

Innovation Park Medway

Travel Plan Framework

For



Project No. 12841

September 2018

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1.0 INTRODUCTION

Contact Information

This Travel Plan Framework has been prepared by Campbell Reith Hill LLP. Contact details can be found on the front cover of the Travel Plan. Details of the person responsible for taking the full travel plan forward are to be confirmed.

Site Address: Innovation Park Medway, Rochester

- 1.1. The site comprises Innovation Park Medway; a high quality innovation park with flexible plots, which when complete will total approximately 101,000m² of floorspace. The Northern Area of the Innovation Park Medway is accessed primarily from Laker Road via the B2097 Rochester Road. The Southern Area is accessed via the Innovation Centre access from A229 Maidstone Road.
- 1.2. As yet the occupiers of the buildings and the exact nature of their business, together with the number of staff employed are unknown.
- 1.3. The location of the site is shown in Figure 1.
- 1.4. The purpose of this Travel Plan Framework document is to set out the initiatives, aims and objectives that the occupiers will be expected to adopt in order to encourage staff and visitors to adopt more sustainable modes of travel to and from the site.

2.0 AIMS OF THE TRAVEL PLAN

- 2.1. A Travel Plan is a document that identifies an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on reducing reliance on single occupant car journeys. It can assist in meeting a range of other environmental or health objectives.
- 2.2. Travel plans can assist in increasing accessibility whilst reducing congestion, local air pollution and noise. A well-developed travel plan can mitigate adverse traffic impacts of a development. Further evidence suggests that people who are physically active in their daily lives are more productive and have good attendance records. Active travel as part of a Travel Plan enables people to enjoy these health benefits as part of their daily routine.
- 2.3. The travel plan is aimed at reducing the impact of travel to and from the site by staff and visitors. The main reason for implementing the Travel Plan are:
 - Reduce the impact of travel to and from the site;
 - Social responsibility;
 - Reducing the carbon footprint of the development;
 - Improving the health and well-being of people using the site; and
 - To promote and encourage the use of sustainable modes of travel.
- 2.4. This document provides an overview of the existing transport infrastructure. The document also sets out measures that will be introduced in order to meet the Travel plan objectives. The Travel Plan will be secured through agreement.
- 2.5. The Travel Plan will be regularly reviewed, reflecting the fact that a Travel Plan is a living document requiring monitoring, and revision if necessary, to ensure that it remains relevant to the occupiers of the building. This Travel Plan will be reviewed in conjunction with monitoring surveys which will be undertaken on an annual basis. The surveys will be in the form of questionnaires.
- 2.6. This Travel Plan Framework has been commissioned by Innovation Park Medway and will be taken forward by the management company / occupiers of the buildings and will then remain in their control. A Travel Plan Coordinator will be appointed for this Travel Plan. The named person responsible for the coordination and maintenance of the Travel Plan will be:
 - Name: To be confirmed
 - Tel: To be confirmed
 - E-mail: To be confirmed
- 2.7. The Travel Plan Coordinator will be in place prior to or upon occupation of the building, in order to provide guidance on travel to and from the site.
- 2.8. Innovation Park Medway reserves the right to change the named person during the duration of the appointment without notice. In the event of a change in the named person the contact details will be forwarded to the local authority and no change of the duties of the coordinator will be experienced.

Policy Guidance

- 2.9. The 'National Planning Policy Framework' was first published in March 2012 and updated in July 2018. This is the current planning guidance document for England. This aims to encourage a more sustainable approach to transport that reduces the negative environmental impacts associated with the private car remains. It aims to balance the transport system in favour of sustainable transport modes and give people a choice about how they travel.
- 2.10. The Local Plan for Medway currently covers Development Plan policies from a number of plans including the Medway Local Plan 2003. This sets out a vision for future development in Medway to ensure that the needs of the area are met through a number of policies and proposals. Medway Council are currently working on the new Local Plan, Future Medway, which will replace the 2003 Medway Local Plan and cover the period up to 2035. Subject to outcomes of the independent examination by a planning inspector, Medway's new Local Plan will be adopted in 2020 with the publication of the draft plan expected in Winter 2018/2019.
- 2.11. Tonbridge & Malling Borough Council have a suite of Development Plan Documents including Core Strategy, Development Land Allocations DPD and Managing Development and the Environment DPD along with saved policies from the Tonbridge and Malling Borough Local Plan. The Council will be producing a new Local Plan. This new Plan will have a time horizon up to 2031 and, once adopted, will form part of the Council's Development Plan and will replace the current suite of adopted local plans.

3.0 LOCAL TRAVEL OPTIONS

Site Location

- 3.1. The site is split into two separate areas, to the north and south of the existing airfield site.
- 3.2. The Northern Area consists of two parcels. The main parcel to the west comprises the airfield occupied by part of runway 16/34. The second parcel is currently occupied by BAE Systems and is used as a car parking area.
- 3.3. To the north of the Northern Area, the site is bounded by buildings occupied by BAE Systems. Rochester Airport Industrial Estate is located to the northwest and Laker Road Industrial Estate lies to the west. To the east is the retained Rochester Airport site.
- 3.4. The Southern Area also consists of two parcels. The eastern parcel is currently partly used as parking for the Innovation Centre. The western parcel is the site of Woolmans Wood Caravan Park with space for approximately 100-125 caravans.
- 3.5. To the north of the Southern Area is the existing Innovation Centre. The site is bounded by the B2097 to the west and the A229 to the east. The retained Rochester Airport site lies to the northwest and, to the south, the site is bounded by existing residential development.
- 3.6. Rochester Airport is located between the A229 to the east and the B2097 to the west. These roads meet to the south at the Bridgewood roundabout interchange. The A229 continues over the roundabout to the south via a grade-separated flyover with the signalised roundabout giving access to the B2097 and the A2045 Walderslade Woods which runs to the south and east of the junction.
- 3.7. To the south of the Bridgewood roundabout is another grade-separated junction which connects the A229 to the link road leading east to the M2 motorway. The M2 grade-separated interchange also gives access to the A2045 to the east meaning that there is an element of route-choice available for drivers travelling between the A229, M2 and A2045.
- 3.8. From the Bridgewood junction, the A229 Maidstone Road continues north and meets the Horsted Gyratory where the A229 City Way continues north to Rochester town centre and the A230 Maidstone Road continues northeast to Chatham town centre.
- 3.9. To the west of the airport site, the B2097 Rochester Road gives access to Laker Road and Lankester Parker Road which serve the industrial estates. The B2097 Rochester Road becomes the B2097 Maidstone Road as it approaches Rochester town centre, further to the north.
- 3.10. The location of the site is shown in Figure 1.

Walking and cycling

- 3.11. The majority of the existing pedestrian and cycle facilities are found to the east of the airport with limited facilities in the vicinity of the B2097. There are no footways on a section of the B2097 to the south of Laker Road. Existing pedestrian facilities include a signalised crossing on the A229 providing access to the Davis Estate area and southbound bus stops on Maidstone Road. There is a cycle route along the A229 consisting of both on-street and off-street paths. This route connects the Walderslade area with Rochester town centre.

- 3.12. The areas that can be reached by walking and cycling 5, 10 and 15 minutes from the Northern Area are shown in Figures 2 and 3 respectively.

Public Transport

- 3.13. The area is served by a number of bus routes, primarily Service 101 which runs via the A229 to Maidstone in one direction and Chatham and Gillingham in the other direction. On the western side of the site, Service 142 operates via Warren Wood between Blue Bell village and Rochester and Chatham. The frequency of bus services on these routes are summarised in Table 3.1 below. The timetables are appended to this report at Appendix 1.

Table 3.1: Local bus services

Service Number	Route	Service Interval					
		Monday - Friday		Saturday		Sunday	
		Daytime	Evening	Daytime	Evening	Daytime	Evening
101	Maidstone – Chatham – Gillingham	12 minutes	30 minutes	12 minutes	30 minutes	20 minutes	2 per hour
142	Chatham – Rochester – Blue Bell Hill	60 minutes	-	120 minutes	-	-	-

- 3.14. The nearest railway stations are Rochester and Chatham, both approximately 4km to the north of the site. There are direct services from these stations to key destinations including London Victoria, London St Pancras International, Dover, Ramsgate, Faversham and Luton.

Existing modes of travel

- 3.15. For this initial Travel Plan the Journey to work Census data has been used as the baseline for predicting the mode of travel to the site. The results from the Census for 'Medway 033' are set out in Figure 3.1.

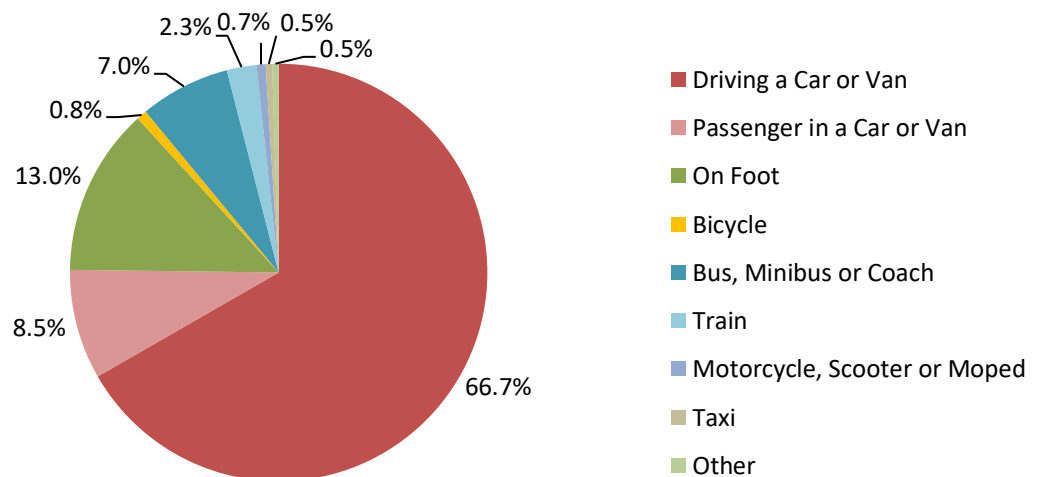


Figure 3.1 – Modal split of journeys to work (Workday population) for 'Medway 033'

- 3.16. For the purposes of establishing a mode share for trips to and from the Innovation Park in the peak hours it is considered appropriate to apply the modal split in Table 3.2. This assumes that journeys where the main mode of travel is by train will be completed by taxi or by a regular bus route serving the site. By employing measures set out in the Travel Plan it is hoped to reduce the proportion of trips by cars still further.

Table 3.2 – Proposed modal split

Mode of Travel	Mode Share	Comments
Driving a car or van	64%	Based on 2011 Medway 033 share with allowance for mode shift to walking / cycling / bus
Passenger	8%	Based on 2011 Medway 033 share
On foot	13%	Based on Medway 033, plus allowance for potential increase due to new housing locally to the site
Bicycle	2%	Allowance for potential increase in existing mode share due to new housing locally
Bus, minibus or coach	11%	Based on Medway 033 share with allowance for potential service improvements and assumes completion of journeys where train is the main mode share
Motorcycle, scooter or moped	1%	Based on 2011 Medway share
Taxi	1%	Allowance for completion of journeys where train is the main mode share

4.0 OBJECTIVES, TARGETS AND INDICATORS

- 4.1. This section articulates the overarching objectives of this Travel Plan, as well as targets sought to be met over the short and medium term. It includes indicators through which progress will be measured towards meeting the targets. Further information on monitoring and review of the Travel Plan is set out in Chapter 6.
- 4.2. Objectives are the high-level aims of the Travel Plan. They give it direction and provide a focus. Targets are the measurable goals by which progress will be assessed. The targets have been set based on Census data and therefore will need to be reviewed once the post occupation staff surveys have been undertaken, collated and analysed.
- 4.3. Indicators are the elements which will be measured in order to assess progress towards meeting the interim and final targets.
- 4.4. The objectives, targets and indicators are set out below.

Objectives

- 4.5. The overall objective of the Travel Plan is:
"To create a more sustainable environment, by promoting a range of lifestyle and travel choices for staff and visitors that reduces the reliance on the private car".
- 4.6. This will be achieved by:
- Understanding the likely travel patterns of staff and visitors;
 - Adopting a package of measures which focus on promoting travel by sustainable modes of transport;
 - Promoting active living and the health benefits sustainable travel;
 - To minimise arrivals by single occupancy vehicles as much as possible; and
 - Continually developing, implementing and monitoring the progress and strategy of the Travel plan.

Targets and indicators

- 4.7. The interim targets and indicators are set out in Table 4.1. A baseline travel surveys of staff will be carried out within three months of the occupation of the development. The proposed format of the surveys forms Appendix 2 of this Travel Plan Framework.
- 4.8. The ultimate targets that will be set will accord with the acronym endorsed by the Department for Transport, which states that targets shall be SMART:
- Specific
 - Measurable
 - Achievable
 - Realistic
 - Time-bound

- 4.9. The main target will be to change the proportions of the mode of transport that staff usually used for their journey to work by decreasing the proportion of single occupant car journeys and increasing the proportion of sustainable transport modes.
- 4.10. The preliminary targets and indicators are set out in Table 4.1. These will be reviewed once the initial site surveys have been undertaken and analysed.

Target	Comment / Objective	Indicator	Baseline Value	Target value (s)	% Change	Measured By
'Aim' type targets						
Decrease the number of single occupancy car trips	Reduce the reliance on the private car and promote care sharing	Number of single occupancy trips	64%	54% by year 5	-10%	Staff survey
Increase the proportion of car share trips	Reducing the number of single occupancy vehicle trips	Number of car share trips	8%	11% by year 5	+3%	Staff survey
Increase the number of staff working from home/flexible working (if possible)	Reduce the need to travel to work or travel during network peak hours	Percentage of staff working on the basis of flexible hours or working from home	?	10% by year 5	+10%	Staff survey
Increase the number of staff cycling to work	Reduce the number of vehicle trips and the reliance on the private car	Number of staff whose mode of travel listed as 'cycling'	2%	5% by year 5	+3%	Staff survey
Increase the number of trips by public transport	Reduce the reliance on the private car	Number of staff using public transport	11%	15% by year 5	+4%	Staff survey
'Action' type targets						
Appoint a Travel Plan Co-ordinator	To ensure the travel plan is effectively managed and promoted	In place before occupation of the site – The Travel Plan Co-ordinator is appointed and their contact details included in the Full Travel Plan				Action
Produce an induction pack containing travel information for staff	To assist staff travel planning	Available to new staff prior to commencing work or presented to them on their first day of work				Action
Conduct staff travel surveys						
Offer personal travel planning services to staff	To assist staff travel planning	Travel Plan Co-ordinator to make themselves available for appointments to discuss staff travel				Action
Install secure and weatherproof cycle parking facilities	To encourage cycling: improving health and reducing congestion and pollution locally	To be installed as part of the building construction period				Action

Install shower, changing and locker facilities for staff	To encourage walking and cycling	Provided as part of the building design and construction	Action
Set up Travel Plan steering group	To assist in formulating and improving the Travel Plan	Within three months of occupation	Action
Produce a staff travel database	To enable the travel Plan Co-ordinator to review staff location and mode of travel to the site	Complete within 3 month of the staff travel survey	Action
Introduce staff to and encourage them to use the Innovation Park car share scheme	To reduce single occupancy car journeys	Undertaken as part of the staff induction process and staff travel planning	Action
Install Travel information boards in communal areas	To promote travel options	Install as part of the building design and construction period and populated by the Travel Plan Co-ordinator	Action
Provide detailed travel information on the IPM web site	To inform visitors of alternative travel options to the use of the private car	To be implemented within one month of the occupation of the building	Action

5.0 TRAVEL PLAN STRATEGY

- 5.1. A Travel Plan Strategy that sets out clearly the stages by which the Travel Plan will be developed and implemented and relates to:
- Securing the resources (including time) that are necessary to develop and implement the Travel Plan;
 - Consulting and educating staff; and
 - Identifying and engaging with partners.
- 5.2. The Travel Plan will have the full support of senior management and a budget allocated for implementation and on-going support. The budget requirements are to be listed here when agreed by the occupier's senior management.
- 5.3. All travel plans are dependent on a nominated individual being given time and resources for success to occur. The Travel Plan Co-ordinator will be responsible for overseeing and implementing the various measures outlined in this Travel Plan. The responsibilities of the Travel Plan Co-ordinator includes:
- Implementation and marketing of the Travel Plan, taking account of both short and long term objectives;
 - Promoting the Travel Plan to staff, visitors and suppliers, and being available to discuss travel requirements / ideas as to how the plan could provide further encouragement or to make sustainable transport more accessible;
 - Providing up-to-date travel information for the site;
 - Establishing and promoting individual measures in the Travel Plan;
 - Where appropriate, exploring the potential of joining forces with other businesses on the Innovation Park and the local area;
 - Promoting local and national events such as National Bike Week to raise awareness of more sustainable modes of transport; and
 - Monitoring and reviewing the use of facilities and collating travel survey information to measure and monitor the success of the Travel Plan so that targets can be refined and developed.

Marketing

- 5.4. The primary means by which the Travel Plan will be marketed are through the company websites and intranet, newsletters, e-mails, noticeboards and posters. These will form a major part of the marketing strategy along with events and exhibitions in order to promote the initiatives and disseminate the information about the Travel Plan initiatives.
- 5.5. Typically, the most effort should be put into marketing the Travel Plan to people who are new to the site before the person establishes their preferred travel behaviour.

6.0 MONITORING AND REVIEW

- 6.1. This Travel Plan will be regularly updated by way of a programme of monitoring, review and revision to ensure that it remains relevant to the company and those using the site.
- 6.2. Monitoring will be undertaken by way of a travel survey every year. In year five, or perhaps sooner if the need arises, the Travel Plan and targets will be reviewed and new objective, targets and measures will be set, where appropriate. The results of the travel surveys and any review of the Travel Plan will be reported to the local authority's Travel Plan Officers.

Figures



1:50000@A4

Innovation Park, Medway

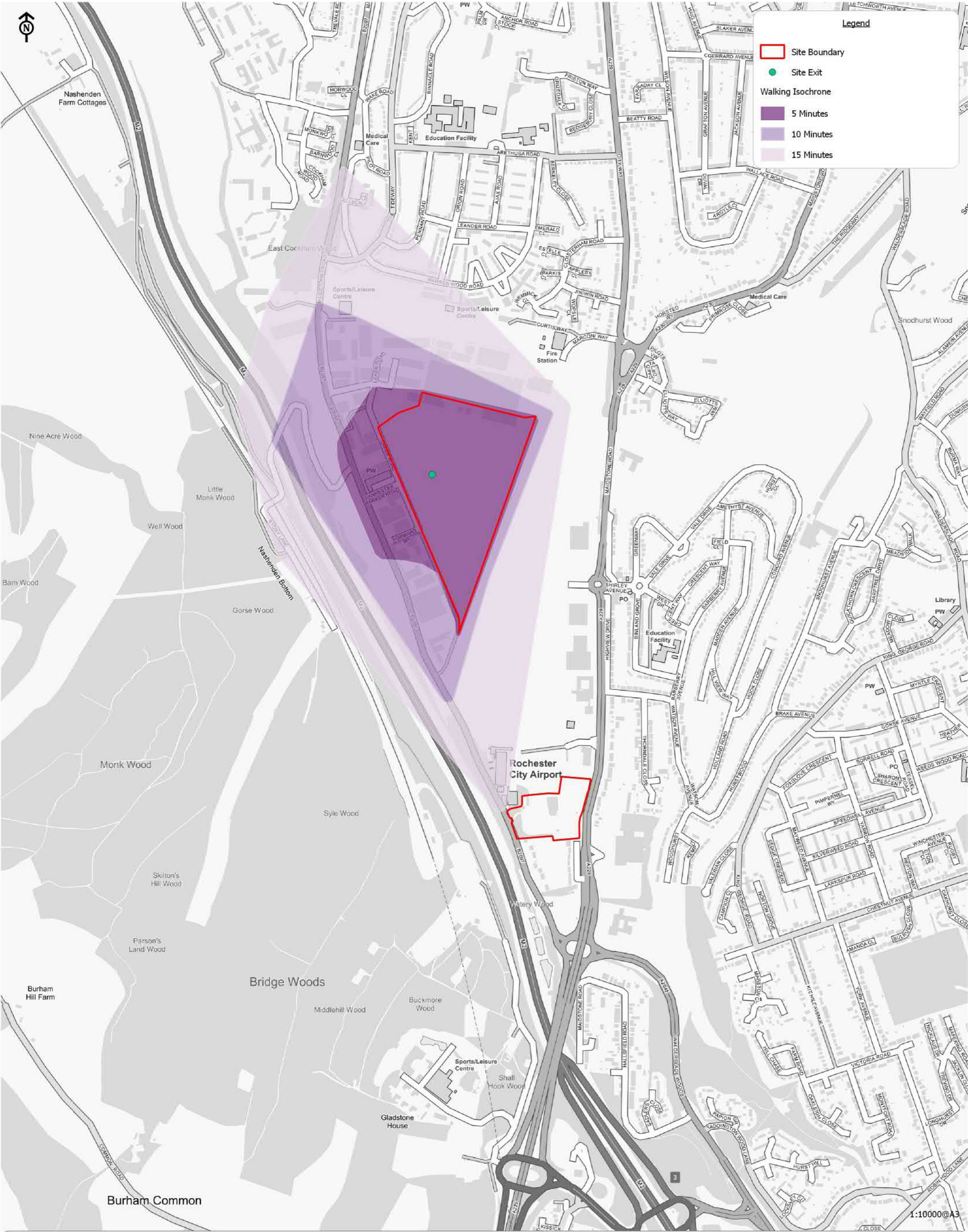
Client: Medway Council

Figure 1:
Site Location Plan

Scale: 1:50000@A4
CampbellReith OS Copyright: © Crown copyright. All rights reserved. Licence number 100020027
Contains Ordnance Survey data © Crown copyright and database right 2018.
Job Number: 12841
Drawn by - Checked by: RP/RLF - SB
Drg No - Status/Revision: GIS002 - B
File location: //red-data1/gis-data/12750 - 12999/12841 R - Medway/Project_Workspaces (pdf in Outputs)
Date (Revision History): 14/08/2018 (A, First Issue, 03/05/18, RP; B, Minor Amendments, 14/08/18, RLF)

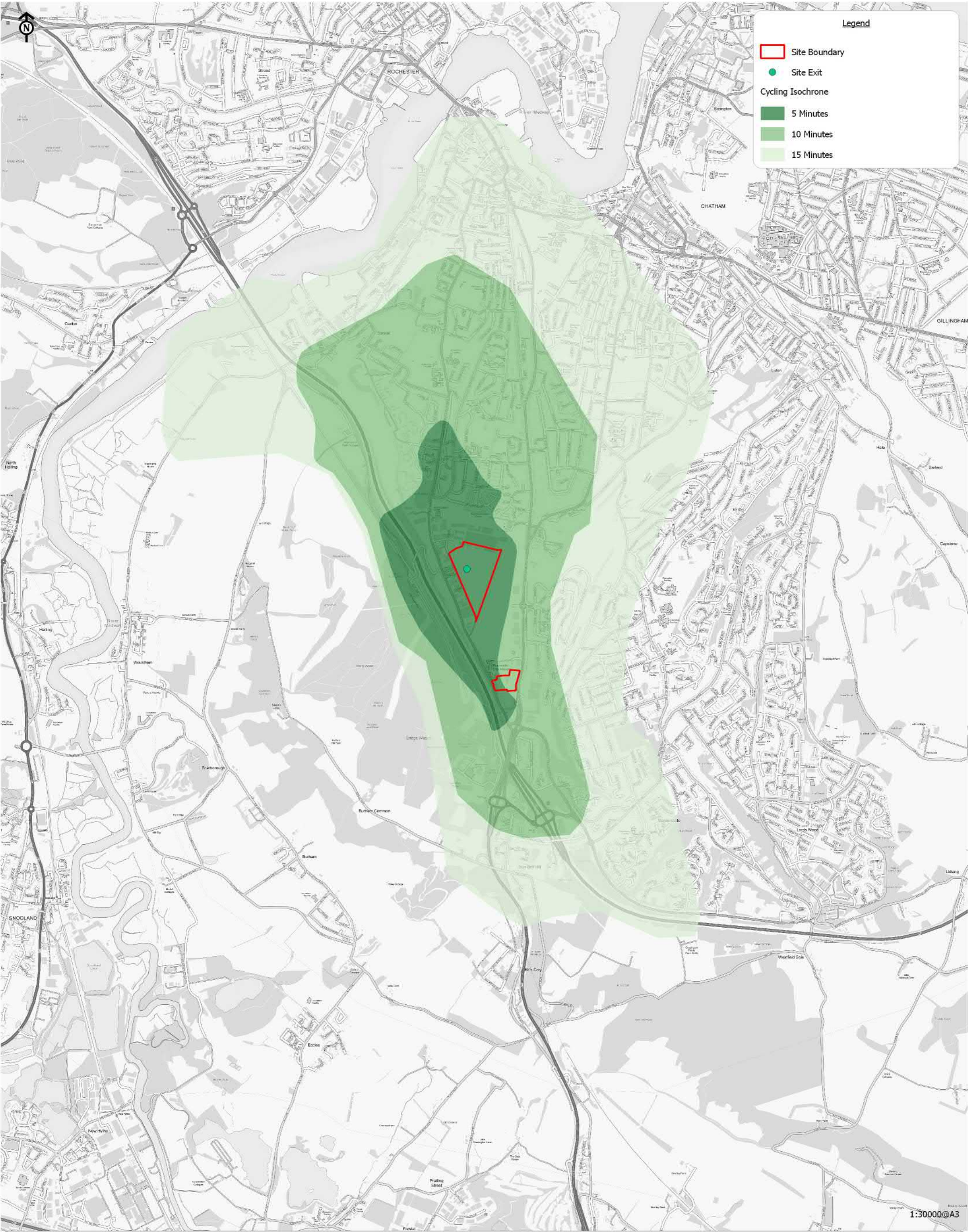
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Innovation Park, Medway
Client: Medway Council

Figure 2:
Walking Isochrone



Innovation Park, Medway
Client: Medway Council

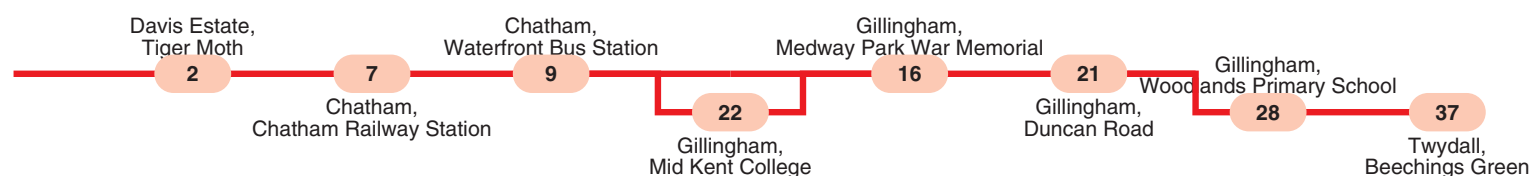
Figure 3:
Cycling Isochrone

Appendix 1: Public Transport Information

Bus departures from this stop Davis Estate opp Watson Avenue

101 Maidstone - Chatham - Gillingham (- Twydall)

Arriva Kent & Surrey



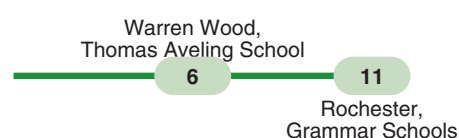
185 Kits Coty - Bluebell Hill - Davis Estate - Chatham

Nu-Venture



660 Walderslade - Rochester Grammar Schools

Arriva Kent & Surrey



The numbers circled indicate approximate timings in minutes from Davis Estate, Watson Avenue

Mondays to Fridays

Bus times as at 24th August 2018

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0653	101		0819	101	1	1019	101		1219	101		1419	101		1601	101	4
0705	101		0832	101	1	1031	101		1231	101		1431	101		1614	101	4
0718	101		0844	101		1043	101		1243	101		1443	101		1627	101	4
0730	101		0856	101		1055	101		1255	101		1455	101		1641	101	4
0742	101		0908	101		1107	101		1307	101		1507	101	SHOL	1654	101	4
0749	660	SDO	0920	101		1119	101		1319	101		1507	101	SDO	1708	101	
0754	101	1	0931	101		1131	101		1331	101		1519	101	SHOL	1719	101	
0754	660	SDO	0943	101		1143	101		1343	101		1519	101	SDO	1731	101	4
0805	185		0955	101		1155	101		1355	101		1534	101		1743	101	
0807	101	1	1007	101		1207	101		1407	101		1548	101		1755	101	4
															1956	101	

Saturdays

Bus times as at 25th August 2018

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0027	101		0931	101		1107	101		1243	101		1419	101		1555	101	
0657	101		0943	101		1119	101		1255	101		1431	101		1607	101	
0728	101		0955	101		1131	101		1307	101		1443	101		1619	101	4
0758	101		1007	101		1143	101		1319	101		1455	101		1631	101	4
0800	185	3	1019	101		1155	101		1331	101		1507	101		1643	101	4
0828	101		1031	101		1207	101		1343	101		1519	101		1655	101	4
0853	101		1043	101		1219	101		1355	101		1531	101		1707	101	4
0919	101		1055	101		1231	101		1407	101		1543	101		1719	101	4
															1926	101	4

Sundays

Bus times as at 26th August 2018

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0027	101		1104	101		1214	101	4	1334	101		1434	101	4	1554	101	4
0924	101		1114	101	4	1234	101	4	1334	101	4	1454	101	4	1604	101	4
0934	101	4	1134	101		1234	101	4	1354	101	4	1504	101		1614	101	4
1024	101		1134	101	4	1254	101	4	1404	101		1514	101	4	1634	101	
1034	101	4	1154	101	4	1304	101		1414	101	4	1534	101		1634	101	4
1054	101	4	1204	101		1314	101	4	1434	101		1534	101	4	1704	101	4
															1932	101	

Notes: SHOL - Operates during School Holidays
SDO - Schooldays only

1 - serves Gillingham, Mid Kent College
2 - terminates at Chatham, Waterfront Bus Station

3 - terminates at Davis Estate, Highview Drive
4 - terminates at Twydall, Beechings Green

Times shown in italics are approximate times



Next bus times on your phone

the code for this stop is **chagwjp**

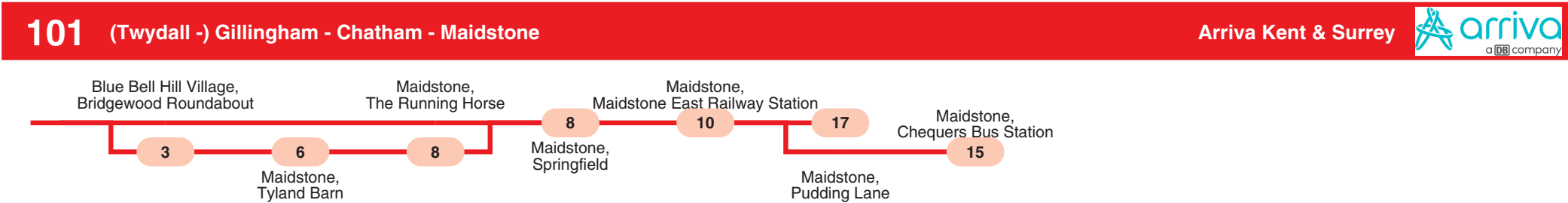
Mobile internet: Use the QR code (left) if you can, or enter the stop code at www.nextbuses.mobi

By SMS: text the stop code to 84268. Add a space and service number for just that service.

Internet enquiries incur normal mobile internet charges. SMS messages cost 25p plus your normal text message charge.

Live Departure information will be given if available (eg 3 mins) - otherwise scheduled times will be shown as clock times (eg 1007).

Bus departures from this stop
Davis Estate
adj Watson Avenue



Mondays to Fridays Bus times as at 24th August 2018

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0614	101		0804	101		1009	101		1209	101		1409	101		1600	101	
0626	101		0816	101		1021	101		1221	101		1421	101		1610	101	
0638	101		0828	101		1033	101		1233	101		1433	101		1622	101	
0650	101		0841	101		1045	101		1245	101		1445	101		1632	101	SHOL
0659	101		0855	101		1057	101		1257	101		1457	101		1635	101	SDO
0710	101		0908	101		1109	101		1309	101		1509	101		1644	101	SHOL
0722	101		0921	101		1121	101		1321	101		1521	101		1647	101	SDO
0731	101		0933	101		1133	101		1333	101		1538	101		1656	101	SHOL
0740	101		0945	101		1145	101		1345	101		1541	660	SDO	1659	101	SDO
0752	101		0957	101		1157	101		1357	101		1550	101		1709	101	SHOL
															1845	101	2
															1900	101	2
															1916	101	2
															1946	101	2
															2017	101	1,2
															2047	101	1,2
															2116	101	2
															2147	101	1,2
															2216	101	2
															2247	101	1,2
															2347	101	1,2,Fr

Saturdays Bus times as at 25th August 2018

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0617	101		0909	101		1045	101		1221	101		1357	101		1533	101	
0647	101		0921	101		1057	101		1233	101		1409	101		1545	101	
0717	101		0933	101		1109	101		1245	101		1421	101		1557	101	
0747	101		0945	101		1121	101		1257	101		1433	101		1609	101	
0811	101		0957	101		1133	101		1309	101		1445	101		1621	101	
0833	101		1009	101		1145	101		1321	101		1457	101		1633	101	
0845	101		1021	101		1157	101		1333	101		1509	101		1645	101	
0857	101		1033	101		1209	101		1345	101		1521	101		1657	101	
															1709	101	
															1721	101	
															1740	101	
															1800	101	
															1825	101	
															1850	101	2
															1920	101	2
															1950	101	2
															2017	101	1,2
															2047	101	1,2
															2116	101	2
															2147	101	1,2
															2216	101	2
															2247	101	1,2
															2347	101	1,2

Sundays Bus times as at 26th August 2018

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0838	101		1022	101		1142	101		1248	101		1402	101		1518	101	
0843	101		1042	101		1148	101		1302	101		1418	101		1522	101	
0938	101		1048	101		1202	101		1318	101		1422	101		1542	101	
0943	101		1102	101		1218	101		1322	101		1442	101		1548	101	
1002	101		1118	101		1222	101		1342	101		1448	101		1602	101	
1018	101		1122	101		1242	101		1348	101		1502	101		1642	101	
															1643	101	
															1742	101	
															1743	101	
															1843	101	2
															1852	101	
															1943	101	2
															1952	101	

Notes: SHOL - Operates during School Holidays
Fr - Operates only on Fridays
SDO - Schooldays only
1 - serves also from Blue Bell Hill Village, Bridgewood Roundabout to Maidstone, The Running Horse
2 - terminates at Maidstone, Chequers Bus Station
Times shown in italics are approximate times



Next bus times on your phone the code for this stop is **chagwjm**
Mobile internet: Use the QR code (left) if you can, or enter the stop code at www.nextbuses.mobi
By SMS: text the stop code to 84268. Add a space and service number for just that service.
Internet enquiries incur normal mobile internet charges. SMS messages cost 25p plus your normal text message charge.
Live Departure information will be given if available (eg 3 mins) - otherwise scheduled times will be shown as clock times (eg 1007).

Bus departures from this stop
**Warren Wood
adj Rochester Airport Industrial Estate**

142 Kits Coty - Blue Bell Hill - Rochester - Chatham

Arriva Kent & Surrey 

Warren Wood,
Cookham Wood Bus Terminus

3

8

13

18

Rochester,
Furrell's Road

Rochester,
Wisdom Hospice

Chatham,
Waterfront Bus Station

142 Blue Bell Hill - Rochester - Chatham

Nu-Venture

Warren Wood,
Medway Gurdwara

1

3

7

10

17

Warren Wood,
Cookham Wood Bus Terminus

Rochester,
Wisdom Hospice

Troy Town,
Fort Street

Chatham,
Waterfront Bus Station

The numbers circled indicate approximate timings in minutes from Warren Wood, Rochester Airport Industrial Estate

Mondays to Fridays Bus times as at 24th August 2018

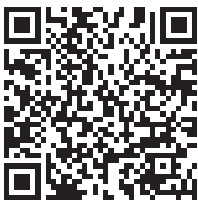
Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0909	142	AK	1115	142	NV	1315	142	NV	1515	142	NV
1015	142	NV	1215	142	NV	1415	142	NV	1630	142	NV

Saturdays Bus times as at 25th August 2018

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0915	142	NV	1115	142	NV	1315	142	NV	1515	142	NV

Sundays
No Service

Notes: **AK** - Arriva Kent & Surrey **NV** - Nu-Venture



Next bus times on your phone the code for this stop is **chamamd**
Mobile internet: Use the QR code (left) if you can, or enter the stop code at www.nextbuses.mobi
By SMS: text the stop code to 84268. Add a space and service number for just that service.
Internet enquiries incur normal mobile internet charges. SMS messages cost 25p plus your normal text message charge.
Live Departure information will be given if available (eg 3 mins) - otherwise scheduled times will be shown as clock times (eg 1007).



traveline.info/se
0871 200 22 33
Calls cost 12p per minute plus your
phone company's access charge

Bus departures from this stop
Warren Wood
opp Rochester Airport Industrial Estate



The numbers circled indicate approximate timings in minutes from Warren Wood, Rochester Airport Industrial Estate

Mondays to Fridays						Bus times as at 24th August 2018		
Time	Service	Note	Time	Service	Note	Time	Service	Note
0743	142		0958	142		1058	142	
						1158	142	
						1258	142	
						1358	142	
						1458	142	

Saturdays			Bus times as at 25th August 2018		
Time	Service	Note	Time	Service	Note
1058	142		1258	142	
			1458	142	

Sundays
No Service



Next bus times on your phone the code for this stop is **chajmjm**
Mobile internet: Use the QR code (left) if you can, or enter the stop code at www.nextbuses.mobi
By SMS: text the stop code to 84268. Add a space and service number for just that service.
Internet enquiries incur normal mobile internet charges. SMS messages cost 25p plus your normal text message charge.
Live Departure information will be given if available (eg 3 mins) - otherwise scheduled times will be shown as clock times (eg 1007).

Appendix 2: Staff Travel Survey

Staff Travel Survey

1 What is your job title? _____

2 What hours do you normally work?

	Start Time	Finish Time
Monday		
Tuesday		
Wednesday		
Thursday		
Friday		
Saturday		
Sunday		

3 What time did you arrive at work today? _____

4 Where did you start your journey from? (postcode) _____

(This information will only be used to understand where people are travelling to the site from and will be treated as confidential)

5 Please select how you travelled for the **longest distance** on your journey **to** work:

- | | |
|---|---|
| <input type="checkbox"/> Walk | <input type="checkbox"/> Car share as a driver |
| <input type="checkbox"/> Cycle | <input type="checkbox"/> Car share as a passenger |
| <input type="checkbox"/> Tube/Underground | <input type="checkbox"/> Drive a car alone |
| <input type="checkbox"/> Train/Overground | <input type="checkbox"/> Taxi |
| <input type="checkbox"/> Bus | <input type="checkbox"/> Scooter/Motorcycle (below 125cc) |
| <input type="checkbox"/> DLR | <input type="checkbox"/> Motorcycle (above 125cc) |
| <input type="checkbox"/> Other (please specify) | |

If travelling by **train**, how do you travel from the train station and site?

- ☐ Walk ☐ Cycle ☐ Tube/Underground ☐ Bus
- ☐ Other (specify) _____

6 Which of the following do you **occasionally** use instead of your usual main mode of transport?

- | | |
|---|---|
| <input type="checkbox"/> Walk | <input type="checkbox"/> Car share as a driver |
| <input type="checkbox"/> Cycle | <input type="checkbox"/> Car share as a passenger |
| <input type="checkbox"/> Tube/Underground | <input type="checkbox"/> Drive a car alone |
| <input type="checkbox"/> Train/Overground | <input type="checkbox"/> Taxi |
| <input type="checkbox"/> Bus | <input type="checkbox"/> Scooter/Motorcycle (below 125cc) |
| <input type="checkbox"/> DLR | <input type="checkbox"/> Motorcycle (above 125cc) |
| <input type="checkbox"/> Other (please specify) | |

7 How long does it usually take you to travel to work?

- ☐ up to 15 minutes
- ☐ 16- 30 minutes
- ☐ 31- 60 minutes
- ☐ 61 - 90 minutes
- ☐ over 90 minutes

8 If you do not cycle now which of the following changes would encourage you to **cycle** to work? Please tick no more than three.

- ☐ improved cycle paths on the journey to work
- ☐ general improvements in road safety (e.g. more traffic calming)
- ☐ improved cycle parking at work
- ☐ showers and changing facilities (should you need to change clothes)
- ☐ lockers for clobber (e.g. helmet, clothes)
- ☐ cycle training to improve confidence when cycling to work
- ☐ arrangements to buy a bike at a discount
- ☐ free taxi home in emergencies

☐ Other (please specify) _____

9 If you already cycle what improvements would you most like to see?

10 Which of the following changes would encourage you to use **public transport** for your journey to work? (If you already use public transport which would you most like to see). Please tick no more than three.

- ☐ more direct bus routes
- ☐ more frequent bus service
- ☐ more frequent train service
- ☐ earlier/later buses/trains to fit in with my shift hours
- ☐ better lighting at bus stops
- ☐ provision of bus shelters
- ☐ provision of seating at bus stops
- ☐ better bus link from station (which station? _____)
- ☐ provision of public transport information at work
- ☐ season ticket/travelcard loan
- ☐ discount fares

☐ Other (please specify) _____

11 Which of the following changes would encourage you to **walk** to work? (If you already walk which would you most like to see). Please tick no more than two.

- ☐ better maintained pavements
- ☐ safer road crossings
- ☐ more street lighting
- ☐ free taxi home in emergencies

☐ Other (please specify) _____

PLEASE COMPLETE QUESTIONS 12 - 16 IF YOU USE A CAR TO TRAVEL TO WORK

12 Do you use a company car to travel to work?

- ☐ yes ☐ no

13 What are your main reasons for using a car to work?

- ☐ need to use it during the day on business
☐ drop/collect children
☐ you get or give a lift
☐ for personal security
☐ lack of an alternative

☐ Other (please specify) _____

14 Where do you usually park?

- ☐ on site
☐ parking in nearby street

☐ Other (please specify) _____

15 Would you be prepared to car share?

- ☐ yes ☐ no ☐ I already car share

16 Which of the following would most encourage you to car share? (If you already car share which would you most like to see). Please tick no more than two.

- ☐ help in finding car share partners with similar work patterns
☐ taxi home if let down by car driver
☐ reserved parking closest to entrance for car sharers

☐ Other (please specify) _____

**Thank you for your co-operation.
Please be assured that all your answers are confidential.**

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