ Pool car available for business use ☐

Priority parking for car sharers ☐

Other, please specify ☐

**20. Is bus or train travel a possibility?**

Yes ☐ No ☐ Both ☐

Which is most convenient?

Bus ☐ Train ☐

**21. What would encourage you to use the bus or train more frequently to commute? (select up to 3 answers)**

More direct train/bus route ☐ Pool car available for business use ☐

More frequent services ☐ More reliable services ☐

Better information on times and fares ☐

Regular link between station/bus stop and place of work ☐

Other, please specify ☐

**24. For what other purposes do you regularly travel from home, please indicate number of trips per week in box.**

Education for self ☐ Education for dependants ☐

Access to Health services ☐ Access to retail services ☐

Leisure ☐

Other, please specify ☐

This information is collected in accordance with the Data Protection Act 1998.
The data has been collected for the purposes of:-

* establish travel patterns to site;

* to assist with setting objectives for the Travel Plan which may be implemented in the future

* to monitor travel patterns at the site over set periods of time to quantify modal shift.

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