



Land South of The Hill, Littlebourne

Travel Plan

Client: Gladman Developments Ltd

i-Transport Ref: BD/JW/ITM16283-007A R

Date: 20 February 2023

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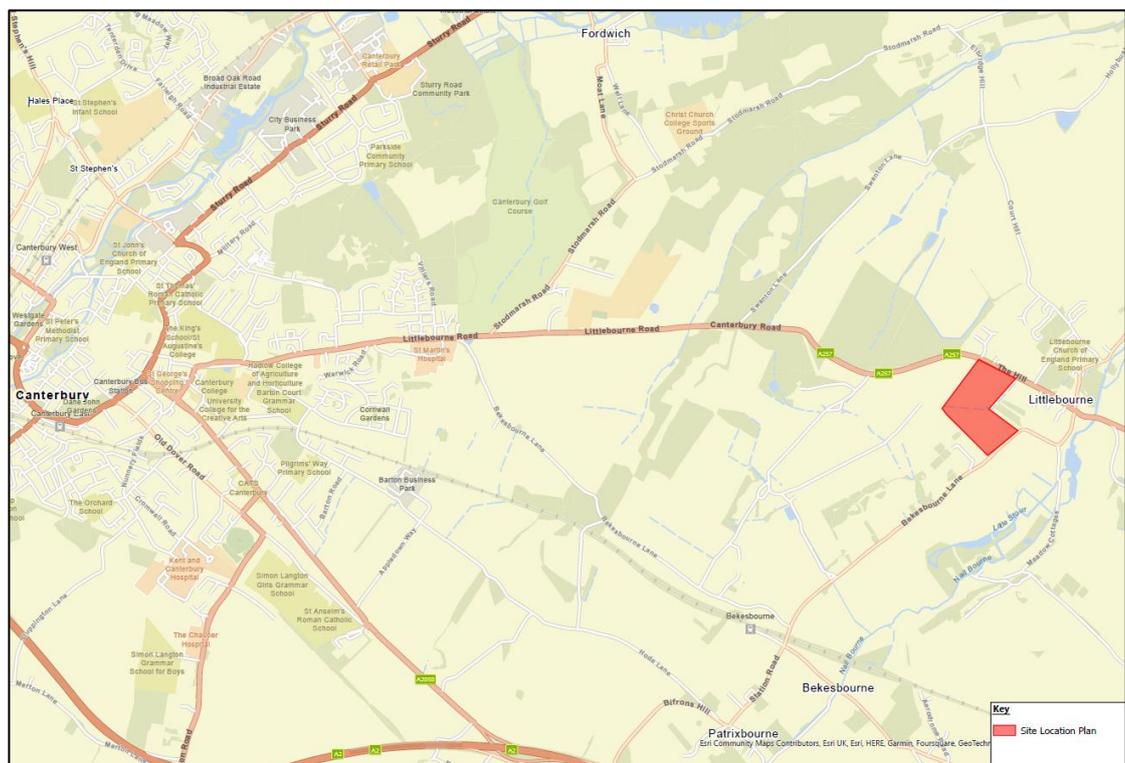
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SECTION 1 Introduction

1.1 Introduction

- 1.1.1 i-Transport LLP has been commissioned by Gladman Developments Ltd to provide transport and highways advice in support of an outline planning application for residential led, mixed-use development, to the south of the A257 The Hill, Littlebourne to the east of the Canterbury. The site location is shown in **Figure 1** below.

Figure 1: Site Location Plan



- 1.1.2 The proposed development will comprise c.300 dwellings, providing a mix of housing types, which will be determined through the planning application and at the Reserved Matters application stage.. A local centre, which is expected to comprise a small shop and the potential for work hub/meeting spaces is also proposed to the north of the site, adjacent to A257 The Hill. Access to the site will be from the A257 The Hill to the north of the site and from Bokesbourne Lane to the south-east of the site. The application proposals are submitted in outline form at this stage with all matters reserved except for access.

1.1.3 This Travel Plan (TP) aims to encourage active travel and reduce single vehicle occupancy trips. It outlines a wide range of measures for pedestrians, cyclists, and public transport users to encourage active and sustainable travel. This TP is appropriate to support the outline planning application. The TP will evolve as the site develops and becomes occupied.

1.1.4 A Transport Assessment (TA) for the proposed residential development has also been prepared to accompany the planning application. The TA includes details of the access proposals, the impacts of traffic generated by the site and the accessibility of the site. It demonstrates how the development proposals accord with the National Planning Policy Framework (NPPF).

1.2 Report Structure

1.2.1 Following this introductory section, the report sets out the following:

- Section 2 – an overview of relevant local and national policy background and outlines the objectives of the TP.
- Section 3 – details of the development proposals including site location and proposed accesses.
- Section 4 – the accessibility of the site including details of existing key walking, cycling and public transport provision, and accessibility of the site to key local facilities.
- Section 5 – a summary of the aims and objectives of the TP.
- Section 6 – a summary of the proposed TP measures including the role of the TP Co-ordinator and proposed measures to encourage travel by walking, cycling and public transport.
- Section 7 – details of the proposed TP targets and indicators.
- Section 8 – details of the monitoring and review process of the TP
- Section 9 – the initial action plan.

SECTION 2 Policy Context

2.1 Definition

2.1.1 The National Planning Policy Framework (NPPF) defines a Travel Plan as being:

'A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.'

2.2 National Policy

National Planning Policy Framework (NPPF)

2.2.1 Planning and transport policies within the NPPF relevant to the Travel Plan have been reviewed.

The relevant policies within the NPPF are:

"...development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes"
(Para 105)

"Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

Safe and suitable access to the site can be achieved for all users; and,

Any significant impacts from the development on the transport network (in term of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree." *(Para 110)*

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed" *(Para 113).*

2.2.2 It is therefore clear from the NPPF that development:

- Should be capable of being accessed satisfactorily with safe and suitable access provided for all; and
- Should be sustainable and accessible by sustainable modes of transport, taking account of the remainder of the framework.

2.2.3 The Travel Plan is clearly a key facilitator of the delivery of development in accordance with these principles, building upon the site's location to deliver safe access to walking cycling and public transport facilities to enable future residents to access a variety of local services.

National Planning Practice Guidance (NPPG)

2.2.4 The National Planning Practice Guidance (NPPG) is a web-based resource which brings together planning practice guidance for England and sits alongside the NPPF.

2.2.5 The NPPG includes guidance on 'travel plans, transport assessments and statements in decision-taking' and paragraphs 009-012 deal specifically with Travel Plans. The NPPG includes the following key Statements:

"The anticipated need for a Travel Plan should be established early on, preferably in the pre-application stage but otherwise within the application determination process itself." (para 010)

"Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate" (para 011)

"It is often best to retain the ability to establish certain elements of the Travel Plan or review outcomes after the development has started operating so that it can be based upon the occupational and operational characteristics of the development." (para 011)

2.2.6 The need for a travel plan was established at the outset and this Travel Plan has been prepared to support the planning submission.

2.3 Local Policy

Canterbury County Council Local Plan (2017)

2.3.1 The Local Plan adopted in 2017 references the NPPF with regards to Travel Plans and when they are needed. Canterbury City Council (CCC) states within their Reducing the Demand to Travel section of chapter 5 paragraph 5.61:

"A travel plan sets out a plan of measures and initiatives, for a site or organisation, which encourages more sustainable travel, with an emphasis on reducing the reliance on the private car, particularly single occupancy travel."

2.3.2 These principles have been incorporated within the aims and objectives of the Travel Plan as set out below.

Draft Canterbury District Local Plan 2020 to 2045

2.3.3 The site is now also proposed for allocation within the emerging Canterbury Local Plan (2020-2045) which is currently being drafted. The Draft Local Plan is open for consultation until 5pm on Monday 16 January 2023.

2.3.4 The proposed development site is included within the Draft Local Plan as Policy R15, which is included as a mixed-use development. The development mix included in the policy is:

“(a) Approximately 300 new dwellings across circa 8.63 ha:

(i) 30% affordable housing in line with Policy DS1;

(ii) 10% bungalows;

(iii) 15% of new homes to be built to M4 (2) standards, and 5% to be built to M4 (3) standards;

(iv) An appropriate housing mix, in line with Policy DS2; and

(v) Self and custom built plots in line with Policy DS2.

(b) A minimum of 30 units of older person accommodation, to be located adjacent to community facilities and services, taking account of any specific identified needs;

(c) Non-residential development:

(i) Provision of new local shopping and community facilities, including a shop/cafe, to serve new and existing residents;

(ii) Provision of a new high quality waste water treatment works at an appropriate location within the site; and

(iii) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus proportionate contributions for primary healthcare and other necessary off-site”

2.3.5 Policy DS15 of the draft Local Plan sets out that:

“Proposals for development that will generate a significant volume of traffic should be accompanied by a transport statement or assessment and a travel plan.”

2.4 Summary

2.4.1 This Travel Plan has been prepared with reference to the above national and local guidance. The measures focus on encouraging walking, cycling and public transport use to reduce the reliance on the private car.

SECTION 3 Development Proposals

3.1 Site Location

3.1.1 The proposed development is located to the south of the A257 The Hill to the south-west of Littlebourne village. The site extends south-eastwards where it is bounded by Bekesbourne Lane to the south-east and Howletts Wild Animal Park to the south-west. The site location is illustrated in **Appendix 3.A**.

3.1.2 The site is currently in agricultural use and extends to an area of 15.76ha and lies within Canterbury City Council's administrative boundary, with the city centre being c.5.8km west of the site.

3.2 Development Masterplan

3.2.1 As outlined in the Introduction, the application proposals are submitted in outline form at this stage. An illustrative masterplan has been prepared to demonstrate how the site could be developed to achieve the expected development quantum. The illustrative masterplan shows a total of c.300 residential dwellings spread across the site, with the proposed community uses positioned at the northern end of the site, close to A257 The Hill.

3.2.2 This development proposal has been assumed for the purposes of this Travel Plan. A copy of the proposed illustrative masterplan is included in **Appendix 3.B**.

3.2.3 The final site layout and the proposed scale and mix of dwellings proposed on the site will be determined as part of future Reserved Matters application.

3.2.4 The site will be accessed directly from the A257 The Hill in the form of a new, simple priority-controlled T-junction access, located towards the eastern end of the northern site frontage, with a second access located on Bekesbourne Lane to the south-east of the site, also in the form of a new simple priority-controlled T-junction access.

3.2.5 The proposed accesses have been designed using the parameters set out in Kent County Council's (KCC) 'Design Guide Movement: Step 3 Designing for Movement'. The two accesses will allow for a connection to be established through the site connecting Bekesbourne Lane and the A257 The Hill. The route through the site will be designed to reflect the residential environment, 20mph speed limit and also be 6.75m wide to allow for potential future bus routes through the site.

-
- 3.2.6 Additional pedestrian and cycle paths will be provided across the site offering a range of attractive routes for residents, visitors and employees of the site.
- 3.2.7 The proposed access road will provide a 2.0m footway to each side, which exceed KCC's minimum requirement. As there is currently no footway along the southern side of The Hill, the footway on the western side of the proposed site access terminates before the access junction and dropped kerbs / tactile paving are provided to allow pedestrians to cross to the opposite footway and subsequently tie into the wider footway connections along the A257 The Hill. As outlined above, alternative pedestrian / cycle routes will be provided within the site offering alternative routes to the north-west of the site.
- 3.2.8 Bekesbourne Lane currently has no footways on either side and is a relatively narrow carriageway of c.4.3m. The proposed development will provide an off-carriageway footway along the length of the site frontage with connections onto Bekesbourne Lane at either end of the site frontage. To the north of the site frontage the proposed footway will provide an access in close proximity to the existing School Path lane, which provides a connection to Littlebourne village and to the south, an alternative connection to Bekesbourne Lane for pedestrians / cyclists.
- 3.2.9 This TP will be for the whole site and as such will include local centre, including the local shop and the potential work hub. Details of how this will be monitored within the TP will be set out in Section 7.

SECTION 4 Accessibility By Sustainable Modes

4.1 Introduction

4.1.1 This section provides a description of the existing sustainable transport conditions within the vicinity of the proposed development site, including existing public transport provision, walking and cycling networks. The accessibility of the site to key local facilities is also set out in this section.

4.2 Existing Public Transport Provision

Bus Provision

4.2.1 The nearest bus stops to the site are located along the site frontage on the A257 The Hill, c.130m west of the proposed site access. To the east of site, further bus stops are located c.250m away from the site access along the A257 The Hill. These bus stops are served by the same bus routes.

4.2.2 No bus services currently run along Bekesbourne Lane and therefore there are no existing bus stops along this route.

4.2.3 The westbound bus stop located on the A257 site frontage provides a lay-by bus stop, with a bus shelter and associated seated waiting facilities. The corresponding eastbound bus stop is an on-street bus cage bus stop, with a flagpole, but no bus shelter. However, the eastbound bus stop to the east of the site access onto the A257 The Hill does provide a bus shelter and seated waiting facility and an on-street bus cage, whilst its associated westbound bus stop is a simple on-street bus cage bus stop, with a flagpole provision.

4.2.4 The bus timetables of the services along the A257 The Hill are included in **Appendix 4.A**, with a summary of the bus routes set out below in Table 4.1.

Table 4.1: Summary of Bus Services on A257 Adjacent to the Development Site

Service	Route	Frequency				
		Weekdays		Saturday		Sunday
		Daytime	Evening	Daytime	Evening	
11	Broadstairs – Westwood – Minster – Ickham – Littlebourne – Canterbury	2 services	-		-	-
43	Sandwich – Littlebourne – Canterbury	30 mins	2 services	30 mins	1 service	-
43A	Eastry - Canterbury	2 services	-	-	-	-
44	Eastry - Canterbury	1 service	-	-	-	-
544	Walmer – Deal – Eythorne – Elvington – Goodnestone – Staple – Wingham – Canterbury	1 service ¹	-	1 service	-	-

¹ Wednesday service only

Source: TraveLine and Stagecoach

- 4.2.5** Bus service 43 provides a half-hourly service to Canterbury with a journey time of approximately 15-minutes, providing the site with excellent access to a high frequency bus service to the range of facilities available within Canterbury. The additional services provide opportunities to access other nearby destinations albeit with lower frequency services available.
- 4.2.6** The other services are less frequent but still offer connections to other destinations such as Eastry, Broadstairs and elsewhere.
- 4.2.7** A direct pedestrian link will be provided from the development site to the westbound bus stop on the A257 The Hill. This link will provide a direct and safe connection to the existing bus stop and seated waiting facilities.
- 4.2.8** With the close proximity of the existing bus stops, high frequency and fast journey time of the bus service to Canterbury, it is considered that the existing provision will ensure residents, employees and visitors of the site will have access to excellent sustainable transport connections to Canterbury, that will help to encourage and foster non-car travel.

Rail Provision

- 4.2.9** The nearest rail station to the site is Bekesbourne station located c.2.0km to the south-west of the site. This rail line provides hourly services to London Victoria and Dover Priory.
- 4.2.10** Bekesbourne station provides 20 car parking spaces, with 1 disabled bay, and no cycle parking or storage facilities. At the time of writing parking for a day costs £3.50 or there is an annual charge of £696.90.

- 4.2.11 Bekesbourne station is on the same line as Canterbury East station, located c.5.6km west of the site. Canterbury East station can be accessed by bus from the Canterbury services which stops adjacent to the site, with a short walk, less than 10 minutes, from the bus stop in Canterbury to the railway station.
- 4.2.12 Canterbury West station is located c.6.0km west of the site and provides frequent train services to numerous destinations including London St Pancras, London Charing Cross, London Victoria, Margate, Minster and Ramsgate. This station can also be accessed by bus services from the site, with a change of bus services in Canterbury city centre and is within cycle distance of the site.
- 4.2.13 Future residents and visitors of the development would therefore be able to access these frequent train services from nearby railway stations.

4.3 Active Travel Provision

Walking

- 4.3.1 The Institution of Highways and Transport guidance on walking 'Providing for Journeys on Foot (2000)' outlines a preferred maximum walking distance for commuting and school trips of 2km. The plan contained within **Appendix 4.B** presents a 2km walking catchment measured from the centre of the development site and shows that all of Littlebourne is within a 2km walking distance of the site. As identified in Section 4.4 below, many local facilities are located within a short walking distance of the site, such as Littlebourne primary school and Four Hill Village Stores.
- 4.3.2 The proposed development will provide a local centre, comprising a small shop and a potential work hub / meeting space, which will be easily accessible by foot from all dwellings within the site.
- 4.3.3 A footway is present along the northern side of the A257 The Hill, along the site frontage, with a general width of c.2.0m. This footway provides a continuous pedestrian link into Littlebourne and a number of key facilities as set out below. To the west of the site access on the A257 The Hill, the footway continues along the A257 The Hill, but generally narrows beyond the extent of the current built area of Littlebourne.
- 4.3.4 As outlined above, the proposed vehicular accesses into the site and the new link road between the access points will be flanked by 2m footways on either side, connecting into the wider networks. The development will also include networks of pedestrian routes across the site, including along the northern frontage, adjacent to A257.

- 4.3.5 Bekesbourne Lane currently has no footways on either side and is a relatively narrow carriageway of c.4.3m. The proposed development will provide an off-carriageway footway along the length of the site frontage with accesses onto Bekesbourne Lane. To the north of the site frontage the proposed footway will provide an access in close proximity to the existing public right of way 'School Path' lane, which provides an existing connection to Littlebourne village from Bekesbourne Lane.
- 4.3.6 There are a number of Public Rights of Way (PRoW) located through Littlebourne, with an extract of KCC's online route map included in **Appendix 4.C**. This plan shows a public footpath opposite the site (Ref. CB143), which 'cuts the corner' of the A257 The Hill / Jubilee Road Junction, reducing the walking distance to Littlebourne School. None of the existing PRoW are affected by the development proposals.
- 4.3.7 A short section of footway and an uncontrolled pedestrian crossing point will be provided to the east of the proposed site access on the A257 The Hill, incorporating dropped kerbs and tactile paving. This crossing will allow residents to access the footway on the northern side of the A257 The Hill and also access the existing PRoW route.
- 4.3.8 As set out in Section 5, the existing traffic survey flow on the A257 The Hill are c.750-950 two-way vehicle trips in the peak hours. An uncontrolled pedestrian crossing is therefore considered to be an appropriate level of provision in this location.

Cycling

- 4.3.9 The Department for Transport's guidance on cycling 'LTN1/20 Cycle Infrastructure Design' states that ***"two out of three personal trips are less than five miles [8km] in length – an achievable distance to cycle for most people. For school children the opportunities are even greater: three quarters of children live within a 15-minute cycle ride of a secondary school, while more than 90% live within a 15-minute walk of a primary school"***. The plan contained within **Appendix 4.D** presents an 8km cycle catchment around the proposed site.
- 4.3.10 As identified above, all of Littlebourne is within 2km of the site and therefore comfortably within cycling distance. A number of nearby villages are within 8km of the site, including Wickhambreaux, Bramling and Bekesbourne, providing access to further facilities including Bekesbourne Railway station and an additional primary school at Wickhambreaux. The cycle catchment also shows that the site is within 5km of the eastern edge of Canterbury, with St. Martin's Hospital within 5km, and the centre of Canterbury within 8km of the site, all within cycling distance for many residents.

4.3.11 There are no specific cycle facilities within the vicinity of the site or within Littlebourne. However, given the traffic flows and speed limits within Littlebourne, it is considered that the existing surrounding road network is suitable to accommodate on carriageway cycling.

4.3.12 The site's internal road layout will be designed to accommodate pedestrian and cycle movements throughout the site and additional networks of off-road pedestrian / cycle paths are proposed across the site. The local centre will provide cycle parking facilities.

4.4 Local Key Facilities

4.4.1 To encourage a culture of sustainable travel and to reduce the need to travel by car, particularly for shorter journeys, it is important that a development site is well positioned in terms of access to local facilities. This section reviews the local facilities within Littlebourne and demonstrates how they can be accessed by sustainable modes, whether walking, cycling or by bus.

4.4.2 The plans contained within **Appendix 4.E** illustrate the local key facilities within the vicinity of the site and show that a number of facilities are available locally within Littlebourne – both offering employment opportunities and everyday facilities for residents. This includes Littlebourne Primary School and Ladybirds Pre-School; Four Hill Village Stores; Littlebourne Surgery; Littlebourne War Memorial Hall and Littlebourne Post Office. Further leisure facilities such as playing fields, The Evenhill pub/restaurant and Howletts Wild Animal Park and places of worship are also located within the village. As set out in Section 4.3 above, all of these facilities are within a 2km walking catchment and comfortably within cycling distance of the site. These existing facilities will be complemented by the proposed local store and workplace hub proposed on the site.

4.4.3 Wickhambreaux village to the north of Littlebourne provides further local facilities including Wickhambreaux Primary School and a bakery. The village is located beyond the preferred 2km walking catchment, but is an easy cycle ride away and bus service 11 provides a service between the bus stops along the site frontage to Wickhambreaux.

4.4.4 Numerous key facilities, such as secondary schools, supermarkets, a wide range of other retail, hospital, and employment opportunities are available in Canterbury as shown on the wider area facilities plan contained within **Appendix 4.E**. The centre of Canterbury and areas to the east including St Martin's Hospital are located within an 8km cycle distance.

4.4.5 As noted above, bus service 43 provides a half-hourly frequency to Canterbury with a timetabled journey time of c.15 minutes.

4.4.6 It is therefore concluded that residents of the proposed development will have access to a good range of facilities locally within Littlebourne and a more extensive range of facilities within Canterbury which is within cycling distance and accessible by bus.

4.4.7 As outlined above, the railway services provided at Bekesbourne and Canterbury provide onward connections to a wide range of destinations across the county and to London beyond. Overall it is concluded that the site is a sustainable location for development and there are opportunities for travel by sustainable modes to be taken up by future residents, employees and visitors of the site.

4.5 **Conclusion**

4.5.1 Based on the above, it can be concluded that the site is accessible by walking, cycling and public transport, with a range of facilities located within Littlebourne and with existing public transport providing connections to facilities further afield in Canterbury.

SECTION 5 Aims and Objectives

5.1 Introduction

5.1.1 This section sets out the aims and objectives that will guide the development and implementation of the TP.

5.2 Aims

5.2.1 This TP includes the following principal aims:

- To promote and encourage active and sustainable travel behaviour by residents of the site; and
- To reduce single vehicle occupancy trips and thereby minimise the traffic impacts of development.

5.3 Objectives

5.3.1 The following objectives are proposed in order to achieve the above aims:

- Promote walking and cycling as healthy and sustainable ways of travelling to and from the site;
- Encourage the use of public transport by residents;
- Enable future residents to have informed choices about their travel options;
- Reduce the need to travel to and from the site;
- Promote car sharing to reduce single vehicle occupancy; and
- Minimise the environmental impacts of travel and reduce the emissions associated with residual car trips through the promotion of sustainable modes and measures.

5.4 Travel Plan Benefits

5.4.1 There are a number of benefits associated with the successful implementation of a TP and the reduction in single vehicle occupancy trips. These benefits will be promoted to the future residents of the site. Benefits include:

- Improving local air quality and reducing noise pollution;
- Health benefits associated with an increased uptake of active travel;
- Reduced congestion on surrounding roads;

- Social aspects of sharing travel with other people; and
- Cutting carbon emissions and their contribution to climate change.

SECTION 6 Proposed Measures

6.1 Introduction

6.1.1 This section sets out a range of TP measures that will be implemented at the site to achieve the objectives outlined in Section 5. These measures are summarised in Table 6.1 below.

Table 6.1: Travel Plan Measures

Reference	Travel Plan Measure
TPM1	Site Travel Plan Co-ordinator
TPM2	Footways and Cycle Connections
TPM3	Travel Information Welcome Pack
TPM4	Community Notice Board
TPM5	Promoting Car Sharing
TPM6	Reducing the need to travel
TPM7	School Travel and Walking Bus
TPM8	Personalised Travel Planning
TPM9	Travel Plan Website
TPM10	Car Club

6.2 Site Travel Plan Co-ordinator (TPM1)

6.2.1 The role of the Travel Plan Co-ordinator (TPC) is crucial to the success of the TP as they will take the lead on the development, implementation and monitoring of the final TP. They are responsible for maintaining momentum of the TP.

6.2.2 A TPC will be appointed by the developer to promote TP measures amongst residents. It is anticipated that the TPC will be a member of the sales and marketing team appointed upon occupation of the sales and marketing suite on site.

6.2.3 The TPC will be an easy point of contact for residents as they move into the site and will be on hand to answer any travel queries and to distribute information relating to the TP. They will distribute information relating to the TP.

6.2.4 The TPC will be responsible for updating the TP and liaising directly with KCC. The name and contact details of the TPC will be given to KCC following their appointment.

6.3 Footways and Cycle Connections (TPM2)

6.3.1 The final internal site layout will be designed to encourage walking and cycling. The internal pedestrian connections will be made to make the best use of the surrounding footpaths.

- 6.3.2 The proposed access road on to the A257 The Hill will provide 2.0m footways to each side with a new footway constructed to the southern side of the A527 The Hill. A section of new footway and uncontrolled pedestrian crossing point will be provided along the site frontage of the A257 The Hill, to the east of the site access to provide a pedestrian connection to Littlebourne for future residents, tying the development into the wider footway connections along A257 The Hill.
- 6.3.3 A pedestrian access will also be provided to the north-west side of the site, to allow direct access to the existing bus stop provision on the A257 The Hill, as shown on the masterplan. This pedestrian access could also be used by cyclists.
- 6.3.4 A section of footpath / cyclepath will be provided along the Bekesbourne Lane frontage with an access point at either end of the site frontage. The northern pedestrian access will be located close to the School Path lane which is a PRow that connects Bekesbourne Lane to the village centre and the A257 The Hill and the southern access point will provide a connection for cyclists onto Bekesbourne Lane and will be in close proximity to the Howlett's Wild Animal Park which lies adjacent to the site. The second vehicular access onto Bekesbourne Lane will also provide an additional pedestrian / cycle connection into the site from the south.

6.4 **Travel Information Welcome Pack (TPM3)**

- 6.4.1 A Travel Information Welcome Pack will be provided to each household upon occupation of the site. These packs will include details of the TP and key incentives available to the residents. The contact details of the TPC will also be provided.
- 6.4.2 The Travel Information Welcome Pack will include details of sustainable travel options, together with information on key local facilities and how these can be accessed on foot or by bicycle. Up-to-date information on local bus services will be provided, and the TPC will keep the pack up-to-date and be responsible for the distribution of packs amongst new residents of the site. A list of sustainable travel information sources to be included within the packs are included in Table 6.2.

Table 6.2: Sustainable Travel Information Sources

Information	Travel Plan Measure
Public transport journey planner	Journey Planner - Kent Connected
Kent bus route maps and timetables	Bus travel - Kent County Council
Walking and Cycle information	Kent Walking and Cycling Maps - Kent Connected
Car Share websites	https://liftshare.com/uk
EV Charging map	https://www.zap-map.com/

6.5 Community Notice Board (TPM4)

6.5.1 A community Notice Board will be located within the sales office, displaying up-to-date information on walking, cycling and public transport and setting out details of the TP's aims, objectives and benefits. The Community Notice Board will also provide information on the Travel Plan Website (TPM9). The management of the notice board will be the responsibility of the TPC

6.6 Promoting Car Sharing (TPM5)

6.6.1 Car sharing will be promoted from occupation of the dwellings via the TPC. This will include promoting existing car share schemes as outlined in Table 6.2 including Liftshare.

6.6.2 The benefits of car sharing include saving money on vehicle operating costs, cutting down on congestion, carbon and pollution, as well as social benefits of sharing lifts and meeting new people.

6.7 Measures to reduce the Need to Travel (TPM6)

6.7.1 The TPC will encourage residents to examine their travel patterns to reduce the need to travel where appropriate. This could include the following:

- The promotion of internet shopping and home deliveries.
- Using local retail and leisure facilities to reduce the overall length of journeys and the mode used.
- Flexible working practices, including working from home, compressed working weeks or fitting working hours or other trip purposes around public transport services.

6.7.2 The benefits of home deliveries, the use of local facilities and flexible working will be promoted as part of the Travel Information Welcome Pack.

6.8 **School Travel and Walking Bus (TPM7)**

6.8.1 The TPC will encourage travel to school by sustainable modes from the first occupation of the dwellings. Residents will be encouraged to walk / cycle / scoot their children to school. This will be especially relevant to Littlebourne C of E Primary School given its proximity to the development site.

6.9 **Personalised Travel Planning (TPM8)**

6.9.1 Personalised Travel Planning will be available for residents from the TPC. This will include information of how to reach key destinations and facilities via sustainable modes, personalised to the resident's travel patterns. This will ensure that future residents of the development are aware of the travel options and sustainable travel patterns / choices available to them.

6.10 **Travel Plan Website (TPM9)**

6.10.1 Up-to-date information on sustainable modes of travel to/from the site and the key objectives of the TP will be communicated via a well-managed, user-friendly website linked to the developers own website.

6.10.2 The website will be set up prior to commencement of construction on the development and the TPC would work in partnership with the Council to provide information on sustainable transport initiatives in and around the area.

6.11 **Car Club (TPM10)**

6.11.1 The development proposals will include the provision of a dedicated car club within the site. Car club vehicles provide members with access to a car, reducing the requirement to own a car or reducing the need for households to own a second car, and provide a simpler, more efficient and sustainable way to use a car. The vehicles would be available for use by proposed residents of the site and existing Littlebourne residents.

6.11.2 It is proposed that a total of six car club vehicles and spaces will be incorporated within the development, with all vehicles being electric vehicles, with associated EV charging facilities provided. Information provided by the car club operator indicates that the scheme is expected to be self-funding after a period of three years and therefore developer-funding will be provided for the initial 3-year start up phase of the car club.

6.11.3 The locations of the car club spaces will be determined at Reserved Matters stage, when the masterplan proposals are finalised.

SECTION 7 **Targets and Indicators**

7.1 **Introduction**

7.1.1 This section identifies provisional targets for resident travel and the targets to reduce single vehicle occupancy. This TP will cover the whole site with a single Travel Plan Co-ordinator (TPC).

7.2 **Travel Plan Targets – Baseline**

7.2.1 In order to monitor the success of the TP, a series of travel targets will be set following baseline surveys, which will be undertaken as part of the monitoring process.

7.2.2 These initial surveys will be undertaken within three months of occupation. Further details of the surveys and monitoring process are provided in Section 8 below.

7.2.3 Travel surveys undertaken within 3 months of occupation will provide details of multi-modal travel patterns associated with the development site. The results of these surveys will inform the final TP targets.

7.2.4 The modal split of trips associated with the future residents of the site and employees at the local centre will be determined through a series of questionnaire surveys, to be circulated by the TPC. The extent of the surveys will be agreed with KCC in advance of issue.

7.3 **Travel Plan Targets – Modal Shift**

7.3.1 The proposed development will strive to achieve a reduction in single occupancy car journeys during the life of the TP. It should be noted that no reduction in trip generation has not been applied in the TA to reflect the effects of the Travel Plan, which is therefore considered to be a robust traffic impact assessment.

7.3.2 Unless and until the baseline travel surveys for the site are carried out, it is difficult to determine an appropriate baseline modal split target for the site. It is therefore recommended that targets are set following the initial baseline travel survey conducted at the site.

7.3.3 The package of measures outlined in this TP is expected to deliver sustainable travel benefits and assist in meeting the targets of the TP. The success of the measures in meeting these targets will be reviewed as part of the TP monitoring process.

SECTION 8 Monitoring and Review

8.1 Introduction

8.1.1 In order to measure the success of the TP it is important to monitor the travel patterns associated with the development, including the uptake of sustainable modes of travel and the level of single occupancy car use.

8.2 Monitoring

8.2.1 The TP monitoring will be based on an initial travel survey, carried out within 3 months after the first resident occupation. Following the baseline travel surveys, the TPC will be responsible for preparing an action plan to identify measures to meet the objectives of the TP.

8.2.2 Annual Travel Surveys will be carried out to provide a year-on-year comparison of the modal shift against the baseline travel survey. The TPC is responsible for the annual survey distribution and collection of results. The TPC will liaise with KCC, presenting the results from the annual survey.

8.2.3 Table 8.1 summarises the proposed monitoring strategy.

Table 8.1: Monitoring Information

Steps to be Taken	
WHAT will be measured	Travel patterns of both the future residents and local centre employees at the site, modal split for key journeys (commuting/education), journey purpose, use of car sharing, and walking bus.
WHEN will monitoring take place	Initial survey within 3 months of first occupation and annually thereafter for a period of 3-years.
WHO will carry out the survey	TPC.
FUNDING – how survey/monitoring will be funded	Developer will fund the TPC's input into monitoring.
REVIEW – agree how outcomes will be reviewed	Outcomes of survey will be reviewed and targets set.

8.3 Communication and Marketing Strategy

8.3.1 The implementation of the TP and its subsequent success relies upon a clear communication strategy. The TPC will play an important role and it is envisaged that initially (and until the site is completed) the TPC will be a member of the on-site sales and marketing team, based on site during the initial phases of occupation.

8.3.2 As the TPC will regularly be on site, this will give them direct contact with prospective and new residents and enable them to collate data and feedback on the progress of the TP.

8.3.3 The aims, objectives and measures contained within the TP will be communicated using a variety of methods including:

- Information provided within the sales and marketing suite on site;
- Information presented within the Travel Information Welcome Pack;
- Up to date information on the Travel Plan website;
- Personalised Travel Planning sessions; and
- Additional promotional leaflets / information produced by the TPC as necessary throughout the lifetime of the TP.

SECTION 9 Action Plan

9.1 Introduction

9.1.1 This section provides details of the draft action plan for implementation of the proposed measures and monitoring at the site.

9.2 Action Plan

9.2.1 Table 9.1 summarises the overall Action Plan including the timescales for implementation of the measures described in section 6 and the monitoring process outlined in Section 8.

Table 9.1: Draft Action Plan

Action	Timescale	Responsibility
Appoint Travel Plan Co-ordinator (TPM1)	Upon occupation of sales and marketing suite	Developer
Construct pedestrian/cycle links and internal footways / footpaths (TPM2)	During construction phase	Developer
Travel Information Welcome Pack (TPM3)	Prior to occupation of first dwelling	TPC
Community Notice Board (TPM4)	Prior to occupation of first dwelling	TPC
Promote Car Sharing (TPM5)	From occupation / reviewed after baseline travel surveys	TPC
Promote measures to reduce the need to travel (TPM6)	From occupation	TPC
Encourage sustainable travel to school (TPM7)	From occupation	TPC
Assess feasibility of walking bus (TPM7)	Following initial travel survey	TPC
Offer Personalised Travel Planning (TPM8)	From occupation	TPC
Set up Travel Plan Website (TPM9)	Prior to occupation	Developer/ TPC
Set up Car Club and associated EV charging spaces (TPM10)	Car club to be established prior to occupation of first dwelling. Delivery of car club spaces/vehicles to be phased alongside development build-out.	Developer
Conduct Baseline Travel Surveys	Within 3 months of first occupation	TPC
Annual Travel Surveys	Annually from date of baseline travel surveys for a period of 3-years	TPC

APPENDIX 3.A Site Location Plan



Key

■ Site Location Plan

i-Transport

Centurion House, 129 Deansgate
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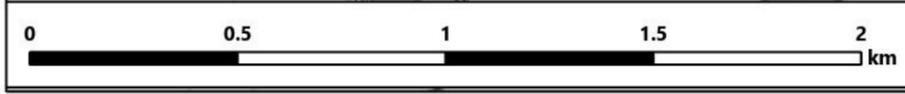
Tel: 0161 830 2172

www.i-transport.co.uk

Title: **Site Location Plan**

Project: **Land South of the Hill, Littlebourne**

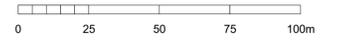
Project Number: ITM16283	Figure Number: Figure 3.A	Revision: -
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APPENDIX 3.B Illustrative Masterplan

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KEY	
	Site Boundary 15.77ha
	Residential Development (up to 300 dwellings at 35dph) 9.17ha
	Pumping Station 0.023ha
	Waste Water Treatment Works 0.15ha
	Potential Location of Allotments 0.028ha
	Community Facilities (shop etc.)
	Main Road with Avenue Tree Planting and Footpath / Bicycle Route
	Secondary Road
	Vehicular Access Locations
	Pedestrian and Cyclist Access Locations
	Surfaced Footpath / Bicycle Route
	Informal Footpath Routes, Mown and through Native Tree Belt
	Proposed Individual Tree Planting / Avenue Trees
	Proposed Native Tree Groups, Scrub and Hedgrows
	Proposed Native Tree Belts
	Existing Trees, Tree Groups and Hedgrows
	Play Provision 0.39ha (LAP/LEAP 0.18ha and 0.21ha NEAP)
	Community Orchard
	Variety of Species Rich Grass Mixes
	Bulb Planting
	Proposed Attenuation Basins
	Wetland Area 0.46ha



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APPENDIX 4.A Bus Timetables

11 Broadstairs | Westwood | Minster | Ickham | Canterbury

MONDAYS TO FRIDAYS except Bank Holidays

SATURDAYS

		Hols	Sch			Hols	Sch		
9	Broadstairs Pierremont Hall			1149	1349				1149 1349
	Westwood Bus Depot	0655		▼	▼	1552		▼	▼ 1552
	Westwood Cross Bus Hub	▼	0906		1206 1406	1554		0729 0906	1206 1406 1554
	Sainsbury's New Cross Road	0657	0908		1208 1408	1556		0731 0908	1208 1408 1556
	Manston Church	0702	0913		1213 1413	1602		0736 0913	1213 1413 1602
	Minster Church	0713	0924	0924	1224 1424	1612	1640	0747 0924	1224 1424 1612
	Monkton School	0719	0930	0930	1230 1430	1618	1646	0753 0930	1230 1430 1618
	Plucks Gutter The Dog & Duck	0726	0937	0937	1237 1437	1624	1653	0800 0937	1237 1437 1624
	Stourmouth The Rising Sun	0728	0939	0939	1239 1439	1626	1655	0802 0939	1239 1439 1626
	Preston Bus Shelter	0734	0945	0945	1245 1445	1631	1701	0808 0945	1245 1445 1631
	Wingham The Anchor	0742	0953	0953	1253 1453	1640	1709	0816 0953	1253 1453 1640
	Wingham opp. Church	0743	0954	0954	1254 1454	1641	1710	0817 0954	1254 1454 1641
	Ickham The Duke William	0748	0959	0959	1259 1459	1646	1715	0822 0959	1259 1459 1646
	Wickhambreaux The Rose	0753	1004	1004	1304 1504	▼	▼	0827 1004	1304 1504 ▼
	Littlebourne The Anchor	0759	1010	1010	1310 1510	1652	1722	0833 1010	1310 1510 1652
	Canterbury Bus Station	0815	1022	1022	1322 1522	1705	1734	0845 1022	1322 1522 1705

Hols - This bus journey runs on Mondays to Fridays during school holidays only.
Sch - This bus journey runs on schooldays only.

These buses run as route 9 between Broadstairs and Westwood.

There are no Sunday or Bank Holiday buses on route 11.

11 Canterbury | Ickham | Minster | Westwood | Broadstairs

MONDAYS TO FRIDAYS except Bank Holidays

SATURDAYS

	Canterbury Bus Station Bay D4	0933	1033	1233	1620	1740	0933	1033	1233	1740
	Littlebourne The Anchor	0944	1044	1244	1633	1752	0944	1044	1244	1752
	Wickhambreaux The Rose	0950	1050	1250	1639	1758	0950	1050	1250	1758
	Ickham The Duke William	0953	1053	1253	1642	1801	0953	1053	1253	1801
	Wingham Church	0958	1058	1258	1647	1806	0958	1058	1258	1806
	Wingham The Anchor	0959	1059	1259	1648	1807	0959	1059	1259	1807
	Preston Bus Shelter	1006	1106	1306	1655	1814	1006	1106	1306	1814
	Stourmouth The Rising Sun	1012	1112	1312	1701	1820	1012	1112	1312	1820
	Plucks Gutter The Dog & Duck	1014	1114	1314	1703	1822	1014	1114	1314	1822
	Monkton School	1021	1121	1321	1710	1829	1021	1121	1321	1829
	Minster Church	1029	1129	1329	1718	1837	1029	1129	1329	1837
	Manston Church	1039	1139	1339	1728	1847	1039	1139	1339	1847
	Sainsbury's New Cross Road	1044	1144	1344	1733	1852	1044	1144	1344	1852
	Westwood Cross Bus Hub	1046	1146	1346	▼	▼	1046	1146	1346	▼
9	Westwood opp. Bus Depot	▼	▼	▼	1735	1854	▼	▼	▼	1854
	Broadstairs Pierremont Hall	1106	1206	1406			1106	1206	1406	

Special bus timetables may apply during the Christmas period between 24 December and 1 January. Please see our website for details.

This timetable will operate from 31st October 2021



• Discovery Park • Sandwich • Ash
• Wingham • Littlebourne • Canterbury

MONDAYS TO FRIDAYS except Bank Holidays

	43A	43	43	44	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	
80/81 leaves from Deal South Street at				Sch	NSch	0705			0833					0908				0853	0933			
Discovery Park	EW			EW																		
Sandwich Guildhall, Stop B arr	0639			0730										0918								
Sandwich Guildhall, Stop B dep	0640	0654	0725	0730	0734	0759	0821	0841	0841	0901	0921	0941	1001									
Ash The Chequer Inn	0649	0706	0737	0742	0746	0811	0833	0853	0853	0913	0933	0953	1013									
Wingham The Anchor	0655	0714	0745	STT	0755	0820	0842	0901	0901	0921	0941	1001	1021									
Wingham Church	0656	0715	0746	0756	0756	0821	0843	0902	0902	0922	0942	1002	1022									
Littlebourne The Maltings	0701	0721	0752	0802	0802	0827	0850	0908	0908	0928	0948	1008	1028									
Canterbury Bus Station arr	0714	0736	0807	0821	0821	0846	0905	0921	0921	0941	1001	1021	1041									

	43A	43	43	43	43	43	43	43	43
80/81 leaves from Deal South Street at		1633		1653	1733		1753	1938	
Discovery Park									
Sandwich Guildhall, Stop B arr			1708			1808			
Sandwich Guildhall, Stop B dep			1718			1818			E
Ash The Chequer Inn	1641	1701	1721	1741	1801	1821	1841	2013	2204
Wingham The Anchor	1653	1713	1733	1753	1813	1833	1853	2022	2213
Wingham Church	1701	1721	1741	1801	1821	1841	1901	2029	2220
Littlebourne The Maltings	1702	1722	1742	1802	1822	1842	1902	2030	2221
Canterbury Bus Station arr	1708	1728	1748	1808	1828	1848	1908	2036	2227
Canterbury Bus Station arr	1721	1741	1801	1821	1841	1901	1921	2046	2236

SATURDAY mornings

	43	43	43	43	43	43	43
80/81 leaves from Deal South Street at	0648	0728		0753	0833		0853
Discovery Park							
Sandwich Guildhall, Stop B arr						0908	
Sandwich Guildhall, Stop B dep						0918	
Ash The Chequer Inn	0725	0759	0821	0841	0901	0921	0941
Wingham The Anchor	0727	0811	0833	0853	0913	0933	0953
Wingham Church	0745	0820	0842	0901	0921	0941	1001
Littlebourne The Maltings	0746	0821	0843	0902	0922	0942	1002
Canterbury Bus Station arr	0752	0827	0850	0908	0928	0948	1008
Canterbury Bus Station arr	0807	0846	0905	0921	0941	1001	1021

then at the same times as on Mondays to Fridays

Extra journey on Wednesdays during school term 43 - (1330) departure from Sandwich Technology School via St Barts Road, Woodnesborough, Wingham and arrives at Canterbury Bus Station (1415)

Sch - This bus journey runs on schooldays only.

NSch - This bus journey runs on Mondays to Fridays during school holidays only.

SSH - This bus journey runs on Saturdays and school holidays only.

• - This bus journey runs via St Barts Road and Woodnesborough.

0705 - This bus starts from Deal South Street at 0705 on schooldays and 0728 during school holidays.

EW - This bus starts from Eastry (Old Hospital) 14 minutes before the time shown at Sandwich Guildhall. It serves Woodnesborough (0630, 0721) and St Bart's Road (0635, 0726).

STT - This bus serves Staple (Three Tuns) at 0748.

E - This bus starts from Eastry (Old Hospital) at 2154, and runs directly to Sandwich via the A256.



Special bus timetables may apply during the Christmas period between 24 December and 1 January. Please contact us for details.



@StagecoachSE
stagecoachbus.com

Download the Stagecoach Bus App



This timetable will operate from 31st October 2021



43 • Sandwich • Ash • Wingham • Littlebourne • Canterbury

SUNDAYS & BANK HOLIDAYS

	43	43	43	43	43	43	43	43	43	43	43
80/81 leaves from Deal South Street at	0827	0927	1027	1127	1227	1327	1427	1527	1627	1727	1827
Sandwich Guildhall, Stop B dep	0915	1015	1115	1215	1315	1415	1515	1615	1715	1815	1915
Ash The Chequer Inn	0927	1027	1127	1227	1327	1427	1527	1627	1727	1827	1927
Wingham The Anchor	0935	1035	1135	1235	1335	1435	1535	1635	1735	1835	1935
Wingham Church	0936	1036	1136	1236	1336	1436	1536	1636	1746	1836	1936
Littlebourne The Maltings	0942	1042	1142	1242	1342	1442	1542	1642	1742	1842	1942
Canterbury Bus Station arr	0955	1055	1155	1255	1355	1455	1555	1655	1755	1855	1955

43 • Canterbury • Littlebourne • Wingham • Ash • Sandwich

SUNDAYS & BANK HOLIDAYS

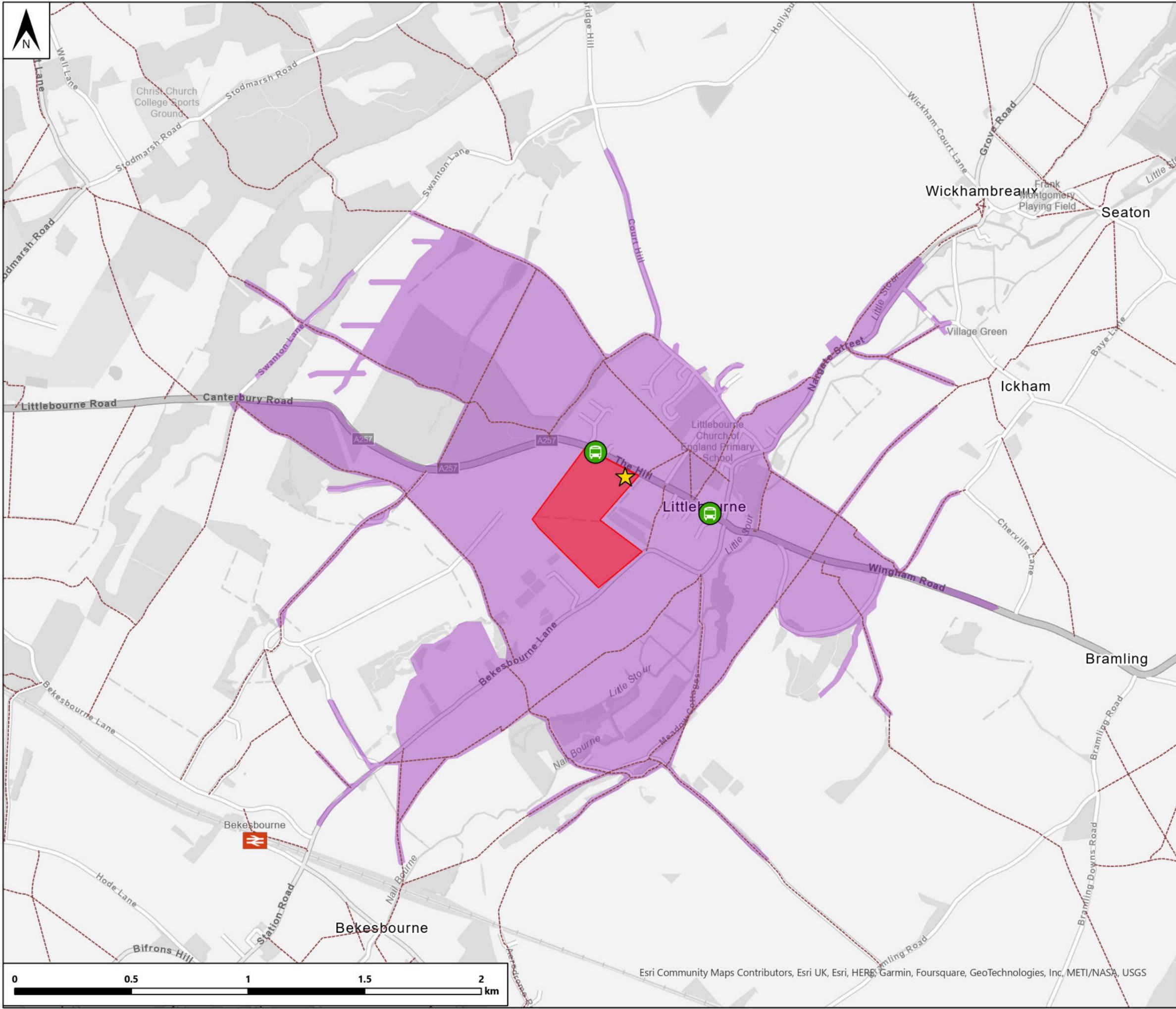
	43	43	43	43	43	43	43	43	43
Canterbury Bus Station D3	0918	1018	1118	1218	1318	1418	1518	1618	1718
Littlebourne The Maltings	0929	1029	1129	1229	1329	1429	1529	1629	1729
Wingham Church	0934	1034	1134	1234	1334	1434	1534	1634	1734
Wingham The Anchor	0935	1035	1135	1235	1335	1435	1535	1635	1735
Ash The Chequer Inn	0942	1042	1142	1242	1342	1442	1542	1642	1742
Sandwich Guildhall, Stop A	0952	1052	1152	1252	1352	1452	1552	1652	1752
80/81 arrives at Deal South Street at	1041	1141	1241	1341	1441	1541	1641	1741	1741

▼ - There's no need to change buses, stay on the bus to continue on to Deal, South Street



Special bus timetables may apply during the Christmas period between 24 December and 1 January. Please contact us for details.

APPENDIX 4.B Walking Catchment Plan



Key

- Site Location
- 2km Walking Catchment
- PROW
- ★ Local Hub / Shop
- 🚌 Bus Stop
- 🚉 Bekesbourne Railway Station

PROW data from Kent

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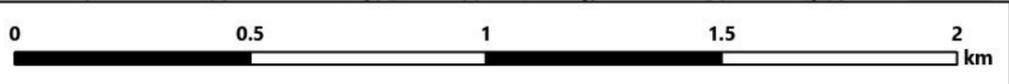
Tel: 0161 830 2172

www.i-transport.co.uk

Title:
2km Walking Catchment

Project:
Land South of the Hill, Littlebourne

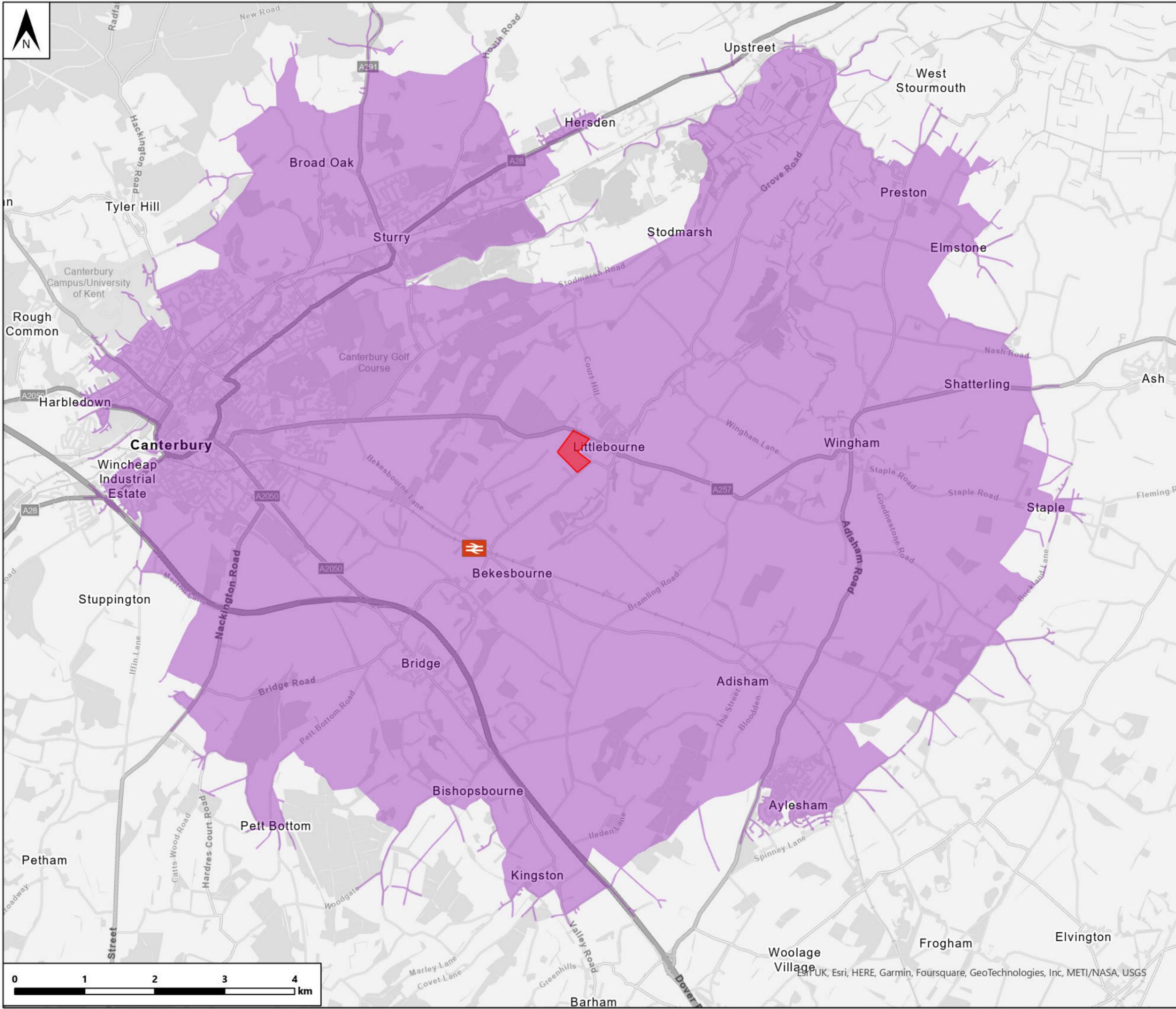
Project Number: ITM16283	Figure Number: APPENDIX 4.B	Revision: -
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APPENDIX 4.C Public Rights of Way Map

APPENDIX 4.D Cycle Catchment Plan



Key

- Site Location
- 8km Cycle Catchment
- Bokesbourne Railway Station

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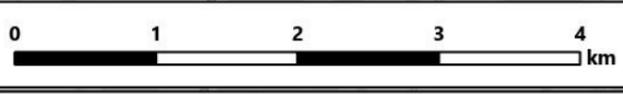
Tel: 0161 830 2172

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Title: **8km Cycle Catchment**

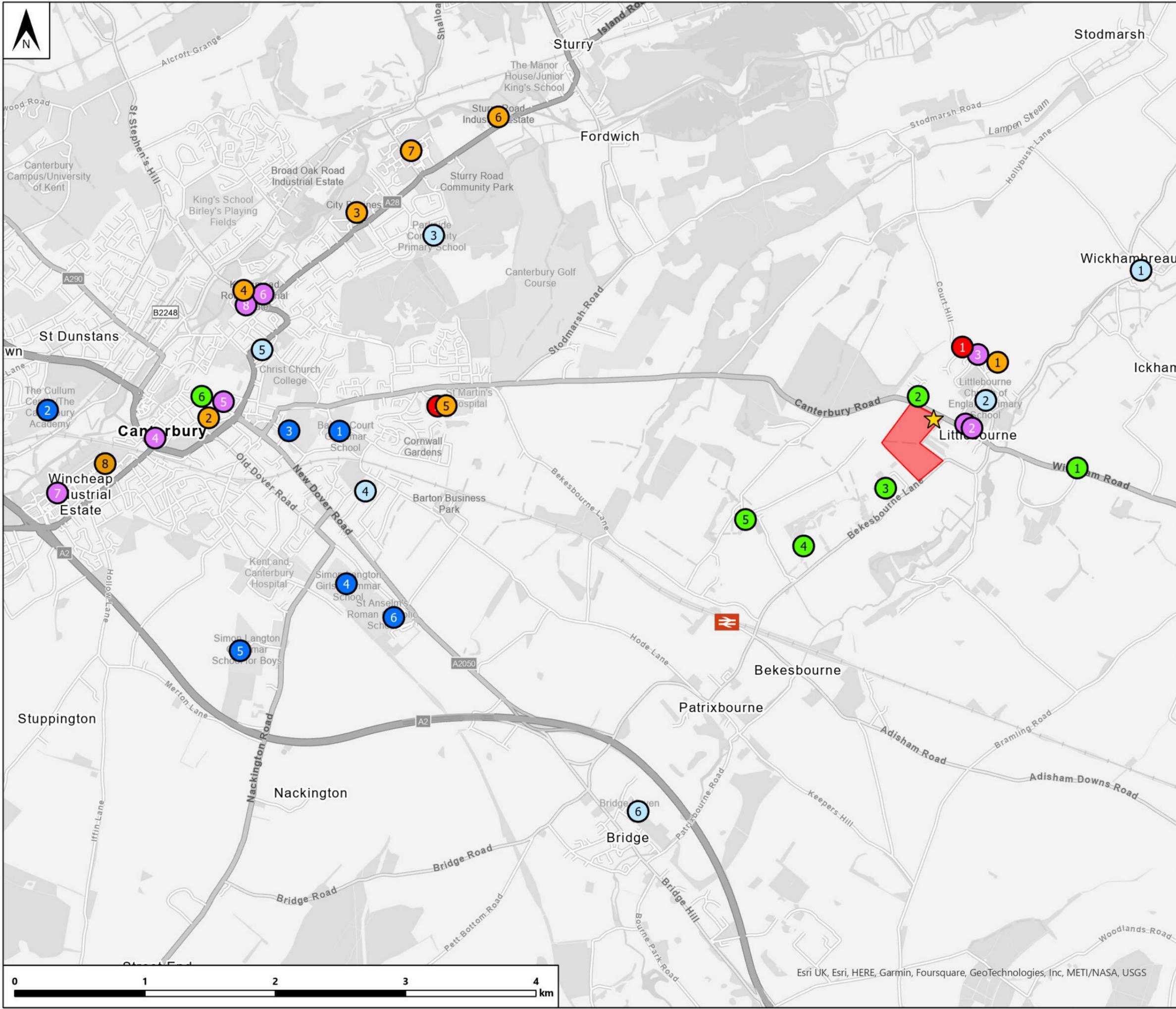
Project: **Land South of The Hill, Littlebourne**

Project Number: ITM16283	Figure Number: APPENDIX 4.D	Revision: -
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APPENDIX 4.E Key Facilities Plans



Key

- Site Location
- 🚉 Bokesbourne Railway Station
- ★ Local Hub / Shop

Primary School

- 1 Wickhambreaux C of E Primary School
- 2 Littlebourne C of E Primary School
- 3 Parkside Community Primary School
- 4 Pilgrims Way Primary School
- 5 St Thomas Catholic Primary School
- 6 Bridge and Patrx C of E Primary School

Secondary School

- 1 Barton Court Grammar School
- 2 Canterbury Academy
- 3 Canterbury College
- 4 Simon Langton Girls Grammar
- 5 Simon Langton Grammar School for Boys
- 6 St Anselm's Catholic School

Health

- 1 Littlebourne Surgery
- 2 St Martins Hospital

Retail

- 1 Four Village Stores
- 2 Littlebourne Post Office
- 3 The Ivy Barn
- 4 Aldi
- 5 Canterbury City Centre
- 6 Marshwood Close Retail Park
- 7 Morrisons Canterbury
- 8 Sainsbury Canterbury

Leisure

- 1 Barton Field Farm Equestrian Centre
- 2 The Evenhill
- 3 Howletts Wild Animal Park
- 4 Pavillion Cafe
- 5 Woolton Farm
- 6 Canterbury City Centre

Employment

- 1 Builders Square
- 2 Canterbury City Center
- 3 City Buisness Park
- 4 Kingsmead Industrial Estate
- 5 St Martins Hospital

Name

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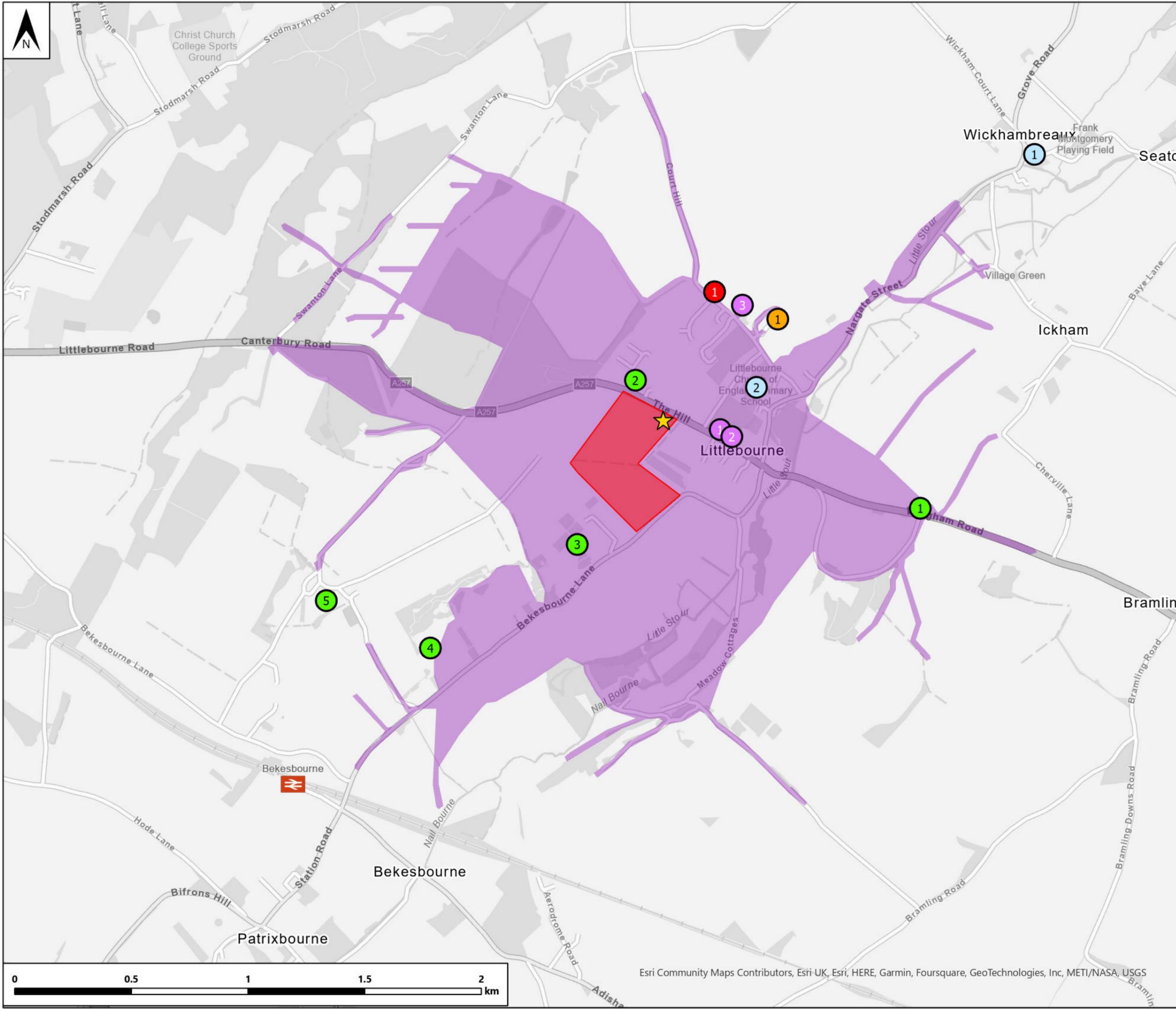
Title:
Key Facilities Plan - Wider Area

Project:
Land South of The Hill, Littlebourne

Project Number: ITM16283	Figure Number: APPENDIX 4.E	Revision: -
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Key

- Site Location
- 2km Walking Catchment
- ★ Local Hub / Shop
- Builders Square

Primary School

- 1 Wickhambreaux C of E Primary School
- 2 Littlebourne C of E Primary School

Employment

- 1 Builders Square

Health

- 1 Littlebourne Surgery

Retail

- 1 Four Village Stores
- 2 Littlebourne Post Office
- 3 The Ivy Barn

Leisure

- 1 Barton Field Farm Equestrian Centre
- 2 The Evenhill
- 3 Howletts Wild Animal Park
- 4 Pavillion Cafe
- 5 Woolton Farm

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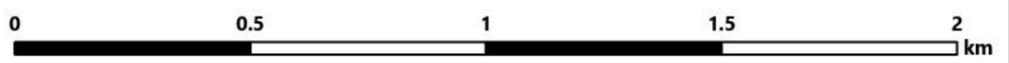
Tel: 0161 830 2172

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Title:
Key Facilities Plan - Littlebourne

Project:
Land South of the Hill, Littlebourne

Project Number: ITM16283	Figure Number: Appendix 4.E	Revision: -
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