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Appendix 7-1: Transport Assessment

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Innovation Park Medway

Transport Assessment

For

INNOVATION PARK MEDWAY

Project No. 12841

January 2019

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EXECUTIVE SUMMARY

Campbell Reith Hill LLP (CampbellReith) has been instructed on behalf of Medway Council to prepare a Transport Assessment in support of the preparation of a masterplan for Innovation Park Medway at Rochester Airport.

The Innovation Park Medway Masterplan allows for the erection of up to 101,000m² of Business and General Industrial floor space (comprising science park, innovation uses incorporating manufacturing and engineering) with associated means of access, distributor and service roads, parking facilities, footpaths and cycle ways, and landscaping.

The trip generation of the proposed masterplan has been assessed and the associated vehicular traffic assigned to the local road network using an agreed traffic distribution based on journey to work Census data. Fore Consulting Limited has undertaken traffic modelling of the local road network. This assesses the operation of local junctions and suggests improvements at certain junctions to enhance the network.

The proposed development will generate in the region of 1,680 two-way people trips in the AM peak hour and 1,159 two-way people trips in the PM peak hour. It is anticipated that 1,092 will be vehicle trips in the AM peak hour and 753 will be vehicle trips in the PM peak hour.

The site can also be accessed by means other than the private car. The masterplan provides a means of access for bus services that will provide good connectivity between the site and the town centre and surrounding areas. The bus services also allow for onward journeys by train from Rochester and Chatham stations where there are direct train services to key destinations including London Victoria, London St Pancras International, Dover, Ramsgate, Faversham and Luton.

Pedestrians and cyclists are catered for currently by a reasonable network of footways and cycle facilities. The Innovation Park aims to improve accessibility by non-car modes of travel to provide better access to and from the site by cyclists and for pedestrians to walk to and from the site and local facilities.

1.0 INTRODUCTION

1.1. Campbell Reith Hill LLP (CampbellReith) has been instructed on behalf of Medway Council to prepare a Transport Assessment in support of the masterplan for Innovation Park Medway for a high quality innovation park, with flexible plots to encourage a wide range of high-value.

1.2. The Innovation Park Medway Masterplan allows for the erection of up to 101,000m² of Business and General Industrial floor space (science park and innovation uses) with associated means of access, distributor and service roads, parking facilities, footpaths and cycle ways, and landscaping.

1.3. Innovation Park Medway will be situated on land at Rochester Airport. The airport is owned by Medway Council and is currently leased to Rochester Airport Ltd. The site sits within the local authority boundaries of both Medway Council and Tonbridge & Malling Borough Council.

1.4. The Rochester Airport Masterplan SPD was adopted by Medway Council in January 2014. The SPD established the vision for the airport and key development principles. A masterplan have been developed that is adaptive, allowing for a wide range of buildings and spaces that can be delivered when there is demand.

1.5. The Transport Assessment is sub-divided into nine chapters; the chapters being:

- Chapter 1: Introduction;
- Chapter 2: Sets out the approach to the Transport Assessment;
- Chapter 3: Identifies the relevant planning policies;
- Chapter 4: Provides a description of the location and current use of the site;
- Chapter 5: Sets out the development proposals;
- Chapter 6: Sets out the trip generation and distribution;
- Chapter 7: Presents the impact of the development on the transport network;
- Chapter 8: Provides details on sustainability; and
- Chapter 9: Conclusions.

2.0 APPROACH TO THE TRANSPORT ASSESSMENT

2.1. Transport assessments are required to consider the development in relation to all transport modes and its ability to reduce the reliance on the private car and offer a choice in transport. This Transport Assessment has been written with reference to current Planning Practice Guidance. In preparing the Transport Assessment the following considerations are considered relevant:

- Reducing the need to travel, especially by car;
- The accessibility of the location;
- Environmental impact of travel;
- Measures that may assist in influencing travel behaviour; and
- Managing access to the highway network

2.2. With these considerations in mind the Transport Assessment has considered each of the key modes of transport that will be used by people travelling to and from the development. The key elements of the approach to the assessment of each mode are briefly described below.

Walking and Cycling

2.3. A qualitative assessment has been undertaken of the walking and cycling facilities available and the impact, if any, the development proposal will have on these facilities.

Public Transport

2.4. The accessibility to and the availability of public transport to site users of the new development has also been reviewed. This assessment has been used to identify any deficiencies in the public transport provision, and any benefits the development can bring in terms of improved quality and enhanced viability of local public transport.

Vehicular Impact

2.5. An assessment of the local road network has been carried out by Fore Consulting Limited. This Transport Assessment summarises key findings from their reporting.

3.0 RELEVANT PLANNING POLICIES

National Policy and Guidance

3.1. 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.

Local Planning Documents

3.2. 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.

3.3. 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.

Planning Approach

3.4. The preferred approach for delivering Innovation Park Medway through the planning system is to use a Local Development Order (LDO). This is a planning mechanism that was introduced by the Planning and Compulsory Purchase Act 2004 which allows Local Planning Authorities to extend permitted development rights for certain specified forms of development. If this approach is taken forward both Medway Council and Tonbridge & Malling Borough Council will be adopting their own separate LDOs for the parts of Innovation Park Medway that lie within their respective authorities.

4.0 THE SITE AND EXISTING CONDITIONS

Site Location

4.1. The site is split into two separate areas, to the north and south of the existing airfield site.

4.2. 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.

4.3. 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.

4.4. 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.

4.5. 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.

Local Road Network

4.6. 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.

4.7. 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.

4.8. 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.

4.9. 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.

4.10. The location of the site is shown in Figure 1.

Public Transport

4.11. 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 4.1 below. The timetables are appended to this report at Appendix 1.

Table 4.1: 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	-	-	-

4.12. 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.

Pedestrian and Cycle Facilities

4.13. 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.

4.14. 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.

Historical Accident Data

4.15. Accident data for the five year period up to September 2017 has been reviewed for the area in the immediate vicinity of the site. There have been a number of 'slight' incidents, primarily located at junctions. There have been three 'serious' incidents on the A229 Maidstone Road section of road between Bridgewood roundabout and Shirley Avenue roundabout. The first incident occurred at the Bridgewood roundabout in May 2014 involving a car and motorcycle. The second incident occurred in icy conditions in December 2014 on the A229 slip road involving a motorcycle. The third incident occurred in July 2017 involving a car and pedestrian crossing at the signalised pedestrian crossing adjacent to Watson Avenue.

4.16. A summary of these accidents can be found at Appendix 2.

5.0 DEVELOPMENT PROPOSALS

5.1. The Innovation Park Medway Masterplan allows for the erection of up to 101,000m² of Business and General Industrial floor space (science park and innovation uses) with associated means of access, distributor and service roads, parking facilities, footpaths and cycle ways, and landscaping.

5.2. A number of new access points are proposed to connect the site to existing infrastructure. For the Northern Area, three points of access are proposed from Laker Road with the central access point planned to be a bus access and the northern and southern internal roads being used by all traffic to access the parking areas.

5.3. The Southern Area will be accessed by vehicles from the A229 via the Innovation Centre access. There is the potential for a future pedestrian / cycle link along the western boundary of the airport to connect the Northern and Southern Areas.

5.4. The 'Runway Park' green spine will form the core of the landscaping strategy for the Innovation Park and will provide a key route for pedestrians through the Northern Area.

5.5. Car parking for the development it to be provided in accordance with Medway Council's parking standards. It is noted that these parking standards are maximum and there may be potential to reduce the overall number of parking spaces for the Innovation Park based on a review of the anticipated parking accumulation.

5.6. Minimum requirements will be met for accessible spaces, cycle parking, delivery spaces and electric vehicle charging provision. Motorcycle parking will also be provided.

5.7. The development is expected to be delivered in phases with Phase 1 anticipated to comprise the north-western section of the Northern Area and the eastern section of the Southern Area, giving around 28,200m² GFA.

5.8. There is a long-term aspiration for a new link connecting the Northern Area to the existing road network in the vicinity of Horsted Gyratory in order to allow improved connections for pedestrians, cyclists and buses. This will improve accessibility between the site and areas to the north and east.

6.0 TRIP GENERATION AND DISTRIBUTION

Trip Generation

6.1. A series of technical notes have been written and circulated which review the trip generation currently allocated for the Rochester Airport site in Medway Council's traffic modelling assessment and compares this with the trip rates and traffic generation associated with an Innovation Park development using current trip rates from the TRICS database. The Technical Notes are appended to this report at Appendix 3.

6.2. A modified set of vehicle trip rates has been calculated by applying a mode share obtained by reviewing the journey to work data for the local workplace population to the total people trips rates in the TRICS database. This is considered to be representative for Innovation Park Medway.

6.3. The floor area has been calculated that would generate the equivalent amount of vehicle traffic as that expected for the B1/B2 employment site allocations in the Medway strategic traffic modelling. Technical Note 2 concludes that an Innovation Park of around 101,000m² will generate less traffic in each of the peak hours than the four employment allocation sites combined based on the trip rates presented in this note.

6.4. Taking the floor areas from the illustrative masterplan, Table 6.1 summarises the total people trip rates and number of predicted person trips from an Innovation Park development of 100,648m².

Table 6.1: Innovation Park total people rates (per 100m²) and peak hour person trips

	Trip Rate In	Trip Rate Out	Trip Rate Total	Predicted Trips In	Predicted Trips Out	Predicted Total Trips
AM Peak Hour	1.414	0.249	1.663	1,428	251	1,680
PM Peak Hour	0.118	1.030	1.148	119	1,040	1,159

6.5. The table above shows that it is anticipated the Innovation Park will generate in the region of 1,680 two-way person trips in the AM peak hour and 1,159 two-way person trips in the PM peak hour.

6.6. Table 6.2 summarises the vehicle trip rates and number of predicted vehicle trips from an Innovation Park development of 100,648m².

Table 6.2: Innovation Park vehicle trip rates (per 100m²) and peak hour vehicle trips

	Trip Rate In	Trip Rate Out	Trip Rate Total	Predicted Trips In	Predicted Trips Out	Predicted Total Trips
AM Peak Hour	0.919	0.162	1.081	928	164	1,092
PM Peak Hour	0.077	0.670	0.746	77	676	753

6.7. The table above shows that it is anticipated the Innovation Park will generate in the region of 1,092 two-way vehicle trips in the AM peak hour and 753 two-way vehicle trips in the PM peak hour.

Trip Distribution

6.8. The journey to work data to employment in the local area has been used to distribute the proposed development traffic onto the local road network by assigning trips via the following key routes in the proportions shown:

- A229 N (from Rochester / Chatham) 5%
- A230 N (from Chatham / Gillingham) 27%
- A2045 (from Walderslade) 9%
- M2 E (from east Kent) 16%
- A229 S (from Maidstone / M20) 18%
- M2 N (from Gravesend / A2) 8%
- B2097 N (from Rochester) 17%

6.9. The comprehensive existing highway network will result in the proposed development traffic dispersing relatively quickly on the network. Figures 6 and 7 show the proposed development distribution for the Northern Area and Southern Area respectively. Figures 8 and 9 show the proposed development trips assigned to the road network in the AM and PM peak hours respectively based on the proposed distribution based on a total floor area of 84,048m² for the Northern Area and 16,600m² for the Southern Area.

Traffic Growth and Assessment Years

6.10. The impacts of the development on the local junctions will be assessed for the period of five years from the current base year. The junctions will therefore be assessed for 2018 and 2023. A growth factor has been applied to the base year in order to forecast the increase in background traffic by 2023. The growth factor has been obtained by using the TEMPRO/NTM database. The growth factors for the Medway area for 2018-2023 are 1.076 in both the AM peak period and PM peak period.

Impact on Local Road Junctions

6.11. The impact of the proposed development traffic on the local road junctions will be dependent, in part, on the proposed phasing and access arrangements. In Phase 1, the Northern Area will have the greatest impact on the Lankester Parker Road junction with Rochester Road due to the parcels expected to form Phase 1 being located at the northern end of the Northern Area. Traffic arriving and departing to and from the south is likely to make use of the Laker Road junction as an alternative to Lankester Parker Road. The quantum of traffic using Laker Road will increase as development of the Northern Area continues in future phases.

6.12. It is expected that junction capacity improvements will be required at both the Lankester Parker Road and Laker Road junctions with Rochester Road. The precise timescales for implementing junction improvements will be based on a quantum of development. Both junctions currently comprise a ghost island right turn layout. The level of turning traffic will increase with the introduction of proposed development traffic. Once the anticipated queue lengths for arriving traffic exceed the existing queuing provision at the junction it will either be necessary to extend the length of the right turn lane, or signalise the junction to control the turning movements more effectively. Signalisation will assist in allowing departing traffic in the PM peak period to exit the minor roads onto Rochester Road.

6.13. The proposed development traffic associated with the Southern Area will primarily have an impact at the Innovation Centre access and the Shirley Road roundabout to the north, as all development traffic departing the Southern Area will be required to use this junction with the existing road network layout. For later phases of the development it is proposed to investigate the introduction of an all-movement signalised junction at the Innovation Centre access which would remove the need for traffic arriving from the north and traffic departing to the south to have to u-turn at the adjacent roundabouts. The time of implementation for any proposed junction modification would be dependent on quantum and phasing.

Aimsun Modelling

6.14. Fore Consulting Limited (Fore) and Sweco are appointed by Medway Council to prepare the Strategic Transport Assessment (STA) for the Local Plan. Their commission has involved the assessment of the impact on the highway network of various Strategic Development Options using the Medway Aimsun Model. Medway Council has subsequently commissioned Fore to undertake microsimulation modelling of the traffic impacts of the proposed Innovation Park Medway development.

6.15. The base year (2016) model development, calibration and validation is set out in the 'Medway Aimsun Model: Model Validation Report' (June 2017). This has been reviewed by Medway Council and Highways England and the model is considered to be fit for purpose for assessing the Medway Local Plan and other proposed development. The microsimulation subnetwork has been extended to cover the development site and key local junctions.

6.16. Reference Case scenarios have been previously development by Fore as part of the current Local Plan modelling. The scenario includes all committed development and committed highway improvements (up to November 2017) that are expected to be in place by 2028 and 2035.

6.17. The traffic associated with the Innovation Park Medway has been assigned at subnetwork level only and does not take into account any wider reassignments within the Medway area that may occur as a result of the development. This presents a robust assessment. The impact of the development is assessed against the 2028 and 2035 Reference Cases. A 2028 'Do Something' scenario is also assessed which includes a range of mitigation measures aimed at negating the impact of the proposed development.

6.18. The modelling shows that overall network delay is likely to increase significantly as a result of background traffic growth by 2028 and be operating over capacity in the Reference Case scenario. Therefore, the addition of the Innovation Park Medway traffic onto an already congested highway network results in further increases in delay during both peak periods.

6.19. The operation of junctions on the B2097 and A229 are reported to be affected by the presence of congestion downstream at the Bridgewood Roundabout. It is noted that the Walderslade Woods approach is operating close to/over capacity and the B2097 approach is over capacity in the Reference Case scenarios.

6.20. Based on the model results a number of possible mitigation schemes have been identified by Fore and tested within the model. No assessment of engineering feasibility or deliverability has been undertaken.

6.21. As Bridgewood Roundabout is shown as causing congestion at adjacent junctions on the B2097 and A229 a number of capacity improvements have been identified:

- Lane allocation changes on the circulation lanes of the roundabout
- Two-lane exit to the B2097
- Widening of flare on the B2097 entry arm

6.22. Further capacity improvements are identified at the Lord Lees Roundabout to the south of the Bridgewood Roundabout:

- Lengthening three-lane flare on southbound approach
- Three lanes provided on the eastern circulatory carriageway
- Three-lane exit on the southbound exit

6.23. The modelling undertaken shows that with the Bridgewood Roundabout mitigation scheme in place, both delay and queuing would be reduced on the A229 approach. There are significant reductions in delay and queue length on the Walderslade Woods and B2097 approaches.

6.24. Capacity improvements have also been identified at the Rochester Airport Estate access. However, the proposed development is likely to see the majority of traffic using Laker Road and Lankester Parker Road to reach the site from the south. It is therefore suggested that any junction improvements that may be required on this section of the network be located at these junctions instead of the Rochester Airport Estate access. The modelling results show that the mitigation measures identified at the Bridgewood Roundabout would result in benefits in terms of delay and queuing at the Lankester Parker Road and Laker Road junctions.

7.0 SUSTAINABILITY

Public Transport

7.1. 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.

7.2. The internal layout of the Northern Area has been designed to accommodate bus services. It is hoped that the Innovation Park will be served by new or re-routed bus services via B2097.

7.3. Modern public transport systems such as the ArrivaClick service will be explored as it is anticipated that this type of facility would fit in well with the Innovation Park Medway's ethos. This system is a flexible, on-demand app-based minibus service which takes multiple passengers heading in the same direction in a shared vehicle. Customers are guaranteed a seat on a luxury minibus which has wifi and charging points. The system currently operates in Kent around Sittingbourne and Kent Science Park and plans to expand its operation zone in the future.

Pedestrians and Cyclists

7.4. Pedestrians and cyclists are catered for by a reasonable network of footways and cycle facilities at present. The aspiration of Innovation Park Medway is to improve linkages for non-car modes of travel with new footpaths and routes suitable for cyclists. This will allow for easy access to and from the site by cyclists and for pedestrians to walk to and from the site and local facilities and bus stops. There is a long term aspiration to improve accessibility between the site and areas to the north and east.

Travel Plan

7.5. The Travel Plan will promote sustainable modes of transport for residents to encourage travel by means other than the private car.

8.0 CONCLUSIONS

8.1. This Transport Assessment has been prepared in support of the proposed Innovation Park Medway development.

8.2. The trip generation exercise estimates that the proposed development will generate in the region of 1,680 two-way people trips in the AM peak hour and 1,159 two-way people trips in the PM peak hour. Of these total trips it is anticipated that 1,092 will be vehicle trips in the AM peak hour and 753 will be vehicle trips in the PM peak hour.

8.3. This vehicle trip generation is less than the allocated employment sites are considered to potentially generate using the assumed B1/B2 land use mix. Modelling has been undertaken by Fore Consulting Limited to compare the operation of the road network of future Reference Case scenarios without the Innovation Park Medway development with the scenario including proposed development. Mitigation measures have been identified, notably at the Bridgewood Roundabout, that would result in significant reductions in delay and queue length on approaches to the Bridgewood roundabout.

8.4. The Innovation Park can be accessed by means other than the private car. The masterplan provides a means of access for bus services which will provide good connectivity between the site and the town centre and surrounding areas. The bus services also allow for onward journeys by train from Rochester and Chatham stations where there are direct train services to key destinations including London Victoria, London St Pancras International, Dover, Ramsgate, Faversham and Luton.

8.5. Pedestrians and cyclists are catered for currently by a reasonable network of footways and cycle facilities. The Innovation Park aims to improve accessibility by non-car modes of travel to provide better access to and from the site by cyclists and for pedestrians to walk to and from the site and local facilities.

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Travel Plan Framework

For

INNOVATION PARK MEDWAY

Project No. 12841

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Figures

Appendices

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

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.

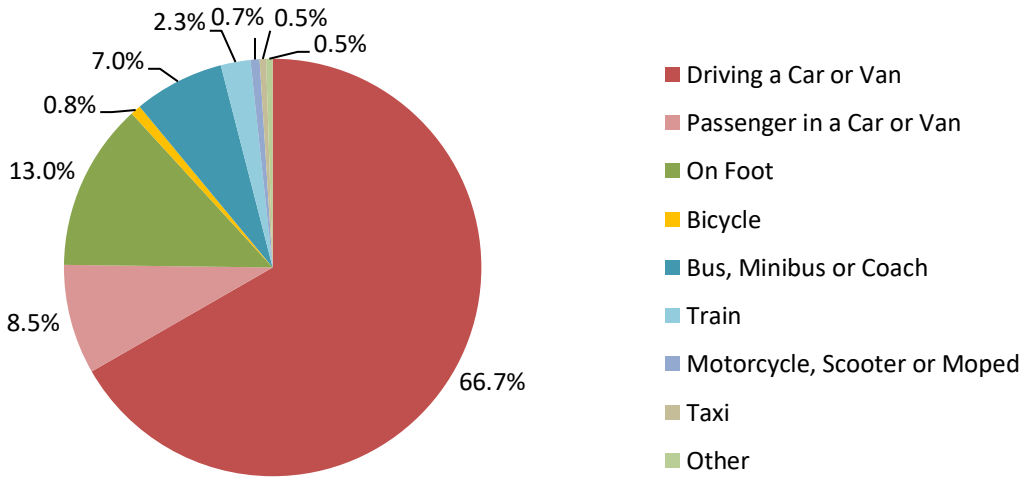

Figure 3.1 – Modal split of journeys to work (Workday population) for 'Medway 033'

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

Innovation Park, Medway

Client: Medway Council

Figure 1:
Site Location Plan

Scale: 1:50000@A4
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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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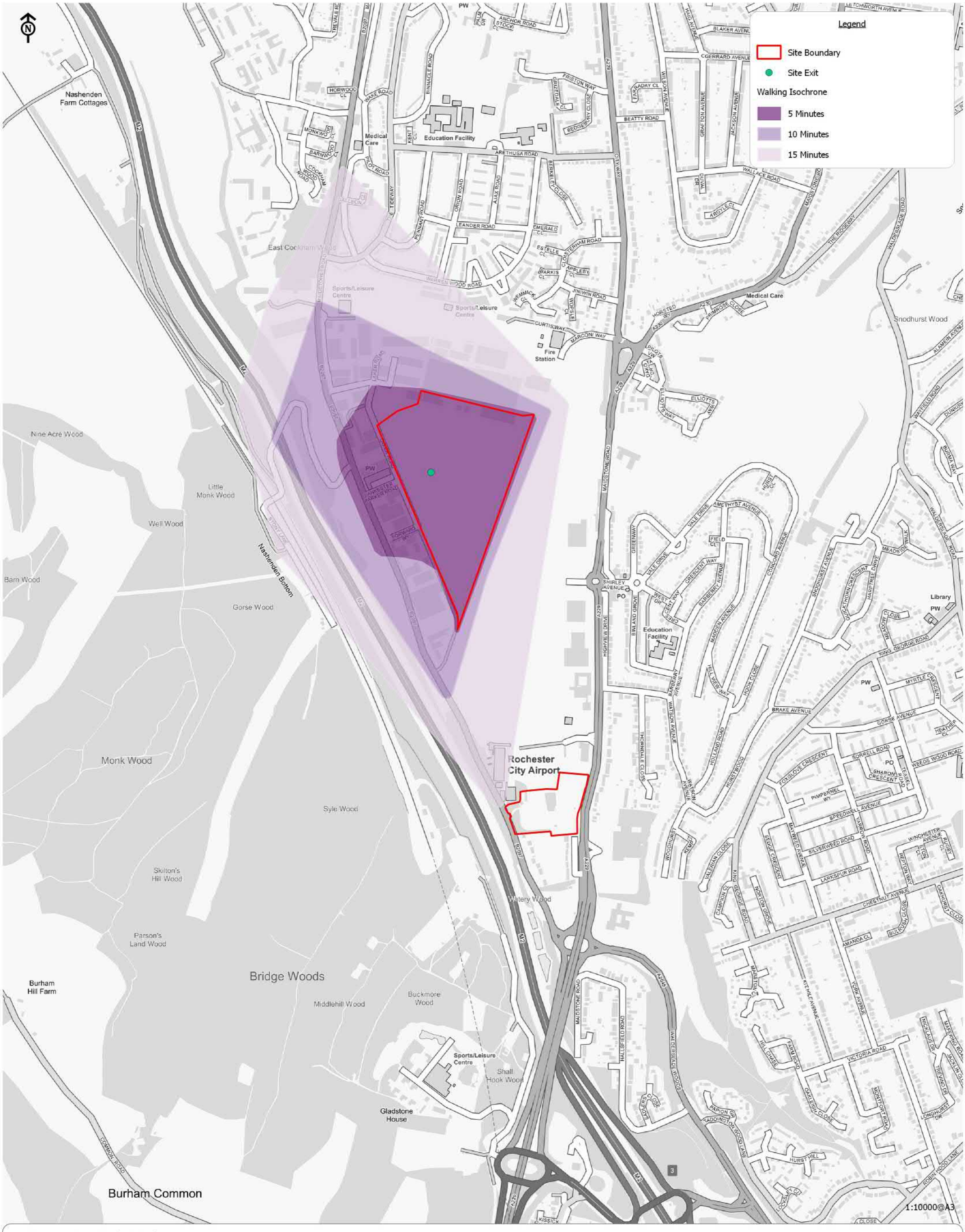

Innovation Park, Medway

Client: Medway Council

Figure 2:
Walking Isochrone

Scale:	1:10000@A3
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Drg No - Status/Revision:	GIS006 - A
File location:	N:/12750 - 12999/12841 R - Medway/Project_Workspaces/Transport (pdf in Outputs)
Date (Revision History):	08/08/2018 (A, First Issue, 08/08/18, RP)

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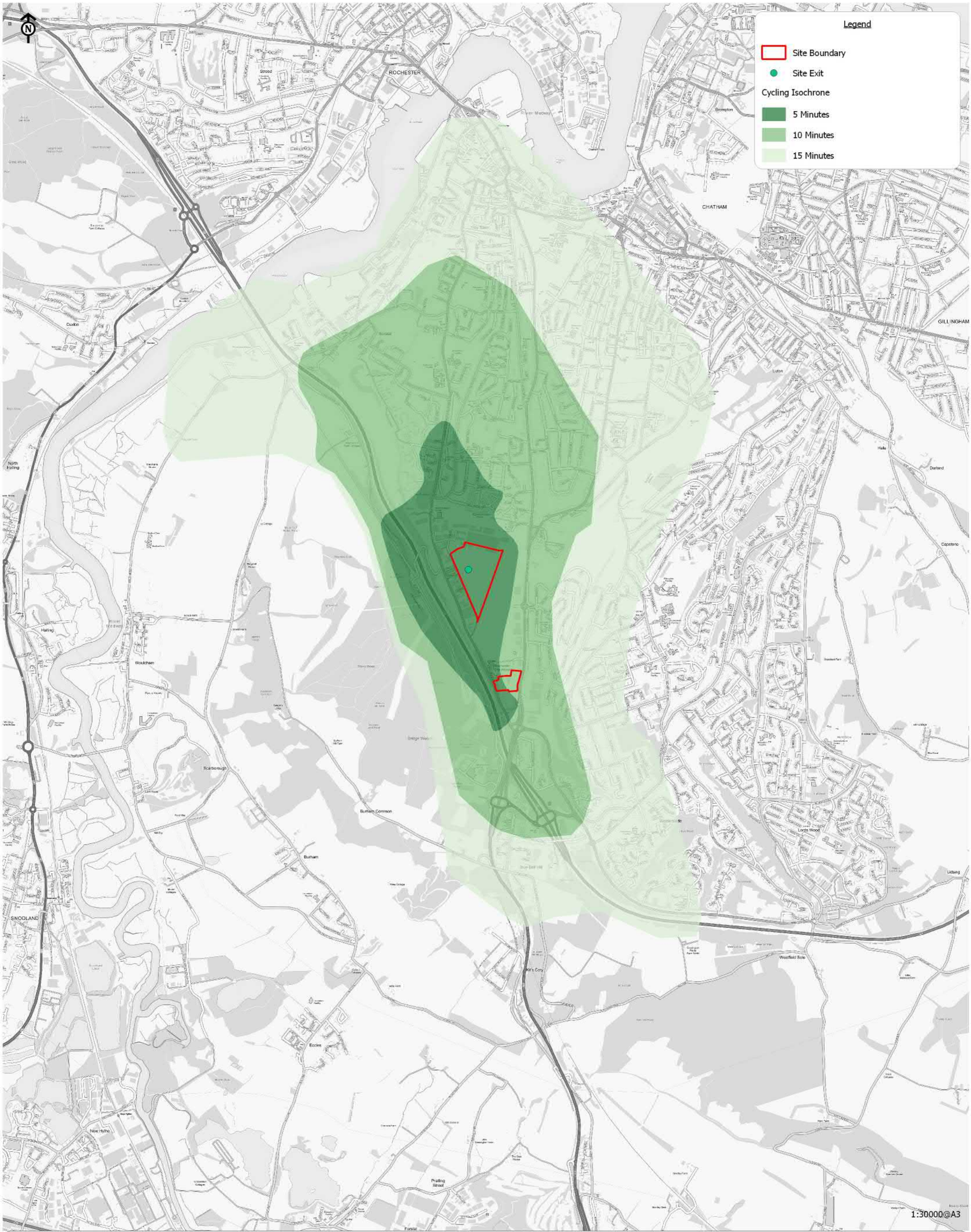

Innovation Park, Medway

Client: Medway Council

Figure 3:
Cycling Isochrone

Scale: 1:30000@A3
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Drg No - Status/Revision: GIS006 - A
File location: N:/12750 - 12999/12841 R - Medway/Project_Workspaces/Transport (pdf in Outputs)
Date (Revision History): 08/08/2018 (A, First Issue, 08/08/18, RP)

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Appendix 1: Public Transport Information

traveline
public transport info

traveline.info/se

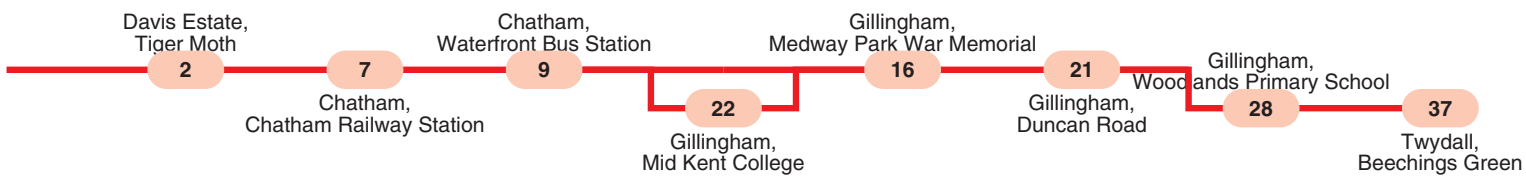
0871 200 22 33

Calls cost 12p per minute plus your phone company's access charge

Bus departures from this stop
Davis Estate
opp Watson Avenue

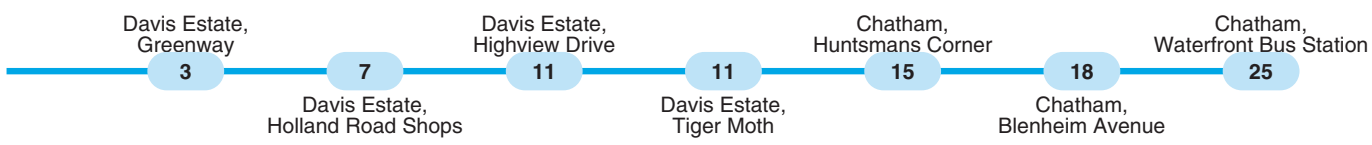
101 Maidstone - Chatham - Gillingham (- Twydall)

Arriva Kent & Surrey



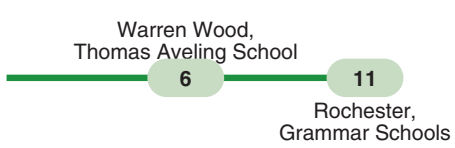
185 Kits Coty - Bluebell Hill - Davis Estate - Chatham

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	Time	Service	Note
0653	101		*0819*	101	1	*1019*	101		*1219*	101		*1419*	101		*1601*	101		*1805*	101	4	*2027*	101	4
0705	101		*0832*	101	1	*1031*	101		*1231*	101		*1431*	101		*1614*	101		*1817*	101	4	*2056*	101	2
0718	101		*0844*	101		*1043*	101		*1243*	101		*1443*	101		*1627*	101		*1829*	101		*2127*	101	4
0730	101		*0856*	101		*1055*	101		*1255*	101		*1455*	101		*1641*	101		*1840*	101	4	*2156*	101	2
0742	101		*0908*	101		*1107*	101		*1307*	101		*1507*	101	SHOL	*1654*	101		*1851*	101	4	*2227*	101	4
0749	660	SDO	*0920*	101		*1119*	101		*1319*	101		*1507*	101	SDO	*1708*	101		*1901*	101		*2256*	101	2
0754	101	1	*0931*	101		*1131*	101		*1331*	101		*1519*	101	SHOL	*1719*	101		*1913*	101		*2327*	101	
0754	660	SDO	*0943*	101		*1143*	101		*1343*	101		*1519*	101	SDO	*1731*	101		*1926*	101	4			
0805	185		*0955*	101		*1155*	101		*1355*	101		*1534*	101		*1743*	101		*1941*	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	Time	Service	Note
0027	101		*0931*	101		*1107*	101		*1243*	101		*1419*	101		*1555*	101		*1731*	101		*1956*	101	
0657	101		*0943*	101		*1119*	101		*1255*	101		*1431*	101		*1607*	101		*1743*	101	4	*2027*	101	4
0728	101		*0955*	101		*1131*	101		*1307*	101		*1443*	101		*1619*	101		*1754*	101	4	*2056*	101	2
0758	101		*1007*	101		*1143*	101		*1319*	101		*1455*	101		*1631*	101		*1806*	101		*2127*	101	4
0800	185	3	*1019*	101		*1155*	101		*1331*	101		*1507*	101		*1643*	101		*1826*	101	4	*2156*	101	2
0828	101		*1031*	101		*1207*	101		*1343*	101		*1519*	101		*1655*	101	4	*1846*	101		*2227*	101	4
0853	101		*1043*	101		*1219*	101		*1355*	101		*1531*	101		*1707*	101	4	*1906*	101	4	*2256*	101	2
0919	101		*1055*	101		*1231*	101		*1407*	101		*1543*	101		*1719*	101	4	*1926*	101	4	*2327*	101	

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	Time	Service	Note	Time	Service	Note
0027	101		*1104*	101		*1214*	101	4	*1334*	101		*1434*	101	4	*1554*	101	4	*1724*	101	4	*2024*	101	
0924	101		*1114*	101	4	*1234*	101		*1334*	101	4	*1454*	101	4	*1604*	101		*1732*	101	4	*2032*	101	
0934	101	4	*1134*	101		*1234*	101	4	*1354*	101	4	*1504*	101		*1614*	101	4	*1824*	101	4			
1024	101		*1134*	101	4	*1254*	101	4	*1404*	101		*1514*	101	4	*1634*	101		*1832*	101	4			
1034	101	4	*1154*	101	4	*1304*	101		*1414*	101	4	*1534*	101		*1634*	101	4	*1924*	101				
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).

server ds10045; date 24.08.2018 11:34:56; stop Davis Estate, Watson Avenue ; layout small; NAPTANID: 249000000667

traveline
public transport info

traveline.info/se

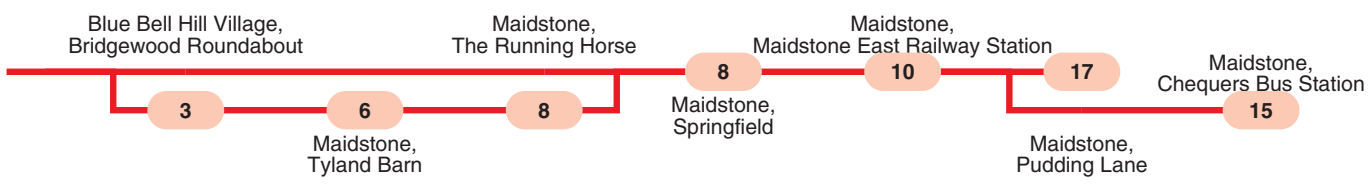
0871 200 22 33

Calls cost 12p per minute plus your phone company's access charge

Bus departures from this stop
Davis Estate
adj Watson Avenue

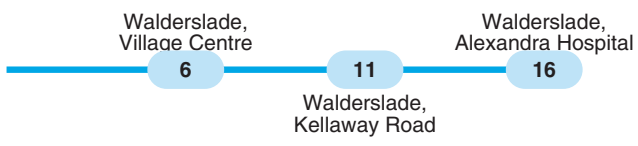
101 (Twydall -) Gillingham - Chatham - Maidstone

Arriva Kent & Surrey



660 Rochester Grammar Schools - Walderslade

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	Time	Service	Note	Time	Service	Note
0614	101		*0804*	101		*1009*	101		*1209*	101		*1409*	101		*1600*	101		*1712*	101	SDO	*1900*	101	2
0626	101		*0816*	101		*1021*	101		*1221*	101		*1421*	101		*1610*	101		*1723*	101	SHOL	*1916*	101	2
0638	101		*0828*	101		*1033*	101		*1233*	101		*1433*	101		*1622*	101		*1726*	101	SDO	*1946*	101	2
0650	101		*0841*	101		*1045*	101		*1245*	101		*1445*	101		*1632*	101	SHOL	*1734*	101	SHOL	*2017*	101	1,2
0659	101		*0855*	101		*1057*	101		*1257*	101		*1457*	101		*1635*	101	SDO	*1738*	101	SDO	*2047*	101	1,2
0710	101		*0908*	101		*1109*	101		*1309*	101		*1509*	101		*1644*	101	SHOL	*1748*	101		*2116*	101	2
0722	101		*0921*	101		*1121*	101		*1321*	101		*1521*	101		*1647*	101	SDO	*1801*	101		*2147*	101	1,2
0731	101		*0933*	101		*1133*	101		*1333*	101		*1538*	101		*1656*	101	SHOL	*1813*	101		*2216*	101	2
0740	101		*0945*	101		*1145*	101		*1345*	101		*1541*	660	SDO	*1659*	101	SDO	*1829*	101		*2247*	101	1,2
0752	101		*0957*	101		*1157*	101		*1357*	101		*1550*	101		*1709*	101	SHOL	*1845*	101	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	Time	Service	Note	Time	Service	Note
0617	101		*0909*	101		*1045*	101		*1221*	101		*1357*	101		*1533*	101		*1709*	101		*2017*	101	1,2
0647	101		*0921*	101		*1057*	101		*1233*	101		*1409*	101		*1545*	101		*1721*	101		*2047*	101	1,2
0717	101		*0933*	101		*1109*	101		*1245*	101		*1421*	101		*1557*	101		*1740*	101		*2116*	101	2
0747	101		*0945*	101		*1121*	101		*1257*	101		*1433*	101		*1609*	101		*1800*	101		*2147*	101	1,2
0811	101		*0957*	101		*1133*	101		*1309*	101		*1445*	101		*1621*	101		*1825*	101		*2216*	101	2
0833	101		*1009*	101		*1145*	101		*1321*	101		*1457*	101		*1633*	101		*1850*	101	2	*2247*	101	1,2
0845	101		*1021*	101		*1157*	101		*1333*	101		*1509*	101		*1645*	101		*1920*	101	2	*2347*	101	1,2
0857	101		*1033*	101		*1209*	101		*1345*	101		*1521*	101		*1657*	101		*1950*	101	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	Time	Service	Note	Time	Service	Note
0838	101		*1022*	101		*1142*	101		*1248*	101		*1402*	101		*1518*	101		*1643*	101		*1952*	101	
0843	101		*1042*	101		*1148*	101		*1302*	101		*1418*	101		*1522*	101		*1742*	101				
0938	101		*1048*	101		*1202*	101		*1318*	101		*1422*	101		*1542*	101		*1743*	101				
0943	101		*1102*	101		*1218*	101		*1322*	101		*1442*	101		*1548*	101		*1843*	101	2			
1002	101		*1118*	101		*1222*	101		*1342*	101		*1448*	101		*1602*	101		*1852*	101				
1018	101		*1122*	101		*1242*	101		*1348*	101		*1502*	101		*1642*	101		*1943*	101	2			

Notes: **SHOL** - Operates during School Holidays
Fr - Operates only on Fridays
SDO - Schooldays only
Times shown in italics are approximate times

1 - serves also from Blue Bell Hill Village, Bridgewood Roundabout to Maidstone, The Running Horse
2 - terminates at Maidstone, Chequers Bus Station

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).

server ds10045; date 24.08.2018 11:36:11; stop Davis Estate, Watson Avenue ; layout small; NAPTANID: 249000000666

traveline
public transport info

traveline.info/se

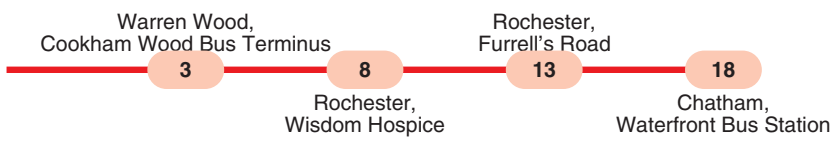
0871 200 22 33
Calls cost 12p per minute plus your phone company's access charge

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

142 Kits Coty - Blue Bell Hill - Rochester - Chatham

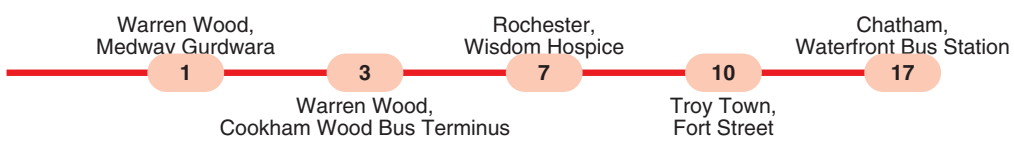
Arriva Kent & Surrey

arriva a DB company



142 Blue Bell Hill - Rochester - Chatham

Nu-Venture



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	Time	Service	Note
0909	142	AK	1115	142	NV	1315	142	NV	1515	142	NV	1750	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
public transport info

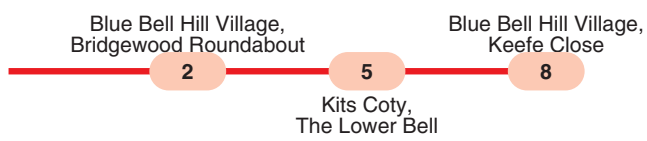
traveline.info/se

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

142 Chatham - Rochester - Kits Coty - Blue Bell Hill

Nu-Venture



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	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	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).

server ds10045; date 24.08.2018 11:37:38; stop Warren Wood, Rochester Airport Industrial Estate ; layout small; NAPTANID: 249000000874

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:

- ☐ 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.

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