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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 till 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 adopted 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**

<table>
<thead>
<tr>
<th>Service Number</th>
<th>Route</th>
<th>Service Interval</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Monday - Friday</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Daytime</td>
</tr>
<tr>
<td>101</td>
<td>Maidstone – Chatham – Gillingham</td>
<td>12 minutes</td>
</tr>
<tr>
<td>142</td>
<td>Chatham – Rochester – Blue Bell Hill</td>
<td>60 minutes</td>
</tr>
</tbody>
</table>

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’](image-url)
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>
<thead>
<tr>
<th>Mode of Travel</th>
<th>Mode Share</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driving a car or van</td>
<td>64%</td>
<td>Based on 2011 Medway 033 share with allowance for mode shift to walking / cycling / bus</td>
</tr>
<tr>
<td>Passenger</td>
<td>8%</td>
<td>Based on 2011 Medway 033 share</td>
</tr>
<tr>
<td>On foot</td>
<td>13%</td>
<td>Based on Medway 033, plus allowance for potential increase due to new housing locally to the site</td>
</tr>
<tr>
<td>Bicycle</td>
<td>2%</td>
<td>Allowance for potential increase in existing mode share due to new housing locally</td>
</tr>
<tr>
<td>Bus, minibus or coach</td>
<td>11%</td>
<td>Based on Medway 033 share with allowance for potential service improvements and assumes completion of journeys where train is the main mode share</td>
</tr>
<tr>
<td>Motorcycle, scooter or moped</td>
<td>1%</td>
<td>Based on 2011 Medway share</td>
</tr>
<tr>
<td>Taxi</td>
<td>1%</td>
<td>Allowance for completion of journeys where train is the main mode share</td>
</tr>
</tbody>
</table>
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.
## Innovation Park Medway

### Travel Plan Framework

<table>
<thead>
<tr>
<th>Target</th>
<th>Comment / Objective</th>
<th>Indicator</th>
<th>Baseline Value</th>
<th>Target value(s)</th>
<th>% Change</th>
<th>Measured By</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>‘Aim’ type targets</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Decrease the number of single occupancy car trips</td>
<td>Reduce the reliance on the private car and promote care sharing</td>
<td>Number of single occupancy trips</td>
<td>64%</td>
<td>54% by year 5</td>
<td>-10%</td>
<td>Staff survey</td>
</tr>
<tr>
<td>Increase the proportion of car share trips</td>
<td>Reducing the number of single occupancy vehicle trips</td>
<td>Number of car share trips</td>
<td>8%</td>
<td>11% by year 5</td>
<td>+3%</td>
<td>Staff survey</td>
</tr>
<tr>
<td>Increase the number of staff working from home/flexible working (if possible)</td>
<td>Reduce the need to travel to work or travel during network peak hours</td>
<td>Percentage of staff working on the basis of flexible hours or working from home</td>
<td>?</td>
<td>10% by year 5</td>
<td>+10%</td>
<td>Staff survey</td>
</tr>
<tr>
<td>Increase the number of staff cycling to work</td>
<td>Reduce the number of vehicle trips and the reliance on the private car</td>
<td>Number of staff whose mode of travel listed as ‘cycling’</td>
<td>2%</td>
<td>5% by year 5</td>
<td>+3%</td>
<td>Staff survey</td>
</tr>
<tr>
<td>Increase the number of trips by public transport</td>
<td>Reduce the reliance on the private car</td>
<td>Number of staff using public transport</td>
<td>11%</td>
<td>15% by year 5</td>
<td>+4%</td>
<td>Staff survey</td>
</tr>
<tr>
<td><strong>‘Action’ type targets</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Appoint a Travel Plan Co-ordinator</td>
<td>To ensure the travel plan is effectively managed and promoted</td>
<td>In place before occupation of the site – The Travel Plan Co-ordinator is appointed and their contact details included in the Full Travel Plan</td>
<td></td>
<td></td>
<td></td>
<td>Action</td>
</tr>
<tr>
<td>Produce an induction pack containing travel information for staff</td>
<td>To assist staff travel planning</td>
<td>Available to new staff prior to commencing work or presented to them on their first day of work</td>
<td></td>
<td></td>
<td></td>
<td>Action</td>
</tr>
<tr>
<td>Conduct staff travel surveys</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Offer personal travel planning services to staff</td>
<td>To assist staff travel planning</td>
<td>Travel Plan Co-ordinator to make themselves available for appointments to discuss staff travel</td>
<td></td>
<td></td>
<td></td>
<td>Action</td>
</tr>
<tr>
<td>Install secure and weatherproof cycle parking facilities</td>
<td>To encourage cycling; improving health and reducing congestion and pollution locally</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Action</td>
</tr>
<tr>
<td>Install shower, changing and locker facilities for staff</td>
<td>To encourage walking and cycling</td>
<td>Provided as part of the building design and construction</td>
<td>Action</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>--------------------------------------------------------</td>
<td>---------------------------------</td>
<td>--------------------------------------------------------</td>
<td>--------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Set up Travel Plan steering group</td>
<td>To assist in formulating and improving the Travel Plan</td>
<td>Within three months of occupation</td>
<td>Action</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Produce a staff travel database</td>
<td>To enable the travel Plan Co-ordinator to review staff location and mode of travel to the site</td>
<td>Complete within 3 month of the staff travel survey</td>
<td>Action</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Introduce staff to and encourage them to use the Innovation Park car share scheme</td>
<td>To reduce single occupancy car journeys</td>
<td>Undertaken as part of the staff induction process and staff travel planning</td>
<td>Action</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Install Travel information boards in communal areas</td>
<td>To promote travel options</td>
<td>Install as part of the building design and construction period and populated by the Travel Plan Co-ordinator</td>
<td>Action</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Provide detailed travel information on the IPM web site</td>
<td>To inform visitors of alternative travel options to the use of the private car</td>
<td>To be implemented within one month of the occupation of the building</td>
<td>Action</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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.
Figure 3: Cycling Isochrone

Innovation Park, Medway
Client: Medway Council

Legend
- Site Boundary
- Site Exit
- Cycling Isochrone
  - 5 Minutes
  - 10 Minutes
  - 15 Minutes

CampbellReith
Appendix 1: Public Transport Information
## Bus departures from this stop
### Opp Watson Avenue

#### 101
**Maidstone - Chatham - Gillingham - (Twydall)**

<table>
<thead>
<tr>
<th>Stop</th>
<th>Time</th>
<th>Service</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>Davis Estate, Tiger Moth</td>
<td>0653</td>
<td>101</td>
<td>0819</td>
</tr>
<tr>
<td>Chatham, Waterfront Bus Station</td>
<td>0705</td>
<td>101</td>
<td>0832</td>
</tr>
<tr>
<td>Chatham, Medway Park War Memorial</td>
<td>0718</td>
<td>101</td>
<td>0844</td>
</tr>
<tr>
<td>Gillingham, Min Kent College</td>
<td>0730</td>
<td>101</td>
<td>0856</td>
</tr>
<tr>
<td>Gillingham, Dunclay Road</td>
<td>0742</td>
<td>101</td>
<td>0908</td>
</tr>
<tr>
<td>Gillingham, Woodlands Primary School</td>
<td>0754</td>
<td>101</td>
<td>0931</td>
</tr>
<tr>
<td>Twydall, Beechings Green</td>
<td>0805</td>
<td>101</td>
<td>0959</td>
</tr>
<tr>
<td>Davis Estate, Highview Drive</td>
<td>0807</td>
<td>101</td>
<td>1007</td>
</tr>
</tbody>
</table>

**Arriva Kent & Surrey**

#### 185
**Kits Coty - Bluebell Hill - Davis Estate - Chatham**

<table>
<thead>
<tr>
<th>Stop</th>
<th>Time</th>
<th>Service</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>Davis Estate, Greenway</td>
<td>0749</td>
<td>101</td>
<td>0920</td>
</tr>
<tr>
<td>Davis Estate, Highview Drive</td>
<td>0754</td>
<td>101</td>
<td>0943</td>
</tr>
<tr>
<td>Tiger Moth, Chatham</td>
<td>0805</td>
<td>101</td>
<td>0955</td>
</tr>
<tr>
<td>Waterfront Bus Station</td>
<td>0807</td>
<td>101</td>
<td>1007</td>
</tr>
</tbody>
</table>

**Nu-Venture**

#### 660
**Walderslade - Rochester Grammar Schools**

<table>
<thead>
<tr>
<th>Stop</th>
<th>Time</th>
<th>Service</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rochester Grammar Schools</td>
<td>0501</td>
<td>101</td>
<td>0732</td>
</tr>
<tr>
<td>Rochester, Thomas Aveling School</td>
<td>0507</td>
<td>101</td>
<td>0743</td>
</tr>
</tbody>
</table>

**Arriva Kent & Surrey**

---

### Notes:
- SHOL - Operates during School Holidays
- SDO - School days only

**Times shown in italics are approximate times**

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

---

### Next bus times on your phone

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

Internet inquiries 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 0007).

---

**Serve:**
- Gillingham, Min Kent College
- Chatham, Waterfront Bus Station
- Davis Estate, Highview Drive
- Twydall, Beechings Green

---

**Server:** ds10045; date 24.08.2018 11:34:56; stop Davis Estate, Watson Avenue; layout small; NAPTAN ID: 249000000667
Bus times as at 26th August 2018

<table>
<thead>
<tr>
<th>Time Service Note</th>
<th>Time Service Note</th>
<th>Time Service Note</th>
<th>Time Service Note</th>
<th>Time Service Note</th>
<th>Time Service Note</th>
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<td>1900 101</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>0626 101</td>
<td>0816 101</td>
<td>1021 101</td>
<td>1221 101</td>
<td>1421 101</td>
<td>1610 101</td>
<td>1723 101</td>
<td>1916 101</td>
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</tr>
<tr>
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<td>0828 101</td>
<td>1033 101</td>
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</table>

Notes: SHOL - Operates during School Holidays
Fr - Operates only on Fridays
SDO - Schooldays only

Times shown in italics are approximate times.

The numbers circled indicate approximate timings in minutes from Davis Estate, Watson Avenue.
## Bus departures from this stop

**Warren Wood**

**adj Rochester Airport Industrial Estate**

<table>
<thead>
<tr>
<th>Route</th>
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<tr>
<td>142</td>
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### Bus times as at 24th August 2018

#### Mondays to Fridays

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<td>1015</td>
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#### Saturdays

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<td>0915</td>
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<td>1115</td>
</tr>
</tbody>
</table>

#### 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](http://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
opp Rochester Airport Industrial Estate

142 Chatham - Rochester - Kits Coty - Blue Bell Hill
Nu-Venture

Blue Bell Hill Village, Bridgewood Roundabout

Blue Bell Hill Village, Keefe Close

Kits Coty, The Lower Ball

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

<table>
<thead>
<tr>
<th>Mondays to Fridays</th>
<th>Bus times as at 24th August 2018</th>
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<th>Sundays</th>
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<td>No Service</td>
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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?

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<table>
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<tbody>
<tr>
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<td>Saturday</td>
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<td>Sunday</td>
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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:
   - [ ] Walk
   - [ ] Cycle
   - [ ] Tube/Underground
   - [ ] Train/Overground
   - [ ] Bus
   - [ ] DLR
   - [ ] Other (please specify)

   [ ] Car share as a driver
   - [ ] Car share as a passenger
   - [ ] Drive a car alone
   - [ ] Taxi
   - [ ] Scooter/Motorcycle (below 125cc)
   - [ ] Motorcycle (above 125cc)

   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?

   - [ ] Walk
   - [ ] Cycle
   - [ ] Tube/Underground
   - [ ] Train/Overground
   - [ ] Bus
   - [ ] DLR
   - [ ] Other (please specify)

   - [ ] Car share as a driver
   - [ ] Car share as a passenger
   - [ ] Drive a car alone
   - [ ] Taxi
   - [ ] Scooter/Motorcycle (below 125cc)
   - [ ] Motorcycle (above 125cc)
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.