

Client:
Richborough Estates Ltd

Project:
**Sandwich Road
Sholden**

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T18516
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Travel Plan

Prepared by: SC
Authorised by: GM
Rev:
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Hub Transport Planning Ltd
Radclyffe House
66/68 Hagley Road
Edgbaston
Birmingham
West Midlands B16 8PF
T. 0121 454 5530

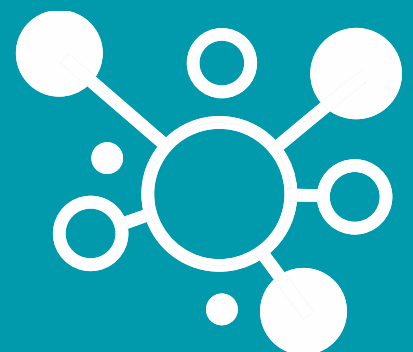


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APPENDICES

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1.0 Introduction

Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Richborough Estates Ltd to provide transport advice for a proposed residential development off Sandwich Road/London Road, Sholden.
- 1.2 The site is located to the west of Sandwich Road in Deal. The proposed development lies opposite a relatively recently built residential estate accessed from Sandwich Road via Sholden Drive.
- 1.3 It is intended that the site will provide up to 117 dwellings; the site location is shown on **Figure 1.1** and an illustrative masterplan is included as **Appendix A**.
- 1.4 The Transport Assessment (TA) which accompanied the planning application demonstrates the negligible traffic impact that the development proposals will have on the operation of the local highway network. Nevertheless, it is important to note that sustainable travel to and from the site is promoted through a robust Travel Plan.

Purpose of the Report

- 1.5 The purpose of the report is to provide a Travel Plan to encourage sustainable travel to and around the proposed development. The Travel Plan provides a package of targets and measures which are designed to increase the use of sustainable modes of transport and minimise single-occupancy car journeys.

Structure of the Report

- 1.6 Following this introduction, the report is set out as follows:
 - Chapter 2 sets out the structure of the Travel Plan;
 - Chapter 3 considers local facilities and sustainable transport provision;
 - Chapter 4 outlines the targets for the Travel Plan;
 - Chapter 5 provides Travel Plan measures, initiatives and an action plan; and
 - Chapter 6 notes on the implementation and monitoring regime for the Travel Plan.

Limitations of the Report

- 1.7 This report has been undertaken at the request of Richborough Estates Ltd, thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.
- 1.8 This report has been compiled using data from a number of external sources (such as public transport information); these sources are considered to be trustworthy and therefore the data provided is considered to be accurate and relevant at the time of preparing this report.

2.0 Travel Plan Structure

Travel Plan Aims

- 2.1 A Travel Plan is defined as a package of measures intended to encourage sustainable travel choices and reduce the reliance on the private car; this effectively requires identifying and implementing a set of interconnected measures and initiatives which will reduce the environmental impact of the travel associated with a development, particularly through the use of public transport, walking and cycling.
- 2.2 Generally, a Travel Plan should incorporate the following:
- A site audit to identify all existing transport links to the site and any initiatives that are already in place;
 - Identification of the primary objectives of the plan, through which the scope of the plan can be developed and against which the performance of the plan can be measured;
 - Identification of measures and initiatives to achieve these objectives;
 - A methodology for formulating the plan, incorporating implementation processes and the roles/responsibilities of all parties involved; and,
 - A monitoring programme, entailing an assessment of the aims and objectives, measures, targets, and communication strategy.
- 2.3 The specific aim of the Travel Plan for this proposed development is to promote and facilitate sustainable travel choices and reduce single-occupancy vehicle use. In turn, this links to the principal transport aim for the site, which is to make it, within reason, as sustainable as possible in terms of people movement.

Travel Plan Objectives

- 2.4 The primary objectives of the Travel Plan for this residential development are as follows:
- To reduce the reliance on the private car and to minimise the number of additional single occupancy car traffic movements to/from the development;
 - To encourage the use of alternative modes of transport which have less environmental impact, including walking and cycling; and,
 - To encourage the use of modes of transport that would improve the physical fitness and well-being of residents.

Methodology for Formulating the Travel Plan

- 2.5 A detailed timetable is provided in Chapters 5 and 6, however the implementation process for the Travel Plan, once the site is close to the first occupation, is likely to be as follows:
- Appoint a Travel Plan Coordinator (TPC)
 - Implement initial measures and initiatives; and,
 - Derive potential travel patterns to/from the site and investigate incentives for residents to change mode.

3.0 Sustainable Travel

Sustainable Travel Accessibility

- 3.1 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has prepared several documents that provide guidance with respect to the provision of sustainable travel in conjunction with new developments. The suggested acceptable walking distances to common facilities are presented in **Table 1** below.

Table 1 – Suggested Walking Distances (IHT Guidelines)

	Town Centre (m)	Commuting/Schools/Sightseeing (m)	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

- 3.2 It is generally accepted that there is potential for short car trips to be substituted for cycle trips, and for longer trips to be substituted by a combination of cycle and public transport trips. Guidance suggests that 5km is a useful benchmark for a commutable distance by cycle.
- 3.3 The National Travel Survey 2020 highlights the average cycle trip for 2019 was 6.1km (assuming a 10mph cycle speed).
- 3.4 With regards to walking, Manual for Streets (MfS) states that ‘walkable neighbourhoods’ are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.
- 3.5 MfS also states that the 800m walking distance is not an upper limit and references the former PPG13 guidance in respect of walking replacing short car trips, particularly those under 2km.
- 3.6 In addition to the above, it is pertinent to note that the National Travel Survey (published in August 2020), which provides a summary of results of travel survey data for 2019, reports that the average walk trip distance is 1.36km.
- 3.7 As such, it is reasonable to assume that the average person will walk between 800m and 2.0km to a defined destination (such as local facilities), but also being mindful of the 1.36km average walk distance.
- 3.8 The following sections consider the opportunities for sustainable travel that are available in the vicinity of the site.

Accessibility by Foot

- 3.9 Existing footways measuring are located at either side of Sandwich Road/London Road which provide access south and east to facilities in Sholden and Deal. In fact, the footway along the frontage of the site is segregated from a cycleway via a verge, and the cycleway is, in turn, separated from the carriageway via a wider verge.
- 3.10 On the eastern side of Sandwich Road/London Road a combined pedestrian/cycleway is provided, fronting the relatively recently built residential estate to the east of Sandwich Road/London Road.

- 3.11 Signalised pedestrian crossing facilities and pedestrian refuge islands are located along Sandwich Road/London Road to aid pedestrian and/or cyclist movements.
- 3.12 Existing pedestrian access to the site is available via public footpaths. Access is available from the White Cliffs Country Trail running along the northern edge of the site and from a footpath at the southern boundary of the site opposite Sholden New Road.
- 3.13 Sandwich Road and London Road are subject to a 30mph speed limit fronting the site and are predominantly residential in nature, as are the roads leading south and east towards local facilities.
- 3.14 The proposed development site is located close to a range of local services and facilities including a number of; education, retail, health, and leisure facilities.
- 3.15 The key local facilities in the vicinity of the application site are displayed in **Table 2** and can be identified in **Figure 3.1**.

Table 2 – Local Facilities

Facility	Distance (approx.)
Walmer Cricket Club (Sholden)	500m
Sholden Village Store	530m
Sholden C of E Primary School	550m
Leather Bottle Public House	590m
Beech Tree Avenue Park & Garden	670m
The Sportsman Public House	680m
Sholden Village Hall	680m
The Three Horseshoes Public House	710m
Hornbeam Primary School	720m
Great Mongeham Community Church	740m
St Nicholas' Church	820m
Mini Stores Convenience Store	1.0km
Cottington Lakes Fishing Pond	1.1km
Play Park	1.1km
Londis Convenience Store	1.2km
The Farrier Public House	1.2km
Sisters of Our Lady of the Missions	1.2km
Takeaway Stores	1.3km
St Leonard's Church	1.3km
St Mary's Catholic Primary School	1.4km
Betteshanger Sports & Social Club	1.4km
St Richard's Road GP Surgery and Pharmacy	1.5km
Bright Sparks Childcare Centre	1.5km
Warden House Primary School	1.5km
Deal Town Football Club	1.9km
Goodwin Academy, Deal Adult Education Centre and Treetops Pre-School	2.0km

- 3.16 **Table 2** above demonstrates that there is a good range of facilities available within reasonable walking distance of the site, including local schools, a GP surgery and pharmacy, convenience stores and leisure facilities.
- 3.17 All of the facilities listed above are available within the two-kilometre walk distance referred to in MfS guidance. In addition, most of the facilities listed above are located within the 1.36km average walk distance for 2019 as referred to in the National Travel Survey (2020).
- 3.18 The site is located suitably to access a wide range of local facilities on foot.

Accessibility by Cycle

- 3.19 National Cycle Route 1 (NCR1) runs to the east of the site from Deal Town Centre and follows the coastline north to Sandwich and south to Dover. Further National Cycle Routes can be accessed from here such as NCR2 which runs from Dover southwest along the coastline.
- 3.20 A footway/cycleway is located on either side of Sandwich Road/London Road and provides a route towards country parks located to the north of the site. Local residential streets leading to local facilities to the west and south of the site are subject to a 30mph speed limit and are considered suitable for use by cyclists.
- 3.21 All the facilities listed in **Table 2** are located well within the average cycle distance for 2019 of 6.1km (assuming a 16kph cycle speed), as included in the National Travel Survey (2020).

Accessibility by Bus

- 3.22 There are two pairs of bus stops on Sandwich road/London Road which residents of the site might utilise and these are located at a walk of between 180m and 300m, depending where on the site the dwelling is located. These stops are served by the number 80, 81, X1 and X2 bus services.
- 3.23 A summary of the destinations and frequency of these bus services is provided in **Table 3** below.

Table 3 – Local Bus Services

Service No.	Destinations	Frequency		
		Mon – Fri	Sat	Sun
80	Sandwich – Sholden – Middle Deal – Deal – Mill Hill – Walmer – Guston – Dover – Tower Hamlets	2 an hour (06:45-19:25)	2 an hour (07:33-19:25)	N/A
81	Sandwich – Woodnesborough – Eastry – Betteshnager – Shoulder – Middle Deal – Mill Hill – Walmer – Guston – Dover	Hourly (08:07-23:44)	Hourly (07:00-23:44)	Hourly (10:32-18:32)
X1	Deal – Middle Deal – Mill Hill – Upper Deal – Hornbeam Primary School – Sholden C of E Primary School – Sandwich Technology School	School Service (AM and PM service)	N/A	N/A
X2	Walmer – Deal – Middle Deal – Upper Deal – Sholden – Sandwich Technology School Grounds	School Service (AM and 2 PM services)	N/A	N/A

- 3.24 The above demonstrates that there is a good level of bus service available from nearby bus stops, providing regular services between Sandwich and Dover as well as to local schools.
- 3.25 The number 80 service provides a morning service to Dover that departs from Sandwich Road (opposite Sholden School) at 08:32 and arrives in Dover at 09:18. Late afternoon services from Dover depart at 16:16. Morning services to Deal depart at 08:53 into Deal at 09:02. Late afternoon/early evening services from Deal depart from 17:27 to 18:27. Morning services to Sandwich depart from Sandwich Road (opposite Sholden School) at 07:15 and 08:15 arriving in Sandwich at 07:52 and 08:52. Late afternoon services depart from Sandwich at 16:35 and 17:35. There is therefore a suitable level of service for residents to commute to areas such as Dover, Deal and Sandwich.

- 3.26 The number 81 bus service complements the number 80 service providing connections to settlements between Sandwich and Worth not covered by the number 80; it also provides a Sunday service between Sandwich and Dover. The number X1 and X2 services provide access to nearby schools such as Sandwich Technology School. The number 80 service also stops at several schools including The Duke of York's School and Dover Girls' Grammar School.
- 3.27 These bus services provide residents with the opportunity to travel into Deal by bus to access further facilities. It is therefore considered that residents have a realistic option to travel by bus for work, education and/or leisure purposes.

Accessibility by Rail

- 3.28 Deal Railway Station is located approximately 2.4km to the east of the site and can be accessed via the number 80 bus service (approximate journey time of 15 minutes), by cycle (approximate journey time of 10 minutes) or by car (approximate journey time of 10 minutes). The station benefits from 28 cycle parking spaces and 53 car parking spaces with 2 accessible spaces.
- 3.29 The station provides services to:
- London St Pancras International
 - via Walmer, Martin Mill, Dover Priory, Folkestone Central, Folkestone West, Ebbsfleet International and Stratford International.
 - London Charing Cross
 - via Walmer, Martin Mill, Dover Priory, Folkestone Central, Folkestone West, Sandling, Westenhanger, Ashford International, Pluckley, Headcorn, Staplehurst, Marden, Paddock Wood, Tonbridge, Sevenoaks, London Bridge, and London Waterloo East.
 - London Cannon Street
 - via Walmer, Martin Mill, Dover Priory, Folkestone Central, Folkestone West, Sandling, Westenhanger, Ashford International, Pluckley, Headcorn, Staplehurst, Marden, Paddock Wood, Tonbridge, Hildenborough, Sevenoaks, and London Bridge.
 - Ramsgate
 - via Sandwich.
- 3.30 It is therefore considered that residents have a reasonable choice to travel for work, education and/or leisure purposes by rail.

Summary of Baseline Sustainable Transport

- 3.31 The above review demonstrates that the site is readily accessible by a variety of modes of transport that have the potential to reduce the reliance on the private car. It is therefore considered that residents will have a real choice about how they travel and that the proposals therefore accord with the guiding principles of the NPPF.

4.0 Travel Plan Targets

Journey to Work Data

- 4.1 A key measure of the success of the Travel Plan will be concerning the level of reduction in car journeys in favour of other sustainable modes of transport.
- 4.2 Targets will be used to assess the effectiveness of the Travel Plan initiatives and measures which are outlined in Chapter 5, with the overall goal of meeting the Travel Plan aims and objectives which are stated in Chapter 2.
- 4.3 An estimation of expected modal split patterns for residential travel has been derived from local Census data and has been used to set the baseline against which targets have been set. The baseline targets will be replaced once resident surveys have been completed upon occupation.
- 4.4 Method of Travel to Work data from the 2011 Census provides a baseline modal split for workplace trips from the 2011 super output areas – mid layer, Dover 005, as included in **Appendix B** and outlined below:
 - Car or van driver = 73%
 - Car or van passenger = 8%
 - Taxi = 1%
 - Train = 1%
 - Bus, minibus, or coach = 1%
 - Motorcycle, scooter or moped = 1%
 - Bicycle = 3%
 - Walk = 13%

Targets

- 4.5 To ensure that the Travel Plan targets are both realistic and achievable, it is proposed that the targets are reviewed following the first set of mode share travel surveys at the site.
- 4.6 Notwithstanding the above, an appropriate (3-year) baseline target for the site is a reduction in peak hour single-driver car trips of 5% (i.e. 5% of 73% or 3.7% in real terms), to be transferred to other modes. This is likely to provide a challenging, but achievable, target for the site as a modal transfer of 1% to bus trips (for example) would equate to a 100% increase in this method over 3 years; given the proximity of the site to bus stops, this target is considered reasonable.
- 4.7 The data quoted above excludes those working at home in the locality. Of course this is a key element of sustainability in removing the need to travel and will be encouraged. Indeed, the recent COVID19 pandemic appears to have accelerated the move towards home working and increases in home working will be considered in the assessment of the effectiveness of the Travel Plan.
- 4.8 Furthermore, given the proximity of this site to bus stops that provide a good level of bus service to Deal, Sandwich and Dover, as well being located in close to a number of cycle routes and local facilities within Sholden; these factors are likely to minimise the need to travel by car.

5.0 Travel Plan Measures and Initiatives

Introduction

- 5.1 Residential Travel Plans provide a package of measures and initiatives to encourage residents and visitors to choose alternative travel options in preference to single occupancy car use.
- 5.2 There are also further, equally important, reasons for promoting sustainable travel at residential sites including; travel choice, social, environmental, and health benefits.
- 5.3 A Travel Plan Co-ordinator (TPC) will also be assigned to monitor and update the Travel Plan and encourage the use of sustainable modes of travel.

Measures and Initiatives

- 5.4 To meet the aims stated in Chapter 2, the developer will seek to minimise travel impacts where possible through sustainable travel initiatives.
- 5.5 The proposed Travel Plan measures and initiatives are set out in full below:
 - Encourage walking to/from the development by:
 - Providing a map of local walking routes to key areas to all residents;
 - Promoting websites such as www.livingstreets.org.uk;
 - Ensure the provision of appropriate well lit, safe footpaths on approach to the development and connecting bus stops;
 - Providing appropriate pedestrian linkages from the site; and,
 - Promoting the health benefits of walking.
 - Encourage cycling to/from the development by:
 - Publishing and providing details of the local cycle network, routes, and suppliers including electric bicycles;
 - Provide secure cycle parking at all dwellings;
 - Create a Bicycle User Group; and,
 - Promoting cycling information websites such as <https://www.dover.gov.uk/Leisure-Culture-Tourism/Get-Active/Get-Cycling.aspx> and <https://www.kent.gov.uk/roads-and-travel/road-safety/road-safety-training/cycle-training>.
 - Promoting the use of public transport through:
 - Provision of detailed public transport information packs e.g. including bus timetables, fares, and journey planning services for each resident.
 - Encouraging sustainable car journeys to/from the development by:
 - Making residents aware of car share and car club schemes such as liftshare.com and <https://kentconnected.org/commute-smarter/car-share>.
 - Providing an electric vehicle charging point for each dwelling.

- Raise awareness of car ownership costs through Travel Information Packs;
- Provide details of any local taxi firms and ranks;
- Provide information regarding the location of electric vehicle charging points in the vicinity of the site.
- Reduce the need to travel by:
 - Promoting the benefits of working from home;
 - Providing information regarding broadband speeds in the area.
- Promoting the Travel Plan and its measures by:
 - Providing residents with a Travel Plan Information Pack;
 - Publicising the Travel Plan on the development website; and,
 - Publicising the Travel Plan and public transport information on a notice board within the sales office.

Travel Information Packs

- 5.6 A key aspect in achieving the Travel Plan measures and initiatives will be the distribution of travel information to residents once the development is completed.
- 5.7 When the site is built, each householder will be provided with a Travel Plan Information Pack which will contain information about the modes of transport which are available for journeys to and from the site. The information packs will include public transport and sustainable travel information about services and routes within the local area.
- 5.8 The packs will make residents aware of the transport provision which is available to the town centre, local shops, schools, health and leisure facilities, bus stops and railway station.
- 5.9 In addition, contact details for the TPC will be provided. The packs will also include maps giving detail of safe pedestrian and cycle routes from the site, together with fare, contact and timetable information for taxis and public transport services.
- 5.10 A simple leaflet outlining the benefits of sustainable transport versus the use of private car will also be set out in the information pack, as well as the aims of the Travel Plan. This and all the information contained within the pack will be researched and published prior to occupation and will be reviewed annually and updated as necessary.
- 5.11 The information packs will offer details and discounts for local cycle and outdoor retailers and online planning services.

Action Plan

- 5.12 **Table 4** details the action plan for the implementation of the proposed measures and initiatives.

Table 4 – Action Plan

Travel Mode	Initiative	Target Date	Person Responsible	Other Delivery Partners
Sustainable Car Journeys	Making residents aware of car share and car club schemes such as liftshare.com and https://kentconnected.org/commute-smarter/car-share .	Site occupation	TPC	
	Provide details of all local taxi firms and ranks	Site occupation	TPC	
	Raise awareness of car ownership costs through Travel Information Packs	Site occupation	TPC	
	Provide EV charging points for all dwellings	During construction	Housebuilder	
	Provide information regarding the location of electric vehicle charging points in the vicinity of the site	Site occupation	TPC	
Cycling	Publishing and providing details of the local cycle network	Site occupation	TPC	
	Each dwelling provided with secure cycle parking	During construction	Housebuilder	
	Promoting cycling information websites such as https://www.dover.gov.uk/Leisure-Culture-Tourism/Get-Active/Get-Cycling.aspx and https://www.kent.gov.uk/roads-and-travel/road-safety/road-safety-training/cycle-training .	Site occupation	TPC	
	Create a Bicycle User Group (BUG)	Site occupation	TPC	
Public Transport	Publishing and providing detailed public transport information packs to residents	Site occupation	TPC	DDC/KCC and local public transport providers
Walking	Providing a map of local walking routes to all residents	Site occupation	TPC	DDC/KCC
	Provide footway link from the site to existing footway infrastructure on Mongeham Road and the upkeep of existing public rights of way to the site	Site occupation	Developer	
Reduce the Need to Travel	Provide information on broadband speeds in the local area and the benefits of working from home	Site occupation	TPC	
Promoting the Travel Plan	Providing all residents with a Travel Plan Information Pack	Site occupation	TPC	
	Publicising the Travel Plan on the development website	Prior to site occupation	TPC	
	Publicising the Travel Plan on a notice board in the sales office	Prior to site occupation	TPC	Sales Team

6.0 Implementation and Resource

Travel Plan Coordinator

- 6.1 A fundamental aspect of the implementation and appointing of any Travel Plan is the identification of a TPC for the site. It will be the responsibility of the developer to identify a TPC, who is likely to be a member of the sales office team for the site.
- 6.2 It is essential that the TPC can dedicate sufficient time to developing the initiatives and implementing an overall strategy for the development.
- 6.3 The TPC should preferably have a sound knowledge of the local transport in the area and should wholeheartedly believe in the strategy to be implemented for the site. They should be approachable, amenable to suggestions and possess a high level of interpersonal skills, as they will be required to converse with outside bodies such as public transport operators and the local authority.
- 6.4 It is envisaged that the TPC will be responsible for setting up, promoting, and monitoring the following schemes:
 - Travel Plan promotion and awareness, including information campaigns throughout the site; and,
 - Consultation with bus operators and the local authority, to provide up-to-date information on services and facilities.
- 6.5 The TPC will, as the site develops, communicate on a regular basis with the local authority and they will ensure that information about sustainable modes of transport is freely available for residents.
- 6.6 Following site occupation, the developer and the TPC will ensure that Travel Plan Information Packs are provided to all house owners and tenants to make residents aware of the aims and objectives of the Travel Plan at an early stage.
- 6.7 The TPC will be responsible for the monitoring of the Travel Plan and to continue to help promote sustainable modes of travel.

Monitoring the Travel Plan

- 6.8 A Travel Plan requires a regular monitoring programme to ascertain whether the implemented measures are achieving the primary objectives of the plan.
- 6.9 Therefore, an Annual Monitoring Report will be prepared and agreed with Kent County Council and/or Dover District Council.
- 6.10 Given the proposed size of the development, baseline monitoring will be undertaken once the site is fully built out and at least 50% occupied. The surveys will involve 7-day vehicular traffic counts, set up on the vehicular access point into the development (not to be undertaken during school or public holidays).
- 6.11 The Annual Monitoring Report will establish the current effectiveness of the Travel Plan initiatives and, if necessary, it will recommend changes/amendments to ensure that the plan can adapt to any emerging travel patterns.
- 6.12 Mitigation measures to help achieve the goals of the Travel Plan should they not be met will initially include:

- Increase the intensity of the marketing and promotion of the Travel Plan and travel options;
- Implement a site-specific car sharing database; and
- Implement a Personal Travel Planning (PTP) Programme for the development.

Travel Surveys

- 6.13 At this stage, it would be expected that the first set of mode share travel surveys for the development are undertaken within 12 months of first occupation and annually thereafter for a period of three years, though this could be done for a longer period dependent on whether the Travel Plan aims and objectives are being achieved.
- 6.14 These surveys will be completed during the same month each year (avoiding school and public holidays), and using the same methodology, thus removing any potential problems associated with seasonal variations and/or inconsistent survey results.
- 6.15 These surveys should then be reviewed with the local authority, illustrating the effectiveness (or otherwise) of the measures implemented at the site and agreeing the targets over the next 12-month period.

Timescales

- 6.16 **Table 5** provides an example timetable for the implementation of the Travel Plan.

Table 5 – Travel Plan Implementation Timetable

Travel Plan Process	Implementation Date
Appoint TPC	Prior to first occupation
Create Development Website with travel links and additional information	Prior to first occupation
Prepare Promotional Leaflets with travel links and additional information	Prior to first occupation
Provision of Residents Travel Pack (RTP)	Within one month of the first occupation of any dwelling
Agree scope and methodology of traffic and travel surveys	After 3 months of first occupation
Undertake mode share travel surveys	Within 12 months of first occupation
Undertake traffic monitoring surveys	Once site is fully built out and at least 50% occupied
Prepare Annual Monitoring Report and agree targets with local authority	Within 3 months of surveys

* Traffic and Travel surveys to be undertaken during the same month, on an annual basis

T18516
Sandwich Road, Sholden



Figures



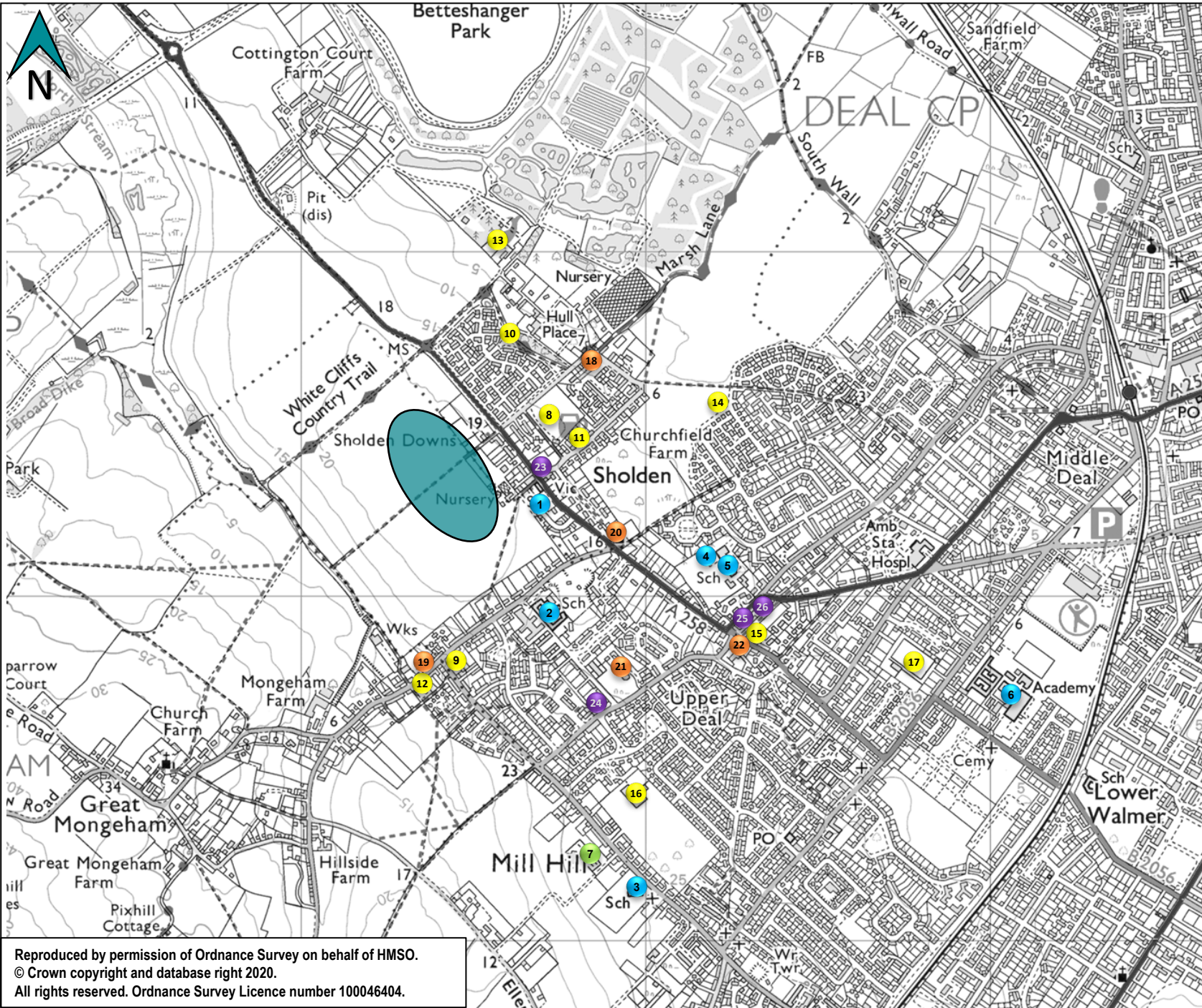
Legend

● Site Location

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Not to Scale
 Sandwich Road, Sholden
Figure 1.1 – Site Location Plan



- Legend**
-  Site Location
 -  Bus Stop
 -  Rail Station
 -  1 Sholden C of E Primary School
 -  2 Hornbeam Primary School
 -  3 St Mary's Catholic Primary School
 -  4 Bright Sparks Childcare Centre
 -  5 Warden House Primary School
 -  6 Goodwin Academy, Deal Adult Education Centre & Treetops Pre-School
 -  7 St Richard's Road GP Surgery and Pharmacy
 -  8 Walmer Cricket Club
 -  9 Leather Bottle Public House
 -  10 Beech Tree Avenue Park & Garden
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 -  26 Takeaway Stores



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 Sandwich Road, Sholden
Figure 3.1 – Local Facilities

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