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OP5 APPENDIX 16.6 – **FRAMEWORK TRAVEL PLAN**

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OTTERPOOL PARK

Framework Travel Plan

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1 Introduction

1.1 Background

1.1.1 Arcadis was commissioned on behalf of Otterpool Park LLP to prepare this Travel Plan which supports an outline planning application for the development of a new garden settlement accommodating up to 8,500 homes together with retail, commercial, education, health, community uses and associated infrastructure.

1.1.2 The application site is located on 589 hectares of land directly south-west of Junction 11 of the M20 motorway, and south of the HS1 and Mainline rail routes including Westenhanger Station in the administrative area of Folkestone & Hythe District Council in Kent.

1.1.3 This Travel Plan (TP) provides the basis for travel planning for the Otterpool Park garden settlement, combining requirements for residential, workplace and school travel planning into a single overarching document. It is a Draft document provided for information as part of the outline planning application and it is anticipated that a Final Travel Plan will be a requirement of the planning condition.

1.2 Purpose of this Travel Plan

1.2.1 This TP is intended to be a live document which sets out a strategy and package of measures designed to manage access by sustainable travel modes to/ from the Otterpool Park site. The purpose of the Travel Plan is to reduce the dependency on the private car, promote sustainable accessibility and promote healthy lifestyles. The typical initiatives covered may be amended or changed to suit future patterns/ issues.

- The TP is aligned with the sustainable travel policy objectives of national, regional and local government by:
- Reducing the need to travel, especially by single occupancy car use, through the location of facilities and by design.
- Promoting sustainable travel choices for people and for moving goods.
- Promoting accessibility to education, employment, services and facilities by walking, cycling and public transport.
- Promoting low carbon travel and seeking to reduce congestion.
- A summary of the key national, regional and local policy documents and guidance for travel planning is set out in Chapter 2.

1.3 Benefits of a Travel Plan

1.3.1 The development and successful implementation of the Otterpool Park TP has the potential to deliver wide reaching benefits to residents, workplaces and the wider community. As a new development, there is the opportunity to create sustainable travel habits from the outset. The benefits of an effective TP include:

- Increased choice and quality of travel modes.

- Reduced traffic congestion and journey time.
- Reduced harmful impacts on the environment due to fewer vehicles on the roads, promoting lower carbon alternatives and less environmentally intrusive forms of travel, such as walking and cycling and electric vehicles.

- Improved air quality and minimised greenhouse gas emissions due to a reduction in traffic growth and congestion and use of low carbon vehicles.
- Reduction in the harmful effects to the existing biodiversity and the built and historic environment as a result of reduced traffic growth.
- Improved health due to less pollution from vehicles and the take up of active travel modes.
- Financial savings for residents and employees from free or discounted travel vouchers and the take up of less costly alternatives of travel, such as walking or car sharing.
- Safer communities through a reduced number of accidents and other incidents, for example, by reducing traffic on roads, restricting traffic speeds, creating road crossings or forming home zones.
- Improved sustainable access to local services, facilities and the natural environment, such as open spaces and green corridors for non-motorised forms of transport.
- Reduced social isolation as a result of extended or new public transport services, residents walking/ cycling groups, travel forums for residents and building links with the wider community.

1.4 Otterpool Park Transport Strategy

1.4.1 The TP is aligned with the principles of the Otterpool Park Transport Strategy (application document 3.20). The Otterpool Park development and associated access and travel strategy will provide residents, employees and visitors with an attractive and comprehensive network of sustainable travel opportunities to provide viable alternatives to travel by private car. This will be balanced against ensuring that the highway access arrangements are robust enough to sustain additional traffic movements, provide connectivity to existing routes and allow the existing network to function within reasonable limits without causing significant issues for Otterpool Park and existing local residents.

1.4.2 The Transport Strategy for Otterpool Park is based on the following principles:

- Create walkable neighbourhoods and a high street highly accessible by walking and cycling.
- Provide strong walking, cycling and bus connections to the rail station, employment, high street, local centres and schools from the residential areas.
- Provide wider connectivity by walking, cycling and bridleways into the surrounding countryside and existing communities.
- Ensure a high level of connectivity to and from Otterpool Park within the sub-region by frequent and high-quality public transport.

- Minimise and manage the impacts of traffic on the existing road network particularly through existing communities and other sensitive areas.
- Provide cycle parking in line with local authority guidance as a minimum.
- Implement a range of sustainable travel behavioural measures to encourage use of sustainable modes.
- Provide for the future needs of electric vehicles and electric bikes and the flexibility to adapt to innovative future mobility solutions.
- Reduce the need to travel by providing relevant on-site facilities.

1.5 Planning Application

1.5.1 The development at Otterpool Park is expected to be delivered in a phased approach and, therefore, to help provide flexibility and ensure deliverability, a three-tiered approach is proposed for the outline planning application. The three tiers are as follows:

Tier	Purpose	Travel Plan
1	The site-wide outline planning application	• Overall travel plan measures and objectives • Commitment to achieving the overall travel plan objectives
2	The detailed masterplan and design code for a specific phase of development	• Alignment with information submitted under Tier 1 • Progress Tier 2 activities for a particular phase of the development, see Table 17.
3	The reserved matters applications which will follow the Tier 1 and 2 consents	• Specify the outstanding details of the outline application proposal including the detail of appearance, means of access, landscaping, layout and scale within a specific area of the Masterplan.

1.5.2 More information on the TP commitments for each tier can be found in Chapter 7.

1.6 Structure of the Travel Plan

1.6.1 The TP sets out the context, establishes aims, objectives and targets and suggests a package of measures to reduce travel demand and promote sustainable and low carbon travel. A strategy for implementation, target-setting and monitoring is also discussed. The plan is divided into eight further chapters:

Chapter 2: Policy and good practice guidance

Chapter 3: Site context and existing accessibility

Chapter 4: Otterpool Park development proposals

Chapter 5: Aim, objectives and targets

Chapter 6: Management strategy

Chapter 7: Travel Plan measures

Chapter 8: Monitoring and review

Chapter 9: Action Plan

1.6.2 This TP represents a commitment by the Applicant to create a development that minimises travel demand particularly by single occupancy vehicles and supports travel to and from (and within) the site via sustainable modes.

2 Policy and Guidance

2.1 Introduction

2.1.1 This Chapter provides a summary review of the policy, legislation and guidance that influences the requirement and necessity for travel planning within the context of Otterpool Park.

2.1.2 The policy documents reviewed in this Chapter are as follows:

- National Planning Policy Framework (NPPF), 2021
- The Strategic Road Network and the Delivery of Sustainable Development – Department for Transport Circular 02/13
- Kent Local Transport Plan 4: Delivering Growth without Gridlock 2016-2031 (2016)
- Folkestone & Hythe District Council Transport Strategy, 2011
- Core Strategy Review, 2022
- Places and Policies Local Plan, 2020.

2.1.3 A comprehensive policy and guidance review can be found in Appendix A, containing the relevant national, regional and local policy that influence the development.

2.2 Summary of Key Policy and Guidance in relation to Travel Plans

2.2.1 As set out in the National Planning Policy Framework, 2021, "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" (paragraph 113).

2.2.2 The Folkestone and Hythe Transport Strategy, 2011, recognises that local businesses and employers contribute to a significant proportion of the overall total number of journeys which are undertaken, particularly at peak travelling times. The role that employers can play in the provision and promotion of Travel Plans, to encourage the use of more sustainable modes of transport, was therefore identified as being important.

2.2.3 In summary, the principal issues identified within the Transport Strategy in relation to travel planning are:

- The need for Travel Planning at workplaces and for businesses.
- Delivery of school and college Travel Plans.
- The availability of Information on sustainable modes of transport not only to employees, but also to the general public, including tourists and other visitors.

2.2.4 In relation to potential strategic development sites within the district, it is stated as necessary for the respective applicant team to prepare detailed Transport Assessments and Travel Plans, to be reviewed by FHDC as the planning authority, Kent County Council (KCC) as the highway authority, as well as Highways England (now National Highways).

2.2.5 The Transport Strategy recommends "…that in parallel to the Transport Assessments being undertaken, site Travel Plans are also prepared. These documents should seek to set sustainable travel targets for the developments covering the delivery and early occupation of the site (usually a minimum of five years from first occupation)".

2.2.6 Measures will need to be identified with a view to the targets being achieved, with control measures being available to the developer (or funds being available to the local authority) for remedial action, should the initial targets not be met. Through monitoring the Travel Plans and the inclusion of appropriate mechanisms, the overall impact of the developments should be able to be reduced and the uptake of sustainable travel practices increased.

2.2.7 A Charter for Otterpool Park, 2017 states that to prioritise walking, cycling and sustainable transport, “a travel plan shall be prepared that has walking, cycling and access to public transport as a priority in the layout and design of the new settlement, with challenging targets set for non-car use as a percentage of all journeys”.

2.2.8 In relation to access and movement, the Charter suggests that Otterpool Park will aspire to comprise the design principles outlined under Policy SS7 of the Core Strategy Review, 2022.

2.3 Summary

2.3.1 The policies and guidance seek an emphasis on development in locations where sustainable travel modes can be encouraged and can facilitate access by all modes. The implementation of a Travel Plan is key to achieve a shift towards more sustainable and active travel modes compared to vehicle use.

2.3.2 This Travel Plan addresses the requirements of the Charter for Otterpool Park through its focus on walking, cycling and public transport and by setting challenging targets for the use of active and sustainable travel modes. Chapters 4 and 5 provide more detail on this.

National Planning Policy

National Planning Policy Framework 2021

Chapter 9 Promoting Sustainable Transport has been reviewed and used as a guide in the making of the Otterpool Park Transport Strategy.

The Strategic Road Network and the Delivery of Sustainable Development – Department for Transport Circular 02/13

Highways England expects the promoters of development to put forward initiatives that manage down the traffic impact of proposals to support the promotion of sustainable transport and the development of accessible sites.

Other Guidance

- A Charter for Otterpool Park, 2017 - Although not planning policy, Folkestone & Hythe District Council has produced a Charter setting out its aspirations for Otterpool Park (2017). The Charter included principles focusing on creating a place that is environmentally, socially and economically sustainable.
- The Kent Design Guide (Kent Design Initiative, December 2005), adopted by FHDC in 2007
- Kent County Council Interim Guidance Notes 1, 2 and 3 (2008)
- The Design Manual for Roads and Bridges, (DfT, various dates)
- The Manual for Streets, (Department for Communities and Local Government (DCLG) / DfT, 2007)
- The Manual for Streets 2, CIHT, 2010 – a companion guide to Manual for Streets (DCLG / DfT, 2010)
- Travel Plan Guidelines, (DfT, various dates).

Regional Planning Policy

Transport for the South East – Transport Strategy June 2020

The over-arching regional strategy seeks to move away from traditional methods of planning based on current practise to an approach that actively chooses a preferred future and formulating a plan to get there as a community. It seeks to move away from 'planning for vehicles' towards a focus surrounding 'planning for people' and 'planning for places.'

Kent Local Transport Plan 4: Delivering Growth without Gridlock 2016-2031 (2016)

Relevant to this development the LTP states:

"There is substantial future housing growth in the district, including the proposed Otterpool Park garden town, which will require considerable infrastructure investment to support this new town, including upgrading Westenhanger Station."

Local Plan Written Statement – Appendix 6: Kent County Council Vehicle Parking Standards, 2009

Appendix 6, of the full Local Plan Review written statement sets out the parking standards which were saved under the March 2009 Direction from the Secretary of State following the adoption of the Core Strategy Local Plan 2013. Policy TR12 states that:

"New development, redevelopment or a change of use will only be permitted if it makes provision for off street parking on or near the site in accordance with the current maximum vehicle parking standards, as set out in Appendix 6."

Local Planning Policy

Folkestone & Hythe District Council Transport Strategy, 2011

The strategy considers both transport matters which relate to the existing district area, as well as those relating to the potential Strategic Site allocations which have been made for future development.

It sets out requirement to improve walking, cycling and managing parking provision.

Folkestone & Hythe Core Strategy Local Plan, 2013

Policy SS5 District Infrastructure Planning states:

"Development should provide, contribute to or otherwise address [Folkestone & Hythe]'s current and future infrastructure needs.

Infrastructure that is necessary to support development must exist already, or a reliable mechanism must be available to ensure that it will be provided at the time it is needed".

And confirms that planning permissions will only be granted where "The location, design or management of development provides a choice of means of transport and allows sustainable travel patterns, for pedestrians, cyclists and/ or public transport".

Core Strategy Local Plan Review Submission Draft, 2020, with 2021 Main Modifications

Proposed policy SS1 District Spatial Strategy states:

"The potential for significant sustainable development in the district is focused on maximising strategic infrastructure where landscape capacity exists, with the creation of a new settlement in the North Downs Area. This will be a major, long-term growth opportunity, developed on garden town principles during the plan period and beyond. Policies SS6-SS9 set out rigorous design requirements and ambitious environmental and sustainability targets that the new settlement must meet to ensure its potential is realised."

Places and Policies Local Plan, Adopted September 2020

The Places and Policies Local Plan identifies specific sites considered suitable for development throughout the district to provide up to 2,500 new homes and land for offices, community uses and other types of development.

Transport Policies sets out the car and cycle parking standards and requirements for electric vehicle charging points.

Figure 1 Policy and Guidance Documents the influence Otterpool Park development

3 Site Context and Accessibility

3.1 Introduction

3.1.1 This chapter focuses upon the existing transport conditions within the vicinity of the proposed development site. The chapter has been informed by desk top analysis, site visits and stakeholder engagement**.**

3.2 Site Location and Existing Land Uses

3.2.1 The Otterpool Park site is located on 591ha of land within a rural countryside setting in the administrative area of Folkestone & Hythe District Council in Kent. Due to the nature of the site, it currently lends itself to being mainly accessible by private vehicle. Otterpool Park is directly south-west of Junction 11 of the M20 motorway, and south of the HS1 and local rail link including Westenhanger Station.

3.2.2 Walking accessibility through the site is currently restricted and there are no designated cycle routes in the immediate vicinity.

3.2.3 Although there are existing public transport links to the site, these are generally limited. Buses run an hourly service only, however, the existing bus service does pass through the central part of the Otterpool Park site, presenting opportunities to enhance existing services to serve future residents.

3.2.4 The rail services at Westenhanger Station are also generally hourly, with two trains an hour at peak periods. Though, the train services do provide links to key destinations such as Ashford where High Speed (HS1) as well as regular services to London depart from. Westenhanger Station however has inadequate facilities including a lack of car parking, no cycle parking provision and limited mobility access.

3.2.5 The M20 motorway runs in the east-west direction to the north of the site and connects Kent with the M25 and London. It terminates in the east at Junction 13, on the northern outskirts of Folkestone. The M20 within the vicinity of Otterpool Park comprises three lanes in either direction, subject to the national motorway speed limit.

3.2.6 The A20 is a major distributor road in Kent and crosses the Otterpool Park area from east to west and also forms the north-eastern boundary of the area. The A20 Ashford Road provides access to the M20, via Junction 11. The road consists of a single carriageway subject to a 50mph limit through the site, reverting to 40mph limit through Barrow Hill and 30mph through Sellindge village in the north west.

3.2.7 The existing site location plan including the different transport provisions are shown in Figure 2.

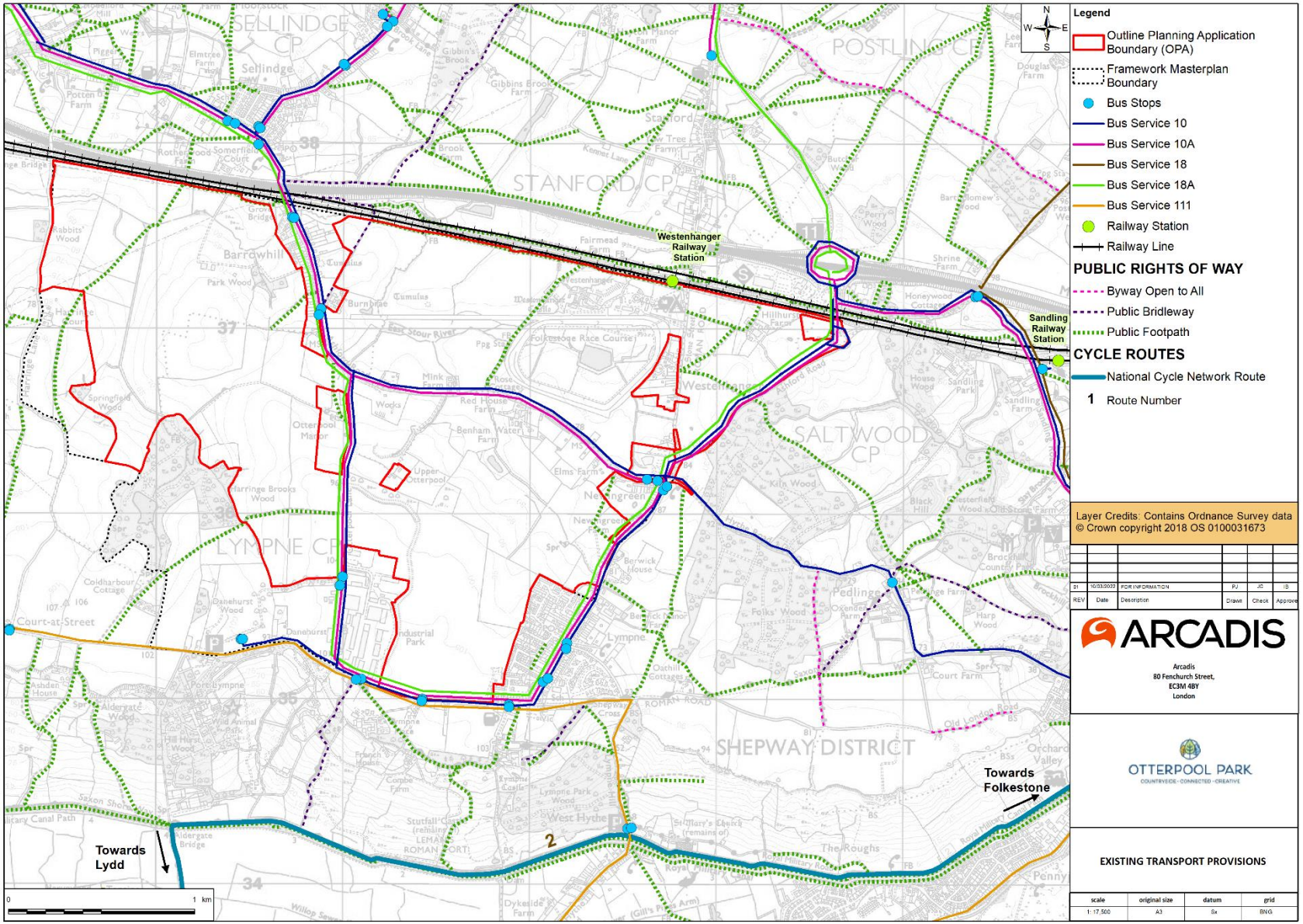

Figure 2 Existing Transport Provision of Otterpool Park Site

3.3 Walking

3.3.1 Within the site, the environment is a mix of footways adjacent to the road and off-road footpaths. Between the A20 and the railway line, the land is fairly flat. South of the A20, the land rises gently towards the B2067 Aldington Road.

3.3.2 There are various on-road and off-road walking routes within the site area. Footways are provided on many of the roads, including Ashford Road, Aldington Road and Barrow Hill. The footways on Ashford Road and Aldington Road are relatively narrow, whilst Barrow Hill benefits from wider footways.

3.3.3 There is a formal signalised pedestrian crossing comprising dropped kerbing and tactile paving on Otterpool Lane, at the Otterpool Lane/ Ashford Road junction. An informal crossing comprising dropped kerbing and tactile paving is located at the Stone Street/ Aldington Road junction.

3.3.4 Walking accessibility is lacking in east-west connections, with the exception of the footpath along the railway to the north of the site and the narrow footway along the A20 Ashford Road.

3.3.5 The network of Public Rights of Way (PRoW), as well as other footpaths and bridleways, within close proximity to the site are shown within Figure 2. The existing public footways are of a mixed condition with some of the PRoW of lower quality. There are 11 PRoW that route internally within the site area, providing connections between the villages of Sellindge, Newingreen, Lympne and Westenhanger. Arcadis has undertaken a detailed access and patronage survey of these routes as part of the socioeconomic assessment contained in Chapter 14 of the Environmental Statement.

3.3.6 There are also a number of nearby recreational areas including:

- Harringe Brooke Wood situated on the western boundary of the site comprising an area of woodland adjacent footpath HE/316.
- Royal Military Canal is accessed at West Hythe approximately 1km from the site via an existing footpath HE/319 and bridleway HE/317.

3.4 Cycling

3.4.1 At present there are no dedicated cycle routes in the immediate vicinity of the site. However, the coastal National Cycle Network Route 2 lies approximately 1km south of the southern boundary of the site, shown in Figure 3, and is a popular long-distance recreational route following the English Channel coastline.

3.4.2 Regional on-road cycle route 17, also runs to the east of Otterpool Park providing connections to Canterbury and Dover, as shown in Figure 3.

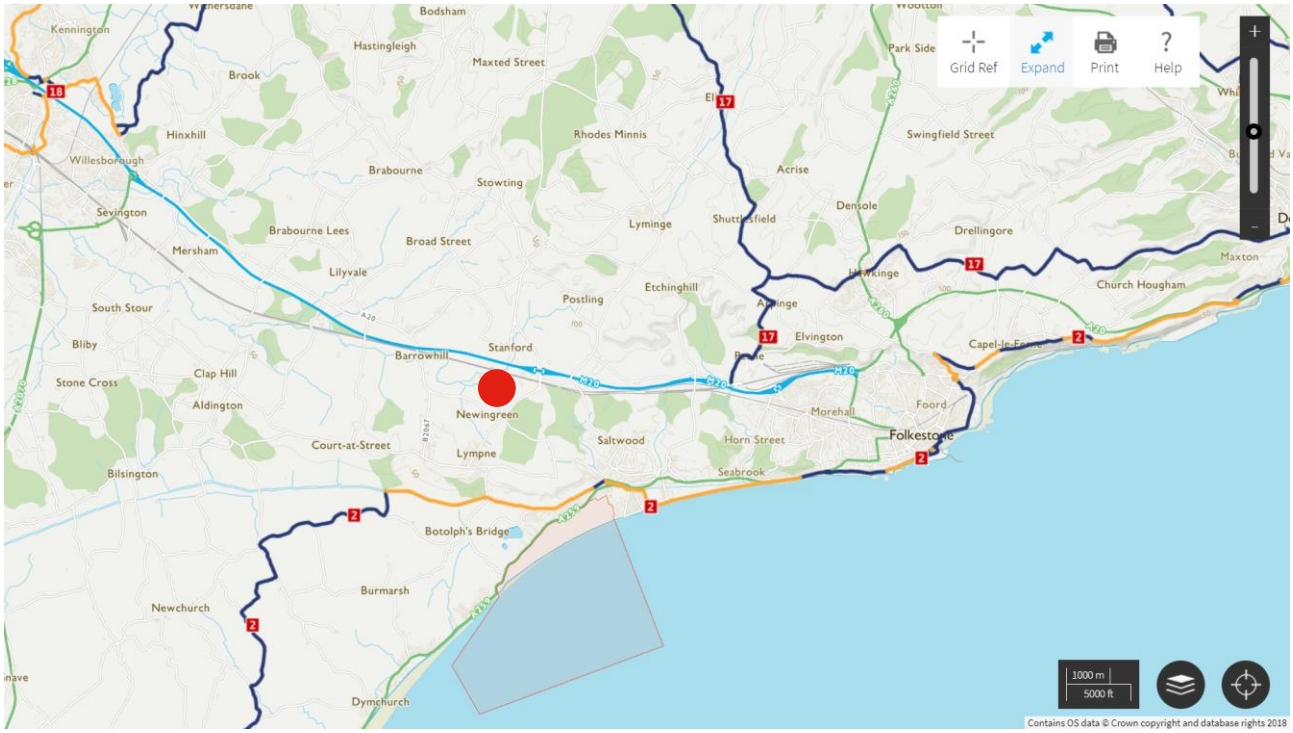

Figure 3 National Cycle Network

Traffic-free route on the National Cycle Network

Traffic-free route (not on the National Cycle Network)

On-road route on the National Cycle Network

On-road route not on the National Cycle Network

6 National Cycle Network route number

Proposed Site Location

3.4.3 The section closest to Otterpool Park is traffic free and runs between West Hythe and Folkestone to the east and towards Romney Marsh in the west. The route runs along the canal towpath through West Hythe, Hythe and Folkestone. Cyclists can access the route via Royal Military Road which is located at the southern point of Lympne Hill, the nearest connection to the site. These routes are shown in Figure 4.

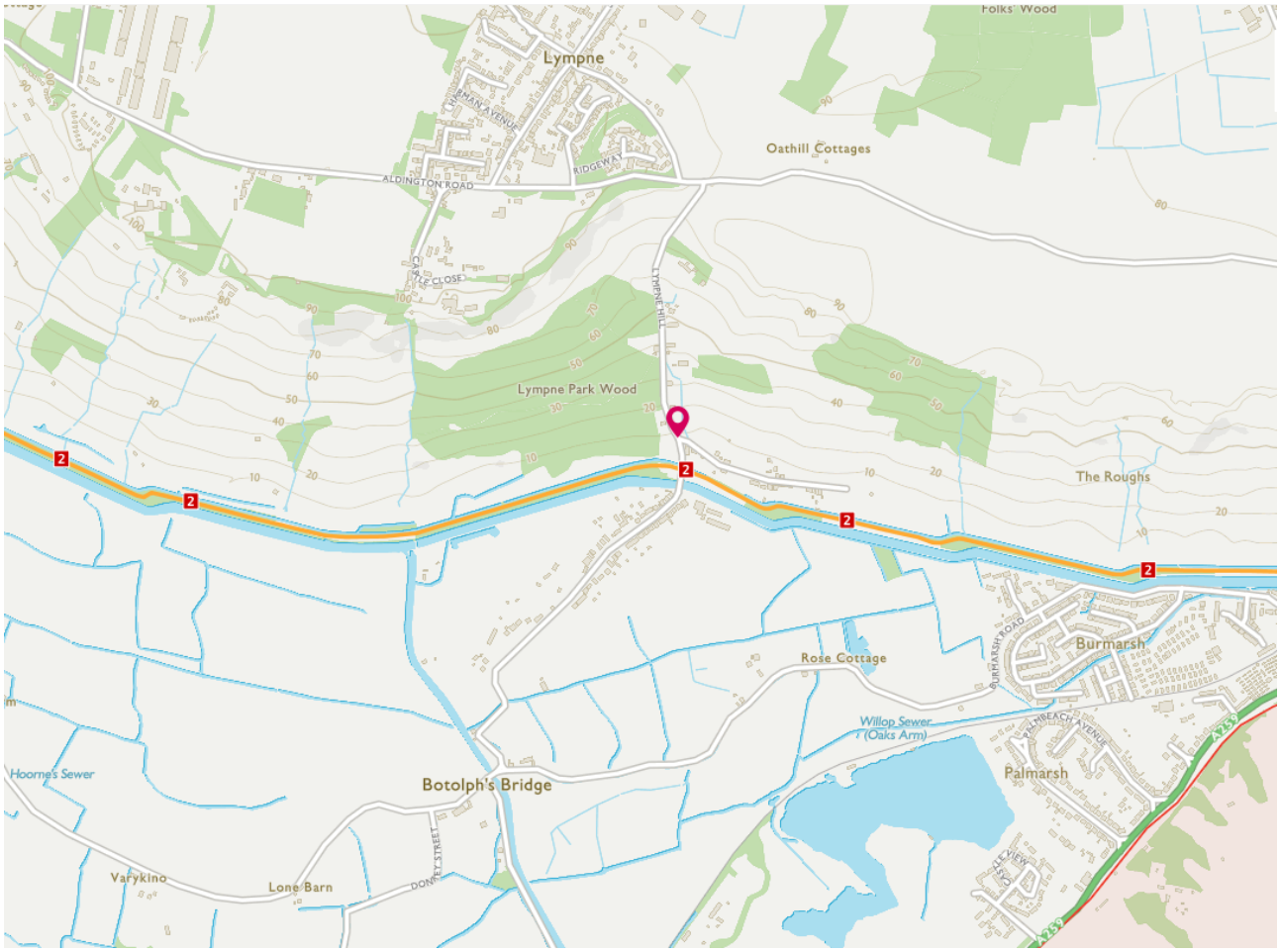

Figure 4 Access to Canal Towpath

3.5 Walking and Cycle Accessibility

3.5.1 A Walking and Cycling Study prepared for Folkestone & Hythe District Council in 2018, undertook a detailed assessment of the walking environment and found that the existing provision was not of a sufficient width or separation from high speed traffic to enable pedestrians and cyclists to comfortably travel without conflict. Moreover, some routes were also obstructed by street furniture and overhanging vegetation. Outside of built-up areas, the footway provision is described as negligible, typically limited to farmstead access points.

3.5.2 The accessibility of Otterpool Park on foot and cycle has been assessed using TRACC software. Isochrones presenting distances reached by walking and cycling modes have been produced for appropriate timescales from the centre of the site.

3.5.3 It is considered that journeys of up to 1,200m (which equates to approximately 15-minutes) represent the preferred maximum acceptable walking distance (Guidelines for Providing Journeys on Foot, IHT, 2000). Figure 5, shows that the majority of the Otterpool Park area is within a 20-minute walk (approximately 1.6km) and areas of Sellindge and Lympne within a 30-minute walk (approximately 2.4km) of education, child care, health, community, and retail facilities located in Sellindge to the north of the site.

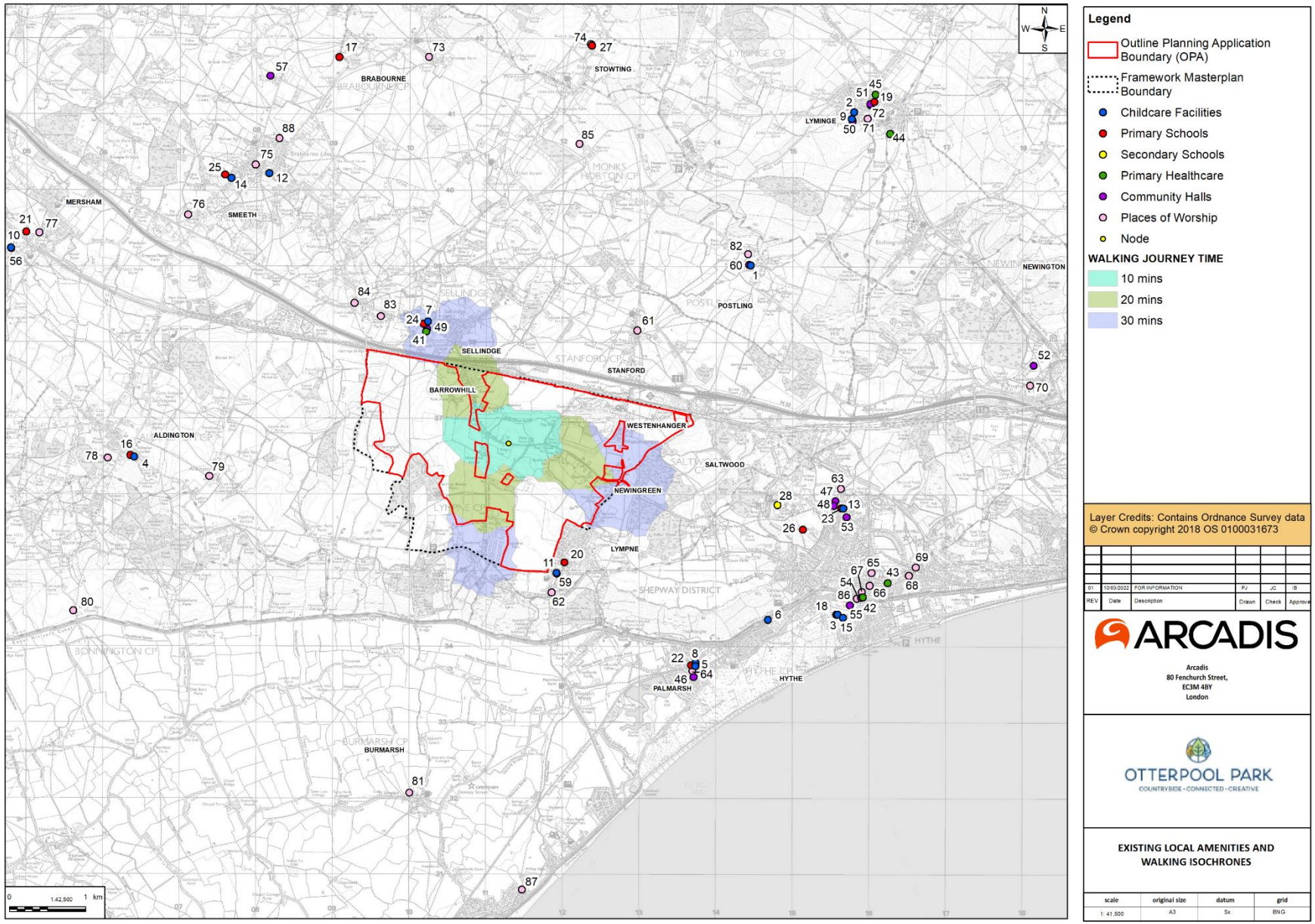

Figure 5 Existing Facilities and Walking Isochrone

3.5.4 It is widely regarded that cycling has potential to substitute short car trips, particularly those that are less than 5km, as well as forming part of a longer journey by public transport. At a speed of 15km/h (the default standard cycling speed within TRACC software) a 5km distance equates to a journey time of around 20 minutes. Figure 6 illustrates that the majority of Otterpool Park is accessible within a 15-minute cycle. A threshold of up to 30 minutes is shown to extend to Folkestone and Hythe, including National Cycle Network Route 2. Whilst, a 45-minute cycle would access National Cycle Network Route 18 and the regional network to Canterbury.

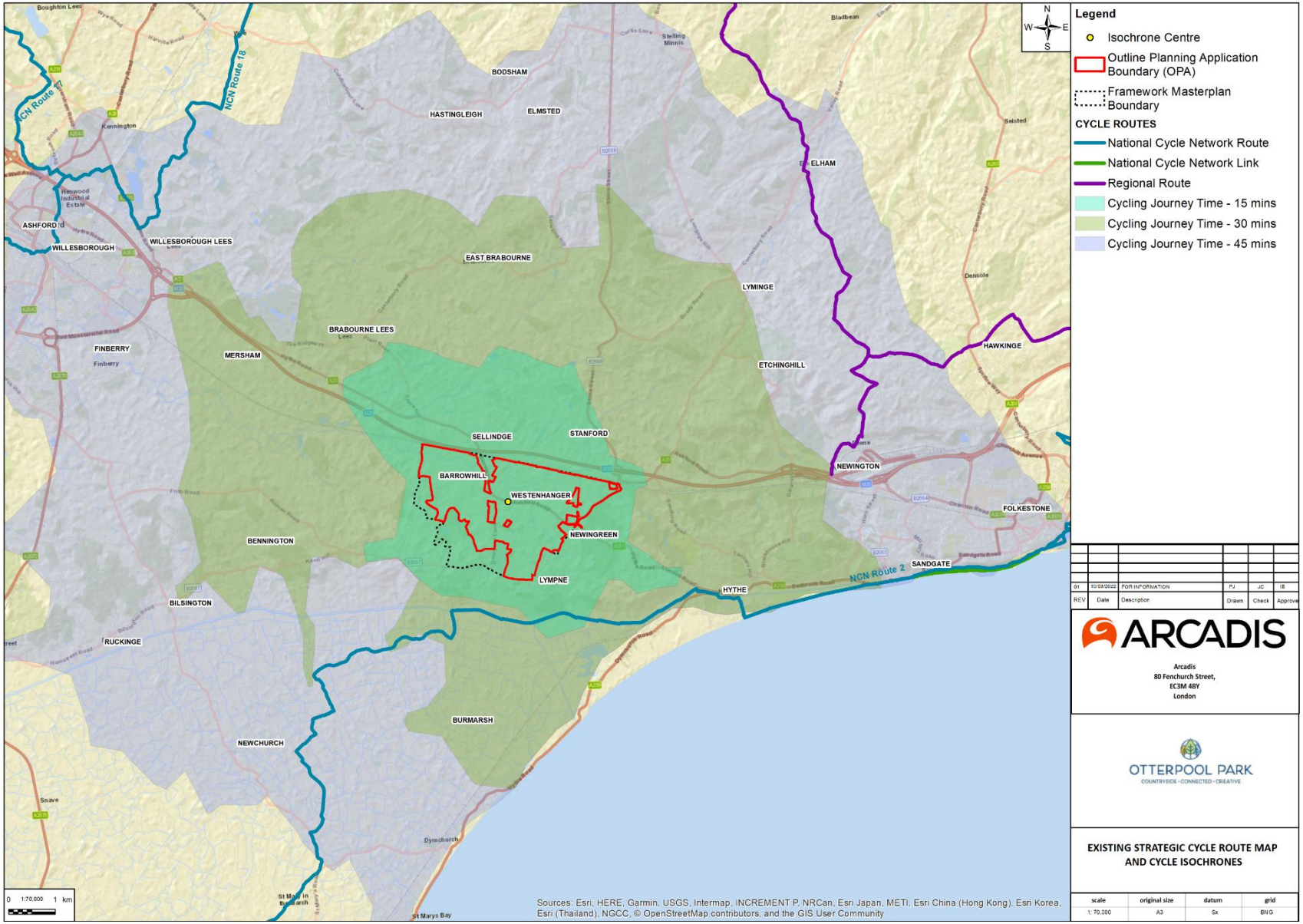

Figure 6 45 minute cycling isochrone

3.5.5 The Walking & Cycling Study, 2018 provides an analysis of gradients on routes within the local area. It can be seen that there are significant gradients which are likely to affect the attractiveness of cycling in the wider area, notably to the north towards Canterbury and south east to Hythe.

3.5.6 The study identified a number of opportunities for improving cycling and walking connections to the surrounding area of Otterpool Park. Suggested improvements comprised:

- Cycle links to the Hythe area.
- Cycle links to the Folkestone area.
- Connections with Westenhanger Railway Station, particularly to the north.
- Integration of the internal road network and surrounding PRoW.

3.6 Access to Local Amenities

3.6.1 The existing facilities in the local area are shown in Figure 5, which demonstrates local facilities and services which are accessible within a reasonable walking and cycling distance (within 5km 'crow flies' distance) of the site. However, some of these facilities are only accessible via rural roads or have significant gradients which means that they are less likely to be accessed on foot or cycle. The proposed Otterpool Park development will provide a new town centre which will include new local centres, schools, health facilities, community facilities, retail, leisure and employment.

3.7 Public Transport Network and Services

Bus Services

3.7.1 Although Otterpool Park predominantly comprises rural land, there are in total 22 bus stops located within the study area. Bus stops are located on the strategic and local routes within the area, namely along the A20 Ashford Road, B2067 Aldington Road and Stone Street between Aldington Road and Ashford Road.

3.7.2 Wiithin the Otterpool Park area, East Kent Stagecoach bus services currently route along the A20 Barrow Hill/ Ashford Road, B2067 Otterpool Lane, Stone Street and Aldington Road. Figure 7 presents the location of bus stops in the vicinity of the site and a 400m walk distance isochrone around each bus stop.

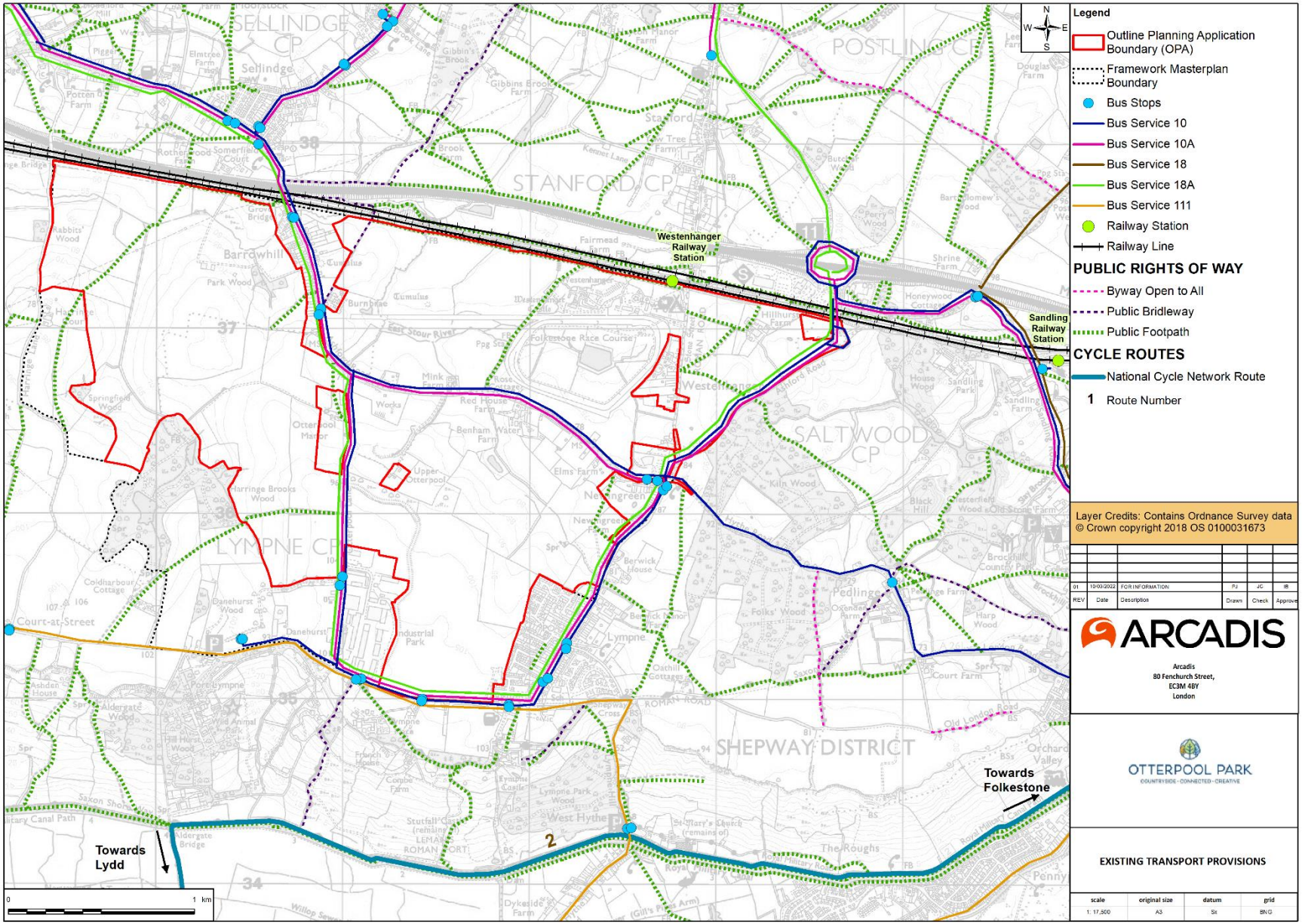

Figure 7 Existing Bus Stops and Routes

3.7.3 The 10/10A bus service provides a regular bus service between Folkestone and Ashford. The 111 operates on a Thursday only, between Ashford and Folkestone via Aldington and Burmarsh. The 18A runs daily, once in the morning and returns in the afternoon, taking local children to and from schools in Folkestone and Canterbury. This service only operates on school days.

3.7.4 It can be seen that there are very limited existing bus services in the area.

Table 1 Summary of Local Bus Services (One-way Frequency)

Bus Number	Route	Frequency (One-way)		
		Monday - Friday	Saturday	Sunday
10/10A	Ashford – Folkestone	Hourly	Hourly	2 hours (No.10 only)
16	Hythe - Canterbury	School Service		
18	Hythe - Canterbury	5 Services per day		
18A	Ashford – Canterbury	School Service	-	-
111	Ashford – Folkestone	Once on Thursday only	-	-

Source: Traveline South and East (20th July 2021)

Rail Services

3.7.5 Westenhanger Railway Station is located in the north-eastern corner of the Otterpool Park area. The station is strategically located on the Mainland Railway route connecting Ashford and Dover. All trains serving Westenhanger are operated by South-eastern. Facilities at the station are limited and include outdoor seating and limited free car parking. The station is unstaffed, there is no waiting room or cycle parking facilities and there is a general lack of accessibility for the mobility impaired.

3.7.6 Table 2 presents a summary of key destinations and the frequency of services from the station, which includes hourly (two trains an hour at peak times) eastbound services into Folkestone. Westbound, there is an hourly service to Ashford (half hourly at peak times), where high speed (HS1) services to Stratford International and London depart from.

Table 2 Summary of Rail Services from Westenhanger Railway Station

Destination	Journey Time	Frequency (approx.)
Ashford International	9 minutes	30 mins (peak) / 60 mins (off-peak)
Folkestone Central	11 minutes	30 mins (peak) / 60 mins (off-peak)
Dover Priory	24 minutes	30 mins (peak) / 60 mins (off-peak)
London St Pancras	1 hour	30 mins (peak: change at Ashford)
London Charing Cross	1 hour 33 minutes	30 mins (peak)/ 60 mins (off-peak)

Source: National Rail Enquiries (20th July 2021)

Car Parking at Westenhanger Railway Station

3.7.7 Westenhanger Rail Station represents the main generator of parking demand within the development site, which is predominantly rural and has low parking demand. There are suitable parking opportunities along the majority of local roads.

3.7.8 Parking around the station is predominantly unmarked, unrestricted kerbside parking. Eight spaces are provided at the station car park. There is also an adjoining private car park comprising approximately 18 spaces serving a local business. Table 3 presents the number of parking spaces at each location.

Table 3 Parking Spaces around Westenhanger Station

Location	Number of Spaces
Westenhanger Station car park unmarked, unrestricted	7
Westenhanger Station car park Blue Badge only	1
Auctioneers private car park private	18
Westenhanger Station access road unmarked, unrestricted	20
Stone Street unmarked, unrestricted	38
Total	**84**

3.7.9 A parking beat survey in 2018 found that the demand for parking for the station spilled over into the local neighbourhood.

Figure 8 Westenhanger Station Car Park

Figure 9 Westenhanger Station Access Road

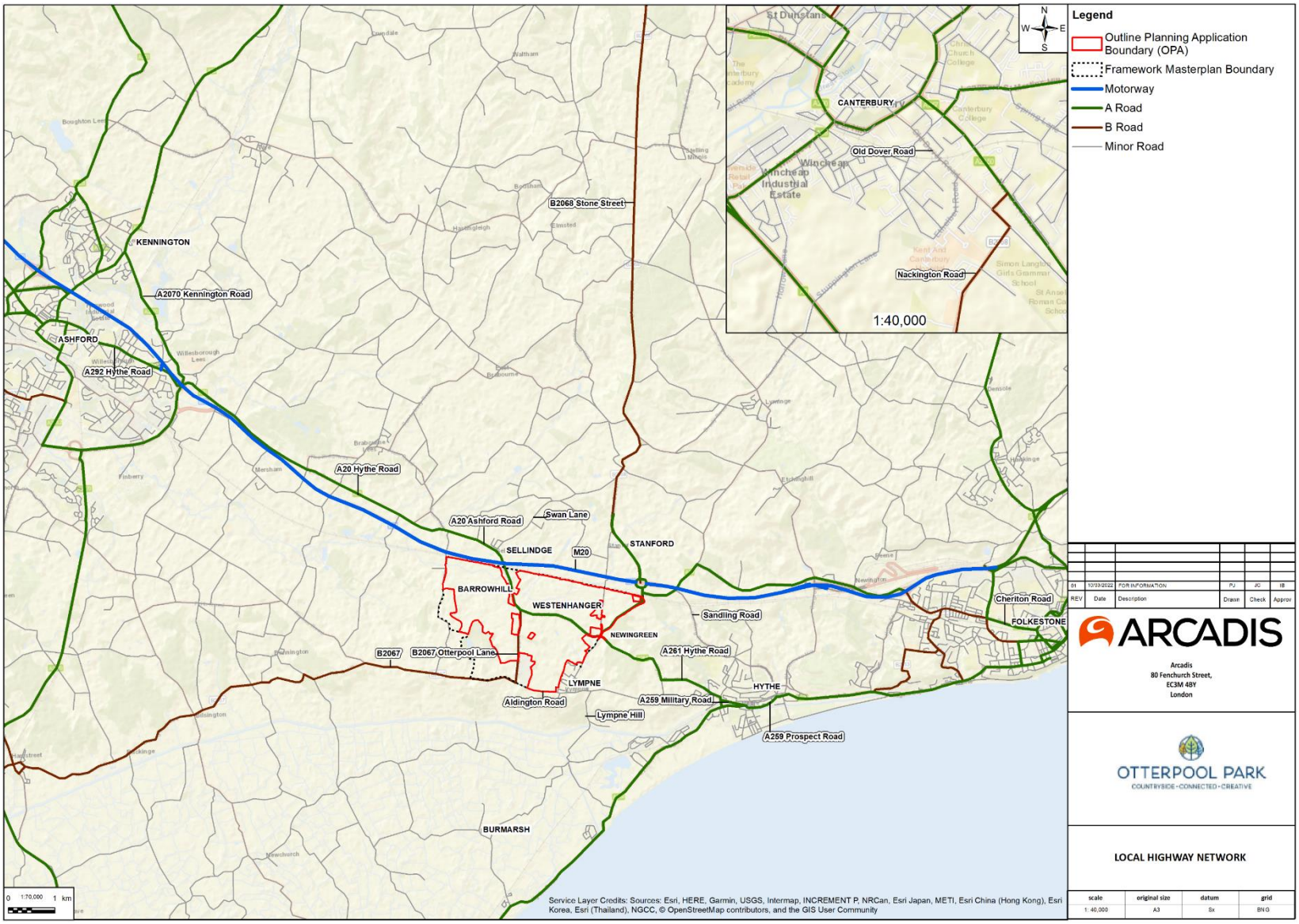

Figure 10 Local Highway Network

3.8 Road Network

3.8.1 Figure 10 presents the local highway network within the vicinity of the site. The following sections describe the nature of the key links within the study area.

M20 Corridor

3.8.2 The M20 motorway connects Kent with the M25 and London. To the south, it terminates at Junction 13, on the northern outskirts of Folkestone. The M20 within the vicinity of Otterpool Park comprises three lanes in either direction, subject to the national speed limit.

3.8.3 Junction 11 is a grade-separated five-arm roundabout junction which lies directly adjacent to the north-east corner of the site and is the main gateway to the site from the motorway. Junction 11 connects with the A20 (south), B2068 (north) and the STOP 24 Service Station via a five-arm roundabout. Junction 11 gives access to the M20 westbound (Ashford and London) and eastbound (Folkestone, Dover and continental Europe via ferry or Eurotunnel). Junction 11 serves as the main gateway highway access to the Otterpool Park site from the wider area.

3.8.4 Junction 11A to the east provides eastbound on- (from the A20) and westbound off-slips (from the Eurostar terminal) to the M20. Junction 12 consists of a grade-separated four-arm roundabout, with two arms providing on/off slips to the M20. The roundabout links to the A20 Ashford Road in the north and Cheriton Approach to the south, which provides access into Folkestone along Cheriton Road.

3.8.5 Junction 13 provides on- and off-slips linking to two roundabouts; one to the north on the A20 and one to the south linking the A20 to the A259, which routes to/from the east, and the A2034 Cherry Garden Avenue routing south towards Cheriton Road. Just east of Junction 13, the M20 becomes the A20.

3.8.6 Junctions 9 and 10 provide access to Ashford. Both are four-arm grade-separated junctions, of which two arms consist of east- and westbound on/off slips to the M20. Junction 9 provides access to Ashford north of the M20 via Trinity Road and south via Fougeres Way. Junction 10 provides access to north Ashford via Kennington Road and south via Bad Munstereifel Road. Junction 10A and a link road to the A2070 is currently under construction and due to be completed by the summer 2020

A20 Barrow Hill/ Ashford Road/ Hythe Road

3.8.7 The A20 is major distributor road in Kent, carrying traffic between London and Dover. It crosses the Otterpool Park area from east to west and also forms the north-eastern boundary of the area. The A20 Ashford Road provides access to the M20, via junction 11. The road consists of a single carriageway subject to a 40mph speed limit.

3.8.8 The A20 Barrow Hill is constrained by a single lane section, controlled by traffic signals, where the road passes under the high-speed railway line south of Sellindge. Underneath the railway bridge there is a height restriction of 4.7m. North of Barrow Hill, the A20 Hythe Road provides a route to/from Ashford. A number of residential premises are accessed from the A20 within the Otterpool Park area. Figure 11 and Figure 12 present two locations on the A20.

Figure 11 A20 Ashford Road Northbound towards M20 Junction 11

Figure 12 A20 Ashford Road west of Newingreen

A261 Hythe Road

3.8.9 The A261 Hythe Road connects the A20 at Newingreen with the A529 within Hythe, comprising a single carriageway road with no footway provision. The road is predominantly subject to the national speed limit, which reduces to 30mph on approach to the built-up area of Hythe. It should be noted that there is a sharp double curve in the road alignment through the village of Pedlinge. Figure 14 presents Hythe Road northbound approaching the Newingreen junction.

Figure 13 Ashford Road leading to Otterpool Lane

Figure 14 Hythe Road approaching Newingreen junction

B2067 Otterpool Lane

3.8.10 The B2067 Otterpool Lane comprises a single carriageway road with a north - south alignment routing through the site. The road is predominantly subject to the national speed limit, which reduces to 50mph at the northern extent within the vicinity of the signalised junction with the A20 Ashford Road. The southern end of Otterpool Lane forms a priority junction with Aldington Road.

3.8.11 The road provides access to Lympne Industrial Park, Lympne Animal Park and Gardens, and a farm. Otterpool Lane is bounded by hedgerows and rural land. There are no footways present along the entirety of the road (Figure 13).

Aldington Road

3.8.12 Aldington Road forms the southern boundary of the Otterpool Park area. It has an approximate east-west alignment, extending from the A261 Hythe Road in the east past Lympne Hill and Otterpool Lane to form a priority junction with Roman Road and Knoll Hill in the west.

3.8.13 Aldington Road is a narrow single carriageway road. There is a 2m width restriction (except for access) east of the junction with Lympne Hill. These width restrictions are sign-posted to the east of the Aldington Road/ Stone Street junction and on the east side of the Lympne Hill junction. Aldington Road becomes narrow to the west of the Otterpool Lane junction where it becomes the B2067, potentially allowing only one vehicle at a time to pass through.

3.8.14 The road is subject to the national speed limit, which reduces to 30mph within Lympne. A footway is provided along the northern side of the carriageway between Lympne Distribution Park and Octavian Drive, within Lympne. In addition, the route has a hilly terrain sloping in a westerly direction (Figure 15 and Figure 16).

Figure 15 Aldington Road West-bound

Figure 16 Aldington Road West-bound

Harringe Lane

3.8.15 Harringe Lane has an approximate north-south alignment extending between the A20 and B2067, located at the north-western boundary of the Otterpool Park area. The road provides access to a limited number of residential properties and farmland.

3.8.16 The narrow country lane is bounded with hedgerows and can only accommodate one-way traffic movements with regular passing points. Harringe Lane is subject to width restrictions with signage restricting vehicles of a width greater than 1.98m (except for access). There is no footway provision along the road.

Stone Street

3.8.17 Stone Street was a Roman road between Lympne and near to Canterbury. In the study area it extends northwards from Aldington Road to the junction with the A20 Ashford Road and the A261 Hythe Road. Stone Street also extends further north from the A20 providing access to Westenhanger Railway Station. The road is separated by a small section of the A20

Ashford Road and as such has been split into the following two sections for this study; Stone Street south (between Aldington Road and Hythe Road) and Stone Street north (north of the A20).

3.8.18 The southern section comprises a single lane carriageway allowing for two-way movements, with the exception of one-way priority traffic calming measures in place north of Lympne built up area. At the Aldington Road junction, signage states that Stone Street is 'Unsuitable for heavy goods vehicles'. The road is subject to a 40mph speed limit, which reduces further within the settlement boundary to 30mph. Footways are predominantly provided along at least one side of the carriageway.

3.8.19 The northern section, which provides access to Westenhanger Rail Station and a number of residential properties, comprises a narrow single carriageway road, subject to a speed limit of 30mph. North of Westenhanger railway station, Stone Street narrows to a single-track road on a bridge over the railway line before coming to an end by the M20 motorway. There is also a section of Stone Street north of M20 motorway, beyond the study area (Figure 17 and Figure 18).

Figure 17 Stone Street South-bound, approaching Aldington Road

Figure 18 Stone Street North-bound, through Lympne

3.9 Existing Travel Patterns

3.9.1 Census data from 2011 has been used to ascertain the distance travelled to work, working from home and the mode share of those trips for residents of the Otterpool Park area. Otterpool Park falls within the following three 2011 ward boundaries[1] North Downs West, Lympne and Stanford and Tolsford.

Method of Travel to Work

3.9.2 The method of travel to work census data (QS701EW) for residents of the wards that make up the Otterpool Park area and for FHDC administrative area, are illustrated in Figure 19. The results show a large proportion of residents travel to work by car (over 80%) with a similar split between each mode type compared across each ward. The overall results for Folkestone & Hythe district are slightly lower for car (car or van driver, car passenger or motorcyclist) at 73.4% and higher for active travel (walking or cycling) at 15.7%, whilst the

[1] *As of 7th May 2015, new ward boundaries came in to effect in FHDC, the analysis within this study area will remain based on 2011 wards.*

proportion of residents travelling via public transport (bus or rail) in the local wards is similar to that of the overall District (9%).

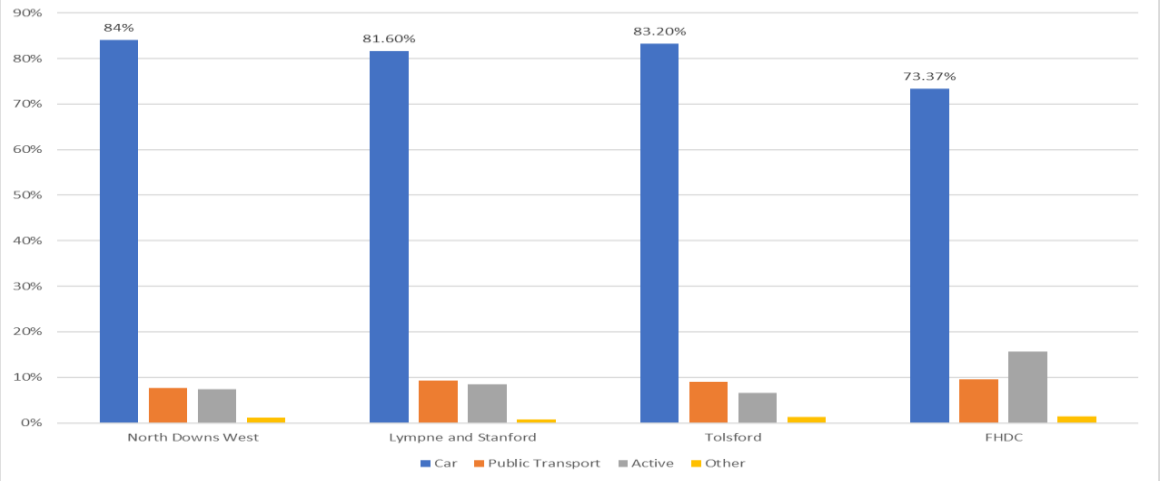

Figure 19 Method of Travel to Work, 2011 Census

Source: Nomis (provided by the Office for National Statistics)

Location of Usual Residence and Place of Work

3.9.3 The location of usual residence and place of work census data (WF01BEW) for residents of the following 2011 Super Output Areas (SOA), in which Otterpool Park is located, has been analysed; W01024550, E01024536 and E01024546. The extent of the SOAs are shown in Figure 20.

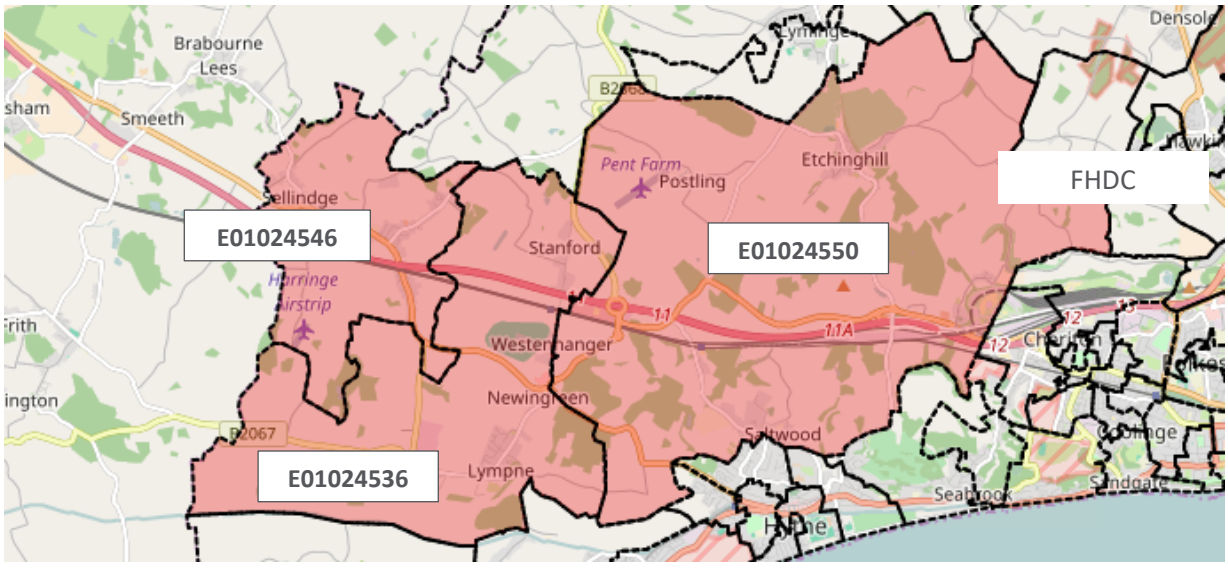

Figure 20 Selected SOAs (W01024550, E01024536 and E01024546)

Source: Nomis (provided by the Office for National Statistics)

3.9.4 Table 4 shows the percentage outward commuting of residents residing within the three SOAs. Folkestone & Hythe is shown to have the highest percentage illustrating that the majority of residents both reside and work within the district.

Table 4 Percentage of residents residing in the SOAs, 2011 Census

Place of Work	E01024550: Shepway 008D	E01024536: Shepway 009C	E01024546: Shepway 009D
Folkestone & Hythe	48.0%	50.0%	36.1%
Ashford	14.0%	18.8%	34.2%
Canterbury	8.8%	5.7%	5.2%
Dover	8.0%	4.0%	3.8%
Maidstone	3.9%	3.2%	6.1%
Other	17.3%	18.3%	14.6%

Source: Nomis (provided by the Office for National Statistics)

3.9.5 Table 5 shows the percentage of residents of the three named SOAs that commute to each area for work. Folkestone & Hythe is shown to have the largest share of residents travelling to each of the SOAs to work.

Table 5 Percentage of those working in the SOAs, 2011 Census

Current Residing in	E01024550: Shepway 008D	E01024536: Shepway 009C	E01024546: Shepway 009D
Folkestone & Hythe	55.0%	55.8%	55.4%
Ashford	7.0%	21.8%	38.3%
Dover	26.9%	9.5%	0.0%
Other	11.1%	12.9%	6.3%

Source: Nomis (provided by the Office for National Statistics)

3.9.6 In summary, these areas, are predominantly small rural settlements and, therefore, have limited employment, services and facilities.

3.10 Summary of the Existing Situation

3.10.1 Walking accessibility through the site is currently restricted and there are no designated cycle routes in the immediate vicinity.

3.10.2 The bus network has limited services, with infrequent hourly services between Folkestone and Ashford as well as a number of school services routing through the study area.

3.10.3 The local area is well connected to the rail network, with half hourly services in the peak periods running to Ashford International (with onward connections to London), Folkestone Central and Dover Priory. However, there are inadequate facilities at Westenhanger Station, including a lack of car parking, no cycle parking provision, and limited access for the mobility impaired.

3.10.4 The Census data demonstrated that there is high car use for journeys to and from the local area for work, although it should be noted that these travel patterns are typical of small rural settlements. Furthermore, it is unlikely that these travel patterns will be reflective of the

situation in 2021 and in the future, as shown in the user centric surveys and the facilities that will be provided at Otterpool Park to reduce the need to travel by car outside of the area.

4 Otterpool Park Proposed Development

4.1 Introduction

4.1.1 This Chapter outlines the Otterpool Park development proposals, including details of the land uses, accommodation schedule and the key principles of the overarching access and travel strategy.

4.2 Land Use and Development Specification

4.2.1 The site is located on 591ha of land in the west of the Folkestone and Hythe District in Kent. It is envisaged that first occupation will commence in 2024 and full build-out of the 8,500 homes will be by 2042 (and all commercial development by 2044). Full details of the phasing are provided within the package of documents supporting the outline planning application. An illustrative masterplan is shown in Figure 21.

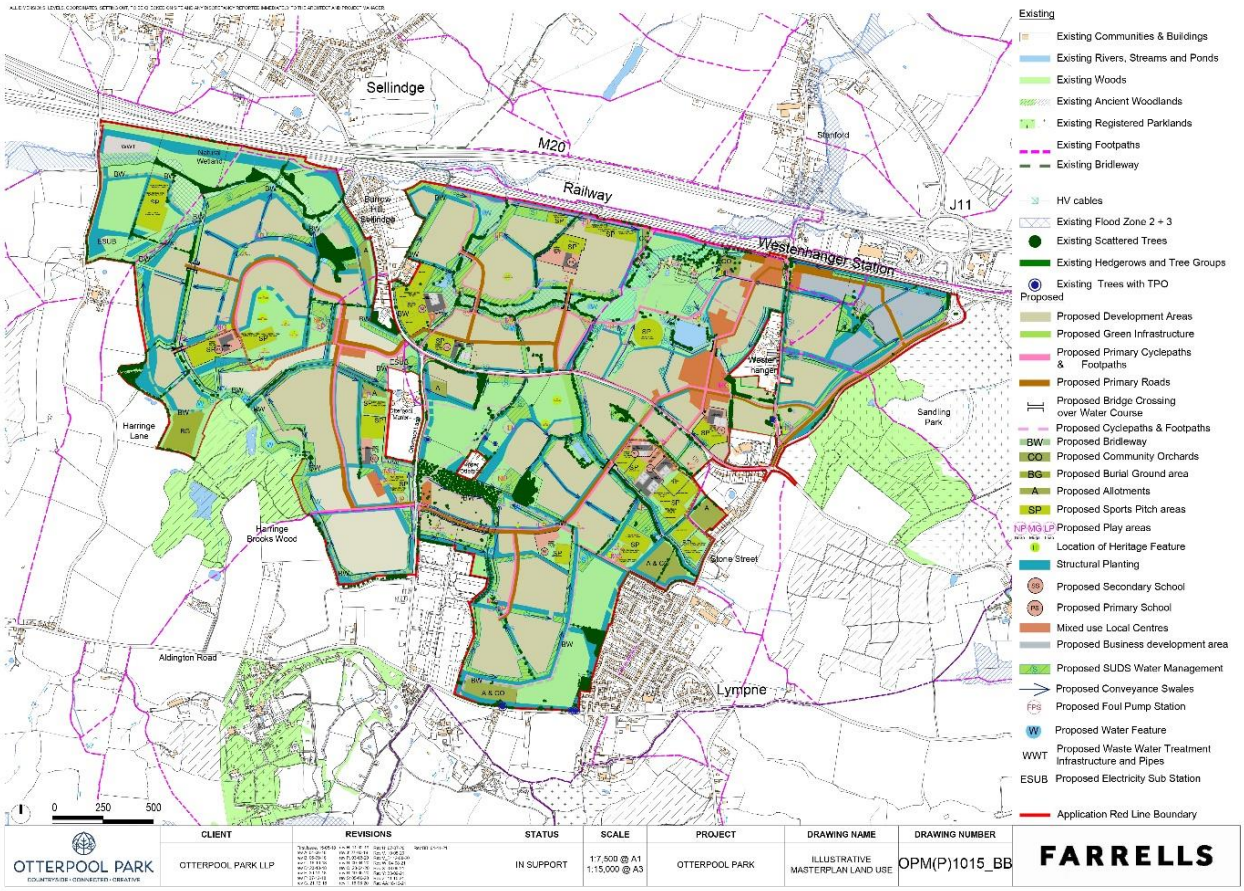

Figure 21 Illustrative Masterplan

4.2.2 Table 6 presents the schedule of accommodation proposed for the Otterpool Park outline planning application, as set out in the Development Specification, with indicative illustrations of the development shown in Figure 22.

Table 6 Proposed Schedule of Accommodation

Land Use	Sub Land Use	Proposed Units/ Floorspace (GEA)
Residential	Residential units and Extra Care accommodation (use class C2 and C3)	8,500 Units
Education and Community Facilities	Schools, nurseries, crèches, reserve school floorspace and/or SEN, health centres, place of worship, community centres.(Use Class E and F)	Up to 67,000 Sqm
Hotel	Hotel (use class C1)	Up to 8,000 Sqm
Leisure	Sports pavilion, indoor sports hall, cinema, concert hall, bingo hall, dance hall. (Use class E, F and Sui Generis)	Up to 8,500 Sqm
Mixed retail and related uses	Shops, professional services, restaurants, cafes, drinking establishments, hot food takeaways, offices, businesses. (Use class E and Sui Generis)	Up to 29,000 Sqm
Employment	Commercial business space in hubs, commercial business park, light industrial business park. (Use class E and B2)	Up to 87,500 Sqm

Source: Quod; Development Specification Otterpool Park (March 2022)

Figure 22 Otterpool Park illustrations

4.3 Overarching Access and Travel Strategy

4.3.1 A fundamental guiding principle of the masterplan for Otterpool Park is to make sustainable travel the mode of choice.The aim is to strike the right balance between ensuring the Garden Town is a great place to live and work with all the amenities its population needs, while also providing easy connections to and from neighbouring communities.There will be a high proportion of local trips made within Otterpool Park as the development incorporates a range of schools, healthcare, community and sports facilities to meet as many of the needs of residents as possible and minimise travel to other locations.There will be local shopping and services and on-site employment locations together with the infrastructure for home working.

4.3.2 The aim of the Otterpool Park access and travel strategy is to provide residents, employees and visitors with an attractive and comprehensive network of sustainable travel opportunities to provide viable alternatives to travel by private car.This will be balanced with ensuring that the highway access arrangements are robust enough to sustain additional traffic movements, provide connectivity to existing routes and allow the existing network to function within reasonable limits without causing significant issues for existing and future users.

Principles for Access and Travel

4.3.3 The principles for access and travel are outlined below:

- Create walkable neighbourhoods and a high street highly accessible by walking and cycling.
- Provide strong walking, cycling and bus connections to the rail station, employment, high street, local centres and schools from the residential areas.
- Provide wider connectivity by walking, cycling and bridleways into the surrounding countryside and existing communities.
- Ensure a high level of connectivity to and from Otterpool Park within the sub-region by frequent and high-quality public transport.
- Minimise and manage the impacts of traffic on the existing road network particularly through existing communities and other sensitive areas.
- Provide for cycle parking in line with local authority guidance as a minimum.
- Implement a range of sustainable travel behavioural measures to encourage use of sustainable modes.
- Provide for future needs for electric bicycles and vehicles and flexibility to adapt to innovative future mobility solutions.
- Reduce the need to travel by providing relevant on-site facilities.
- Achieve an appropriate balance of parking for overall requirements of the development.

4.4 Proposed Walking and Cycling Strategy

4.4.1 The Walking and Cycling Strategy aims to create a highly connective and permeable network of routes that support the anticipated high demand from the resident and working Otterpool Park population, whilst, also bringing benefits to the existing populations in adjacent settlements and leisure users of existing footpaths and bridleways.

4.4.2 To ensure cycle and walking routes are well used and fit for purpose, there are ‘direct routes’ that act as commuting routes to allow direct and fast access between residential areas and the station, town centre, key local employment areas, local centres and schools. These will be a mix of routes that are adjacent to the road network and off-road connections where they are more direct. There will also be a network of ‘leisure routes’ introduced, consisting

of longer, meandering paths which will connect the green spaces and Otterpool Park to the wider countryside.

4.4.3 The proposed walking and cycling routes through the development and also connecting to the wider surrounding area are shown in Figure *23*.

4.4.4 Where walking and cycling routes share the highway corridor, the following provision will be made:

- Strategic streets will have segregated pedestrian and cycle lanes with good north-south crossing points
- Primary streets will have segregated pedestrian and cycle lanes
- Secondary streets will demarcated cycle lanes within the road carriageway
- In tertiary and other streets, the will have a footpath on one side and wide verges and cyclists will share the roadway with vehicles
- Where walking and cycling routes intersect with vehicular traffic routes, junctions will be designed to afford priority to non-motorised users
- A series of walking and cycling routes away from vehicular traffic will also be created, establishing a safe network linking the high street and local centres to and through the residential areas
- There will be a number of locations where key walking and cycling links will connect across the A20 between the northern and southern parts of the development
- All walking and cycling routes will be of a high-quality with all-weather surfacing, well-lit and easily maintained, taking into account environmental considerations
- Routes will be through green spaces, along the river corridor, or on well-designed streets to make them a more attractive option and more direct than using the car.
- The layout of homes and routes will ensure natural surveillance to increase user safety

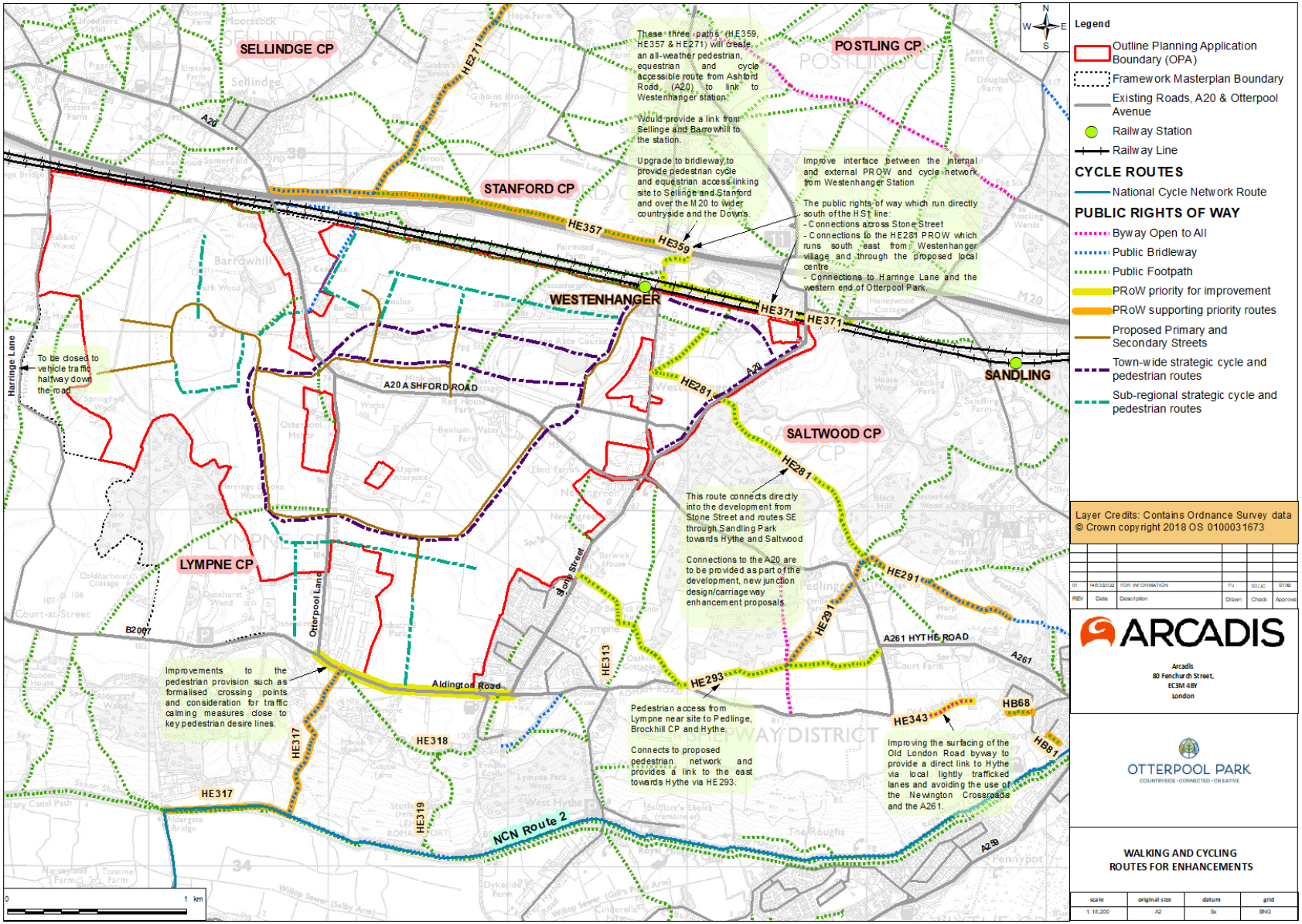

Figure 23 Walking and Cycling Strategy Map (Otterpool Park development)

4.4.5 Walkable NeighbourhoodWalkable neighbourhoods create the opportunity for containing trips within the site and for achieving high levels of walking and cycling usage.

4.4.6 The Chartered Institution of Highways and Transportation's 'Guidelines for Providing for Journeys on Foot' provides a rank of acceptable walking distances for pedestrians without a mobility impairment for some common amenities is shown in Table 7.

Table 7 Acceptable Walking Distances for Pedestrians

Distance	Town centres	Commuting	Elsewhere
Desirable	200 m	500 m	400 m
Acceptable	400 m	1,000 m	800 m
Preferred Maximum	800 m	2,000 m	1,200 m

4.4.7 Based on the average walking speed, a 10-minute walk is approximately a 1 kilometre. The design of the Otterpool Park development is based on the 10-minute town concept, where residents can live locally, with most of all homes within easy walking or cycling distances of facilities and services. The design of the development provides for all homes to be within 1 kilometre distance from facilities and services. The proposals are for the follow distances:

- 400 metres of a LEAP (local play area)
- 700 metres of a MUGA (multi use games area)
- 800 metres of a primary school and local centre
- 1,000 metres of allotments and community orchards, sports pitches and a NEAP (neighbourhood play area)

4.4.8 The connectivity for leisure facilities, local centres and schools by walking are shown in Figure 25 Local Centres Connectivity (*Walking)* and Figure *26* respectively.

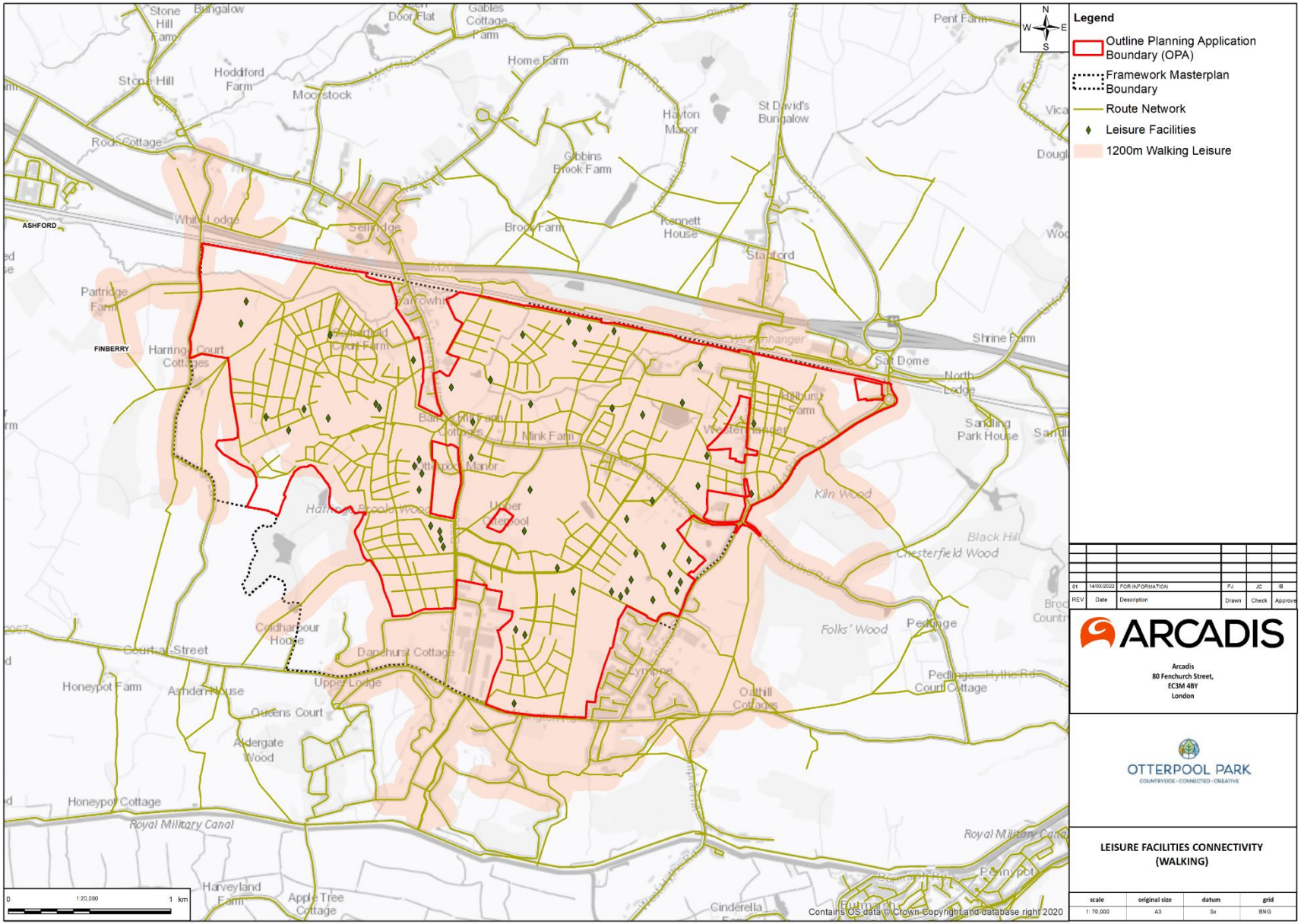

Figure 24 Leisure Facilities Connectivity (Walking)

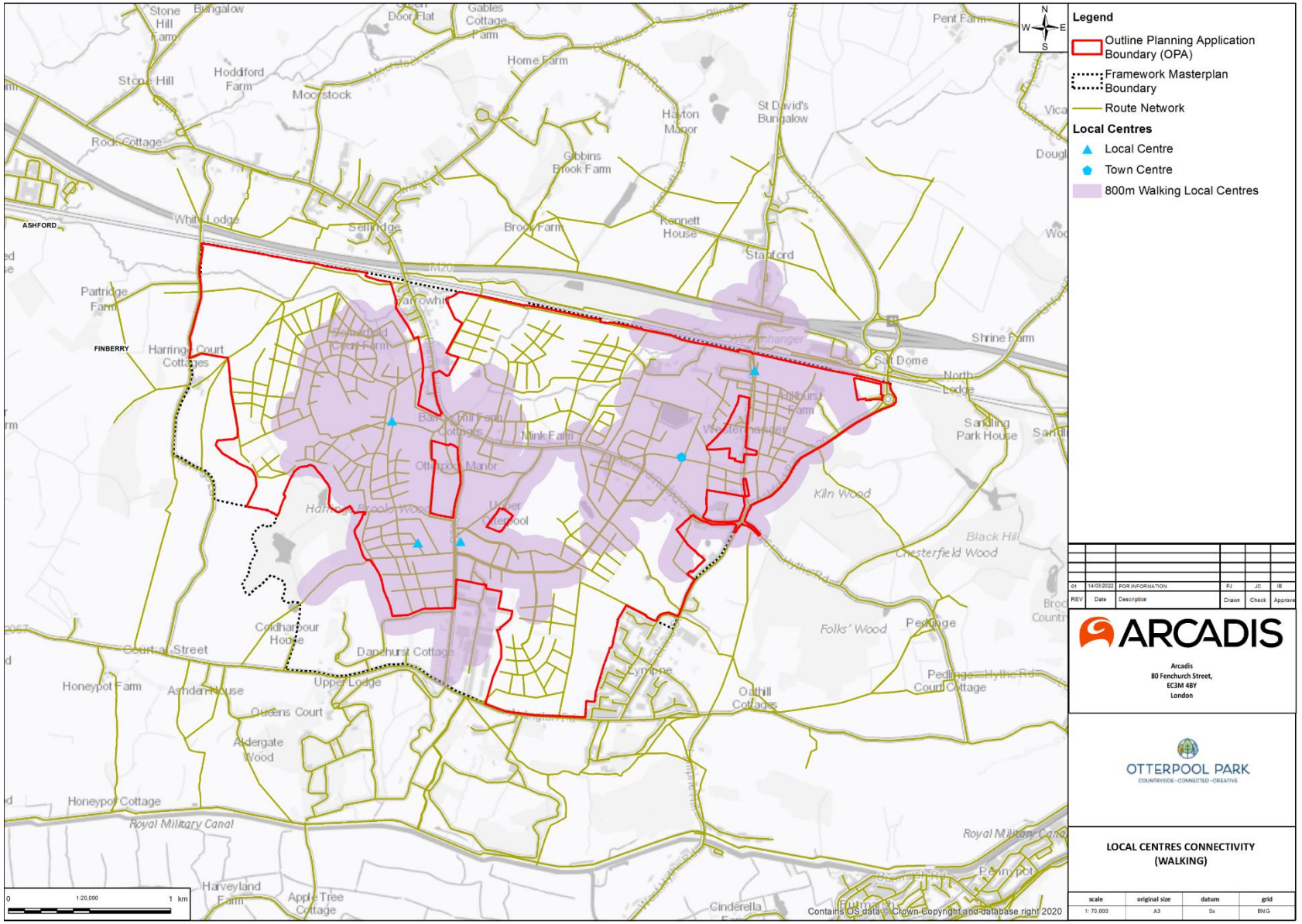

Figure 25 Local Centres Connectivity (Walking)

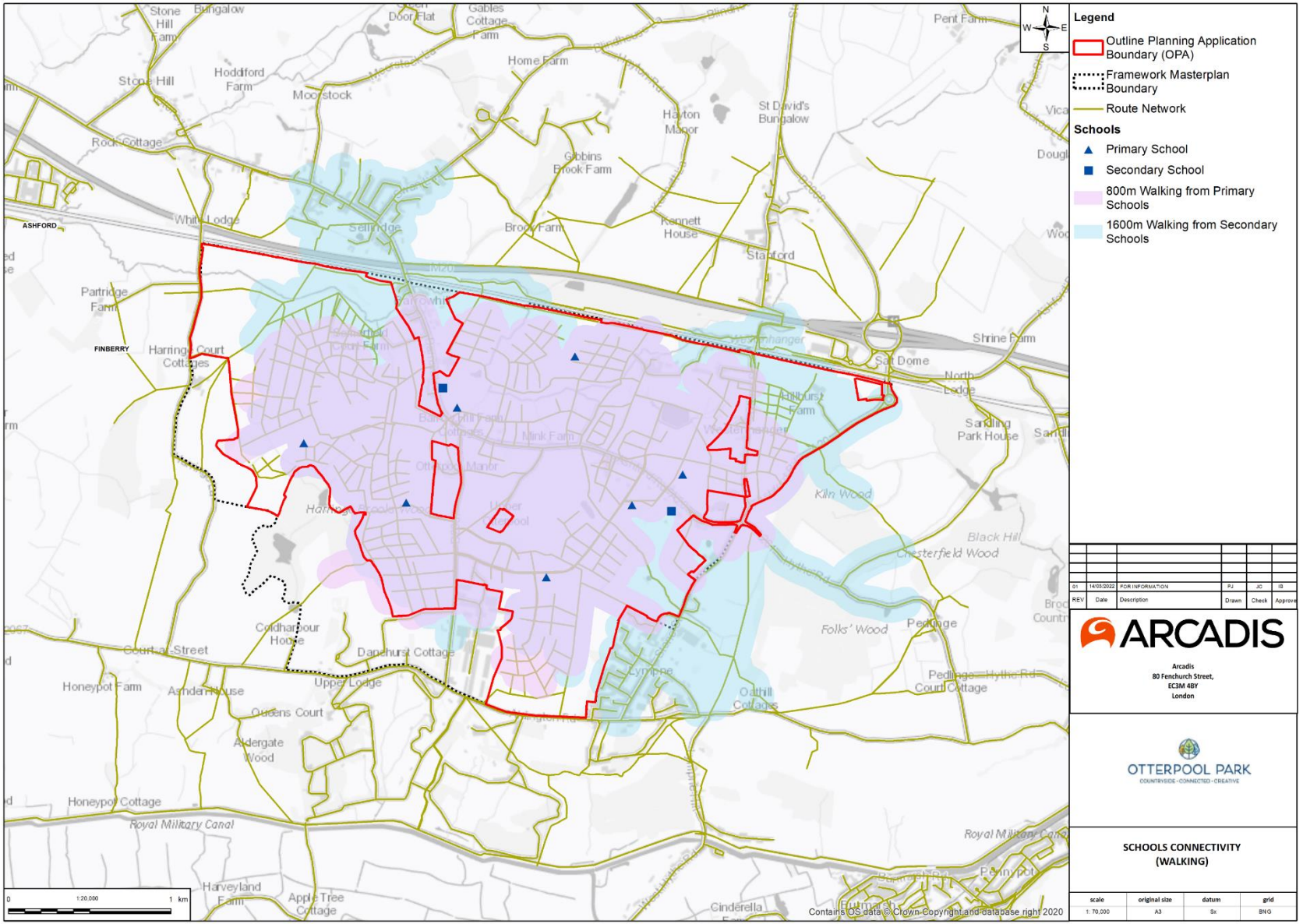

Figure 26 Schools Connectivity (Walking)

Cycle Streets

4.4.9 The Cycle network will be designed to create a safe environment for all types of cyclist to move freely and independently on all routes.

4.4.10 The Cycle Infrastructure Design document (DfT 2020) suggests that in a built-up area, the spacing of routes should typically be 250m – 400m, but this will decrease in outer suburbs where the density of development is lower.

4.4.11 It is intended that a 250 metre mesh for cycling networks will be provided throughout the development. This will comprise of a grid of paths and streets where surfacing, directness, legibility, and junction design are optimised for safe and efficient active travel.

4.4.12 As part of the Cycle infrastructure and facilities provided at Otterpool Park, cycle hubs will be implemented at strategic locations. The cycle hubs would include, cycle stands, cycle storages, shops and services, depending on the requirement of the area. These will be integrated with Mobility hubs at key locations.

4.4.13 The cycle routes within the development and in the wider vicinity are shown in Figure *27* and Figure 6.

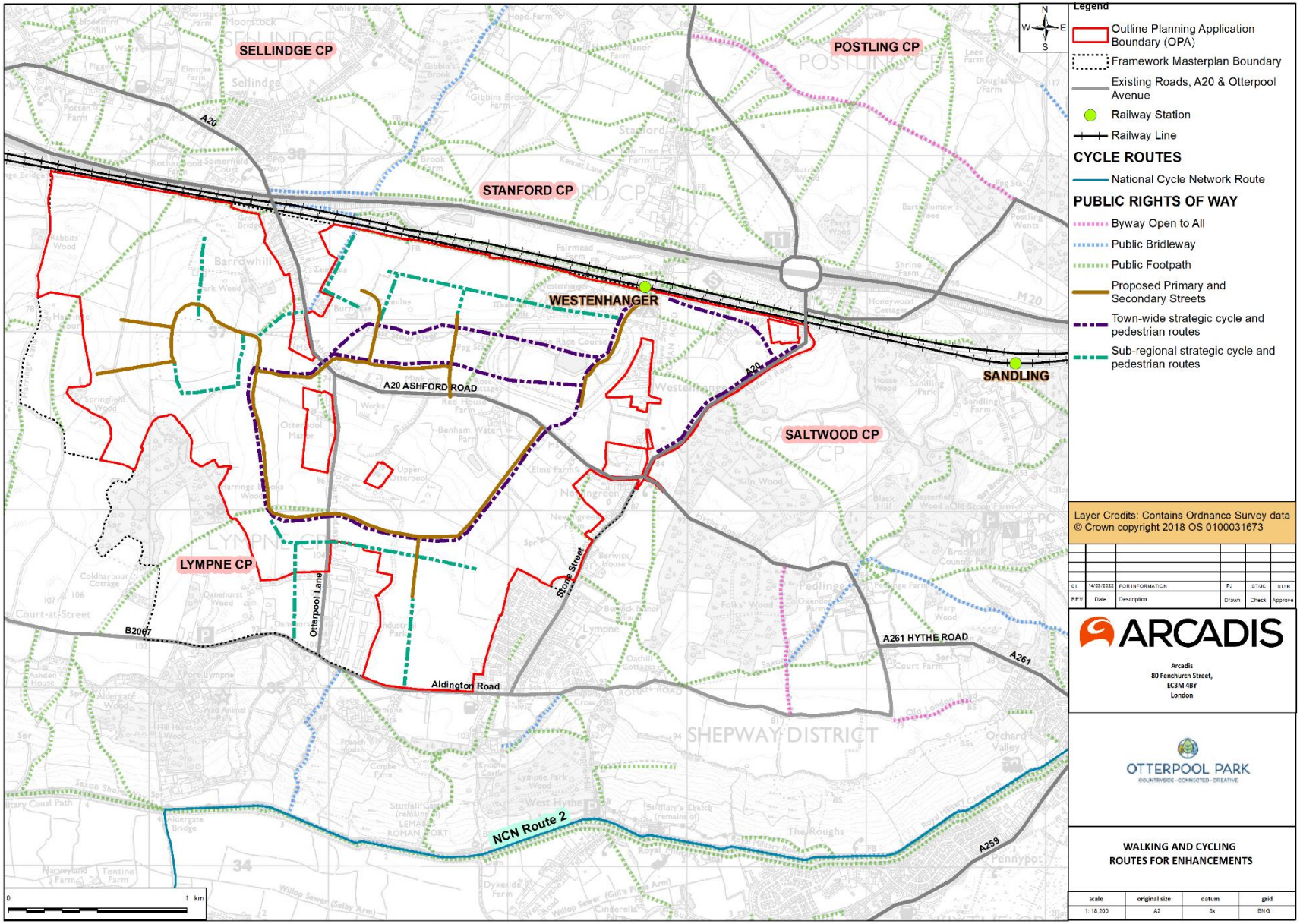

Figure 27 Otterpool Park Masterplan Cycle Routes

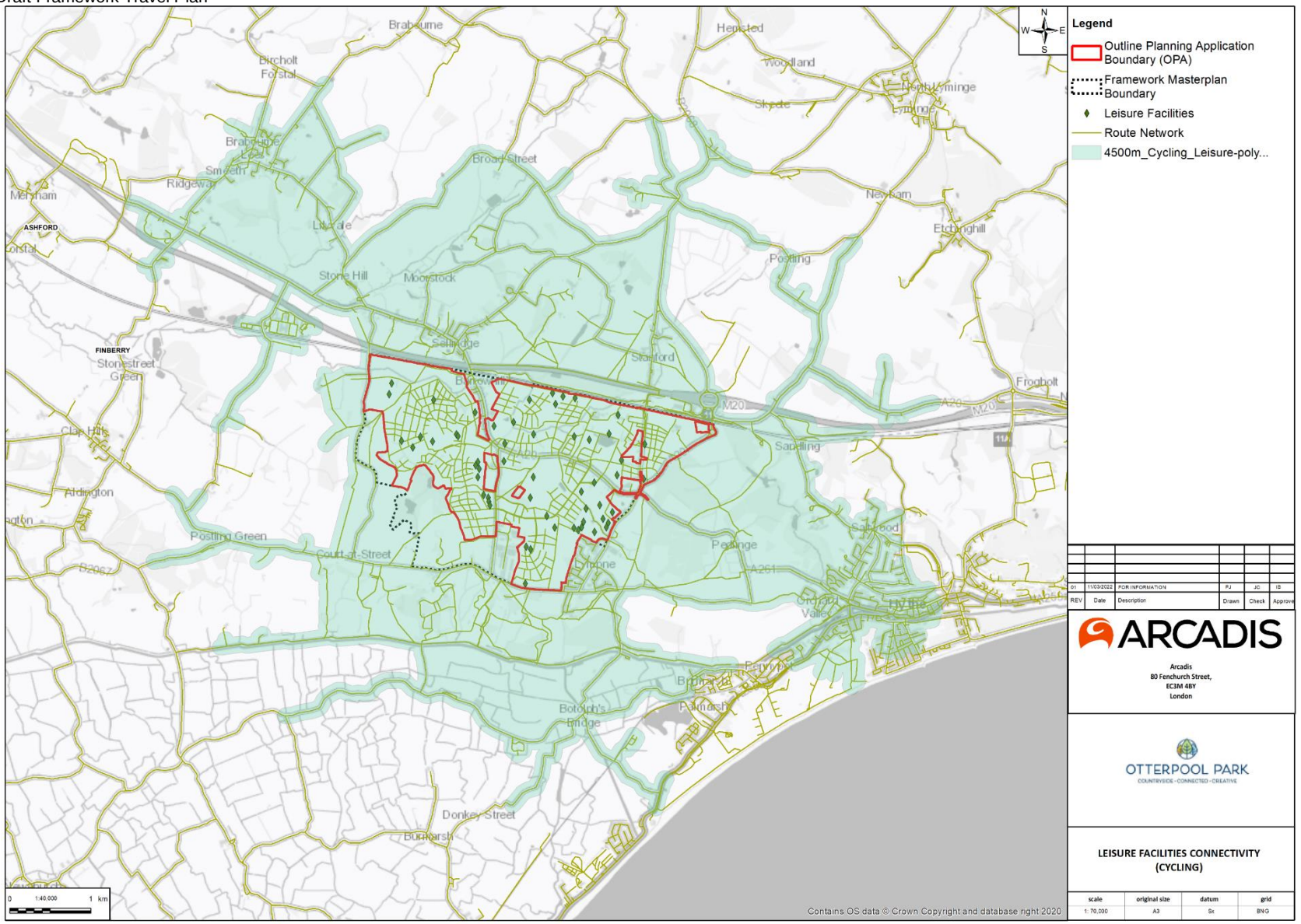

Figure 28 Leisure Facilities Connectivity (Cycling)

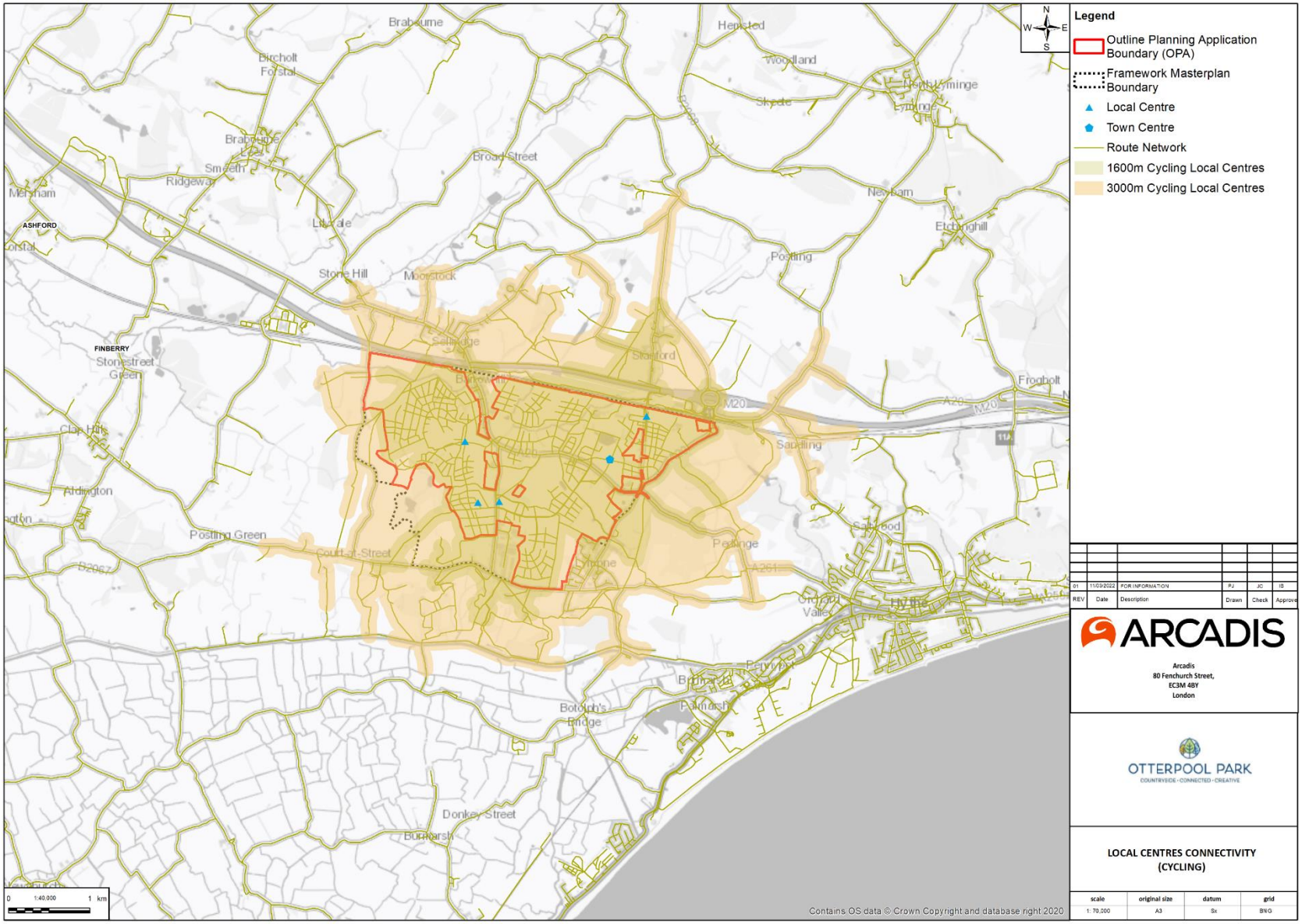

Figure 29 Local Centres Connectivity (Cycling)

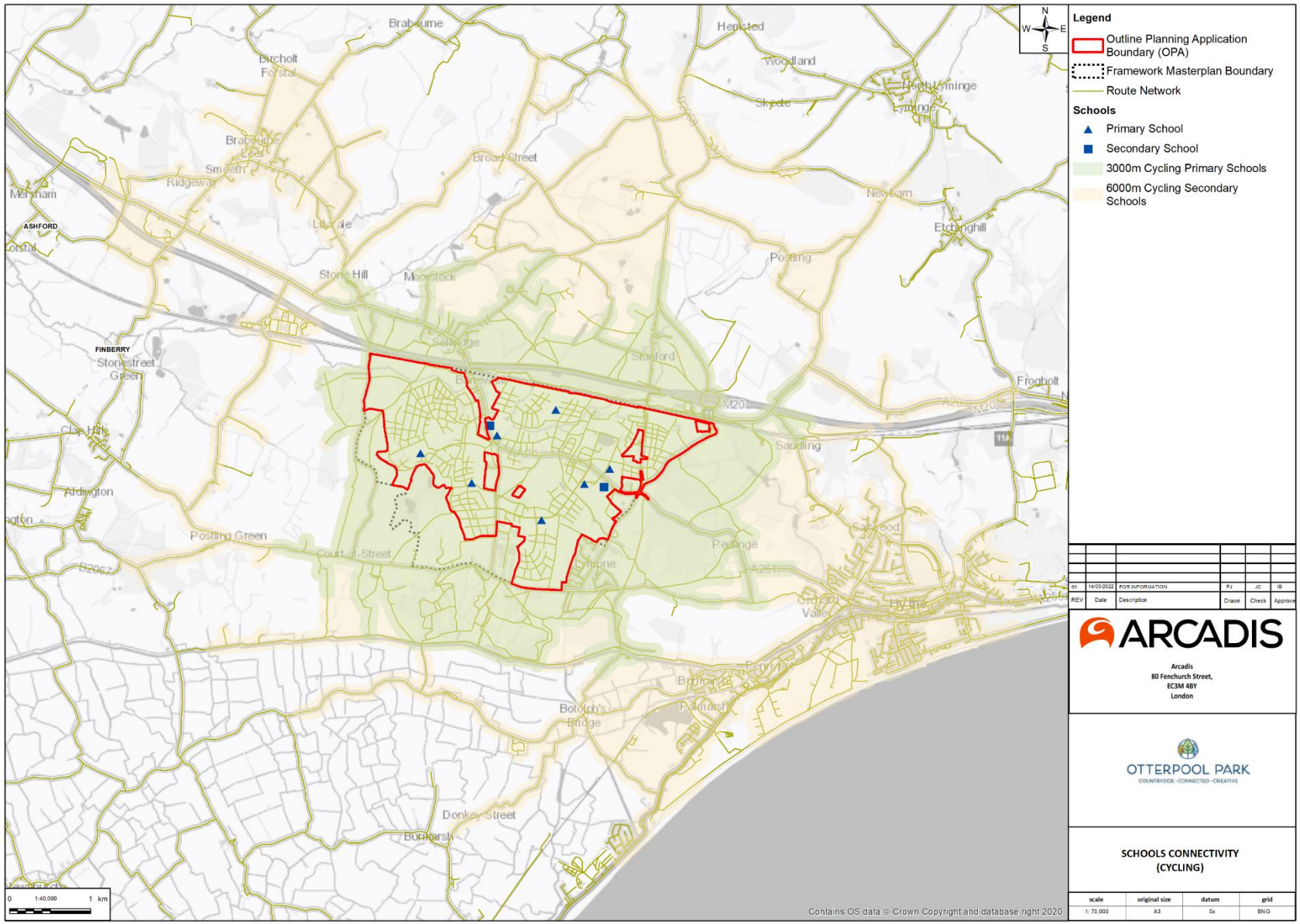

Figure 30 Schools Connectivity

Off-site Walking and Cycling Connections

4.4.14 The Walking and Cycling Strategy, 2018 considered ways to improve connectivity between Otterpool Park and the wider area. The priorities for improvement identified were as follows:

- Improvements to Westenhanger Station access and destinations to the north of HS1 and the M20;
- Improvements in cycle linkages to the Hythe area
- Improvements in cycle linkages to the Folkestone area
- Connections between the internal network and existing PRoW

4.4.15 These improvements are likely to be supported through the provision of contributions detailed within the supporting Section 106 legal agreement following planning submission.

4.5 Proposed Public Transport Strategy

Westenhanger Station and Rail Services

4.5.1 The Core Strategy Review, 2022 references upgrades to Westenhanger Station being necessary to provide the capacity to enable a high speed service ready and integrated transport hub. This will be in partnership with Network Rail, the rail operator and KCC. Furthermore, there is support for the provision of High Speed 1 (HS1) services to Westenhanger Station, improved timetable and new rolling stock as including in the Kent Rail Strategy 2021. These potential upgrades would improve the rail provision and capacity at Westenhanger Station and as well as the Otterpool Park development.

4.5.2 The potential High Speed services could provide up to two trains per hour during the peak periods and one train per hour off-peak.

4.5.3 An upgrade to the passenger facilities at Westenhanger Station is being sought in conjunction with key stakeholders. The station is intended to provide a major hub of activity within the settlement, enhanced transport interchange, an identity for commercial, social and residential land uses and improved linkages for visitors to Westenhanger Castle. It is envisaged that improvements would include:

- Upgraded passenger waiting facilities and information
- Platform extensions
- A new pedestrian overbridge between platforms
- Lift access to platforms
- Secure cycle storage
- Bus interchange
- Parking including EV charging spaces
- Potential for commercial provision of café/ retail facilities.

4.5.4 Further details of the potential rail service enhancement and the phasing of the Westenhanger Station improvements are outlined in the Otterpool Park Transport Strategy (application document 3.20).

Bus Network and Services

4.5.5 The aim is to provide an accessible, frequent and reliable service within the site to connect to key destinations including local centres, schools, employment sites and Westenhanger Station and to key destinations, notably Ashford and Hythe.

4.5.6 It is intended that there would be a bus stop within 400 metres of the majority of homes and bus services at 30-minute frequencies from early occupation. By the time of full development, it is envisaged that there would be a 15-minute frequency service, increasing to every 10 minutes once the service is fully commercial. The aim is for people to be able to turn up and catch a bus within no more than a typical 5-7 minute wait. The proposed bus network, flexible to align to particular phases that come forward over the lifetime of the development and an indication of phasing is shown in Figure *32* and Figure *31*.

4.5.7 Bus services would be likely to firstly involve an enhancement to the existing Route 10 bus service on the A20, with additional buses being added to increase frequencies and provide a bus service through the development on the north and south side of the A20.

4.5.8 High quality bus stop facilities would be provided to make the services an attractive option for short and long journeys, with shelters, lighting and information. Infrastructure design will take account of the accessibility needs of the mobility impaired. Real time information on bus services would be available via bus stops or other appropriate technology for users.

4.5.9 High quality bus stop facilities would be provided to make the services an attractive option for short and long journeys, with shelters, lighting and real time information. Infrastructure design will take account of the accessibility needs of the mobility impaired. Real time information on bus services would be available via bus stops or other appropriate technology for users.

4.5.10 It is likely that bus services would be delivered by the bus operator and monitored by the Quality Bus Partnership (QBP) between Folkestone & Hythe District Council, Kent County Council and the bus operator, to achieve quality local bus services. The aim of a QBP is to develop and improve all aspects of bus travel within the District, including infrastructure, with the overall objective of increasing passenger numbers, thereby reducing the need to travel by car.

4.5.11 The measures that the QBP might consider for the Route 10, which will pass through the Otterpool site, include route diversion, investment in new vehicles, with consideration of hybrid or electric buses, as well as fare incentives and new infrastructure on the route, such as, enhancements to existing bus stops and the provision of new high-quality facilities. However, at present discussions are ongoing as to the delivery of bus services for the development and various means of provision will be considered including use of demand responsive services in the early years.

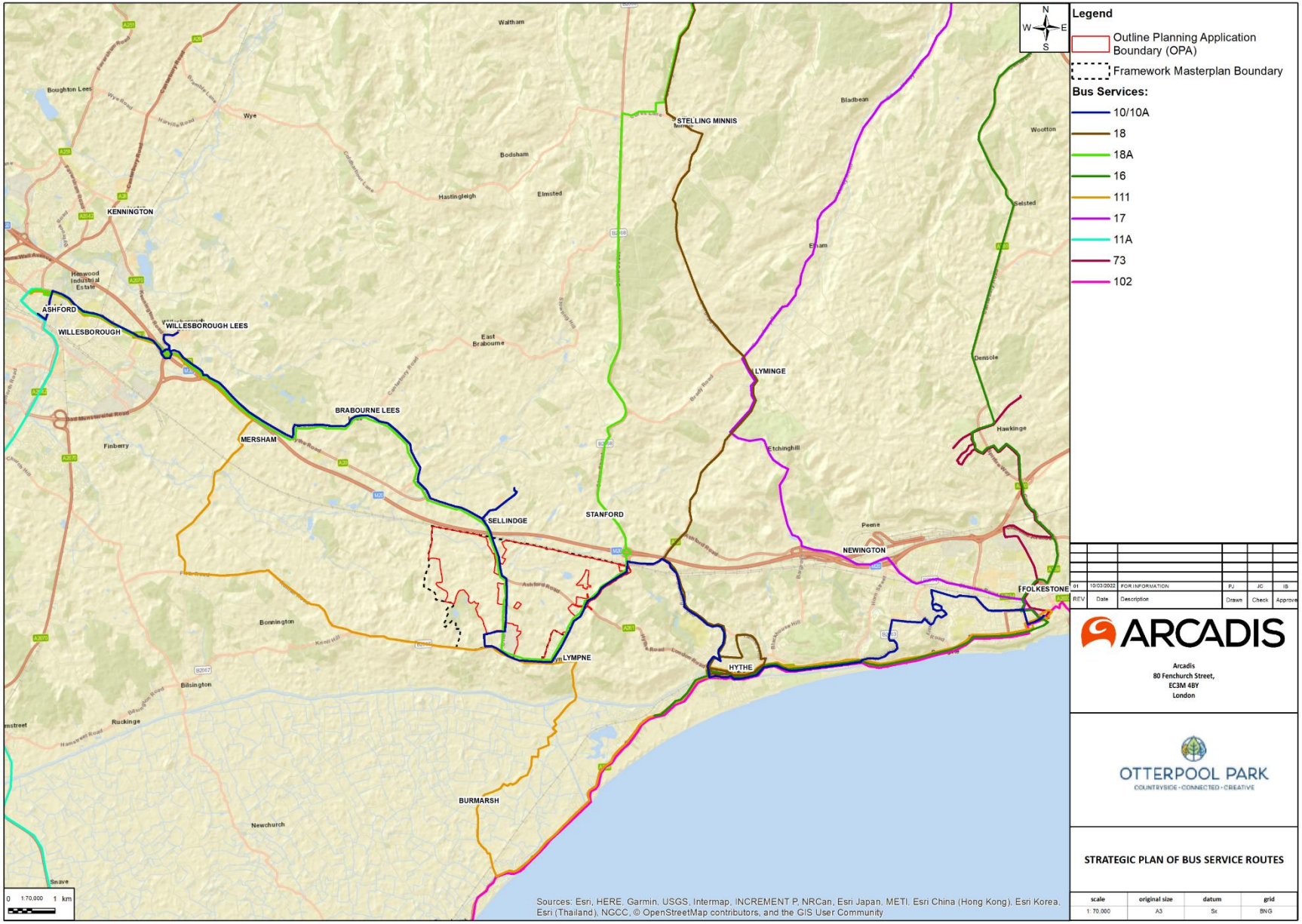

Figure 31 Bus Network and Services (Wider Area) Shared Mobility

Figure 32 Proposed Otterpool Bus Network

4.6 Shared Mobility

Bike / Scooter Share

4.6.1 Bike and scooter share schemes, including electric power options, will be established in the early phases of the Otterpool Park. Initially, a network of bike and/ or scooter share hubs will be provided at local centres and at the Westenhanger Station and then the scheme will be expanded as new development phases are completed. The share bikes/ scooters will be a fundamental part of Otterpool Park's Mobility as a Service strategy and are described later in this report.

Car Club

4.6.2 According to CoMo UK, car clubs are more likely to be successfully established within a development (or in the neighbourhood adjacent to a development) if consideration is given early enough in the planning process to its viability as a location. Car club bays will be considered at the early stage of the development to allow the scheme to be promoted to prospective occupants, prior to occupation. Car club provision () will offer development users who do not require a car on a regular basis the option to drive without the high cost and long-term maintenance associated with the private car. The provision of electric vehicles for the car club is in line with Government policy.

4.6.3 In Otterpool Park the location of electric car club bays will be decided based on specific factors that may help the scheme's success, including:

- Population density
- Availability of public transport
- Parking constraints

4.7 Parking Strategy

Car Parking Provision

4.7.1 Policy T2 of the Places and Policies Local Plan (Adopted September 2020) sets out the parking standards for cars, and the Interim Guidance Note 3 provides an appropriate foundation of car parking provision giving minimums and maximums dependent on location.

4.7.2 With Otterpool Park being a new bespoke development, it is considered vital that the level of car parking provision be appropriate for the needs of all site users, including residents, employees and visitors.

4.7.3 Through discussion with Kent County Council, it is proposed the level of residential car parking provision be dependent on the dwelling type and the accessibility level of the land parcel in which the dwelling is located. An accessibility scoring system based on proximity to public transport and local facilities for parcels of land in the development will be established to determine the appropriate level of car parking provision. For flexibility, it is envisaged that the provision for each score category would be set as a range. It is intended that the category of area for which parking levels apply are agreed for each phase of the site as it comes forward. This will push the boundaries for residential car parking provision to a reasonable minimum.

4.7.4 For the non-residential uses within the town centre and local centres, each development would require detailed consideration of linked visits in order that parking provision reflects the mix of land uses and locational characteristics.

Cycle Parking Provision

4.7.5 Parking for cycles will be provided in the development in accordance with the latest policy as a minimum. Policy T5 of the Places and Policies Local Plan (Adopted, September 2020) proposes 1 space per bedroom for individual residential developments. These are based on Kent County Council's Supplementary Policy Guidance SPG4 (2006) and seek to encourage the use of bicycles by:

- Making them more easily accessible to users
- Protecting them from theft
- Ensuring parking facilities are well-integrated into the design of the development

4.7.6 In accordance with Policy T5 of the Places and Policies Local Plan (Adopted, September 2020), cycle requirements for non-residential users are to be agreed with the Council. This would allow flexibility to implement an appropriate level of cycle parking for the development.

5 Aim, Objectives and Targets

5.1 Introduction

5.1.1 It is recognised that there is a need to minimise the reliance on car-based vehicle-based travel to, from and within Otterpool Park from the outset and the overall aim and a series of objectives are provided below.

5.2 Aim

5.2.1 The aim is as follows:

"Walking, cycling and access to public transport will be the priority in the layout and design of the new settlement, with challenging targets set for non-car use as a percentage of all journeys".

5.2.2 This aim is in line with Garden City principles and the guiding principles for Otterpool Park which are to encourage sustainable travel and reduce the level of single occupancy vehicle use. It also accords with the policy aims of the Government, KCC and FHDC.

5.3 Objectives

5.3.1 The objectives are shown in Table 8 below:

Table 8 Objectives

Objective	Description
OB1	Create a high-quality place in which people want to live, work and visit
OB2	Reduce the need to travel whilst ensuring access to a full range of facilities and services and connections to neighbouring communities
OB3	Provide people with information on travel options
OB4	Promote the use of non-car modes – walking, cycling and public transport
OB5	Reduce single occupancy vehicle trips
OB6	Reduce the travel related carbon impact of the development
OB7	Manage traffic to reduce vehicle speeds and give priority to pedestrians, cyclists and public transport over cars
OB8	Manage vehicle routeing to discourage unnecessary lorry movements through the development
OB8	Provide a mechanism for the ongoing development and implementation of the Travel Plan
OB9	Integrate innovative technologies including EVs, MaaS and DRT to create a modern, accessible and pioneering place in which to live, work and visit
OB10	Provide maximum car parking standards to discourage private car use and promote active travel and public transport.

5.4 Targets

5.4.1 The Travel Plan aims to address all types of trips made by residents of the site and those travelling to the site for school, shopping, work or other purposes.

5.4.2 Targets are measurable goals by which the progress of the Travel Plan will be assessed. Targets are essential for monitoring the progress and success of the Travel Plan. Targets are *SMART* (specific, measurable, achievable, realistic and time-bound).

5.5 Mode Share Targets

Concept

5.5.1 The future of travel and the movement of goods is changing. With the advances to technology, changes to the way we work and a shift in the way we access services and buy goods are influencing the way we travel. The Otterpool Park development will be able to influence and encourage site users to live and travel in a more sustainable way through the transport options and facilities provided. Additionally, the offer at the development will reduce the need to travel for certain purposes.

5.5.2 The Transport Strategy will be guided by the principles set out in

5.5.3 Figure *33*, as presented in the “Mobility Vision Report” (WSP) document, also submitted for information with the Application.

Figure 33 Principles of Otterpool Park's Mobility Vision

User Centric Approach

5.5.4 Alongside designing the Otterpool Park development to the Mobility Vision Principles, a user-centric approach is to be adopted. This method identifies the likely travel needs of the Otterpool Park resident which then informs how mobility services are designed. This has been developed by undertaking an online survey of 2,600 respondents in London and Kent who meet the demographic characteristics of future residents of Otterpool Park and asking questions relating to their travel behaviours. The consideration for travel behaviours prior to the Covid-19 pandemic, but also recognising the 'new normal' of travel behaviour in the future, was made clear to the respondents for each question.

5.5.5 This user-centric approach and process is summarised in Figure 34 and the details are set out in the User-Centric Travel document produced by WSP, also submitted for information with the Application. The surveys undertaken (also set out in the User Centric Travel document) have resulted in the identification of opportunities for key future mobility changes, and these are summarised in Table 9.

Table 9 Opportunities that Key Future Mobility changes would bring

Key Change	Survey Result	Opportunities
Changing Attitudes	Respondents expect to travel less post Covid 19 than before Covid 19	People will be more open to new ways of accessing activities and services.
Cleaner Transport	Over 50% of trips are made using active travel and public transport modes, whilst average car ownership is 70%	Encourage mode shift and offer alternative options to the private car
New Modes	Household bicycle ownership is seen to be low on average (50% of respondents)	Implementation of bike hire, e-scooter and e-bike schemes for last mile trips
Data and Connectivity	Shopping and personal business trips are the most likely trip purpose to be replaced with a digital alternative	Digital connectivity and the resulting movement of data is the golden thread linking all elements of Future Mobility. This includes the real time alerts of journey disruption provided by smart mobility apps, which can inform users on how best to travel, and whether it is necessary to travel at all.
Automation	More than 50% of survey respondents expect no change in delivery behaviour post Covid 19	Opportunity to implement improved sensing technology, computing power and software engineering to provide more seamless freight and delivery options.
New Business Models	Those living in houses are more than 1.5 times as likely to have at least one car in their household than those living in a flat	Providing new mobility business models, such as on demand transit options, which offer the same level of convenience as a private car but don't have the same high fixed costs.

5.5.6 The outcome of the user-centric approach will lead to a scheme design that will be part of a monitor and manage approach and there will be an on-going iterative process to improve the mobility services at the development from first occupation to post-occupation and beyond. Monitoring would be captured through a combination of methods which could include video capture, with potential for sensors and predictive analytics, travel surveys - through traditional post, online or through a development specific app. The monitoring would not only serve to improve and optimise mobility services but would also serve to inform the Otterpool Park Framework Travel Plan which has objectives to encourage and promote sustainable and active modes of travel.

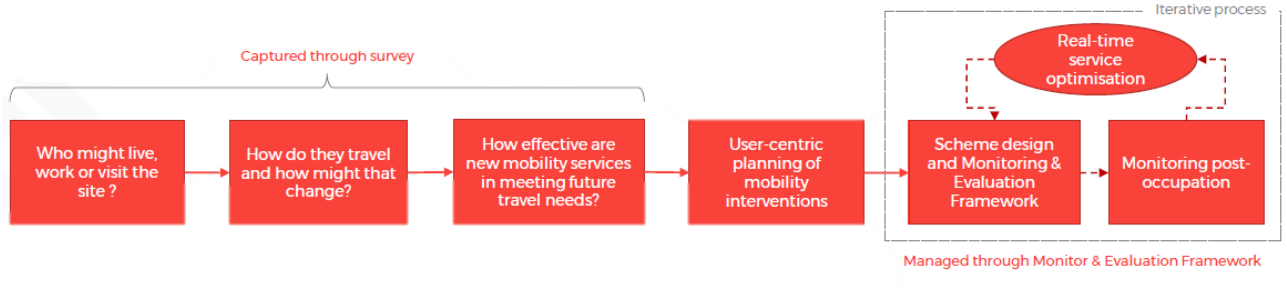

Figure 34 User-Centric Approach

Baseline Mode Share

5.5.7 Table 10 and Table 11 demonstrate the existing mode shares based on 2011 Journey to Work Census Data for the two census areas, Lympne and Stanford and Tolsford, that dissect the proposed site. The tables show that external trips have a much greater percentage of private vehicle use compared to internal trips, and that internal trips have a higher percentage of journeys made by active travel modes.

Table 10 External Trips Baseline Mode Share

Mode	Lympne and Stanford	Tolsford
Car/Van Driver	81.3%	84.5%
Car/Van Passenger	8%	7%
Taxi		
Motorcycle, scooter or moped		
Train	5.9%	5.2%
Underground		
Metro		
Light Rail		
Tram		
Bus, minibus or coach		
Bicycle	2.1%	1.5%
On foot	2.7%	1.8%
Total	100%	100%

Table 11 Internal Trips Baseline Mode Share

Mode	Lympne and Stanford	Tolsford
Driver	54%	62%
Passenger	9%	4%
Taxi		
Motorcycle		
Train	3%	1%
Bus/ Minibus/ Coach		
Light Rail		
Bicycle	6%	3%
Walk	28%	30%
Total	100%	100%

Mode Share Targets

5.5.8 The Otterpool Park development will be built in phases until completion in 2044. It is proposed that the intended sustainable habits for the users of the development will be embedded from the outset through the provision of temporary/pop-up Mobility Hubs at the initial stages of development.

5.5.9 Early improvement of bus services and cycle infrastructure would support increased mode share by bus and cycle for the build out of the first phase of Otterpool Park compared to the baseline for the area. Over the medium to longer term, continued development of the active travel network and growth in use of rail services would also be anticipated, contributing to increased sustainable mode share.

5.5.10 The target by 2044, with the development fully built represents a significant increase in sustainable travel and would present a step change in comparison to the base situation. The targets are for all trips and thus it relies on a balance of land uses, with work journeys creating more car mode share and education and local services trips having a higher proportion by active modes such as walking and cycling.

5.5.11 Ambitious mode share targets for total car trips, both internal and external are proposed due to the expected offer and uptake of the sustainable modes. These services are to be regularly monitored and optimised as part of an iterative process.

5.5.12 Two scenarios have been derived based on the results of the survey data:

- Best Case (Phase 1) Scenario: This scenario takes the user survey results a step further by applying a more ambitious mode share target than the User Survey scenario. The comprehensive range of transport measures proposed at the development would be required to support the ambitious mode share target. This target is intended for Phase 1 of the development, where accessibility levels are expected to be highest with Westenhanger rail station being within this plot, however, it could also be used as an aspiration for the wider site. The mode share for this scenario has originated from WSP's "Otterpool Park – Phase 1 Access and Movement Strategy" with some minor amendments.
- User Survey Scenario: Directly based on the likely travel behaviour of future Otterpool Park users based on survey responses and are only applied to the external trip Mode Share, the internal trips reflect those in the Best Case scenario.

5.5.13 Embedded behavioural change of Otterpool Park users are expected to achieve the mode share targets, where the Best Case scenario provides a more ambitious aspiration. The internal and external trips mode share targets for the TA, Best Case and User Survey scenarios are presented in Table 13 Internal, External and Combined AM and PM Peak Mode Splits (2044) – Best *Case Scenario* and Table 14: Internal, External and Combined AM and PM Peak Mode Splits (2044) – User *Survey Scenario* respectively. The shift to active modes of travel would be facilitated by the proposed transport infrastructure being implemented as part of the development.

5.5.14 *Table 15*Table 15 summarises the differences between the driver trips for each of the scenarios. The reduction in driver trips for the user survey and best case scenario can be up to 35% and 47% in the PM peak hour compared to the TA worst case. This demonstrates that there may not be a need for some of the mitigation measures proposed as part of the TA as the thresholds for their requirement may not be reached.

Table 12 Internal, External and Combined AM and PM Peak Mode Splits (2044) – Transport Assessment Scenario

Period	Mode Split		
	Internal Trip	External Trips	Combined

	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Driver	10%	16%	67%	69%	46%	51%
Passenger	3%	7%	12%	16%	9%	13%
Taxi	0%	0%	0%	0%	0%	0%
Motorcycle	0%	0%	1%	1%	1%	1%
Train	0%	0%	3%	3%	2%	2%
Bus	3%	3%	6%	5%	5%	4%
Light Rail	0%	0%	0%	0%	0%	0%
Bicycle	5%	5%	2%	2%	3%	3%
Walk	79%	68%	8%	5%	34%	26%
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

Table 13 Internal, External and Combined AM and PM Peak Mode Splits (2044) – Best Case Scenario

Period	Mode Split					
	Internal Trip		External Trips		Combined	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Driver	11%	13%	45%	34%	32%	27%
Passenger	3%	8%	5%	13%	4%	11%
Taxi	2%	3%	0%	0%	1%	1%
Motorcycle	0%	0%	0%	0%	0%	0%
Train	0%	0%	27%	29%	17%	19%
Bus	2%	5%	12%	11%	8%	9%
Light Rail	0%	0%	0%	0%	0%	0%
Bicycle	9%	11%	5%	7%	6%	8%
Walk	73%	61%	6%	7%	31%	25%
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

Table 14: Internal, External and Combined AM and PM Peak Mode Splits (2044) – User Survey Scenario

Period	Mode Split					
	Internal Trip		External Trips		Combined	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Driver	11%	13%	50%	43%	36%	33%
Passenger	3%	8%	7%	16%	5%	13%
Taxi	2%	3%	0%	1%	1%	2%
Motorcycle	0%	0%	0%	1%	0%	1%
Train	0%	0%	19%	14%	12%	9%
Bus	2%	5%	12%	10%	8%	8%
Light Rail	0%	0%	0%	0%	0%	0%
Bicycle	9%	11%	3%	2%	5%	5%
Walk	73%	61%	9%	12%	33%	29%
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

Table 15: 2 Way Driver Trips Summary by Scenario (2044)

Period	Scenario					
	Worst Case (TA)		User Survey		Best Case	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Driver Mode Share	46%	51%	36%	33%	34%	27%
Driver Trips	3,923	3,649	3,035	2,374	2,770	1,928
Trip Difference compared to Worst Case (TA)	-	-	-888	-1,275	-1,153	-1,721
% Reduction compared to Worst Case (TA)	-	-	23%	35%	29%	47%

6 Management Strategy

6.1 Introduction

6.1.1 The development proposals present a unique opportunity to benefit from a Travel Plan Framework that is underpinned by the philosophy of travel demand management (TDM).

6.1.2 TDM describes strategies and policies that aim to achieve more efficient use of transport resources and to reduce travel demand by giving priority to walking, cycling and public transport. It focuses on the movement of people and goods, rather than on vehicles[2].

6.1.3 Key to the success of the travel plan is the development of a unifying approach towards promoting the use of active and sustainable travel that is understood and consistently reinforced by the site promoters and all stakeholders. This will require an effective management strategy.

6.2 Transport Management Association

6.2.1 To manage the implementation of the TP, it is proposed that this is included in the remit of the overall stewardship model to oversee the management of transport services, facilities and behaviour change initiatives. Th remit will include oversight of the individual travel plans of occupiers and provision of the area-wide travel plan measures.

6.2.2 This approach will help to augment the efforts of individual organisations to obtain a critical mass capable of achieving economies of scale and increase the effectiveness of the TP.

6.2.3 A dedicated manager (Travel Plan Coordinator) will support staff who will be employed by Otterpool Park LLP or an associated stewardship body, and a Steering Group, which could include businesses, schools, and residents' associations will oversee the TP delivery. The members of the Steering Group, will meet monthly or quarterly to receive updates, exchange ideas and agree on strategic priorities. Representatives from the local authorities will be invited to sit on the Steering Group. The Travel Plan Coordinator (TPC) will organise the Steering Group meetings.

Funding

6.2.4 The cost of the TP will be funded through the overall service charges by Otterpool LLP.

6.2.5 This will provide the following benefits:

- Provide a mechanism for the continuity and longevity of travel planning at the development
- Deliver economies of scale for travel planning measures;
- Enable equity for all occupiers in achieving travel plan objectives and targets;
- Allow occupiers of different sizes to offer meaningful travel planning benefits to their employees;
- Enable provision of ongoing advice to occupiers;
- Provide a means to bid for future public sector funding/grants.

6.3 Travel Plan Coordinator

6.3.1 The Travel Plan is a living document that will be regularly reviewed and will take account of changing circumstances; successes and failures; new initiatives and input from key stakeholders and those affected by its implementation. To ensure that this happens, a Travel Plan Coordinator (TPC) will be appointed to be responsible for the implementation, administration and monitoring of the Travel Plan.They will be responsible for building the

[2] smartcities-infosystem.eu/ict/travel-demand-management

necessary partnerships and for the delivery, promotion and monitoring of the Travel Plan targets. They will be involved prior to the first occupation.

6.3.2 The key tasks of the TPC are to:

- Lead and manage the development and implementation of the site-wide travel plan.
- Act as a central point of contact for all site occupiers and external stakeholders in relation to the Travel Plan.
- Lead the implementation of the monitoring plan set out within the monitoring strategy.
- Lead the implementation and manage the data collection procedures as set out in the monitoring strategy.
- Take responsibility for raising awareness of and championing sustainable travel issues.
- Promote schemes and events which encourage walking, cycling and the use of public transport along with the reduction of the use of the private car.
- Represent the 'human face' of the travel plan – explaining its purpose and the opportunities on offer;
- Build and nurture the necessary partnerships required for Travel Plan implementation and success including facilitation of the Steering Group.
- Deliver and/ or manage, procure and/ or oversee delivery of site-wide travel plan measures;
- Monitor developing travel planning innovation.
- Regularly review and evaluate both the TP and the operation of the Steering Group and provide feedback to the planning and the highway authority via meetings and/ or other channels.
- Prepare progress reports, action plans and budgets for the TP aimed at best meeting its objectives and targets.

6.3.3 Liaise with workplace and school travel plan representatives to ensure coordination of measures and monitoring in order to maximise effective travel planning.

6.4 Travel Plan Steering Group

6.4.1 A Travel Plan Steering Group would be established to support the implementation and monitoring of travel planning measures. It is envisaged that the Steering Group would be chaired by the Travel Plan Coordinator and meet every six months.

6.4.2 The Steering Group would initially comprise the TPC on behalf of Otterpool Park LLP, site developers, KCC's travel plan officers, officers from FHDC and other key stakeholders as appropriate (e.g., National Highways, public transport operators). It will also be important to include representatives of Otterpool Park residents, businesses and schools to assist in the long-term sustainability of the Travel Plan.

6.4.3 The Steering Group will have an important role to play in the early stages of the development, guiding the implementation, monitoring and review process, enabling decisions to be made and helping to secure partnerships and maintain momentum. It will review agree and the monitoring plan and review the impacts of measures and identify new measures, should targets not be met.

7 Travel Plan Measures

7.1 Introduction

7.1.1 The Otterpool Park development comprises a mix of land uses including residential, schools, employment, retail and community and health facilities. The Travel Plan identifies measures to facilitate sustainable travel and reduce vehicle trips and to inform workplace and educational travel plans where they are required.

7.1.2 The Travel Plan proposes a range of initiatives to achieve the proposed mode share targets, including infrastructure, services, information, marketing and behaviour change. A targeted car parking strategy is also important to signal the focus on sustainable travel rather than car travel.

7.1.3 Understanding the social and individual factors that affect people's lives, and why people make the lifestyle and travel choices they do is key to understanding future transport demand. It can also provide insight into how to manage demand or encourage modal shift. For example, these insights can:

- Identify gaps in transport services that need to be addressed.
- Offer additional bespoke bus services or extend or re-format existing services.
- Enable members to purchase new bikes at a reduced price through a local retailer.
- Identify demand for better cycle route facilities.
- Encourage local employers to provide facilities for active travel.

7.2 Planning Application

7.2.1 The currently submitted outline planning application for Otterpool Park is prescriptive in terms of phasing across the delivery trajectory and it provides detailed parameter plans. To help provide flexibility and ensure deliverability, the application has been updated to take a three-tiered approach:

- Tier 1 – the site-wide outline planning application (which includes more flexible parameter plans compared to the February 2019 submission. The phasing plan will now be submitted indicatively)
- Tier 2 – detailed masterplan and design code for a specific phase of development. This will align with the information submitted under Tier 1
- Tier 3 - reserved matters applications - these will follow the Tier 1 and 2 consents. The reserved matters applications will deal with the outstanding details of the outline application proposal including the detail of appearance, means of access, landscaping, layout and scale within a specific area of the Masterplan.

7.2.2 It is estimated that the Otterpool Park development will be delivered over a 20 year period, hence the need for the flexibility of this three tier approach. The key deliverables of the Draft Framework Travel Plan that are line with this three-tier planning approach are listed in Tables 16-18. This sets out the proposed approach to the delivery of the TPF across the three tiers.

7.2.3 Of the measures shown, off-site initiatives are subject to ongoing negotiations with the planning and highway authroirites and relevant transport operators to be secured through Section 106 contributions.

Tier 1

7.2.4 Tier 1 measures are shown in Table 16 and there is a commitment to the achievement of these. At this tier, the responsibility for delivery lies with Otterpool Park LLP.

Table 16: Tier 1 Measures

Measure
Overall achievement of the TP objectives
Provision of walking and cycling routes
Improved public transport services and facilities
Provision of EV charging facilities
Governance arrangements and appointment of Travel Plan Co-ordinator
Provision of mobility hubs
Monitor and manage approach for the travel plan
Define the criteria requiring the submission of travel plans with individual planning application (Tier 3) – schools, employment uses, major residential schemes etc.

7.2.5 The need for the submission of a scheme level travel plan will be based on the following criteria:

- Size of development
- Type of development
- Potential for additional trip generation
- Impact on Otterpool Park's priorities and strategies
- Cumulative effect of developments

Tier 2

7.2.6 Examples of Tier 2 measures are shown in Table 17. At this tier, a more detailed travel plan will be provided for each phase of the development. Tier 2 actions are generally those that will be delivered by the master developer (Otterpool Park LLP).

Table 17: Tier 2 Measures

Measure
Package of specific measures to be developed and delivered by the Travel Plan Co-ordinator within the agreed governance structure (e.g. development of ride home policy, sustainable travel promotional events etc.)
Provision of phase level introduction of mobility hubs (primary, secondary, community)
Delivery of phase level walking and cycling route package (on-site and off-site)
Phase level public transport improvement package (station upgrade, bus subsidy, bus stop provision)
Phase level active/sustainable transport provision (e.g., electric car clubs, cycle hire, e-scooter schemes)
Phase level behaviour change/communications measures (e.g., sustainable travel vouchers for residents, incentive scheme to encourage sustainable travel)
Phase specific monitor and manage targets and review mechanism

Tier 3

7.2.7 Example Tier 3 measures are shown in Table 18. At this tier, applications are related to individual developments and, therefore, linked to specific reserved matters planning applications. These measures will be specific to the type of development e.g., school, residential

Table 18: Tier 3 Measures

Measure
Provision of showers, lockers, changing and drying facilities in employment facilities
School drop off points
Routing of construction traffic (linked to Construction Environmental Management Plan)
Events and information provision by employers
Bikeability training in schools
Provision of EV charge chargepoints and secure cycle parking at housing development
Temporary, pop-up mobility hubs in local centres

7.2.8 Table 19 to Table 24 in the following section outline the proposed Travel Plan measures for Active Travel, Public Transport, Electric Vehicles, Cars and Other Complementary Measures and identify if they apply to leisure, domestic, commuting or education trips.

7.3 Active Travel Measures

7.3.1 The following measures in Table 19 are aimed at encouraging walking and cycling and have been categorised as either behaviour change initiatives or infrastructure provision.

Table 19 Active Travel Measures

Measure	Leisure	Domestic	Commute	Education
Behaviour Change Initiatives.				
Distribute and promote walking and cycling information as provided by the site wide TPC. Promotional leaflets would inform staff/ visitors of the associated health benefits of walking and cycling, and the location of safe walking and cycling routes and cycle parking.	✓	✓	✓	✓
New residents to be presented with Sustainable Travel Packs by the TPC or Site Sales Staff/employers representatives setting out comprehensive details of sustainable travel options.	✓	✓	✓	✓
Offer discount vouchers to spend on cycling and walking clothing and equipment at local businesses	✓	✓	✓	
Set up cycle training for adults and children, and encourage cycle use through formation of a Bicycle Users Group	✓	✓	✓	✓
Promote routes for walking/cycling that act as commuting routes to allow direct and fast access between residential areas and the station, town centre, and key local employment areas		✓	✓	✓
Investigate the feasibility of workplaces signing up for a tax incentive scheme for cycle purchase for staff such as http://www.cyclescheme.co.uk			✓	
Instigate participation in an annual walk to work week such as the Living Streets event (www.livingstreets.org.uk) to encourage travel via this mode			✓	
Carry out staff travel surveys to understand the modal split of staff and review workplace policies accordingly to support sustainable travel modes.			✓	
Encourage workplaces to register for the Sustrans workplace travel challenge to encourage staff to cycle to work			✓	
Promote www.walkit.com as an online route planner which enables users to get a walking route between two points and provides information on journey time, calories burned, steps counted and carbon savings	✓	✓	✓	

Measure	Leisure	Domestic	Commute	Education
Behaviour Change Initiatives.				
The School Travel Plan should be integrated into the school curriculum in order to maintain pupil`s interest and create a broader knowledge of the benefits of the Plan. The School Travel Plan Champion could co-ordinate with curriculum leads to embed sustainable travel into the wider school activities and learning and include advice on safe routes to walk or cycle to school.				✓
The school could consider starting a Walk/Cycle to School scheme or similar to regularly raise awareness of the benefits of walking or cycling and provide incentives/rewards to encourage its uptake. Examples of rewards could include free breakfasts in school for those who cycle on particular days.				✓
KCC run a walking bus scheme and their Kent Messenger Walk to School team can carry out talks for parents and volunteers to run the walks. (https://www.kmcharityteam.co.uk/schools/walktoschool/walkingbus/)				✓
Bikeability is a national cycle training scheme which is provided in Kent by various organisations. Schemes could be offered within each primary school				✓
Offer Bike trains with volunteers leading pupils to cycle along a risk-assessed route to school				✓
Take part in the Sustrans School Streets programme and Big Pedal to promote active travel amongst pupils and improving the street environment.				✓
Infrastructure Provision				
Provide a network of leisure routes consisting of longer, meandering paths connecting to green spaces and the wider countryside.	✓			
Provide active travel connections to off-site locations including Hythe, Folkestone, Westenhanger Station and destinations north of HS1 and M20, and connections to existing PRoW.	✓	✓	✓	
Provide well designed and located cycle parking and electric cycle charging points within the local centre and neighbourhood centres, as well as community facilities.	✓	✓		
Provide walking and cycling links to Westenhangerhanger Station and other origins and destinations within the development as soon as buildings are occupied.	✓	✓	✓	✓

Measure	Leisure	Domestic	Commute	Education
Behaviour Change Initiatives.				
Rest facilities should be provided at intervals along footpaths as appropriate, recognising design standards and topography.	✓			
Set up a bike share programme and provide a network of Bike Share hubs throughout the development and neighbouring villages/towns and at the train station.	✓	✓	✓	
Provide cycle parking in an easily accessible location to encourage cycle to work/school as an easy alternative to the private car	✓	✓	✓	✓
Provide adequate cycle parking, storage and drying facilities at workplaces and educational establishments			✓	✓
Provide shower/changing/storage facilities within workplaces to encourage active travel by employees.			✓	
Monitor the usage of cycle parking and increase, where necessary			✓	✓
Workplaces to provide a small fleet of pool bikes, spare locks and puncture repair kits for cyclists and umbrellas for pedestrians			✓	
Ensure a mix of facilities including retail are provided within the development to ensure residents do not have to travel using private car out of the development for domestic trips.		✓		
Provide cycle parking in all schools in secure shelters. There should be lockers for secondary school pupils to store equipment and showers available for staff and secondary school pupils				✓

7.4 Public Transport Measures

7.4.1 The following measures in Table 20 are suggested to promote travel by public transport as an alternative to journeys by private car. An upgrade to the passenger facilities at Westenhanger Station is being sought in conjunction with key stakeholders, and the potential to enhance rail services with additional direct services to London is also being explored with the aspiration of at least hourly direct services of less than 60 minutes journey time.

Table 20 Public Transport Measures

Measure	Leisure	Domestic	Commute	Education
Upgrade to passenger facilities at Westenhanger Station to provide an enhanced transport interchange, including car parking provision	✓		✓	
Provide high quality bus stop facilities to make the services an attractive option for short journeys, with shelters, lighting and real time journey information.	✓	✓	✓	✓
Provision of free or subsidised public transport tickets for residents and employees on the site	✓	✓	✓	
Following analysis of postcode data additional services can be agreed with local bus operators to improve convenience and attractiveness of local services.	✓	✓	✓	
Provide accessible, frequent and reliable bus services for residents to key employment destinations, with a bus stop available within 400m of the majority of homes.			✓	
Promote and encourage the use of bus and rail services to employees within the workplace.			✓	
Encourage workplaces to consider flexibility in working hours for employees using public transport where this might co-ordinate better with existing bus service timetables			✓	
Regularly seek information from all employees using public transport on ways in which services may be improved and feed this back to the TPC			✓	
Encourage the workplace to offer interest free travel loans for employees to purchase discounted public transport season tickets			✓	
Provide accessible, frequent and reliable bus services for pupils to local schools, where necessary, with a bus stop available within 400m of the majority of homes.				✓

Measure	Leisure	Domestic	Commute	Education
Local bus services are likely to have high usage from secondary school pupils and information on services would be provided to all pupils, noting that free bus travel may be provided for primary and secondary school pupils travelling more than 3 miles (2 miles if aged under 8) to their school or are from a low income family (KCC)				✓
Promote KCC's Travel Saver bus pass for primary school pupils and 16+ Travel Saver for school and college pupils, that can help save up to 50% the cost of travel				✓

Electric Vehicle Measures

7.4.2 The development will need to make provision for the future requirements for electric vehicles. The following measures in Table 21are recommended.

Table 21 EV measures

Measure	Leisure	Domestic	Commute	Education	Freight
Include electric bikes in a bike rental scheme	✓	✓	✓	✓	
Seek to develop an electric vehicle car club in conjunction with an operator	✓	✓	✓		
Develop electric vehicle charging point strategy with provision in local centres, employment locations and the rail station.	✓	✓	✓		
Provide provision for electric vehicle charging at all homes with allocated spaces as well as on-street parking areas	✓	✓	✓		
Engage with businesses to discuss the barriers to EV adoption amongst fleet vehicles			✓		✓
Discuss the use of EVS for deliveries by supermarkets					✓

7.5 Car Sharing Measures

7.5.1 The following measures in Table 22 to promote car sharing are recommended to reduce the number of single occupancy private car trips in and to/from the development and to reduce congestion.

Table 22 Car Sharing measures

Measure	Leisure	Domestic	Commute	Education
Establish a Car Club and provide marked and branded car sharing parking bays	✓	✓	✓	✓
Provide a bespoke car share database for the catchment area and promote it to the community	✓	✓	✓	✓
Provide dedicated car share parking at workplaces located close to the building entrance			✓	
Provide guaranteed rides home for those who car share in an emergency			✓	
Offer community car sharing whereby car owners can rent out their cars to others in the community using an app	✓	✓	✓	✓

7.6 Private Vehicle Measures

7.6.1 The following private vehicle measures in Table 23 are recommended in addition to the highway access strategy.

Table 23 Private Vehicle Measures

Measure	Leisure	Domestic	Commute	Education
Access to the parking spaces will be controlled through the operation of on-street controlled parking zones and parking permits.	✓	✓	✓	
Position school drop off points for vehicles away from the school entrance to dissuade parents/carers living locally from using the private car rather than walking or cycling				✓
The school could work with KCC to put in place parking restrictions and School Keep Clear markings along roads near the schools				✓
Regular monitoring of on-street parking along local residential streets could be undertaken by school staff who could be a visible presence outside the school during the peak arrival and departure times, to discourage parents from parking outside the school entrance, within the school access, on verges or across footways, within 15 metres of a junction and blocking residents' driveways				✓

Measure	Leisure	Domestic	Commute	Education
References to supporting sustainable travel and considerate parking could be set out for parents as part of a Home School agreement. In other places schools have asked parents to sign a declaration that they have read and agreed to principles of considerate parking, travel arrangements etc				✓

7.7 Other Complementary Measures

7.7.1 The following measures in Table 24 have been recommended to complement the sustainable travel measures detailed previously.

Table 24 Complementary Measures

Measure	Leisure	Domestic	Commute	Education	Freight
A £500 sustainable travel voucher could be given to each purchaser of a dwelling on the site so that sustainable travel patterns are encouraged from the outset. The voucher could be used towards any of the following: 1) Rail Travel 2) Bus Travel 3) Purchase of a bike from a local bicycle shop. This should be written into the proposed Section 106 Agreement for the site.	✓	✓	✓		
Provide a shared homeworking facility in the development to reduce the need to commute.			✓		
Encourage workplaces to be flexible with work patterns, where feasible, to encourage active and sustainable travel.			✓		
Promotional events will be organised in relation to specific aspects of the Travel Plan by the TPC and promoted to each workplace.			✓		
The Otterpool Park website would provide a section for travel information which would include details of walking and cycling routes, public transport operators and maps, directions of how to get to the site by all modes, details of local taxis, useful links and information on parking responsibly. The Travel Information Pack and the Travel Plan will also be available on the website.	✓	✓	✓	✓	
Provide a ‘edge of development consolidation centre’ where all parcels are delivered to, then are delivered locally via sustainable modes such as pedal cycles or small electric powered delivery vehicles.					✓
Introduce an incentive system such as BetterPoints to encourage and rewards residents and employees for travelling sustainably	✓	✓	✓	✓	
Introduce temporary/pop-up mobility hubs in local centres	✓	✓	✓	✓	

7.8 Emerging Technologies

Introduction

7.8.1 Technological developments and disruptive business models are likely to have a significant impact on how people and goods move in the near future. New technology can help to deliver economic, environmental and social goals. The introduction of new transport technologies need to be implemented in line with the Council's plans and policies and should integrate with and complement other transport modes. This section considers the emerging technologies that should be considered in the development.

Electric Vehicles (EVs)

7.8.2 Greenhouse Gas (GHG) emissions are causing the average temperature of the earth to rise. Global warming is causing irreversible harmful effects to ecosystems, coastlines, water, food and health across the world. The UK has therefore committed to reducing GHG emissions by at least 80% of 1990 levels by 2050, through its Climate Change Act (Department of Energy and Climate Change).

7.8.3 As mentioned previously, FHDC declared a climate emergency in 2019, and aims to meet its net-zero emissions target by 2030. A Climate and Ecological Emergency Working Group is in the process of producing a Carbon Action Plan, which is proposed to be a living document with regular reviews. The council is already taking steps to reduce the council's carbon footprint including installing a network of EV charging points across the district.

7.8.4 Electric powered Low Carbon Vehicles (LCVs) need to recharge their batteries in suitable locations, at appropriate times of day/night and for a suitable duration, using recharging infrastructure. Hence the need to develop a plan for developing an EV charging network across Otterpool Park. The development will need to provide for the future requirements for electric vehicles as well as give the flexibility to adapt to innovative transport solutions such as autonomous vehicles. There will be a need for ongoing monitoring and research of emerging technology and incorporation of new measures into the travel plan and transport strategy. At this stage, suggested measures include:

- Provide passive provision for electric vehicle charging at all homes with allocated parking spaces as well as to on-street parking areas.
- Develop a bespoke EV charging point strategy for each phase of the development.
- Implement an electric powered vehicle car club.
- Share bike/ scooter scheme will include electric provision.
- Public engagement to improve understanding and awareness of the benefits of EVs amongst private vehicle owners.

7.8.5 Figure *35* illustrates the charge points which already exist within the local area, including a rapid chargepoint located at Westenhanger Station north of the development site.

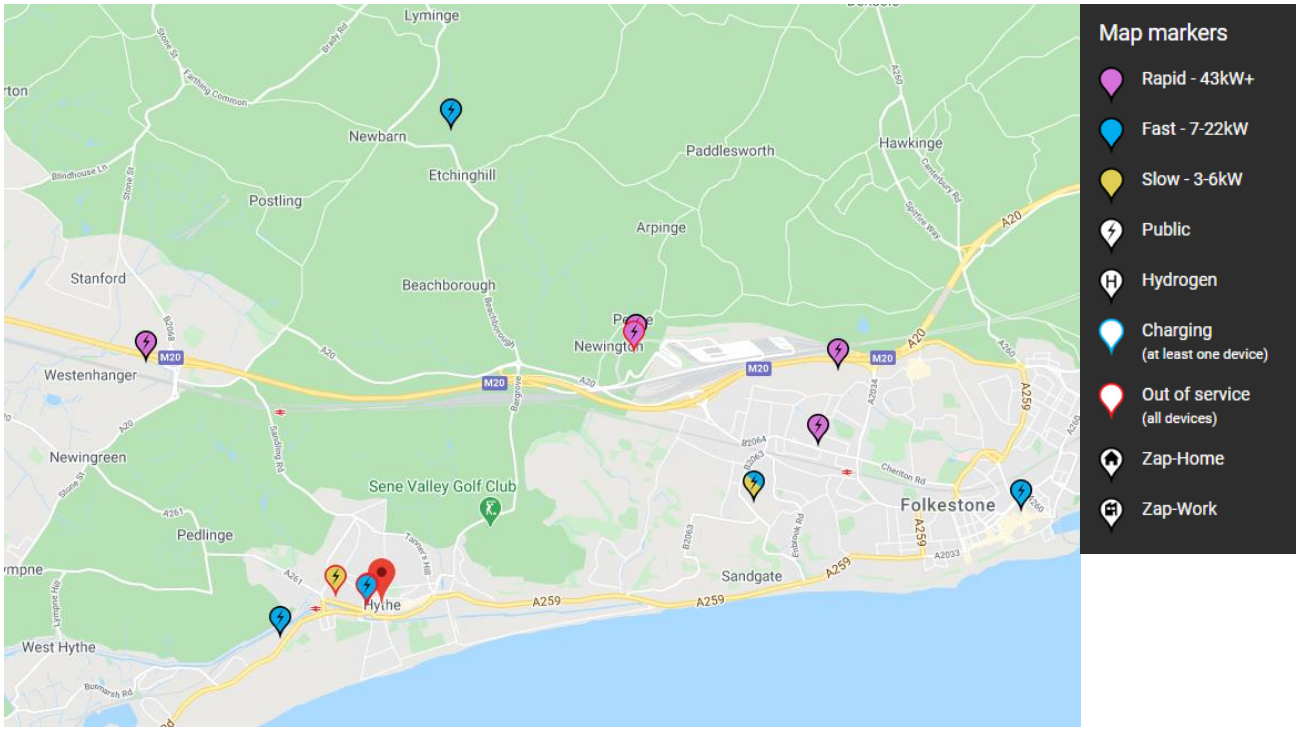

Figure 35 Folkestone ChargePoints (zap-map.com)

Mobility Hubs

'Mobility Hub is a recognisable place with an offer of different and connected transport modes supplemented with enhanced facilities and information features to both attract and benefit the traveller.' (CoMo.org.uk)

7.8.6 Mobility hubs integrate shared, active and public transport modes in one location, providing attractive options for continuous journeys whilst also contributing to reductions in carbon emissions and offering an opportunity to improve the public realm. In addition, Mobility Hubs support low car lifestyles and the reallocation of space from car parking to housing or public realm improvements.

7.8.7 Advantages for users of Mobility Hubs are vast, users:

- Can select travel options based on personal preferences, such as cost or convenience
- Have control over journey time by making adaptive choices
- Can avoid overcrowding public transport and congestion, which improves traveller comfort
- Can make productive use of journey time by accessing online services as they travel.

7.8.8 At Otterpool Park, Mobility Hubs will be placed at significant points on major public transport corridors and local commercial centres, supporting sustainable travel. The Mobility Hubs will be designed based on the requirements of the area and will be spatially organised in a way to facilitate access to and from different modes of transport such as, bus and/or train services, car clubs, shared bikes and scooters and EV and bike charging points. Covered waiting areas providing seating, Wi-Fi, phone charging, lockers and refreshment retailer may also be incorporated within the hub.

7.8.9 It is intended to provide temporary/pop-up Mobility Hubs at the start of the development at Otterpool Park as phases of the development are implemented. This will provide a focus for

the travel options available at the development and raise awareness of alternatives to the private car, enabling sustainable travel habits to be embedded from the outset.

7.8.10 An illustration showing the different components of a Mobility Hub can be seen in Figure 36.

Figure 36 Illustration of a Mobility hub (Source: CoMoUK Mobility Hub Guidance, 2019)

Delivery and Servicing

7.8.11 Express delivery services are booming due to their low cost, convenience, and the fast growth in online shopping. The UK already has the second highest market penetration of ecommerce in the world, making up around 20 per cent of sales as a percentage of all retail sales. At the same time, the UK's freight system makes a significant contribution to transport greenhouse gas emissions and is a cause of poor air quality. HGVs and vans together contributed 32 per cent of the UK's greenhouse gas emissions from transport in 2016 (National Infrastructure Commission, 2019).

7.8.12 Government, the freight industry and infrastructure providers are considering how to utilise emerging technologies, address barriers to their deployment, and deliver a sustainable and efficient freight system that is fit for the future.

7.8.13 It is proposed that at Otterpool Park should provide the following measures as part of its Delivery and Servicing Strategy:

- Require EV delivery vehicles for all supermarket deliveries on site otherwise a permit issued by the management company is required.
- Engage with businesses to discuss the barriers to EV adoption and replacement of fleet vehicles with alternative powered vehicles.
- Seek to use commercial vehicles powered by sustainable fuels to serve the development.

- Provide an ‘edge of development consolidation centre’ where all parcels are delivered, then are delivered locally to reduce freight transport. This would encourage the distribution of freight via sustainable modes such as e-vans and electric/pedal cycles for the last mile.
- Provide package delivery lockers at strategic locations.
- Aim to use suppliers with efficient vehicles.
- Plan freight movements outside of peak times where possible.

7.8.14 The Delivery and Servicing Plan will be developed and delivered by the TPC and the TP Steering Group would monitor its implementation. The Plan will identify the responsibilities for delivery in line with the three-tier approach.

Mobility as a Service (MaaS)

7.8.15 The possibility of integration of public transport and modes provided at the mobility hubs could be facilitated by the implementation of Mobility as a Service (MaaS). This is a single application to provide access to mobility, with a single payment channel instead of multiple ticketing and payment operations.

7.8.16 The implementation of MaaS will be discussed with the existing public transport operators in the vicinity of the Otterpool Park development.

7.8.17 MaaS should provide the best value proposition, by helping the Otterpool Park residents meet their mobility needs and solve the inconvenient parts of individual journeys as well as the entire system of mobility services.

7.8.18 A successful MaaS service also brings new business models and ways to organise and operate the various transport options, with advantages for transport operators including access to improved user and demand information and new opportunities to serve unmet demand.

7.8.19 Kent County Council have orchestrated the creation of a sustainable multi-modal MaaS Framework and is introducing MaaS in Ebbsfleet. The Customer MaaS app & website will seek to deliver integrated journey planning, ticketing and payments and support door to door travel for a wide range of transport offering monthly multimodal travel subscription products as well as Pay As You Go (PAYG) to an integrated transport system. All travel needs for residents and visitors in Ebbsfleet will be supported through the MaaS app and website.

7.8.20 The introduction of MaaS would bring a step change in modal shift away from private car ownership, and the principle of such a scheme is welcomed at Otterpool Park. There will be continual liaison with KCC to develop a MaaS solution at Otterpool Park, taking account of lessons learned at Ebbsfleet.

Demand Responsive Transport

7.8.21 Demand responsive transport (DRT) is a form of shared private transport where vehicles alter their routes based on a particular transport demand rather than using a fixed route or timetable. Transport services can collect and drop off passengers in locations according to a passenger's needs and may include buses, taxis, and other vehicles.

7.8.22 Arriva bus services are already operating a DRT model, 'ArrivaClick' in Ebbsfleet, Kent and a number of other locations across the UK. Passengers are able to book and pay for journeys via a smartphone app which then matches passengers between similar points, calculating an ad hoc route to the selected destinations. ArrivaClick journeys start at £1 and fares are based on how far you go and when you travel. Weekly commuter and weekly unlimited passes are available for regular users and credit bundles can also be purchased. DRT can also be included within a MaaS offering.

7.8.23 Should such a service be implemented, residents of Otterpool Park will be able to book and track the bus, pre-pay and reserve a space for a pram or wheelchair within an app, which then optimises the best route for the driver to take for all passengers.

7.8.24 At this stage, suggested measures include:

- Roll out a DRT service across the development to provide a public transport service where a regular public bus service may not be financially viable due to low demand particularly in the early stages of the occupation of the development.
- Liaise with ArrivaClick in Kent to investigate potential collaboration and use of the service within the development.
- Run trials from the occupation of the development of a DRT bus service.
- Provide an efficient communication network or app to enable residents/businesses of Otterpool park to easily access transport information and to enable them to request DRT services when required.
- Consider including DRT in a MaaS offer.

Micro mobility

7.8.25 Micro mobility refers to short-distance transport, usually less than 5 miles, using human-powered and electric modes including (e)bikes, shared bicycles and electric scooters. Micro mobility services increase access to public transport services and can help to reduce congestion and lower carbon emissions and are relatively cost effective.

7.8.26 It is proposed to provide shared micro mobility services at mobility hubs within the development and provide parking for them throughout the development.

8 Monitoring and Review

8.1 Introduction

8.1.1 Effective monitoring and review will be critical to determining the effectiveness of the Travel Plan. Monitoring will measure progress made, identify areas for improvement and new opportunities.

8.2 Timescale

8.2.1 It is anticipated that occupation of Otterpool Park will begin in 2024 with full build out expected by 2042. The Travel Plan monitoring would commence upon occupation of 250th dwelling and will continue over a period of 25 years. This lengthy monitoring period will ensure the number of movements associated with the development can be assessed yearly to ensure that the actual number of movements is not greater than that predicted in the Transport Assessment (application document 3.19). On-site multi-modal counts will be required at the vehicle and pedestrian site access points at yearly periods over that 25-year monitoring period.

8.2.2 The monitoring period will enable review of the success of the Travel Plan against the targets set out in this document. Monitoring will enable the travel behaviour for the entirety of Otterpool Park to be captured.

8.2.3 In addition, it is proposed that future occupiers of the non-residential elements will conduct baseline surveys within three months of occupation. Once the main monitoring is triggered, then non-residential workplace monitoring will align with that.

8.3 Approach

8.3.1 Monitoring will be carried out by the TPC. Indicators will be established prior to the baseline monitoring and data will be collected as follows:

- Ongoing measurement of walking and cycling on the main connections through the development by use of appropriate counters (video/ manual).
- Ongoing monitoring of the number of cycles parked in the local centre (TPC to count) and each individual workplace undertaken by the Workplace Travel Plan Champion and within schools undertaken by the School Travel Plan Champions.
- Ongoing measurement of traffic entering and leaving the site through each of the main access points by the placement of permanent counters in the carriageway (this could be cross referenced with the level of development on the site at the time when analysing allowing for construction traffic movements, which could be counted separately).
- Monitoring of mode share for each land use on an annual basis through:
  - Household travel surveys
  - Employee travel surveys
- Monitoring of total trips generated and modal share for the schools through an annual hands-up survey of pupils and staff travel questionnaire.

8.3.2 The questionnaires and data collection procedures to inform the TP monitoring will be developed by the TPC and agreed by the Steering Group.

8.4 Reporting

8.4.1 A monitoring report will be produced annually by the Travel Plan Co-ordinator and submitted to KCC. The monitoring report will enable the site Steering Group and KCC to ascertain whether the targets are being achieved. The report will contain the data collected from the methods outlined previously and outline extent of achievement of each of the targets of the Travel Plan, together with the following:

- Details of progress made since the submission of the previous report. This could include details of measures which have been implemented and details of any other changes which have occurred over the time period which are significant to the Travel Plan (e.g., a rise in the number of residents and staff at the site).
- A summary of the monitoring results. As a minimum, this would include the results of the travel survey, however, where applicable it may include the results of surveys undertaken of cycle parking usage, traffic counts at the access points and review of bus patronage.
- An assessment of whether Travel Plan targets are on track. If the results show that targets are not likely to be met, measures will be considered to bring the results back on track or targets should be re-considered.
- An identification of actions and priorities for the forthcoming year which explains what actions are to be undertaken to help meet the targets.

8.5 Remedial Strategy

8.5.1 If targets are not being achieved, then appropriate remedies will be employed to reverse the observed trend. The potential remedies required will depend on the nature and scale of the targets being missed. The remedial strategy will be focused on the targets that have not been achieved, but it is expected that a programme of promotional activity about sustainable transport modes will form a key element of a potential strategy.

8.5.2 In the development of the remedial strategy, consultation will be held with KCC to discuss the outcomes of the Travel Plan monitoring and subsequent review, together with the proposed action plan of measures to be taken forward.

9 Action Plan

9.1 Introduction

9.1.1 The following chapter sets out an action plan for implementation of the measures and initiatives that have been identified to achieve the objectives. The action plan includes the measures, indicative timescales and responsibilities for implementation.

9.2 Action Plan Measures

9.2.1 The action plan is presented in Table 25 to Table 28 and identifies the suggested measures relating to the draft Travel Plan objectives and key areas of focus. It is recognised that it might not be possible to implement all of the suggested action plan measures, and these will be developed and confirmed for the Final Travel Plan prior to occupation.

9.2.2 The action plan has been subdivided into development stages and types of actions. In relation to responsibilities, at this early-stage actions are assigned to Otterpool LLP, whereas some would be the responsibility of developers or occupiers of parts of the site, depending how the TP is delivered.

9.2.3 Consideration of the resources needed to deliver this Action Plan will be required. Delivery will be led by the TPC supported by the Steering Group. However, additional staff resources are also likely to be required to support the TPC with implementation of the actions.

Table 25 Prior to Site Construction Stage

Action	Proposed Timescale	Outcomes
Appoint a Travel Plan Coordinator (TPC) for the development	At least 3 months prior to occupation	Establish/ appointment of TPC.
Site Infrastructure designed to be conducive to encouraging walking and cycling and public transport use	Within infrastructure design and set out within the supporting parameter plans and documents.	Provision of cycle parking, car parking, public transport, pedestrian and cycling routes

Table 26 Infrastructure and Services

Action	Proposed Timescale	Outcomes
Provide comprehensive, permeable network of walking routes throughout the development and segregated cycleways including rest facilities	During construction of each sub-phase	Provision of high-quality routes to increase walking and cycling
Provide active travel connections to off-site locations including Hythe, Folkestone, Westenhanger Station and destinations north of HS1 and M20, and connections to existing PRoW.	During construction of each sub-phase	Provision of high-quality routes to key local destinations to increase walking and cycling

Action	Proposed Timescale	Outcomes
Provide bus infrastructure and bus services, including live timetable/route information, to connect residential areas with the town centre, rail station, schools and services as well as off-site destinations	Within infrastructure design and through S106 agreement.	Provision of high frequency and prioritised public transport to encourage travel via bus
Provide an on-site mobility hub in the centre of the development to include bus services, EV parking/charging, cycle parking and cycle hire, and connections to on and off site active travel links.	Within infrastructure design and through S106 agreement.	To encourage multi-modal travel and discourage travel via private car on site
Work with key stakeholders to deliver improvements to the Westenhanger Station facilities and rail services	Prior to and alongside early development phases	Provision of high frequency rail services and enhanced passenger facilities
Provision of cycle parking including in convenient locations close to homes and at schools/places of work, storage and cycle hire facilities including electric bikes	Within reserved matters/ detailed applications in accordance with the package of documents accompanying the outline planning submission	Promote cycling
Create a site-wide cycle hire scheme and link to mobility hubs throughout the development and neighbouring villages/towns and the train station.	Prior to first occupation	Promote cycling
Investigate the feasibility of the workplace signing up for a tax incentive scheme for cycle purchase for staff such as http://www.cyclescheme.co.uk	Prior to first occupation	Promote cycling
Provide a puncture repair kit and/ or spare inner tube on site and display a How to Fix a Puncture flyer in communal areas	Upon occupation	Encourage cycling
Provide showers, lockers, changing and drying facilities within employment units on the site	Within reserved matters/ detailed applications in accordance with the package of documents accompanying the outline planning submission	Promote and encourage walking and cycling
Provide passive and active facilities for electric vehicles in local centres, employment locations and at the rail station	Within reserved matters/ detailed applications and construction of	Encourage electric car and bicycle use and ownership, reduce vehicle emissions from the site

Action	Proposed Timescale	Outcomes
	local centre car parks	
Consider the potential for an 'edge of development' consolidation centre to include a distribution point for delivery vehicles	Prior to and alongside early development phases	To reduce congestion on site and encourage deliveries via pedal cycle or EV fleet vehicles
Install Travel Plan noticeboards throughout the site	During occupation	Promote sustainable travel
Provide car club spaces on the site including at workplaces close to building entrances	During construction of each sub-phase	Reduce car ownership on the site
Provide all new houses with super-fast broadband.	During construction	Facilitate home-working and internet shopping and reduce the need to travel
Position school drop off points for vehicles away from the school entrance	During construction	Dissuade use of the private car
Provide a shared homeworking facility in the development.	During construction	Dissuade use of the private car

Table 27 Travel Plan Management and Promotion

Action	Proposed Timescale	Outcomes
Facilitate Travel Plan Steering Group	Within 6 months of first occupation	Provide co-ordinated approach to achieving targets
Produce a welcome pack for residents and Travel Information Pack for workplaces and schools	Prior to occupation	Ensure sustainable travel is marketed and promoted to all users.
The School Travel Plan should be integrated into the school curriculum.	Prior to occupation	Maintain pupil`s interest and create a broader knowledge of the benefits of the Plan
Set up a walk/cycle to work scheme and apply to the KCC walking bus scheme	Upon occupation	Encourage active travel modes to/from local schools
Develop an electric vehicle car club in conjunction with an operator	Prior to occupation	Encourage car sharing and EVs
Display suitable and up to date marketing information on noticeboards	Prior to occupation and as and when site is constructed, and new noticeboards are added	Provision of up to date sustainable travel information

Action	Proposed Timescale	Outcomes
Set up a periodic newsletter for distribution to residents and other uses throughout the site	Every 6 months following first occupation	Provision of up to date sustainable travel information
Maintain travel information on the Otterpool Park website	Prior to first occupation and updated on a quarterly basis with any new information	Provision of up to date sustainable travel information
Contact car club companies to establish services on the site. Produce vouchers towards these services and include free membership vouchers within the welcome pack for residents.	Discuss provision of services prior to construction. Produce vouchers pre-first occupation.	Encourage lower car ownership through access to shared vehicle
Match employees living within proximity or sharing similar journeys	Upon occupation and ongoing	Promote car sharing
Set up a guaranteed ride home policy for adoption by workplaces	Prior to first occupation	Encourage car sharing/ public transport use
Produce a bus map, cycle map and pedestrian map to cover the site for inclusion within welcome packs and Travel Implementation Packs	Prior to first occupation	Provision of good quality and informative sustainable travel information
Organise regular sustainable travel promotional events	Minimum of 2 per year from 3 months after first occupation of the site	Promotion of sustainable travel, matching people up for car sharing, encouraging walking and cycling
Seek to secure discounts on travel passes with the bus and rail companies.	Prior to first occupation	Encourage public transport usage
Set up a Bicycle User Group and promote to workplaces and residents	12 months after first occupation	Encourage cycling
Encourage workplaces to register for the Cycle to Work Scheme and Sustrans workplace travel challenge to encourage staff to cycle to work	Upon occupation	Encourage cycling

Action	Proposed Timescale	Outcomes
Establish and promote bespoke journey planning sessions on an ad hoc basis for staff and residents	From first occupation and ongoing	Users of the site fully aware of travel options
Promote car sharing amongst residents travelling to or from the site for work and for employees on the site by directing people towards the existing car sharing website.	From first occupation and ongoing	Encourage car sharing
Investigate the potential for implementing an Otterpool Park Car Sharing community (as part of the Liftshare network) which would allow monitoring of the uptake and use of the service.	6 months after first occupation	Encourage car sharing
Create Construction Environmental Action Plans for routeing and managing construction traffic and plan freight movements outside of peak times where possible	Written into the proposed Section 106 for the site.	Ensure road safety of residents
A sustainable travel voucher should be given to each purchaser of a dwelling on the site so that.	Written into the proposed Section 106 Agreement for the site.	Sustainable travel patterns are encouraged from the outset
Encourage workplaces to provide support for home working initiatives and online communication facilities.	Prior to occupation	Reduce the number of journeys undertaken to and from work by staff.
Promote the Highways England Driver Information Programme entitled ‘Heavy Goods Vehicle’ to drivers	Prior to occupation	Increase safety

Table 28 Monitoring and Management

Action	Proposed Timescale	Outcomes
Monitor walking and cycling levels on main connections	From occupation of 250th dwelling and an annual basis thereafter	Ascertain success of plan in relation to walking and cycling levels
Monitor patronage data and take up of public transport discounted tickets	From occupation of 250th dwelling and an annual basis thereafter	Ascertain success of plan in relation to public transport usage
Encourage the workplace to consider flexibility in working hours for employees using public transport and offer interest free travel loans	From first occupation and ongoing	Encourage use of public transport
Engagement with businesses to discuss the barriers to EV adoption amongst fleet vehicles and to ensure workplaces provide facilities to encourage employees to use active travel modes	From first occupation and ongoing	Encourage use of sustainable transport
Monitor cycle parking within local centre, residential area, schools and workplaces and advise the TPC as to whether additional parking is required	From occupation of 250th dwelling and on an annual basis thereafter	Ascertain success of plan in relation to cycling levels and check cycle parking levels are sufficient
Survey traffic entering/ leaving the site at each main access point by the placement of permanent counters in the carriageway (this would be cross referenced with the level of development on the site at the time when analysing)	Commence on occupation of the 250th dwelling (or within 3 months occupation of non-residential units) and then undertaken on an annual basis thereafter	Check vehicle generation against target levels to ensure travel plan is having the required effect of reducing car use
Set up template household survey and distribute to households for completion	From occupation of 250th dwelling and on an annual basis thereafter	Ascertain success of plan in relation to encouraging sustainable travel
Set up template employee travel questionnaires and distribute to workplaces for completion	Baseline surveys within 3 months (of occupation) and then undertaken on an annual basis henceforth	Ascertain success of plan in relation to encouraging sustainable travel
Set up annual hands-up and staff surveys for schools and provide to schools for completion	Baseline surveys within 6 months (of school occupation) and then undertaken on an annual basis henceforth	Ascertain success of plan in relation to encouraging sustainable travel

Action	Proposed Timescale	Outcomes
Produce a monitoring report and submit to KCC and the TPSG	Annually	Ascertain success of plan in relation to encouraging sustainable travel and discuss with KCC
If targets are not being achieved, liaise with KCC to investigate and agree possible measures/ interventions with KCC, FHDC and TPSG.	Annually	Reinforce sustainable travel measures and encourage a reduction in car use
Increase parking charges on site and instigation of on-street controlled parking zones and parking permits.	Prior to occupation and reviewed annually	Disincentivise travel by private car
Apply residential parking standards	Prior to occupation and reviewed annually	Disincentivise travel by private car
Regular monitoring of on-street parking along local residential streets	Prior to occupation and reviewed regularly	Discourage informal parking and private car use
Put in place Junior Road Safety Officers at school to work with the TPC to monitor and encourage appropriate behaviour	Upon occupation	Encourage sustainable travel
Plan freight movements outside of peak times where possible	Upon occupation	Reduce congestion
Agree a strategy for routeing and managing construction traffic	Prior to occupation and reviewed regularly	Reduce congestion
Name single point of contact who will be made available to allow residents and local stakeholders to make comment/complain should problems occur.	Prior to occupation	Communication

APPENDIX A

Policy and Guidance

Introduction

This note provides a comprehensive review of the policy, legislation and guidance that influences the requirement and necessity for travel planning within the context of Otterpool Park.

National, Regional and Local Policy

National Planning Policy Framework, 2021

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The NPPF provides a framework within which locally prepared plans for housing and other development can be produced.

Chapter 9 'Promoting sustainable transport', specifically paragraph 111 establishes that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Paragraph 112 states that proposed developments should:

a. *"give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
b. *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
c. *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
d. *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
e. *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations".*

Paragraph 113 sets out that:

"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".

The Strategic Road Network and the Delivery of Sustainable Development - Department for Transport Circular 02/13, 2015

The Department for Transport (DfT) Circular explains how the Highways Agency (now National Highways) will participate in all stages of the planning process with Government Offices, regional and local planning authorities, local highway/transport authorities, public transport providers and developers to ensure national and regional aims and objectives can be aligned and met.

It notes that a robust travel plan that promotes use of sustainable modes is an effective means of managing the impact of development on the road network and reducing the need for major transport infrastructure. National Highways expects the promoters of development to put forward initiatives that reduce the traffic impact of proposals to support the promotion of sustainable transport and the development of accessible sites.

Further guidance on engagement with National Highways on planning matters is contained in the document '*The strategic road network: Planning for the Future*', published in September 2015.

Decarbonising Transport, Department for Transport, 2021

The DfT published this document in July 2021 which sets out the UK Government's commitments and actions needed to decarbonise the entire transport system in the UK.

This document includes the pathway to net zero transport in the UK and includes commitments towards the following:

- Increasing walking and cycling;
- Delivering decarbonisation through places;
- Future transport – more choice better efficiency.

Kent Local Transport Plan 4: Delivering Growth without Gridlock 2016-2031, 2016

The Kent Local Transport Plan (LTP) sets out how the County will achieve its transport vision over the coming years, bringing together transport policies and local and nationally significant schemes.

Kent's transport policies identify a series of improvements (strategic, countywide and local) to increase the overall capacity of transport networks and systems, enabling them to accommodate the additional trips generated by development.

Relevant to this development, the LTP states:

"There is substantial future housing growth in the district, including the proposed Otterpool Park garden town, which will require considerable infrastructure investment to support this new town, including upgrading Westenhanger Station".

Kent Rail Strategy, 2021

The Rail Strategy sets out how Kent will influence train services for their passenger network over the next 10 years. It aligns with both local and national transport policies, which recognise rail as a key part of Kent's transport priorities.

This document presents a proposed train service plan that includes High Speed service at Westenhanger Station to meet the increased demand which will arise from the Otterpool Park Development.

Core Strategy Review, 2022

This document is the submission version of the Core Strategy Review and follows the previous draft with 2021 Main Modifications. It is intended to set out the development strategy for the district to 2037. It is an update of the adopted Core Strategy Local Plan (2013) and continues to include policies for strategic development sites. Proposed policies include the provision for a garden settlement within the North Downs character area, comprising the Otterpool Park development.

Policy SS6 New Garden Settlement, sets the out the development requirements for Otterpool Park. In relation to travel planning the document states that:

"An innovative approach must be taken to maximise walking, cycling and the health and wellbeing of residents. This and other travel plan requirements, including the setting of targets, monitoring and the use of technology and incentives, will require detailed consideration and must support the emerging masterplan, with opportunity for revisions and amendments as the development is delivered".

In addition, the development would present the major opportunity to secure a high-speed rail service between Westenhanger and London St Pancras as well as improve rail accessibility to local destinations including Folkestone and Ashford. The council is pursuing this with train operating companies, infrastructure providers, the Department for Transport and stakeholders. A transport hub could potentially be provided at the existing Westenhanger station, allowing easy transfer between walking, cycling, bus and train journeys.

The railway station upgrade and hub would deliver:

- Lengthening of the existing platforms.

- New and refurbished station buildings with improved customer facilities.
- A new footbridge, with lifts providing access for all between platforms.
- Car parking to meet the needs of the new town and nearby villages.

Policy SS7 outlines the place shaping principles for sustainable access and movement for the new Otterpool Park settlement:

- "The development shall be underpinned by a movement strategy which prioritises walking, cycling and access to public transport and demonstrates how this priority has informed the design of the new settlement. All homes shall be within 800 metres/10 minutes' walk of a local neighbourhood centre with an aspiration that all homes are within 400 metres/5 minutes' walk of such facilities.
- Development shall incorporate smart infrastructure to provide real-time and mobile-enabled public transport information in accordance with smart town principles (Policy SS9 (2)).
- A permeable network of tree-lined streets, lanes, pathways, bridleways, cycleways and spaces will be created that provides connections between neighbourhoods, the town centre, employment opportunities and public transport facilities. Footpaths, cycleways and bridleways should link to existing public rights of way, nearby villages and the wider countryside, including the North Downs Way and the SUSTRANS national cycle route network, taking account of the findings of the access strategy (Policy SS7 (1)) on sensitive habitats.
- Road infrastructure should be designed for a low speed environment, with priority given to pedestrians and cyclists through the use of shared space in ultra-low speed environments and dedicated cycle routes and separate pedestrian walkways where appropriate. The use of grade separations, roundabouts, highway furniture and highway signage should be minimised.
- A parking strategy shall be developed that balances the necessity of car ownership with the need to avoid car parking that dominates the street scene to the detriment of local amenity. The parking strategy shall deliver well-designed and accessibly located cycle parking facilities within the town and neighbourhood centres, at Westenhanger Station and transport hub, as well as at employment developments.
- Westenhanger Station shall be upgraded at the earliest opportunity to provide a high-speed service ready integrated transport hub, in partnership with Network Rail, the rail operator and Kent County Council, which gives priority to pedestrians, cyclists, bus and train users. The council will continue to work with Network Rail to introduce high-speed rail services from Westenhanger to central London, subject to discussions with stakeholders.
- The existing bus network that serves the surrounding towns and villages will be upgraded and new services provided as an integral element of the transport hub and settlement. All new homes shall be within a five-minute walk of a bus stop."

Places and Policies Local Plan, Adopted 2020

The Places and Policies Local Plan was adopted in September 2020 and sets out Folkestone and Hythe Council's vision for future development across the district from 2006 to 2031. The 2020 local plan superseded that of 2006 and reflects recent significant changes in government planning policy.

The Places and Policies Local Plan contains transport policies in Chapter 13 for:

- The street hierarchy and site layout.
- Parking standards for residential and non-residential and commercial developments.
- Residential garages.

- Parking for Heavy Goods Vehicles (HGVs).
- Cycle parking standards.

Policy T1 identifies that planning permission for major developments will be granted if the Design and Access Statement submitted as part of the application demonstrates attention has been paid to street design. An application should show that:

- The street hierarchy considers pedestrians first and private motor vehicles last.
- Permeability is provided through and beyond the site for all users.
- An environment is created that is safe for all street users, which encourages walking, cycling and the use of public transport.
- A range of street types is created providing legibility throughout the development, meeting the needs of all users, and not allowing vehicles to dominate.
- Active frontages are created throughout the development, particularly in relation to publicly accessible areas, for the purposes of natural surveillance and creating characterful places.
- Appropriate street furniture and signage is included only when necessary for reasons of safety, orientation or comfort of residents and visitors.

Developers should ensure, with the support of Kent County Council as Highways Authority, that active travel routes are provided as a priority, both within developments and linking sites to other services, community facilities and transport hubs.

Draft Policy T2 also sets out the requirement for electric vehicle charging points. Residential applications must demonstrate that *"A charging point for electric vehicles is provided at a ratio of 1 per dwelling as far as is reasonably practicable"*.

Whilst, under non-residential and commercial proposals the requirement includes *"A minimum of 10 per cent of spaces for active and 10 per cent passive Electric Vehicle Charging points"*.

It also identifies potential opportunities for new development to make use of street lighting columns to permit on-street electric vehicle charging.

Guidance

Travel Plans, Transport Assessment and Statements, 2014

The Ministry of Housing, Communities and Local Government published online advice on when Travel Plans are required and what they should contain (March 2014) in facilitating the promotion of sustainable transport set out within the NPPF (2018).

The section in relation to Travel Plans (Overarching principles on Travel Plans, Transport Assessments and Statements), provides guidance for Travel Plans. The purpose of these documents is stated as to assess and potentially mitigate the potential transport impacts of developments.

Travel Plans are stated as:

"long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets."

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. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met.

Travel Plans should also evaluate and consider:

- Benchmark travel data, including trip generation databases.
- Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development.
- Relevant information about existing travel habits in the surrounding area.
- Proposals to reduce the need for travel to and from the site via all modes of transport.
- Provision of improved public transport services.
- Parking strategy options.
- Proposals to enhance the use of existing, new and improved public transport services and facilities for cycling and walking both by users of the development and by the wider community (including possible financial incentives).

A Charter for Otterpool Park, 2017

Although not planning policy, FHDC has produced a Charter setting out its aspirations for Otterpool Park (2017). The Charter included principles focusing on creating a place that is environmentally, socially and economically sustainable.

In order to prioritise walking, cycling and sustainable transport the Charter states that:

"a travel plan shall be prepared that has walking, cycling and access to public transport as a priority in the layout and design of the new settlement, with challenging targets set for non-car use as a percentage of all journeys".

In relation to access and movement, the Charter suggests that Otterpool Park will aspire to comprise the design principles outlined under Policy SS7 of the Core Strategy Local Plan Review.

The Travel Plan addresses the requirements of the Charter for Otterpool Park through its focus on walking, cycling and public transport and by setting challenging targets for the use of active and sustainable travel modes.

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