

SGN PLACE
SEVENOAKS GASHOLDER STATION
CRAMPTONS ROAD, SEVENOAKS, KENT, TN14 5ES
PLANNING APPLICATION - MARCH 2021



RESIDENTIAL TRAVEL PLAN

SGN

Sevenoaks Gasholders, Sevenoaks

March 2021

Residential Travel Plan

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1 Introduction

- 1.1 Vectos has been appointed by SGN to provide traffic and transport advice in relation to a planning application for a residential development on the site of the former Sevenoaks Gasholders site, on Otford Road, Sevenoaks.
- 1.2 The site is situated east of Otford Road and west of Crampton's Road, approximately 500m to the north of Bat & Ball Railway Station and 2.3km north of Sevenoaks town centre. The site is located in a suburban area which provides access to various services and amenities within walking distance of the site.
- 1.3 The proposals are for the construction of a residential development consisting of 136no. dwellings, with new vehicular accesses from Otford Road and Crampton's Road, associated parking, landscaping, drainage, boundary treatments and earthworks.
- 1.4 This Residential Travel Plan (RTP) considers Travel Plan guidance from Sevenoaks District Council (SDC) and Kent County Council (KCC).

Mission Statement

- 1.5 The predominate aim of this RTP is to put in place the management tools deemed necessary to enable residents of the development to make more informed decisions about their travel which will minimise the adverse effects of their travel on the environment. This is achieved by setting out a strategy for eliminating the barriers keeping residents from using sustainable modes which in effect self manages single-occupancy vehicle use.

Scope

- 1.6 This RTP has been written as a standalone document and contains all the relevant information needed to effectively implement and monitor the RTP.
- 1.7 The remainder of this document is structured as follows:
 - **Section 2** – Outlines the site location and accessibility by non-car modes;
 - **Section 3** – Outlines the baseline travel patterns for residents at the site;
 - **Section 4** – Sets out the objectives and targets of the RTP;
 - **Section 5** – Outlines the RTP strategy;
 - **Section 6** – Sets out the measures that will be implemented to help achieve the objectives and targets of the RTP;
 - **Section 7** – Outlines the monitoring and review programme which will ensure the RTP continues to develop;
 - **Section 8** – Sets out the Action Plan for the site.

2 Site Location and Accessibility by Non-Car Modes

2.1 This section describes the existing conditions of the site including a description of the site’s location, accessibility in terms of public transport and details of the walking and cycling opportunities.

Site Location

2.2 The site is a former gasholders site located approximately 2.3km north of Sevenoaks town centre. The site is surrounded by residential and retail land uses and Sevenoaks Wildlife Reserve is also located in the vicinity of the site. The site is bound by residential properties to the north, Crampton’s Road to the east, Wickes retail store to the south and Otford Road (A225) to the west.

2.3 The strategic location of the site is presented in **Figure 1** and the local site location in **Figure 2**.

Figure 1: Strategic Site Location

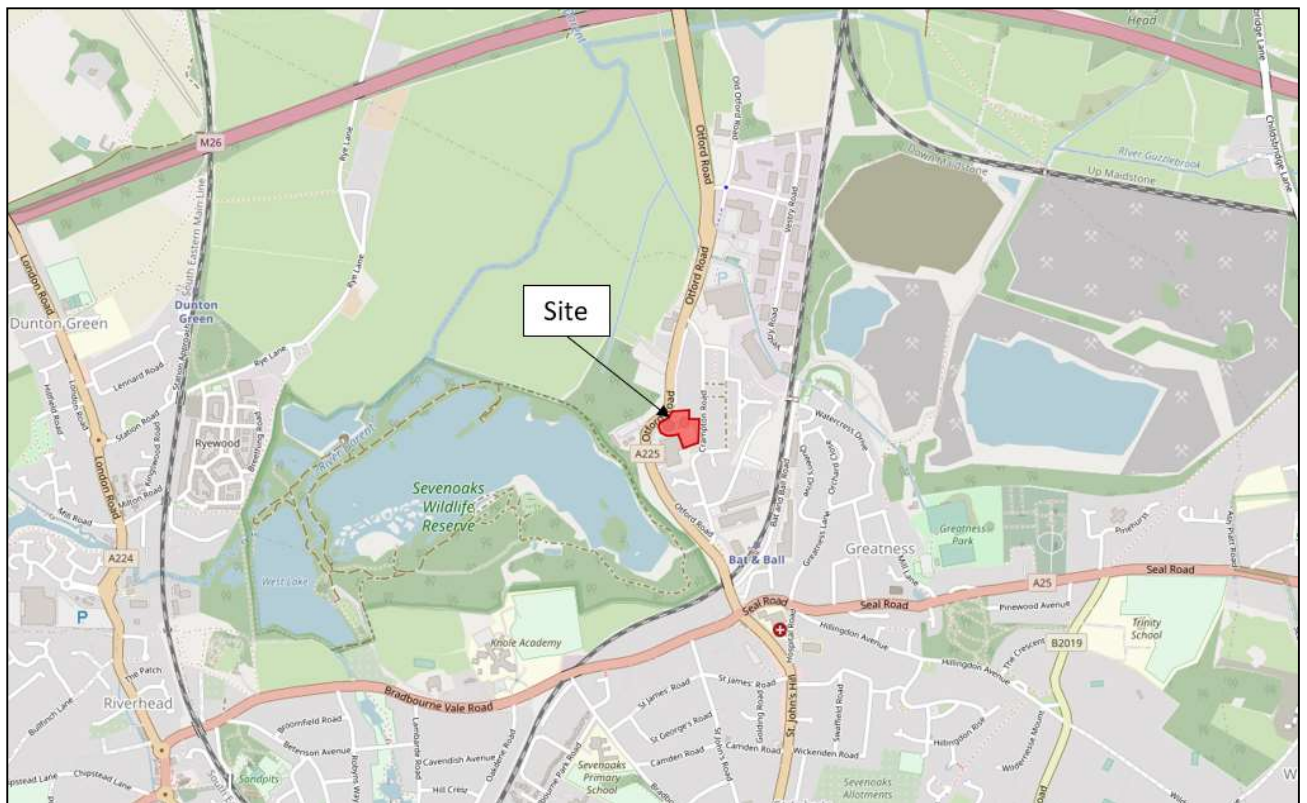


Figure 2: Local Site Location



Local Facilities

2.4 The site benefits from being located within close proximity to a range of local facilities and services, which future residents of the site can access on foot. These amenities are outlined in **Table 2.1**.

Table 2.1: Local Facilities

Facility Type	Facility Location	Distance from Site
Supermarket	ALDI, Otford Road	290m
Community Facility	Bat & Ball Community Centre, Crampton’s Road	350m
Supermarket	Sainsbury’s, Otford Road	450m
Pharmacy	Lloyds Pharmacy, Otford Road	450m
Pub / Restaurant	Brisket & Barrel, St Johns Hill	700m
Post Office	St Johns Hill Sub Post Office, Seal Road	750m
Doctors	St John’s Medical Practice, St Johns Hill	1000m

2.5 On this basis, it is considered that the site is in a highly sustainable location, which is well located for residents to walk to nearby everyday facilities.

2.6 Further to the amenities outlined above, it is noted that there are other services available in the surrounding area such as primary and secondary schools (both located within 2km of the site), restaurants / takeaway, hairdressers, pet stores and home improvement stores within the

surrounding area. Whilst these services may not be used on a daily basis, they would allow for residents to access further types of services without the need for a car.

Walking

- 2.7 Existing footways are provided along both sides of Crampton's Road, to the east of the site, which are well lit and provide access to local facilities.
- 2.8 Otford Road (A225) provides a footway along its eastern side (the side which the site is located on). Approximately 200m to the south of the site this footway leaves the main section of Otford Road and follows the residential access road section of Otford Road, to the east of the main carriageway. The footway then re-joins the main section of Otford Road to the south of the junction with Crampton's Road, where it then crosses over to only being provided on the western side of the carriageway for a short distance. A section of public footpath is provided along Otford Road, which is set back from the carriageway by a wide verge, which allows pedestrians to remain on the eastern side of Otford Road while traveling to / from the south.
- 2.9 To the north of the site, footways are provided outside the residential properties located on the access road to the east of the main carriageway of Otford Road. Footways are also provided on the west side of the carriageway in the vicinity of the Aldi store. An uncontrolled pedestrian crossing with refuge island, dropped kerbs and tactile paving is provided outside Aldi to allow safe pedestrian movements over the carriageway of Otford Road.
- 2.10 In vicinity of the site, there are pedestrian crossing facilities provided along the desire lines which take the form of uncontrolled crossing points with dropped kerbs. The crossing points located at busier junctions also include refuge islands and tactile paving.
- 2.11 An existing Public Right of Way (PRoW) dissects the Site, running from the north-west to the south-east corners of the Site. The development proposals are for this route to be retained and improved, to provide an attractive and safe route for both members of the public and residents. Internal pedestrian walking routes will connect with the PRoW, to provide a network of paths around the site.

Cycling

- 2.12 There are no dedicated off-road cycling facilities present in the immediate area of the site, however there is the opportunity for cyclists to use the road network to access local facilities.
- 2.13 The Sevenoaks District Cycling Strategy identifies a proposed leisure cycle route to the west of the site, which would head north along Crampton's Road and Otford Road, providing access to Otford.
- 2.14 It is proposed that cyclists either cycle into the site using one of the vehicular access points, or dismount and walk their bike into the site using the PRoW.

Public Transport

Bus Services

- 2.15 There are bus stops located both north and south of the site on Otford Road. The nearest bus stops are located to the north, approximately 450m (5-minute) walking distance, adjacent to Sainsbury's. The bus stops to the south are approximately 500m (6-minute) walking distance. Both stops are served by the 790 service and two school services.
- 2.16 The bus stops at Sevenoaks Hospital on the A25 provide access to the 308 bus route, which offers more frequent services. They are located approximately 650m (9-minute) walking distance to the south east of the site. It is noted some further school services are available from stops on Seal Road and Bradbourne Vale, however due to their low frequency and further distance from the site they have not been considered further.
- 2.17 A summary of bus routes serving these stops is provided in **Table 2.2**.

Table 2.2: Summary of Bus Services

Service Number	Route	Peak Weekday Frequency
790	Farningham - Otford - Sevenoaks - Chipstead - London	4 per day
403 (School Service)	Otford - Sevenoaks - Weald of Kent School	1 per day
S (School Service)	Sutton At Home - Wilmington - Swanley - Otford - Sevenoaks Schools	1 per day
308	Gravesend Railway Station - Bus Station	1 per hour

- 2.18 **Table 2.2** shows that while the site is served by some bus routes, the provision is relatively poor for trips other than school-based trips.

Railway Services

- 2.19 Bat & Ball Railway Station is the nearest station to the site and is located approximately 550m (7-minute) walking distance to the south of the site.
- 2.20 The station is managed by Southeastern but the services that operate at this station are operated by Thameslink. Regular services run from this station to London and Sevenoaks. A summary of the services is provided in **Table 2.3**.

Table 2.3: Services from Bat & Ball Railway Station

Destination	Frequency
London Blackfriars	2 per hour
Sevenoaks	2 per hour

- 2.21 **Table 2.3** shows that the site is relatively well served by rail services within a short walking distance of the site.
- 2.22 It is noted that it is possible for rail users to take the train from Bat and Ball Station to Sevenoaks Station (approximately 4 minute journey time), where they can then access further rail services to London Charing Cross, Hastings and Ramsgate at frequent intervals.

Summary

- 2.23 The site benefits from its proximity to Bat & Ball Railway Station as well as its connection to a network of nearby footways. This is further supported by its proximity to a number of key local facilities. Therefore, it is deemed there are suitable opportunities for residents to travel by sustainable modes of travel.

3 Baseline Travel Patterns

Introduction

- 3.1 This section will set out the baseline mode split information for residents of the development. These will be used as a basis for setting future targets in this RTP.

Mode Share

- 3.2 A baseline travel survey will be carried out within the first six months of occupation of the development. The exact nature of the survey will need to be discussed and agreed in advance with Travel Plan officers. The surveys will produce baseline information on the travel patterns and travel behaviour of residents, in particular their main mode of travel to and from their workplace. The baseline data will be a useful guide in the setting of realistic targets for mode shift over the life of the development. Details of the management of the survey are set out in **Sections 5 and 7**.
- 3.3 In the interim, and for the purpose of setting indicative targets as part of this RTP, the method of travel to work mode split has been derived from 2011 Census data (QS701EW), for residents of Sevenoaks 010D ward, which encompasses the site. This has been used to give an indication of the expected mode split for residents. This is summarised in **Table 3.1**.

Table 3.1: Resident Mode Split (Sevenoaks 010D)

Method of Travel	% Mode Share
Underground, metro, light rail, tram	0%
Train	18%
Bus, minibus or coach	1%
Taxi	0%
Motorcycle, scooter or moped	2%
Driving a car or van	54%
Passenger in a car or van	5%
Bicycle	1%
On foot	18%

- 3.4 **Table 3.1** indicates that, for Sevenoaks 010D, approximately 38% of residents use sustainable and active modes of transport such as walking, cycling or public transport to travel to work.
- 3.5 The mode share shown above will be used to derive interim RTP targets. If, after the baseline travel surveys have been carried out, it is found that the expected mode split is not accurate, the targets will be adjusted to reflect the actual mode split.

4 Objectives and Targets

4.1 This chapter sets out the overarching objectives for the RTP, as well as targets for the short and medium term. It includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review of the RTP can be found in **Section 7**.

- **Objectives** are the high-level aims of the RTP. They help to give the RTP direction and provide a clear focus.
- **Targets** are the measurable goals by which progress will be assessed. The RTP sets out targets which the development will seek to reach within the period covered by this RTP.

Objectives

4.2 The RTP's overriding objective is:

To engage with and encourage residents to use more sustainable ways of travelling to / from the site through more effective promotion of active modes. This will minimise the impact of the development on the surrounding highway network.

4.3 The sub-objectives are:

- **Sub-objective 1:** To increase resident awareness of the advantages and availability of sustainable / active modes of transport;
- **Sub-objective 2:** To promote the health and fitness benefits of active travel to all residents;
- **Sub-objective 3:** To introduce a package of physical and management measures that will facilitate resident travel by sustainable modes; and
- **Sub-objective 4:** To reduce unnecessary use of private vehicles for journeys to and from the site.

Targets

4.4 Targets are measurable goals by which progress can be assessed. These targets should be reviewed through a programme of monitoring (outlined in **Section 7**) to ensure they remain SMART (Specific, Measurable, Achievable, Realistic and Timed).

4.5 Targets come in two forms – Action Targets and Aim Targets:

- Action Targets are non-quantifiable actions that need to be achieved by a certain time.
- Aim Targets are quantifiable and in the case of this RTP relate to the degree of modal shift the RTP is seeking to achieve.

Action Targets

4.6 The Action Targets for this RTP are:

- To appoint a Travel Plan Coordinator (see Travel Plan Strategy, **Section 5**)
- To coordinate baseline travel surveys (see Monitoring and Review, **Section 7**)

Aim Targets

4.7 The following targets have been derived using the assumed mode split for the development as set out in **Section 3. Table 4.1** shows the target mode split for the development once the RTP has been implemented.

Table 4.1: Travel Plan Aim Targets

Method of Travel	Indicator	% Mode Share		
		Baseline (Year 0)	Interim Review (Year 3)	Final Target (Year 5)
Achieve a 5-percentage point increase in sustainable mode share	Travel surveys	38%	41%	43%
Achieve a 5-percentage point decrease in single occupancy vehicle movement	Travel surveys	54%	51%	49%

4.8 As previously noted, the targets listed in **Table 4.1** are based on preliminary data and therefore may be adjusted once an accurate baseline modal share has been established from the baseline (Year 0) travel survey. Any adjustments to the targets will be discussed and agreed with Travel Plan officers.

4.9 Indicators are the elements which will be measured to assess progress towards meeting the final targets. For the most part this will be the main mode listed by residents of the site in the monitoring surveys conducted up to and including Year 5.

4.10 This target will be achieved by introducing a package of physical and management measures that will facilitate resident travel by sustainable modes. A description of these measures is set out in **Section 5**.

4.11 Details on the review and monitoring of these targets are set out in **Section 7**.

5 Travel Plan Strategy

Management

- 5.1 It is intended that the developer will appoint a Travel Plan Co-ordinator (TPC) whose role will be to encourage and foster a sustainable approach to the development wherever possible. A TPC will be named prior to the occupation of the development.
- 5.2 The role of the TPC will be part-time and will vary throughout the year in response to campaigns / sustainable transport events / monitoring surveys taking place. The TPC will be allocated enough time to effectively manage and implement the RTP as agreed.

Funding

- 5.3 The RTP, its accompanying measures and initiatives, and the TPC role will be funded by the developer throughout the five-year period. The developer will ensure the TPC has sufficient funding to effectively implement the RTP.

Residential Travel Plan Coordinator Responsibilities

- 5.4 The TPC will be responsible for overseeing the RTP for the residential units. The primary responsibilities of this role include:
- The implementation of measures as set out in the RTP;
 - Reporting to and consulting with relevant stakeholders and Travel Plan officers regarding the implementation and progression of the RTP;
 - Managing the development and implementation of the RTP measures;
 - Promoting the objectives and benefits of the RTP;
 - Monitoring the success of the RTP against the agreed targets; and
 - Reporting the results of the RTP to the stakeholders.
- 5.5 Regular updating of the RTP document is part of the responsibility of the nominated person including the production of annual monitoring report after the completion of the yearly travel surveys.

Marketing Strategy

- 5.6 Each residential unit will be provided with a Welcome Pack on first occupation. The Welcome Pack will include a summarised version of the RTP along with information on public transport, the local walking and cycling network, and contact details for taxi operators.
- 5.7 Residents will, as a consequence, be made aware of the RTP, including its purpose and objectives, along with specific measures such as the cycle parking. In conjunction with the Welcome Pack, marketing activity will be undertaken at the point of purchase / rental (where possible).

6 Measures and Initiatives

Introduction

- 6.1 This section of the RTP outlines the specific physical and management measures to be undertaken as part of the RTP. The implementation of the listed measures are the core elements of the RTP.
- 6.2 The measures outlined will be agreed with the local authority as being suitable for the situation at the site. However, this list is not exhaustive and the TPC will be free to investigate other potential initiatives.
- 6.3 An Action Plan (**Section 8**) is also included in this report which shows the measures / initiatives and a possible timescale for implementation.

Measures

Welcome Pack and Travel Information Provision

- 6.4 New residents will be provided with a Welcome Pack containing information on public transport services close to the site and other measures for encouraging use of non-car modes of travel.
- 6.5 The provision of information of alternatives to the car is an important aspect of the RTP. It is recommended that the packs contain the following information:
- A summarised version of the RTP document, that sets out the purpose and benefits;
 - Timetables and route maps for public transport;
 - Contact numbers and web details for services such as National Rail Enquiries and journey planning apps;
 - Cycling and walking maps for the local area;
 - Local taxi company details;
 - Web details for any community travel sites and community forum sites;
 - Web and other contact details for major retailers offering home shopping facilities; and
 - Contact details for Car Sharing schemes.

Car Sharing

- 6.6 Car sharing represents a relatively convenient alternative form of travel and significant potential exists to reduce the number of vehicle trips by residents using this method.
- 6.7 Car sharing will be promoted to residents, such as 'Zipcar Flex'.

Car Club

- 6.8 At the time of writing the provision of a Car Club vehicle is being considered for the development. Car Club operators have been contacted in order to understand whether it is viable to provide car club vehicles at the development.

Walking

- 6.9 The TPC will report the results of the travel survey to the Travel Plan officer and will liaise with them to establish the potential for improvements to existing off-site facilities.
- 6.10 The TPC will also seek to ensure that pedestrian routes to and from the development are appropriately maintained and residents are aware of strategic routes to key destinations.
- 6.11 The TPC will be responsible for promoting the benefits of walking to residents of the site. As well as providing information regarding local walking routes on the notice boards and in Welcome Packs, the TPC will promote public health campaigns such as Change 4 Life (NHS programme) and walking challenges such as the 10,000 steps a day campaign. These highlight the health benefits associated with active travel.

Cycling

- 6.12 A total of 184 cycle parking spaces are proposed across the site and consist of the following:
- 12 two-tier cycle parking spaces within a cycle store in the podium car park beneath the North Block;
 - 20 cycle wall racks within the podium car park;
 - 77 cycle parking spaces provided as a mix of 2-tier spaces and wall hooks in a cycle store within the Rotunda building;
 - 27 cycle parking spaces provided as a mix of 2-tier spaces and wall hooks in a cycle store within the North Block;
 - 18 cycle parking spaces provided as 16 2-tier spaces and 2 wall rack spaces in a cycle store in the South Block; and
 - Each of the 10 townhouses will have a secure cycle storage unit outside their property which accommodates 3 cycles each (a total of 30 cycle parking spaces).
- 6.13 The TPC will seek to ensure that cycle routes are appropriately maintained which will be achieved through a regular dialogue with the local authority.
- 6.14 Residents will be provided with information and advice concerning safe cycle routes to the site.
- 6.15 The TPC will explore with local bicycle retailers the possibility of providing discounts on cycling equipment to residents of the development. The take up of this discount would be monitored.

Public Transport

- 6.16 Up-to-date details of bus and rail services, including route information and service frequencies, will be provided as part of the Welcome Packs. Website and enquiry phone numbers for journey planning tools will be advertised through all relevant means.

Home Deliveries

- 6.17 The TPC will promote and raise awareness of the potential time, cost and environmental savings of home deliveries, including supermarket deliveries. The majority of online non-food retailers also now offer home delivery services.

Broadband

- 6.18 Each residential dwelling will be provided with a facility for broadband connection. This will enable flexible working practices such as working from home or travelling outside of peak periods. This will also enable residents to access journey planning tools to enable them to plan their routes via active and sustainable modes.

7 Monitoring and Review

Monitoring

- 7.1 This RTP is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to residential units. This section sets out the proposals for monitoring and review of the RTP.
- 7.2 All monitoring will follow the most up to date DfT, SDC and KCC best practice guidance and will be the responsibility of the TPC.
- 7.3 The monitoring programme will begin with the initial baseline travel survey, to be undertaken within six months of occupation of the site. The initial travel survey will include surveys for residents to monitor all trips to and from the site.
- 7.4 The RTP will be monitored over a five-year period. Monitoring surveys will be undertaken annually on the anniversary of the initial baseline travel survey. The baseline survey represents the start of the RTP for monitoring purposes and is known as Year 0.
- 7.5 The interim (Year 3) target set out in this RTP may be revised on the results of the initial baseline travel survey if the mode split is found to be considerably different from the expected mode split. The targets will be discussed with Travel Plan officers before being finalised.
- 7.6 If sustainable travel targets have not been met by the end of the RTP's five-year lifespan, monitoring could be extended.
- 7.7 Additional monitoring of the following is also useful to judge whether the implementation or proportion of certain measures needs to be modified. The following factors should be monitored on a constant basis:
- Comments received from residents relating to the operation and implications of the RTP; and
 - Information gathered through the monitoring process will be recorded for input to the annual review (outlined below). The information will be made available to the Travel Plan officers.

Reporting

- 7.8 An Annual Travel Plan Review will be undertaken by the TPC to assess the progress of the RTP. This will outline the results of the survey, measures that have been implemented and any changes to targets and measures as a result of the survey data. The report will also incorporate the results of monitoring throughout the preceding period. The report will be issued to Travel Plan officers within three months of completion of the survey with any revisions to targets or measures agreed in advance.

8 Action Plan

- 8.1 The Action Plan outlined in **Table 8.1** sets out the measures included within the RTP that are directed at influencing the travel habits of future residents at the site.

Table 8.1: Action Plan

Measures	Notes	Timescale	Monitoring Method	Responsibility
General				
Appointment of TPC	A TPC will be appointed by the developer	Prior to occupation	N/A	Developer
Welcome Packs for all residents	All residents will receive a Welcome pack outlining the sustainable options for travelling to the site	Upon occupation	N/A	Developer
Car Sharing				
Promote car sharing schemes	Promote to residents	Upon occupation	Monitor uptake through travel surveys	TPC
Cycling				
Provision of cycle parking	Residential provision in accordance with standards	As part of construction	Spot checks as part of maintenance rounds and monitoring of uptake	Developer and TPC
Provide cycle route maps and other information relating to cycle facilities	Greater cost if bespoke information needs to be printed	As part of Welcome Packs	Monitor uptake through travel surveys	Developer and TPC
Walking				
Health benefits of walking to be promoted (10,000 Steps a Day)	Promoted in conjunction with the organisation of social walks and walk to work days	Spring and Summer (annually)	Monitor uptake through travel surveys	TPC
Residents provided with information related to safe walking routes	Greater cost if bespoke information needs to be printed	As part of Welcome Packs	Maintenance of routes to be monitored through travel survey	Developer and TPC
Public Transport				
Residential communal notice board with travel websites and contact details	Located in residential communal areas	Updated when contacts change	Monitor uptake through travel surveys	Developer and TPC

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