Land at Burgate, Fordingbridge

Phase 1 Residential Full Travel Plan

Client: Pennyfarthing Homes

i-Transport Ref: NL/BH/ITB12264-060B R

Date: 08 June 2026

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Quality Management

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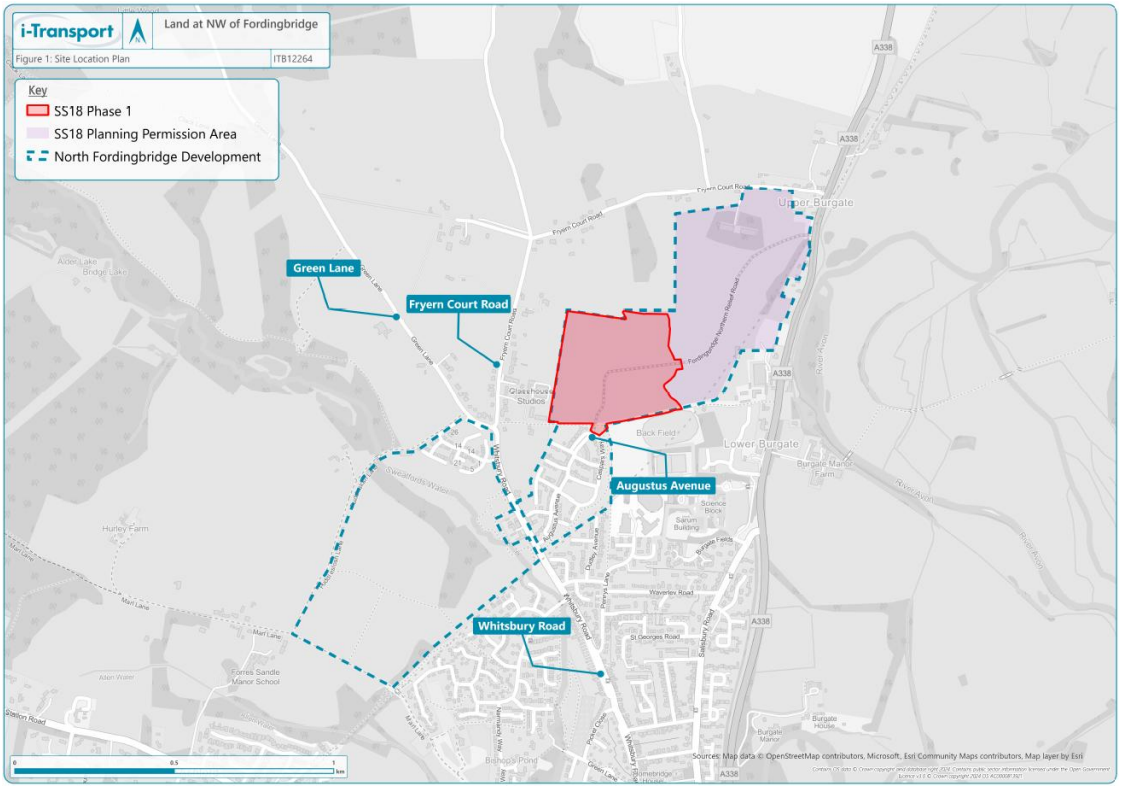
SECTION 1 Introduction

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 Burgate, 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 Burgate (SS18) that received planning permission in February 2024 for up to 404 new homes (application reference: 21/11237). It is also part of the wider development being delivered by Pennyfarthing Homes at North Fordingbridge. Phase 1 will deliver 112 new homes.

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 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 Burgate. 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 SS18 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 Burgate is located to the north of Fordingbridge and to the north-east of the Augustus Park development. 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.

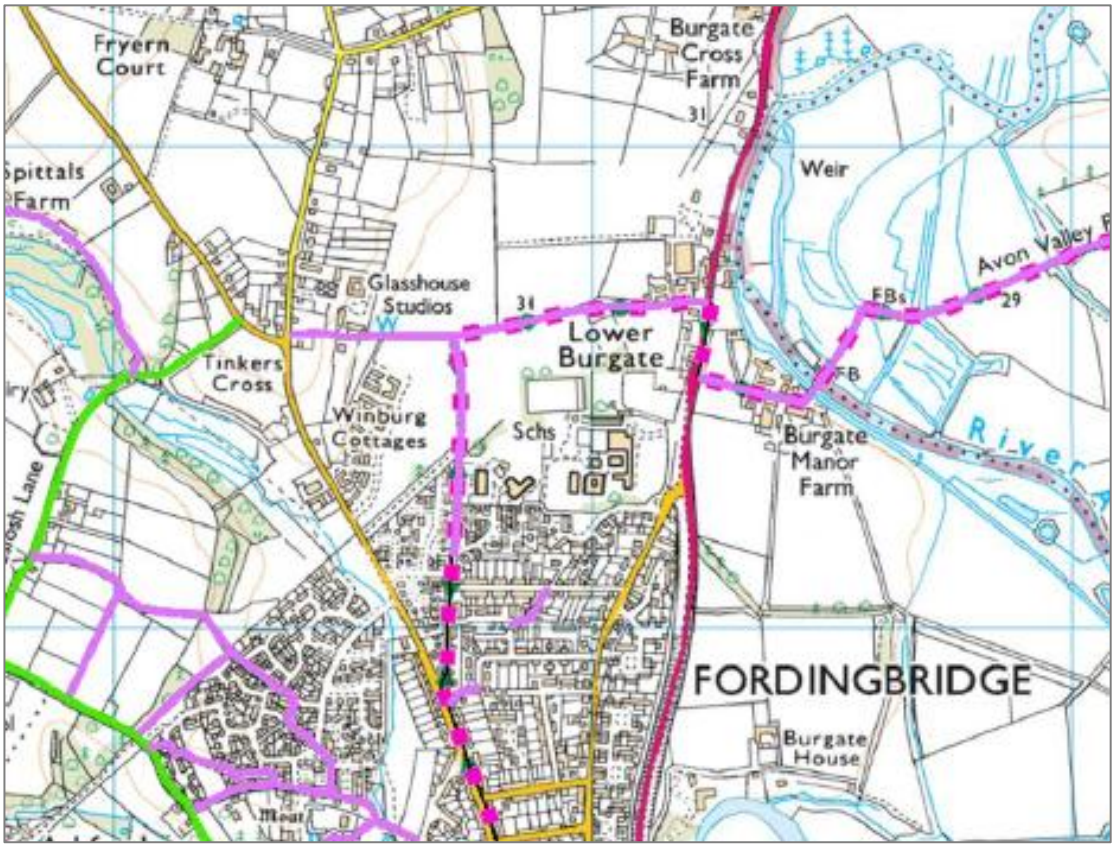
3.3.8 Green Lane forms a junction with Whitsbury Road approximately 850m south of the site frontage. There is a footway present on the northern side of Green Lane for approximately 70m east of the junction with The Bartons. To the east of this the road operates as a shared surface with short sections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

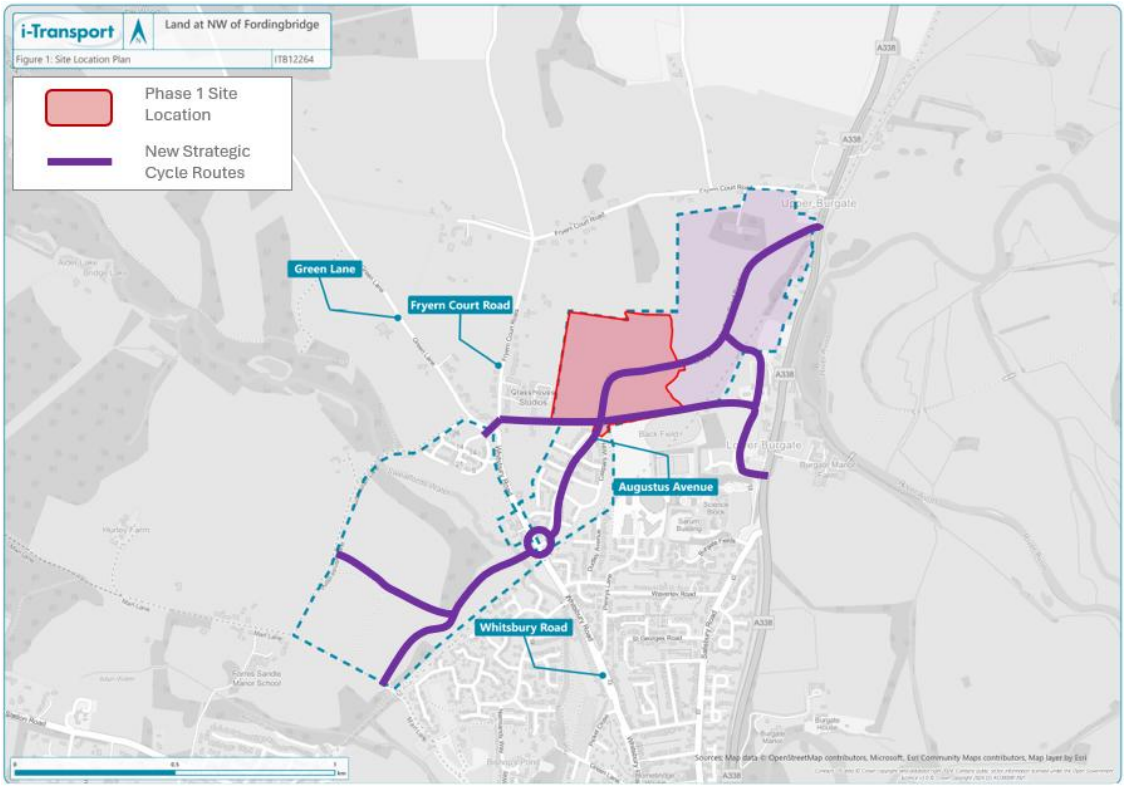


3.3.11 Footpath number 83 runs along the southern boundary of part of the site between the Whitsbury Road / Fryern Court Road junction and the A338. The majority of Footpath 83 is not formally surfaced. Footpath 83 joins the Avon Valley Path long distance route at the north eastern corner of the Augustus Park development. This can either be followed east to Burgate, or followed south adjacent to the eastern edge of Augustus Park towards Fordingbridge Infant and Junior School (on Footpath 84). Contributions hvae been provided from the wider developments to the north of Fordingbridge to improve the surfacing of Footpath 83 & 84.

Wider Improvements

3.3.12 The wider SS18 and SS17 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 number of new strategic walking and cycling routes 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 3.2**. 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 3.2: Strategic Cycle Connections



3.4 Public Transport

Bus Services

3.4.1 The nearest bus stops to the site are located approximately 900m 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

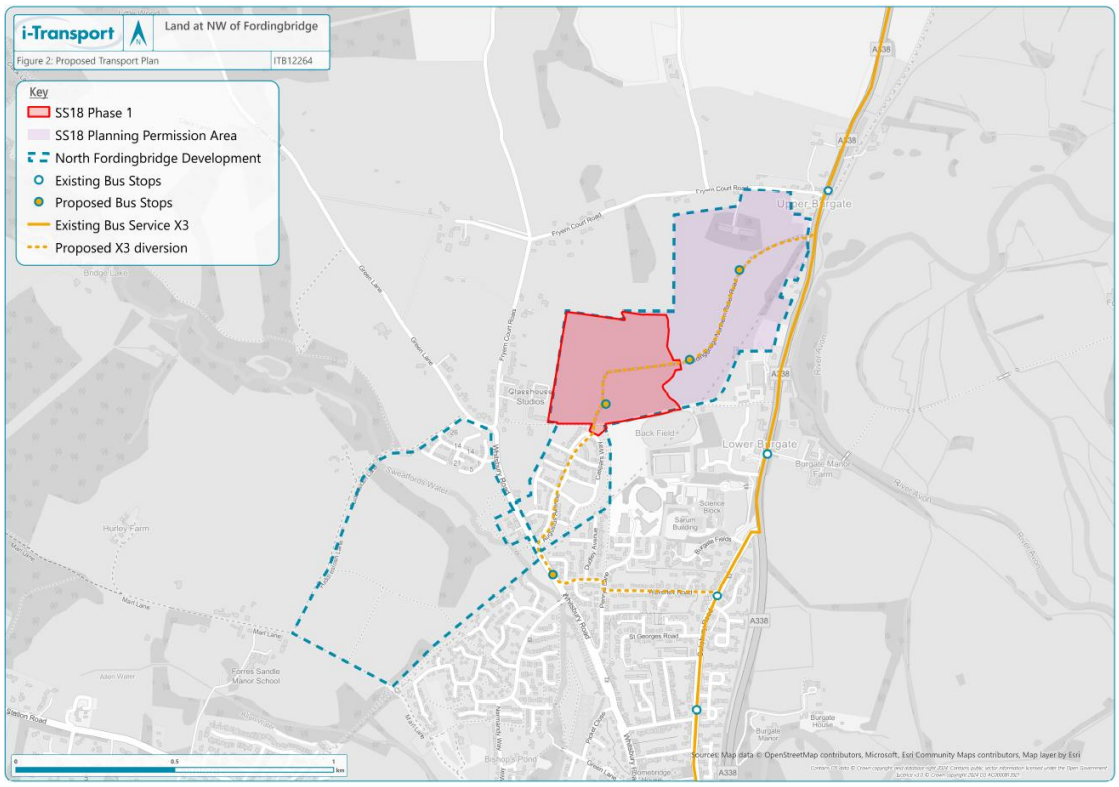
Service	Bus Stop	Route	Service Frequency		
			Weekdays	Saturdays	Sundays
X3	Salisbury Road	Bournemouth/ Ringwood Fordingbridge/ Salisbury	Every 30 minutes	Every 30 minutes	Every Hour

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 3.3 (**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.

3.4.3 The diversion will be in place prior to the occupation of 100 homes within Phase 1 once the link road and associated infrastructure for buses has been delivered , providing access to an excellent bus service within a convenient walk.

Image 3.3: Proposed Bus Diversion



Train Services

3.4.4 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

3.4.5 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 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.

3.4.6 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 3.4)**. 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.

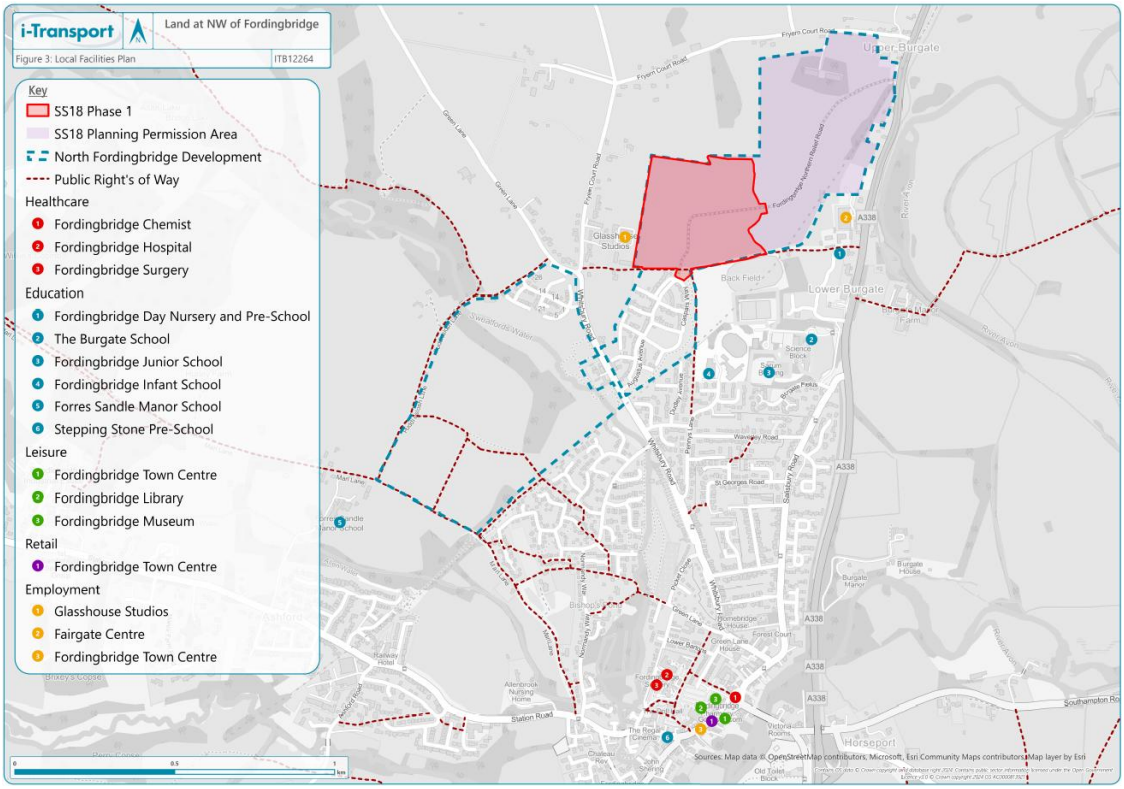
3.6.3 As shown in **Table 3.4** and **Figure 3**, the site is well located to a range of everyday local facilities, which are within easy and reasonable walking and cycling distances. Most facilities are within 1,600m – 1,800m (c.20-minute walk / c.7-minute cycle journey).

Table 3.4: Local Facilities Table

Purpose	Destination	Total Distance (m)	Walking Journey Time (mins)	Cycle Journey Time (mins)
Leisure	Fordingbridge Town Centre	1800	21	7
	Fordingbridge Library	1900	23	7
	Fordingbridge Museum	1800	21	7
Retail	Fordingbridge Town Centre	1800	21	7
Employment	Fordingbridge Town Centre	1800	21	7
	Glasshouse Studios	700	8	3
	Fairgate Centre	900	11	3
Education	Forres Sandle Manor School	1850	21	7
	Fordingbridge Infant School	550	7	2
	Fordingbridge Junior School	550	7	2
	The Burgate School	1000	12	4
	Fordingbridge Day Nursery and Pre-School	850	10	3
Healthcare	Fordingbridge Hospital	1700	20	6
	Fordingbridge Surgery	1700	20	6
	Fordingbridge Chemist	1800	21	7

'Comfortable' Walking Distance (800m)
'Reasonable' Walking Distance (1600m)
'Maximum' Acceptable Walking Distance (3200m)

Image 3.4: 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 112 new homes (use class C3), comprising a mix of houses and apartments in line with the following mix:

- 10 x one bed apartments;
- 35 x two bed units;
- 50 x three bed units; and
- 17 x four bed units.

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

5.3.1 Access will be provided to the site via a new three arm roundabout onto the A338 Salisbury Road and via an extension to the primary street within Augustus Park.A338 Roundabout

A338 Salisbury Road Roundabout

5.3.2 Access will be provided from a new three arm roundabout onto the A338 Salisbury Road to the south of the Fryern Court Road junction. Footway provision will be provided to the north and south of the roundabout on the western side of Salisbury Road. Footway/cycleway provision will be provided along the primary street to the west of the roundabout with associated crossing facilities on the western arm of the roundabout. There are also facilities to enable cyclists to join and exit the carriageway on the western arm.

Augustus Park

5.3.3 The primary street within Augustus Park will be extended to the north-east into the development of land at Burgate. The carriageway will be 6.5m wide and a shared use 3m footway/cycleway will be provided on the northern side of the primary street. Pedestrian provision is incorporated through the open space to the south of the primary street within Phase 1. Where the primary street crosses the existing Public Right of Way, a narrowing and dropped kerbs and tactile paving will be provided enabling pedestrians to cross.

Pedestrian / Cycle Connections

5.3.4 The following additional points of pedestrian / cycle access will be provided:

- Two new points of pedestrian / cycle access onto Footpath 83. These are located in the south-west and south-east corners of the site; and
- One new point of pedestrian / cycle access onto Fryern Court Road. This is on the northern boundary of the site.

Phase 1

5.3.5 Phase 1 will be accessed from two simple priority junctions onto the primary street. New footways (which are 2m wide) are proposed along the site access roads which connect to the provision along the primary street. A network of routes are provided for pedestrians within the public open space and ANRG as part of Phase 1. The approved site layout for Phase 1 is included in **Appendix C**. 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.

5.4 Parking

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

Car Parking

5.4.2 The following car parking has been provided:

- Flats have one allocated parking space irrespective of the number of bedrooms. This is considered appropriate given the lower levels of car ownership of occupants of flats;
- Two-bedroom houses have two allocation parking spaces;
- Three-bedroom houses have two allocation parking spaces; and
- Four-bedroom houses have three allocation parking spaces.

5.4.3 In addition to the allocated car parking for residents, 25 parking spaces have been provided for visitors. The car parking was approved as part of the reserved matters application. All parking spaces 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

5.4.4 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
4+ Bedroom	4+ space per unit	1 loop / hoop / stand per unit

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

5.4.5 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

5.4.6 Electric Vehicle charging will be provided in accordance with the Building Regulations.

5.5 Summary

5.5.1 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	£3,360 (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	£2,800 (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				**£37,200**
HCC Monitoring and Approval Fees				**Covered in fees paid for SS18 (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 £88,200 for the overall development at SS18 (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 £88,200 covers the cost of the measures needed for Phase 1 (£37,200), 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 multimodal 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 Multi-modal traffic counts	Resident Surveys	Resident Surveys	Resident Surveys Multi-modal traffic counts	Resident Surveys	Resident Surveys Multi-modal traffic counts
Level of report	Baseline/ Preliminary Monitoring Report 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 D**.

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 re-distributed 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 multi-modal 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 Burgate, Fordingbridge. Phase 1 is part of the development of land at Burgate (SS18) that received planning permission in February 2024 for up to 404 new homes. It is also part of the wider development being delivered by Pennyfarthing Homes at North Fordingbridge. Phase 1 will deliver 112 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 within Phase 1. 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

- SS18 Phase 1
- SS18 Planning Permission Area
- North Fordingbridge Development

Green Lane

Fryern Court Road

Augustus Avenue

Whitsbury Road

A338

Upper Burgate

Lower Burgate

Glasshouse Studios

Back Field

Burgate Manor Farm

Science Block

Sarum Building

Burgate Fields

Waverley Road

St Georges Road

Burgate House

Burgate Manor

Homebridge House

Fordingbridge Northern Relief Road

River Avon

Sweatfords Water

Huddlestosh Lane

Hurley Farm

Marl Lane

Forres Sandle Manor School

Allen Water

Station Road

Bishop's Pond

Normandy Way

Pennys Lane

Dudley Avenue

Caspars Way

Pickel Close

Salisbury Road

Alder Lake

Bridge Lake

Little Wood

Clack Lane

26 14 14 21 5 1

0 0.5 1 km

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i-Transport

Land at NW of Fordingbridge

Figure 2: Proposed Transport Plan | ITB12264

Key

- SS18 Phase 1
- SS18 Planning Permission Area
- North Fordingbridge Development
- Existing Bus Stops
- Proposed Bus Stops
- Existing Bus Service X3
- Proposed X3 diversion

0 0.5 1 km

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i-Transport

Land at NW of Fordingbridge

Figure 3: Local Facilities Plan | ITB12264

Key

- SS18 Phase 1
- SS18 Planning Permission Area
- North Fordingbridge Development
- Public Right's of Way

Healthcare

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

Education

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

Leisure

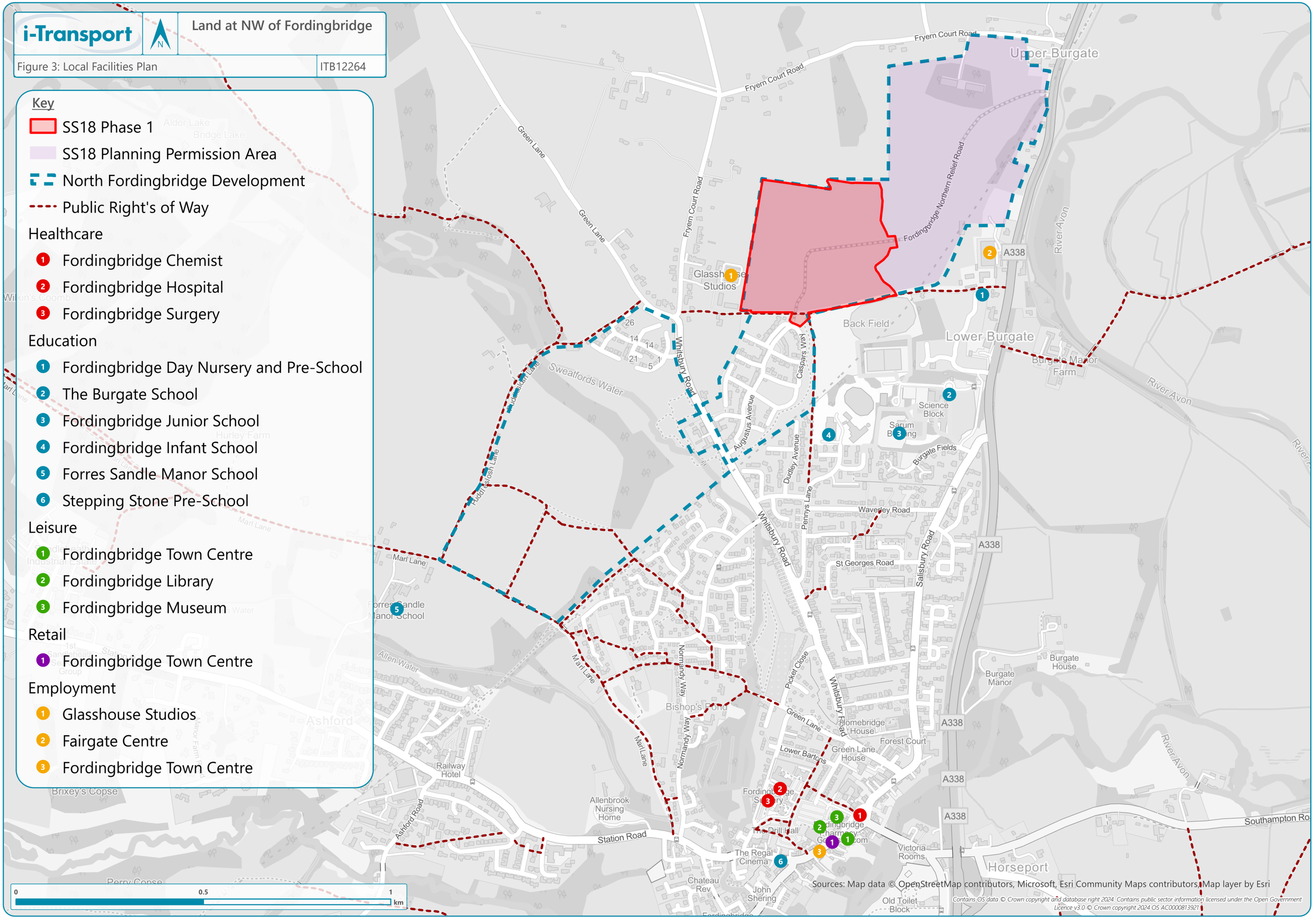
1. Fordingbridge Town Centre
2. Fordingbridge Library
3. Fordingbridge Museum

Retail

1. Fordingbridge Town Centre

Employment

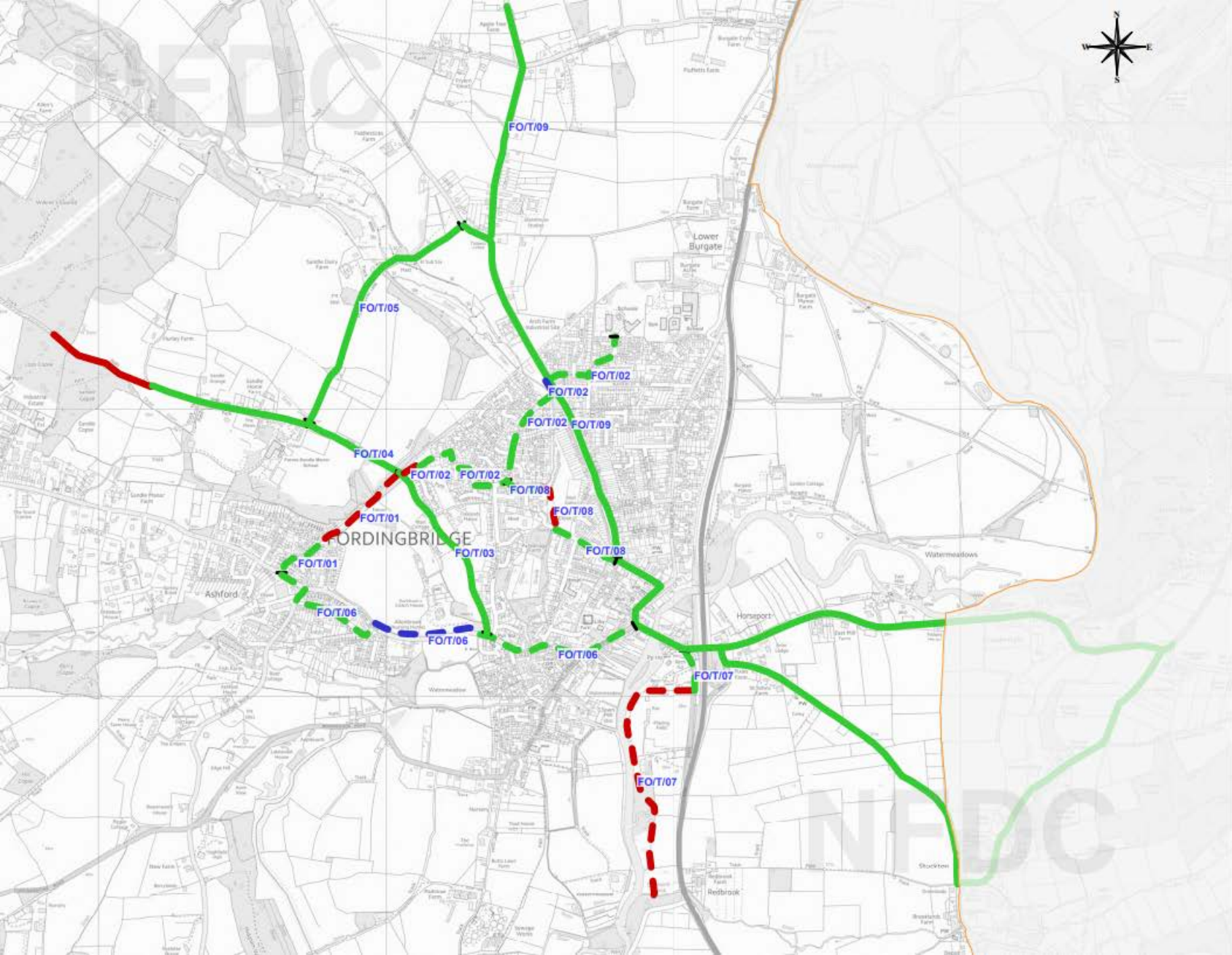
1. Glasshouse Studios
2. Fairgate Centre
3. Fordingbridge Town Centre



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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

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

Retained existing trees and hedgerows

Proposed large tree

Proposed medium tree

Proposed small tree

Native hedgerow planting within POS/ANRG

Proposed wet meadow/emergent planting within POS/ANRG

Proposed semi-aquatic planting (basins) within POS/ANRG

Proposed woodland structure planting within POS/ANRG

Proposed shrub planting within POS/ANRG

Proposed native scrub/habitat enhancement planting within POS/ANRG

Proposed wet thicket planting within POS/ANRG

Proposed wildflower meadow within POS/ANRG

Proposed wildflower meadow wet (basins) within POS/ANRG

Proposed mown amenity grass within POS/ANRG

Proposed flowering lawn within POS/ANRG

Proposed grass to front lawns

Proposed rear gardens

Proposed ornamental shrub planting to front gardens

Proposed single-species hedgerow

Proposed ornamental shrub planting to communal areas

Proposed grasscrete

BRICK WALL - 1.8m high. Brick type to match architects house type specification

TIMBER CLEFT POST AND RAIL FENCE - 1.2m high with 2 rails (stock proof fencing attached to the base within the ANRG)

TIMBER GATE - 1.2m high x 1.2m wide timber gate to match timber cleft post and rail fence

TIMBER 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 or similar approved

TIMBER GATE - 1.8m high x 1m wide timber gate to match fence panels. Hardwood gate posts

TIMBER FENCE - 1.8m high. Hit and miss fence panels. Jackson Fencing or similar approved

MACADAM ROADS - Macadam road surface with Marshalls Conservation kerb or similar approved

MACADAM FOOTPATHS - Primary street - macadam surface treatment or similar approved

RUMBLE STRIPS - Silver grey granite setts laid in stretcher course or similar approved

CONCRETE FLAG PAVING TO PRIVATE FOOTPATHS & PATIOS - Natural 450x450mm laid in stacked rows and/or 600x300mm in staggered rows or similar approved

CONCRETE BLOCK PAVING TO SECONDARY STREETS AND PRIVATE DRIVES AND COURTYARDS

CONCRETE BLOCK PAVING TO PRIVATE DRIVEWAYS

CONCRETE BLOCK PAVING IN A CONTRASTING COLOUR TO HIGHLIGHT PEDESTRIAN AREAS

BIKE STORE - Timber construction

TIMBER BOLLARD

SELF BINDING GRAVEL/HOGGIN PATH - Hard wearing bound gravel with timber edging through public open space. Footpaths through Root Protection Zones to be no dig construction

SAFETY SURFACING - Bark mulch / grass mat or similar approved

TIMBER BENCH / TIMBER PICNIC BENCH

NATURAL PLAY FEATURES

TIMBER INFORMATION BOARD

COMBINED DOG WASTE / LITTER BIN

TIMBER FINGER POST SIGNAGE

EQUIPPED PLAY AREA (Indicative layout)

HEADWALLS WITH BOULDERS

CYCLE STANDS

TIMBER BOARDWALK/BRIDGE

GRASS PATH raised by 100mm

EARTH SCRAPE between 100mm and 500mm deep

All drawings to be coordinated with service and drainage engineers during construction

Equipped and playful landscapes are indicative and subject to play manufacturers designs

For tree removal and retention information refer to Arboricultural Impact Assessment

Woodside
Roselyn
Cedarwood Cottage
Thatchways
FRYERN COURT ROAD
Greenbank
Forest View
Thirle House
Homeleigh
Fryern Court Cottage
Bramble Ridge
Pond
Formosa
Merrie Leas
31.4m
32.6m
30.8m
Future footpath connection to Fryern Court Road
Track
Glasshouse Studios
Newton

Landscape works to be agreed on site with the council's planning team - existing hedgerow to be restored in selected sections with additional scrub and tree planting in groups to augment the remaining sections of hedgerow, allowing selected views towards and from the new development in order to increase natural surveillance of the PROW and the access points to it.

NOTE
All drawings to be coordinated with service and drainage engineers during construction
Equipped and playful landscapes are indicative and subject to play manufacturers designs
For tree removal and retention information refer to the Arboricultural Impact Assessment

Fordingbridge SS18

Pennyfarthing Homes

0 10 20 30 40 50 m

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Scale to be used for planning purposes only

Landscape Masterplan wider area
First residential phase
248913C - TOR -XX-XX-DR-L-001 - E
Scale 1:1000 @ A1 PLANNING
08/2021

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APPENDIX D. 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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