



QinetiQ, Fort Halstead

Travel Plan

On behalf of **QinetiQ**

Project Ref: 332410551/100.100 | Rev: -- | Date: May 2021

Registered Office: Buckingham Court Kingsmead Business Park, London Road, High Wycombe, Buckinghamshire, HP11 1JU
Office Address:
T: E:

Document Control Sheet

Project Name: QinetiQ, Fort Halstead

Project Ref: 332410551

Report Title: Travel Plan

Doc Ref: 8464

Date: May 2021

	Name	Position	Signature	Date
Prepared by:	Felicity Mott	Assistant Engineer		21 May 2021
Reviewed by:	Jason Lewis	Director		21 May 2021
Approved by:	Jason Lewis	Director		21 May 2021
For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved

This report has been prepared by Stantec UK Limited ('Stantec') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which Stantec was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). Stantec accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

Contents

1	Introduction.....	1
1.1	Background	1
1.2	Site Location	1
1.3	Development Proposals	1
1.4	Requirement of a Travel Plan.....	2
1.5	Structure	2
2	Policy Review.....	3
2.1	Introduction	3
2.2	National Planning Policy Framework (NPPF) (2019).....	3
2.3	Kent County Council Guidance on Transport Assessments and Travel Plans (2008) .	4
2.4	Sevenoaks District Council – Local Development Framework: Core Strategy (2011)..	5
2.5	Sevenoaks District Council – Allocations and Development Management Plan (2015)	5
2.6	Sevenoaks District Council – Submission Draft Local Plan (2018).....	5
2.7	Summary	5
3	Site	6
3.1	Introduction	6
3.2	Highway Access	8
3.3	Public Transport Access.....	9
3.4	Pedestrian and Cycle Access.....	11
3.5	Mode Share	13
3.6	Summary	14
4	Development Proposals and Travel Needs	16
4.1	Introduction	16
4.2	Development Schedule	16
4.3	Highways Access	16
4.4	Parking	16
4.5	Public Transport Access.....	17
4.6	Pedestrian and Cycle Access.....	17
4.7	Travel Demand	18
5	Objectives and Targets	19
5.1	Introduction	19
5.2	Objectives	19
5.3	Targets	19
5.4	Summary	20
6	Delivering Travel Plan Objectives.....	21
6.1	Introduction	21
6.2	Management.....	21
6.3	Securing and Funding	21

6.4	Awareness	22
6.5	Encouraging Sustainable Travel	22
6.6	Summary	23
7	Measures and Action Plan.....	24
7.2	Timescales for Monitoring and Review	29

Figures

Figure 3-1	Site Location	7
Figure 3-1	Red Line Boundary for QinetiQ (BakerHicks plan)	8
Figure 3-2	Railway stations in vicinity of Fort Halstead	10
Figure 3-3	Bus routes in the vicinity of Fort Halstead	11
Figure 3-4	Pedestrian and cycle routes in the vicinity of Fort Halstead	12
Figure 6-1	Travel Plans structure for wider site.....	21

Tables

Table 3-1	Existing commuting mode share	14
Table 3-2	2011 Census mode share for MSOA Sevenoaks 008	14
Table 5-1	Proposed mode share targets for employees at the proposed QinetiQ site (subject to post occupation survey)	20
Table 7-1	Development Action Plan.....	28
Table 7-2	Plans and timescales for Travel Plan Monitoring and Review	29

Appendices

Appendix A	Indicative Timetable for DRT
------------	------------------------------

This page is intentionally blank

1 Introduction

1.1 Background

- 1.1.1 Stantec has been commissioned by QinetiQ to provide transport planning and highways advice in support of a Planning Application for the development and refurbishment of the QinetiQ Enclave at Fort Halstead, in the District of Sevenoaks.
- 1.1.2 This report presents the Travel Plan for the proposed development which is the retained QinetiQ employment outlined within the 2019 HPA for Fort Halstead. This report provides the Travel Plan for the 150-200 employees of the QinetiQ Enclave.
- 1.1.3 A Transport Assessment has been prepared for this proposed development. The overall transport strategy is intended to improve linkages to The Enclave by non-car modes, to encourage sustainable patterns of travel and to minimise impacts on the local highway network.
- 1.1.4 This Travel Plan forms the first element of this transport strategy and aims to underpin sustainable travel at the site.
- 1.1.5 This Framework Travel Plan is consistent with KCC Guidance for the preparation of Travel Plans as set out in Kent County Council Guidance on Transport Assessments and Travel Plans (2008).

1.2 Site Location

- 1.2.1 Fort Halstead is located to the north-west of Sevenoaks town centre, west of the M25 and overlooking the North Downs.
- 1.2.2 There are two access points to the wider Fort Halstead site. The main one (Polhill access) is through Crow Drive onto the A224 London Road / Polhill (via Otford Lane) at the north eastern corner of the site. There is a secondary access (Star Hill access) at the western end of the site onto Star Hill Road.
- 1.2.3 The proposed QinetiQ Enclave site is located to the south east of the whole Fort Halstead location, to the south of Crow Drive.

1.3 Development Proposals

- 1.3.1 The proposal comprises development of a new reception building, refurbishment to existing buildings including plant installation, with associated parking.
- 1.3.2 There will also be erection of a new security fence perimeter, explosive magazine stores and the demolition of some buildings. At the current time the security perimeter for Fort Halstead is located around the wider site, however in future a new security perimeter will be located around the Enclave site only, with the remainder of the Fort Halstead site being opened for public access as part of that development. This new fence is part of the planning application and is detailed within the supporting TA.
- 1.3.3 The parameter plan in Appendix A of the TA demonstrates the buildings which will be renovated, built or demolished.
- 1.3.4 The development does not look to increase the number of staff employed by QinetiQ at Fort Halstead and the existing employment levels at QinetiQ of 150-200 employees were included within the 2020 Updated TA.

1.4 Requirement of a Travel Plan

- 1.4.1 The 2019 HPA set out a Framework Travel Plan for the whole development which included the retained QinetiQ element. As such this Travel Plan has been written to demonstrate that the proposed development is dedicated to providing sustainable options for employees of QinetiQ, although the number of employees is not proposed to change with the proposals detailed in the Transport Assessment.

1.5 Structure

- 1.5.1 The remainder of this document is structured as follows:
- Chapter 2 briefly summarises the existing national, regional and local planning policy that informs the writing of this TP;
 - Chapter 3 outlines site accessibility and the existing travel conditions at Fort Halstead;
 - Chapter 4 presents the development proposals;
 - Chapter 5 outlines objectives and targets;
 - Chapter 6 discusses the delivery of the TP objectives;
 - Chapter 7 provides the Travel Plan measures and action plan; and
 - Chapter 8 summarises plans and timescales for Travel Plan monitoring and review.

2 Policy Review

2.1 Introduction

2.1.1 This section presents a brief outline of the relevant Travel Planning policy in relation to the proposed Fort Halstead development, which is embodied within the following documents:

- National Planning Policy Framework (2019)
- Kent County Council Guidance on Transport Assessments and Travel Plans (2008)
- Sevenoaks District Council – Local Development Framework: Core Strategy (2011)
- Sevenoaks District Council – Allocations and Development Management Plan (2015)
- Sevenoaks District Council – Submission Draft Local Plan (2018)

2.2 National Planning Policy Framework (NPPF) (2019)

2.2.1 The NPPF aims to enable local people and their councils to produce their own distinctive local and neighbourhood plans, which should be interpreted and applied in order to meet the needs and priorities of their communities.

2.2.2 Section 9: Promoting Sustainable Transport, of the NPPF, paragraph 102 states that;

2.2.3 *“transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- the potential impacts of development on transport networks can be addressed;
- opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- opportunities to promote walking, cycling and public transport use are identified and pursued;
- the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for mitigation and for net gains in environmental quality; and
- patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.”

2.2.4 With regards to sites that may be allocated for development in plans, or specific applications for development, paragraph 108 states that;

- *“...it should be ensured that:*
- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all users; and

- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

2.2.5 Paragraph 111 states that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

2.3 Kent County Council Guidance on Transport Assessments and Travel Plans (2008)

2.3.1 KCC’s Guidance on Transport Assessments and Travel Plans defines the latter as ‘a strategy for managing multi-modal access to a site or development focusing on promoting access by sustainable modes’. It further stresses the importance of Travel Plans stating that ‘the presentation of a high quality Travel Plan may be an important factor in determining the acceptability of planning applications, for any development with significant transport implications’.

2.3.2 This guidance establishes that the decision of whether a Travel Plan is required or not will rest with the relevant Planning Authority.

2.3.3 For developers submitting a planning application for a site, the guidance states that it will be required to include a Travel Plan alongside the application:

- ‘where the acceptability of the proposed development on highway grounds depends on the assumption that a significant proportion of the trips to be generated by the proposal will be made by non-car means;
- where there are particular transport, accessibility or environmental issues in connection with the proposed site’; or

2.3.4 According to the guidance, a Travel Plan document should include:

- ‘a clear statement of targets and objectives – these should be discussed with KCC’s Travel Plan Officer and agreed with the Planning Authority at an early stage in the production of the Travel Plan’;
- ‘an assessment of existing transport infrastructure and facilities serving the site’;
- ‘an assessment of the travel needs which will be generated by the site’ and, ‘in the case of an extension to an existing site, a travel survey of existing employees/customers will also be needed’;
- ‘a programme of measures which will improve accessibility, promote sustainable travel options and reduce traffic impact. These should include the appointment of an individual to act as Travel Plan Coordinator, who must have the full support of the site management and who will be responsible for the implementation of the Travel Plan’; and
- ‘a programme for implementation of the Travel Plan, giving details of; the dates by which the various measures will be put in place; of who will be responsible for the various actions and; of how funding will be provided’.

2.3.5 Furthermore, the guidance states that Travel Plans must have regular monitoring surveys, review progress against targets, and have the targets and measures updated to reflect and/or build upon progress achieved.

- 2.3.6 For developments where a travel plan is required, a financial contribution will be sought to cover monitoring and support of each development related Travel Plan by the Planning Authority. This will be reduced by 50% if the application is in respect of an extension to an existing site for which an effective Travel Plan is already in place.
- 2.3.7 An initial monitoring survey will be required after occupation of the site. The frequency of monitoring surveys thereafter will depend on whether initial monitoring shows that targets are being achieved. Once targets are achieved, monitoring surveys will be required only every three years.

2.4 Sevenoaks District Council – Local Development Framework: Core Strategy (2011)

- 2.4.1 The relevant policy for transport in SDC's adopted Core Strategy is included within SP 2: Transport, which stipulates:
- 2.4.2 *'The Council will support and promote measures to reduce reliance on travel by car both in providing for new development and in supporting measures promoted through the Transport Strategy. Specifically it will:*
- *support improvements to enhance the safety and convenience of public and community transport;*
 - *seek improved facilities for cyclists and pedestrians; and*
 - *require the inclusion of Travel Plans and other appropriate measures in new developments that generate significant traffic volumes'.*

2.5 Sevenoaks District Council – Allocations and Development Management Plan (2015)

- 2.5.1 In relation to Travel Plans, the Allocations and Development Management Plan (ADMP), within policy EMP3 concerning the redevelopment of Fort Halstead, sets out what would be expected of redevelopment proposals for the site, which includes 'Be sustainable in respect of the location, uses and quantum of development and be accompanied by a Travel Plan incorporating binding measures to reduce dependency of future occupants on car use'.

2.6 Sevenoaks District Council – Submission Draft Local Plan (2018)

- 2.6.1 The Submitted Local Plan has been the subject of a partial EiP with the Inspector finding that the Plan had not met the Duty to Co-Operate criteria. The decision regarding the status of the Local Plan went to Judicial Review and the Council's appeal was rejected. The Plan is now subject to be rewritten and consulted upon and therefore there are no transport policies available.

2.7 Summary

- 2.7.1 By providing a Travel Plan, the proposed QinetiQ development will be aligned with local and national policy and will comply with relevant planning conditions set out in the Full Planning Permission. This will promote sustainable travel opportunities and encourage a mode shift away from single occupancy car journeys.
- 2.7.2 In line with KCC's policy, this TP gives the Local Authority the opportunity to agree the targets and objectives before development proposals are finalised.

3 Site

3.1 Introduction

- 3.1.1 This section presents the QinetiQ Enclave site within the larger Fort Halstead site boundary in its Baseline Condition, including a review of existing transport networks.
- 3.1.2 Fort Halstead is located to the north west of Sevenoaks town centre, at the top of a chalk escarpment. The nearest towns offering a comprehensive range of facilities and services are Sevenoaks, approximately 8 km to the south west, and Orpington, about 9 km to the north. There are also a number of established villages close to the site which provide various facilities.
- 3.1.3 In addition, Polhill Garden centre, which is located just 2 km to the north of the site, offers a wide range of retail facilities.
- 3.1.4 The site is well connected by road, including easy access to the National Motorway Network via the M25, junction 4. Existing access by public transport is relatively poor but this is to be improved through the OPA and HPA applications on the wider Fort Halstead site. The proposed development is located in the south western corner of the wider Fort Halstead site.
- 3.1.5 The site location is presented in Figure 3-1.



Figure 3-1 Site Location

3.1.6 The plan below details the red line boundary for the QinetiQ site within the wider Fort Halstead Site.



Figure 3-2 Red Line Boundary for QinetiQ (BakerHicks plan)

3.2 Highway Access

- 3.2.1 The existing QinetiQ enclave is a series of buildings that are used for storage. The buildings are not currently in use for employment. The existing QinetiQ employees use building H7 on the wider Fort Halstead site. Highway Access
- 3.2.2 The wider site has two established points of highway access. The main access is from the A224 London Road / Polhill via Otford Lane and Crow Drive, but there is also a secondary access from Star Hill Road, currently used solely during weekday peak periods. Since the defence uses are still present on site, the site accesses remain strictly controlled and there is no unrestricted movement between these two access points. Although existing employees of QinetiQ are able to use either access point to enter/leave the site, visitors are restricted to use the Polhill access. A visitor car park is provided outside of the security barrier of the access point via the A224.
- 3.2.3 The proposal for the 2019 HPA application included mitigation works for the both site accesses. This information can be found in Section 4.5 in the 2020 updated TA for the wider Fort Halstead site.
- 3.2.4 The highway network has the following characteristics:
- The A224 is a single carriageway road which, to the north, provides access to the M25 (junction 4), Orpington (via Badgers Mount), Bromley (via Old London Road), and the A21. To the south, it provides the main access route into Sevenoaks. Within the vicinity of the site, the A224 is subject to a 50 mph speed limit. Although the road is provided with lighting columns, the street lighting along the A224 corridor has recently been switched off as part of an energy saving experiment. Nonetheless, the lighting remains switched on at the main junctions, including the site access junction. The road has limited footway provision: to the north of the

site there is a footway on the east side of the carriageway only; and to the south along Polhill there are no footways.

- Star Hill Road provides a convenient means of access to the local villages of Knockholt Pound and Pratt's Bottom and an alternative route towards Dunton Green and Sevenoaks. It is a relatively narrow rural lane with no footway or street lighting and subject to the national speed limit of 60 mph. It is part of the route of the 402 bus.
- Otford lane is a narrow rural lane with no lighting or footways and also subject to the national speed limit. It links the site and the village of Halstead.
- Crow Drive is a private road which provides access into the site from the A224. It has a speed limit of 30 mph. Whilst it generally has one single lane in each direction, at the junction with Otford Lane, for approximately 100 m, the northbound carriageway has two lanes, one for each turning movement onto the A224. The road has a footway on its south side. On the north side there is also a footway and also a short length of cycleway. The last section of the road as it approaches Otford Lane has no footway provision.

3.2.5 There are a series of priority junctions along Crow Drive which enter into the Enclave. These accesses are vehicular and have no pedestrian facilities. One access on the most western boundary along Crow Drive is to be retained as an emergency access. No other existing access will be retained as part of the application.

3.3 Public Transport Access

3.3.1 The nearest railway stations are Dunton Green to the south (approximately a 5 km drive from the site) and Knockholt to the north (approximately a 4 km drive from the site). Both stations are on the Sevenoaks to London Charing Cross/Cannon Street line and are served by slow stopping services providing direct connections to London Bridge, Lewisham, Bromley and Orpington to the north as well as to Sevenoaks. The line also provides easy access to Tonbridge, Tunbridge Wells, Hastings, Paddock Wood, Ashford and the Kent Coast through interchange at Sevenoaks.

3.3.2 There are a number of other stations within a 10 km driving distance of the site which will potentially be attractive to people living or working on the site. These are:

- Otford (6 km)
- Shoreham (7 km)
- Sevenoaks (7 km)
- Chelsfield (7 km)
- Bat and Ball (8 km)
- Orpington (9 km)

3.3.3 Within the existing villages surrounding Fort Halstead, the majority of those commuting by rail to central London by train drive to one of the local stations. The choice of station varies depending on personal preferences reflecting a variety of factors, including the ultimate destination within central London, ticket price, parking availability and price, and speed/frequency of service. Figure 3-2 shows the main railway stations around Fort Halstead.

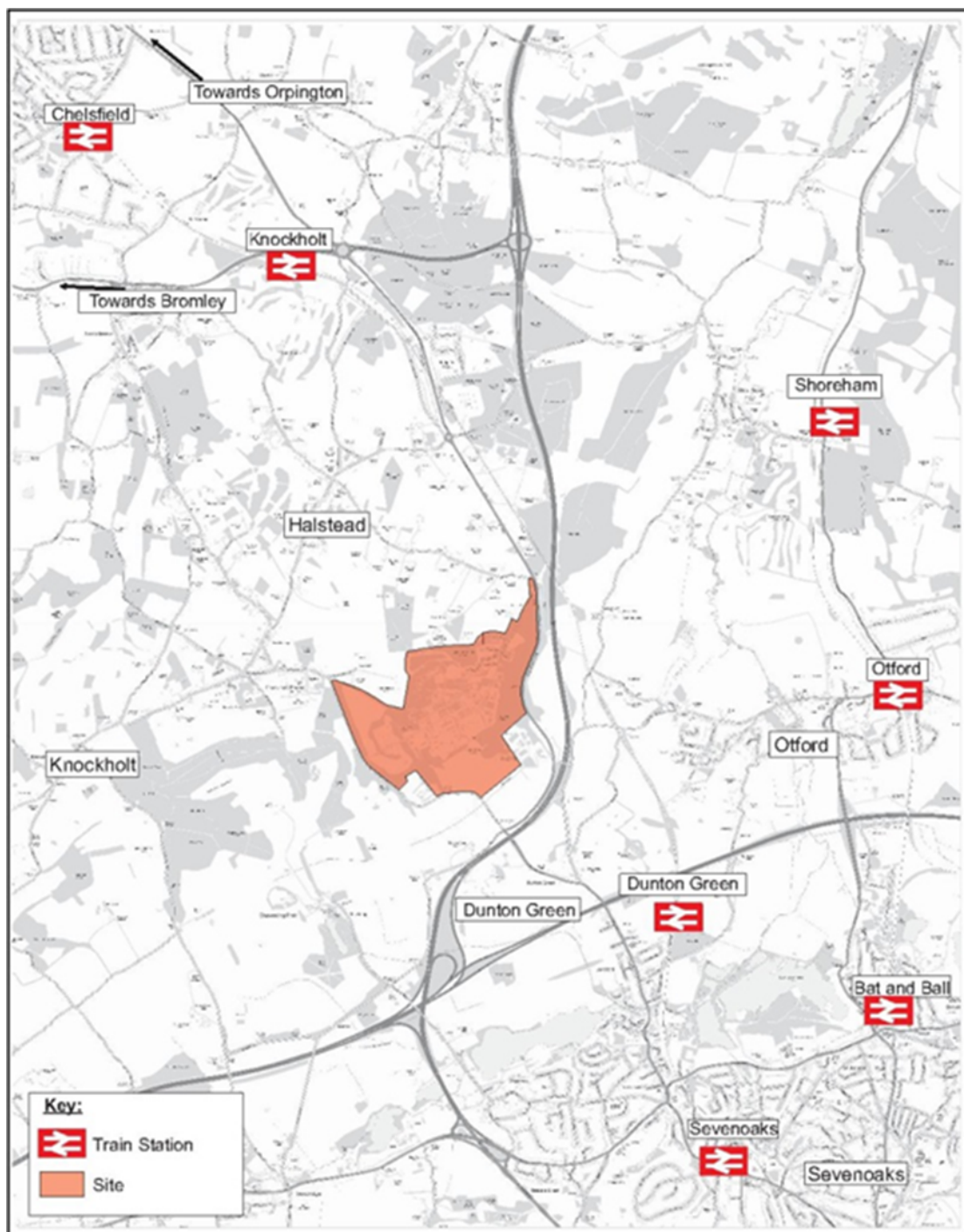


Figure 3-3 Railway stations in vicinity of Fort Halstead

- 3.3.4 The existing DSTL and QinetiQ site occupiers currently runs a private peak period shuttle bus between the site and Knockholt and Orpington Stations, which is operated by Go Coach. There are three buses during the morning peak and three during the evening peak.
- 3.3.5 The 402 bus service operates between Bromley and Tunbridge Wells via Sevenoaks. Since the OPA was approved, the 402 bus service has been withdrawn and the 431 bus service introduced which operates between Orpington to Sevenoaks via Star Hill Road and Knockholt Rail Station. It provides 3 - 4 services daily, Monday to Friday. In January 2020 the 431 changed number to become the number 3 service, however the routing and the frequency has remained unchanged. As part of the 2019 HPA the 3 service will operate through the Fort

Halstead Site along Crow Drive, with the addition of a Demand Responsive Transport (DRT) shuttle service being obligated in the S106.

- 3.3.6 The R5/R10 service is a circular bus service providing access to Orpington Station, with the nearest stop to site being at Knockholt Pound. Additionally, there are various school services (S31, S32, S33, T3 and TW6) operating one return trip on schooldays only. All of these services go past the Star Hill Road entrance to the site and can stop at the bus stop at the entrance. These services serve schools in Sevenoaks, Tonbridge and Tunbridge Wells.
- 3.3.7 A map of the services in the vicinity of the site is provided in Figure 3-3.

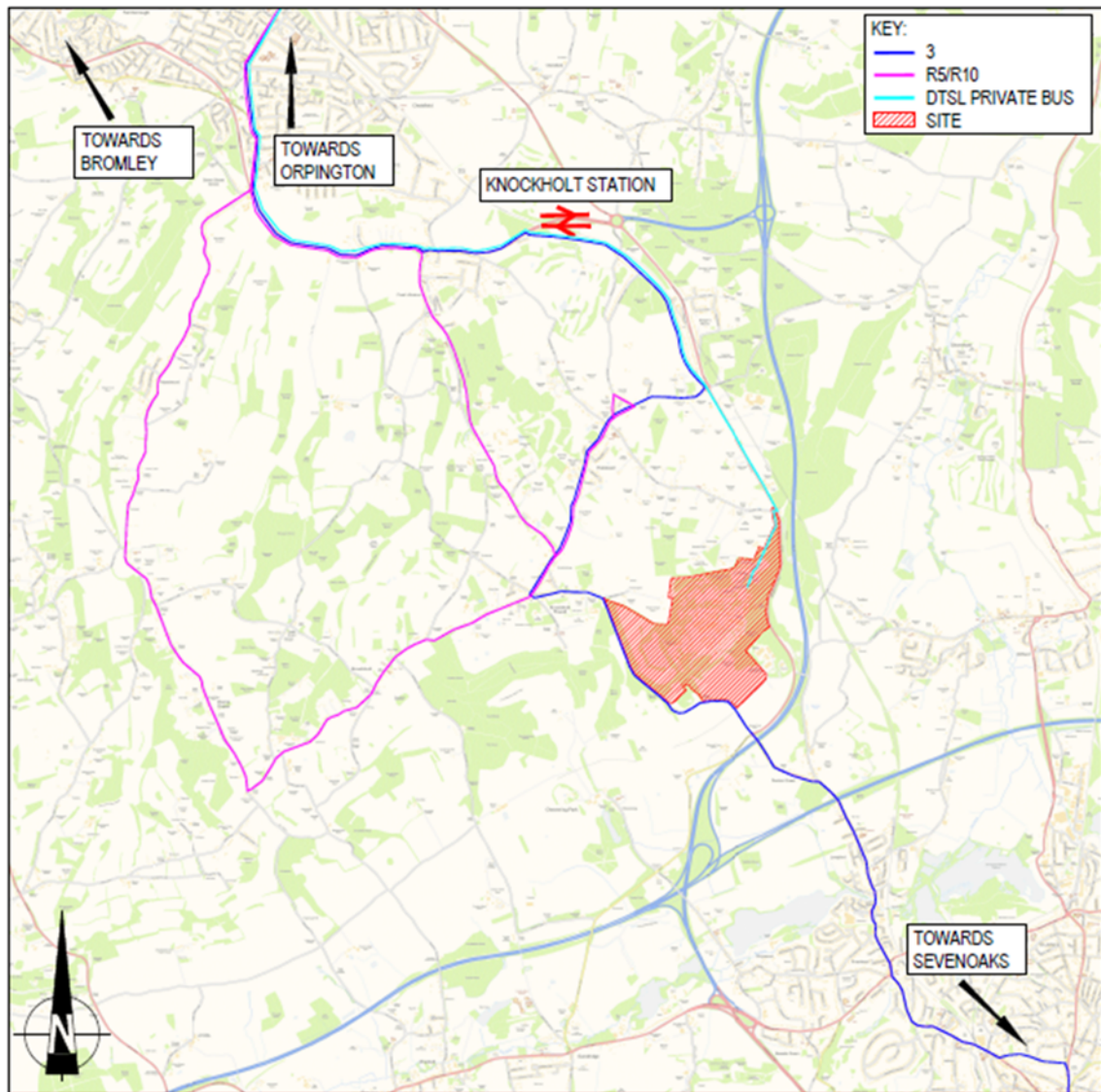


Figure 3-4 Bus routes in the vicinity of Fort Halstead

3.4 Pedestrian and Cycle Access

- 3.4.1 Existing pedestrian and cycle links to the site are relatively poor. There are a number of footpath links and rights of way in the vicinity of the site, providing a good network of leisure routes, but they are generally unsurfaced and unlit and hence not suitable as commuter/school access routes. Figure 3 4 identifies the existing pedestrian routes by type. Improvements to these connections can be found in section 4.5 of the 2020 Updated TA.

3.4.2 The pedestrian site access routes are as follows:

- Access to Knockholt Pound is via Star Hill Road. This is a relatively narrow country lane with no dedicated footways or lighting. There are however, existing footpath links on the east side of Star Hill Road, between the road and the site boundary. There is also a footpath along the northern boundary of the site linking this to Star Hill Road at its junction with Birchwood Avenue. Both footpaths are unlit and unsurfaced and therefore as currently laid out suitable as leisure routes only;
- Access to Halstead is via Otford Lane. This is also a narrow and unlit country lane. Otford Lane is either accessed from Crow Drive or there is also a public footpath that runs alongside the ancient woodland and which connects to Otford Lane to the west of Crow Lane. This is not a particularly direct footpath link and is again only considered suitable as a leisure route;
- The A224 London Road, to the north of Otford Lane, provides a footway on its east side and this provides a safe pedestrian access to the existing restaurant facilities that are located along that road and to the Polhill Garden Centre further north.

3.4.3 There are various other footpath and bridleway links to the site as shown on the plan in Figure 3-4 all of which can be considered as providing a good range of leisure opportunities rather than connections for day to day use to local facilities. These include existing bridleways accessed from the junction of A224 Polhill / Otford Lane.

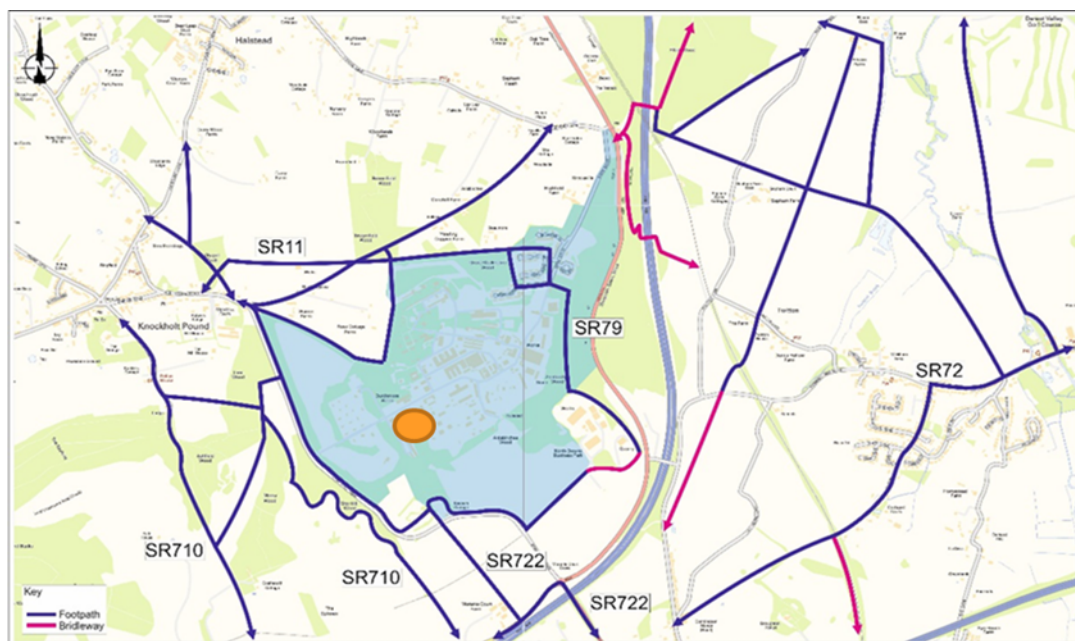


Figure 3-5 Pedestrian and cycle routes in the vicinity of Fort Halstead

3.4.4 There are also relatively limited cycle facilities. Since the site is located on top of a chalk escarpment, there is a steep hill to negotiate in order to access the site from Sevenoaks. However, the cycle route to Knockholt station is relatively flat and there are advisory cycle lanes on Old London Road, one of the few existing cycle facilities within the district. Improvements to PRoW127 and lighting to the M25 underpass are proposed and can be seen within paragraph 4.5.17 of the HPA TA.

3.4.5 Within the site, Crow Drive has a footway on either side and there is a short cycle lane alongside the visitor car park. Currently, there is also a zebra crossing on Crow Drive, close to

the junction with Fort Road, which provides access between the two existing small residential communities on either side of Crow Drive.

- 3.4.6 As part of the 2015 OPA and the 2019 HPA and on street cycle improvement is proposed along London Road to Knockholt rail station.

3.5 Mode Share

- 3.5.1 Most people travel to and from the current site by car due to poor public transport connectivity and also the nature of operations at DSTL and QinetiQ. It is understood that most staff do not live in the local area due to the specialist secure nature of the work and require travel between the DSTL sites across the south. Based upon traffic surveys and review of bus patronage data, the following mode share has been identified from the 2011 Census for people travelling to and from the Fort Halstead site and working at either DSTL or QinetiQ at the time:

Mode	Existing share
Car (driver)	80%
Car (passenger)	13%
Public transport	7%
Walking and cycling	0%

Table 3-1 Existing commuting mode share

- 3.5.2 Mode shares for journey to work have also been derived from the 2011 National Census, which provide complementary information about the travel patterns in the area. This analysis has been performed at the middle layer super output area (MSOA) level, which is the smallest survey area provided by the 2011 Census.
- 3.5.3 Fort Halstead lies across two MSOAs (Sevenoaks 008 and Sevenoaks 011). However, Sevenoaks 008 has been chosen as it appears to be more representative of the site, including the villages of Halstead and Knockholt. It also presents the worst-case scenario as it presents higher levels of car reliance.
- 3.5.4 The 2011 Census results for residents and workers in Sevenoaks 008 are shown in Table 3 2.

Mode	Living in Sevenoaks 008	Working in Sevenoaks 008
Train	27%	3%
Bus, minibus or coach	1%	3%
Motorcycle, scooter or moped	1%	1%
Driving a car or van	59%	78%
Passenger in a car or van	4%	6%
Bicycle	1%	2%
On foot	6%	7%
Total	100%	100%

Table 3-2 2011 Census mode share for MSA Sevenoaks 008

- 3.5.5 These results reflect the rural nature of the area and the high reliance on car for commuter journeys. Although there is a high train share for residents in the area, no train stations are accessible on foot from the proposal site, so these journeys would need a connecting trip by some other mode.

3.6 Summary

- 3.6.1 The existing site is currently fairly reliant on car trips. Access by public transport relies on bus services or the staff bus provided between the main towns/stations and the site, whilst

pedestrian access is virtually non-existent for commuter trips to the site and cycle access is restricted to very local trips or connections with railway services at the stations. A number of service and Travel Plan improvements are proposed by the OPA and HPA applications on the wider Fort Halstead site and would benefit the proposed QinetiQ development.

4 Development Proposals and Travel Needs

4.1 Introduction

- 4.1.1 This section presents a summary of the proposed development for the QinetiQ Enclave site and of the travel needs that are likely to be generated once complete. Further details can be found in the TA. An indicative masterplan of the proposed development is provided in Appendix A of the TA.

4.2 Development Schedule

- 4.2.1 The proposal includes development of a new reception building, refurbishment to existing buildings including plant installation, with associated parking.
- 4.2.2 There will also be erection of a new security fence perimeter, explosive magazine stores and the demolition of some buildings.
- 4.2.3 The plan in Appendix B of the TA demonstrates the buildings which will be renovated, built or demolished. On the whole there are a few smaller buildings being demolished and one large building.
- 4.2.4 The development does not look to specifically increase the number of staff employed at QinetiQ and the existing employment levels at QinetiQ of 150-200 people were included in the 2020 Updated TA as part of the 750 staff members.

4.3 Highways Access

- 4.3.1 The layout of the development and indicative masterplan has been designed to best practice including Manual for Streets and Kent Design Guide. It seeks to promote pedestrian and cycle movement over motorised vehicles and ensure safe and secure movement for all.
- 4.3.2 The Enclave site is off Crow Drive, which will have pedestrian and cycling facilities linking to the site. Crow Drive can be accessed from both the Polhill access and Star Hill Road access, although the Star Hill Road access is proposed to be a secondary access. Through the HPA, the masterplan has been designed to create attractive environment and routes to encourage walking and cycling.
- 4.3.3 The wider Fort Halstead site has been designed to allow for bus movement through the site and two bus nodes, one at the village centre and one close to the Star Hill entrance which is specifically included to allow the existing 3 and school bus services to enter the site based upon discussions with the main local bus provider, Go-Coach. The service will be beneficial to QinetiQ.

4.4 Parking

- 4.4.1 Car, cycle, motorcycle, disabled and heavy goods vehicle parking, along with facilities for the parking and charging of electric vehicles, will be provided based on current KCC standards and in agreement with KCC officers.
- 4.4.2 The relevant parking standards are set out in the following documents:
- Kent and Medway Structure Plan 2006: Mapping out the future – Supplementary Planning Guidance SPG4: Kent Vehicle Parking Standards, 2006

- 4.4.3 It is proposed that there will be 152 car parking spaces, including 8 disabled and 6 EV charging spaces.

4.5 Public Transport Access

- 4.5.1 It is recognised that a key element of this Travel Plan will be the enhanced public transport connections to the site. Through the OPA and HPA a number of alternative options have been investigated and discussions held with KCC's public transport team and Go Coach who are the operators of the existing 3 bus service and the existing staff shuttle bus link to Fort Halstead. A full review of the options considered is presented in the HPA TA.
- 4.5.2 The HPA TA proposes the following provision:
- A minor diversion of the 3 bus service into the site via Star Hill Road
 - The potential for existing school services to pick up and drop off from a bus turning loop near the Star Hill Road access
 - The provision of a Demand Responsive Transport (DRT) shuttle service
 - The diversion of the 3 into the site has been agreed with both KCC's public transport team and Go Coach. The bus service would route through the internal site via the primary road.
- 4.5.3 In relation to the DRT bus service, the proposed service consists of a minibus service operating on Monday to Friday, providing timetabled links to local railway stations for commuters and a demand responsive flexible service in the inter-peak period. On Saturdays, one minibus would provide a demand responsive service as a trial in the initial period, to be retained for the longer term if viable. There is no commitment at this stage to what exactly the demand responsive flexible service would provide. It is possible for the service to be amended to popular routes as demand changes, providing flexibility to meet demand. It has been left deliberately flexible to be able to meet the demands that come at a later stage, to fix this service now, could lead to provision of a service that is no required and therefore become unviable. As such it is thought that this would provide a key service for the development and would be beneficial as offers flexibility to be decided later in the planning process. It is accepted that a condition may be sought to ensure this service is provided. It is envisaged that this minibus service would be available to QinetiQ staff.
- 4.5.4 Initially, during the early stages of build-out, when demand is low the service could be provided by a single minibus.
- 4.5.5 The proposed indicative timetables for the DRT service that would operate on the Wider Fort Halstead site are included in Appendix A of this Travel Plan.

4.6 Pedestrian and Cycle Access

- 4.6.1 As part of the OPA and HPA there will be pedestrian and cycle routes throughout Fort Halstead between both access points. A 3m cycle path will be provided along one side of Crow Drive, with a 2m footway on the other side of Crow Drive. There will also be a on road cycle route between the Polhill access and Knockholt train station. High priority has been given to ensure that pedestrians and cyclists can move easily and safety throughout the site.
- 4.6.2 An improvement to PRoW SR172 is proposed as part of the HPA to link to Knockholt Pound and will take the form of a foot/cycleway. Improvements to the SR714 PRoW to Old Polhill will also be made by way of lighting improvements. The HPA includes a commitment to provide advisory cycle lane markings on London Road between the Halstead Lane junction and the

Garden Centre. The new Polhill / Crow Drive roundabout junction includes crossing points on the A224 and clear and legible footway / cycleway routes around the junction.

- 4.6.3 The Access and Movement Parameter Plan included within Appendix F of the HPA TA highlights the key pedestrian and cycle routes through the Fort Halstead site which will benefit the QinetiQ site and employees.

4.7 Travel Demand

- 4.7.1 The travel demand for the site will be similar to the existing QinetiQ/DSTL use as this development proposal is not to increase employee numbers for QinetiQ. The figures have also been included within the trip calculations for the HPA TA for the retained QinetiQ element. However, given that there is to be no increase in overall QinetiQ trips, this Travel Plan seeks to reduce the number of car journeys made to the Exclave site.
- 4.7.2 The measures outlined later in this Travel Plan will address the trips of people working at QinetiQ.

5 Objectives and Targets

5.1 Introduction

- 5.1.1 This section sets out the overarching Objectives and Targets of the TP for the QinetiQ Enclave redevelopment.
- 5.1.2 The objectives are supported by a set of quantified SMART (Specific, Measurable, Achievable, Realistic and Timed) targets so that progress towards achieving them can be measured.

5.2 Objectives

- 5.2.1 The objective of this TP is:
- “To encourage employees and visitors to the proposed QinetiQ development to travel via sustainable modes.”
- 5.2.2 To support the realisation of this overarching objective, several sub-objectives have been set out:
- Ensure the site is accessible to all and responds to the needs of vulnerable groups (e.g. those with mobility impairments);
 - Increase awareness of the Travel Plan and its constituent measures;
 - Encourage greater use of sustainable transport modes, particularly car-sharing and use of public transport where possible;
 - Encourage the most efficient use of cars and other vehicles;
 - Reduce the need to travel overall and / or in peak times;
 - Influence the travel behaviour of visitors; and
 - Improve the health of employees and minimise the development impacts on the environment.
- 5.2.3 Details on how the TP will deliver these objectives are provided in chapter 6.

5.3 Targets

- 5.3.1 The KCC document Guidance for Transport Assessments and Travel Plans states that Travel Plans must have regular monitoring surveys. Progress should be reviewed against targets, and the targets and measures be updated to reflect and build upon progress achieved.
- 5.3.2 The guidance suggests that an initial monitoring survey will be required after occupation of the site, frequency of monitoring surveys thereafter will depend on whether initial monitoring shows that targets are being achieved. Given that the site will already be occupied, monitoring will be undertaken from the end of construction on the enclave.
- 5.3.3 Once targets are achieved, monitoring surveys will be required every three years. This allows the targets to be regularly reviewed and the progress monitored regularly if the targets are not being met and avoids unnecessary work if targets are being met.

- 5.3.4 Mode share targets were set within the Framework Travel Plan (FTP) for the HPA and have been carried across to this Travel Plan. It is considered that the QinetiQ enclave should align with the Framework Travel Plan for the wider Fort Halstead site.
- 5.3.5 The mode share targets are currently based on existing mode shares outlined within the HPA TA. These can be seen in the table below. The baseline has been set based on this existing mode share.
- 5.3.6 Baseline surveys will be undertaken once construction has been completed and these will provide new information to revise the indicative targets presented in the table below, if necessary.

Mode	Existing	Baseline (Completed construction – assumed)	5 year target
Car (driver)	80%	76%	70%
Car (passenger)	13%	14%	15%
Public transport	7%	7%	10%
Walking and cycling	0%	3%	5%

Table 5-1 Proposed mode share targets for employees at the proposed QinetiQ site (subject to post occupation survey)

5.4 Summary

- 5.4.1 This section has presented the objectives for the proposed QinetiQ Enclave TP and the proposed mode share targets which reflect the predicted mode share as set out in the Transport Assessment Report. It is considered that these targets are ambitious but realistic bearing in mind the current levels of sustainable accessibility of the site.

6 Delivering Travel Plan Objectives

6.1 Introduction

- 6.1.1 This section explains how this Travel Plan will be taken forward to successfully achieve its Objectives and Targets.

6.2 Management

- 6.2.1 The success of the Travel Plan is dependent upon effective management combined with clearly defined roles. QinetiQ will manage this Travel Plan and will be responsible for the implementation and continuing development of this Travel Plan. The diagram below presents a schematic diagram of the family of Travel Plans for the wider Fort Halstead development, and the red box indicates how this QinetiQ Travel Plan sits in.

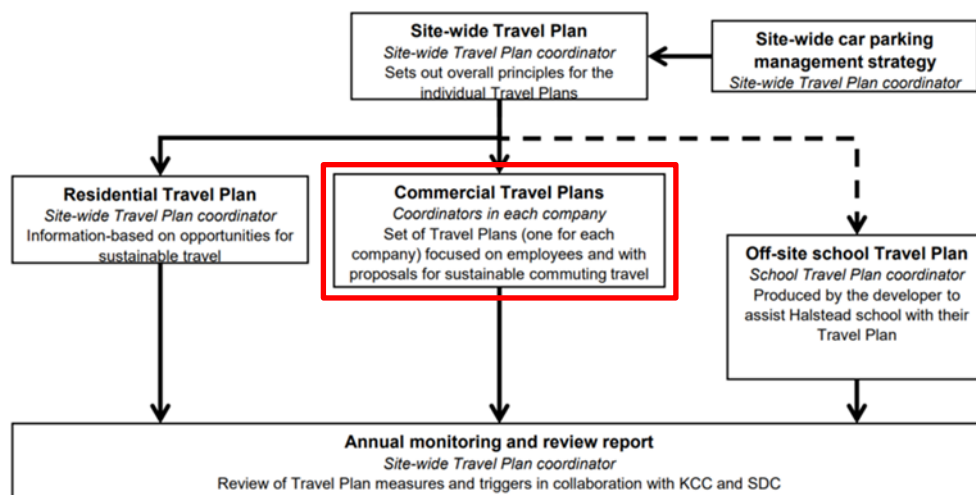


Figure 6-1 Travel Plans structure for wider site

- 6.2.2 A permanent Travel Plan Coordinator (TPC) will be appointed to carry out the duties associated with the management and implementation of the Travel Plan. The details of the TPC will be given to the Local Planning Authority once appointed.
- 6.2.3 It is expected that the TPC will attend the Steering Group set up as part of the FTP for the wider Fort Halstead development, and will ensure that QinetiQ are doing their part to achieve the mode share targets.

6.3 Securing and Funding

- 6.3.1 The FTP set out by the HPA has been secured through a Section 106 agreement and this TP will be financed by QinetiQ.
- 6.3.2 A set of sustainable transport measures will be implemented as part of the development proposals, demonstrating the commitment from the developer to encourage sustainable travel. Some of these measures are to be provided by the wider Fort Halstead Site and will benefit the QinetiQ site.
- 6.3.3 As highlighted within the HPA TP these measures may include:

- Provision of a new DRT bus service providing access between the site and local stations and destinations. This has been secured by the Developer as part of the S106 for the HPA for Fort Halstead;
- New infrastructure on the Fort Halstead site to facilitate the diversion of the 3 bus service along Crow Drive and facilities for other services to drop off and pick up at the Star Hill Road end of the site;
- A network of secure pedestrian and cycle routes within Fort Halstead and wider external linkages to encourage walking and cycling as the main modes for movement around the site;
- Improved cycle route between the site and Knockholt Station;
- Potential cycle hire and car club/hire facilities (as part of the Enterprise concept);
- Enhanced pedestrian/cycle crossing facilities over London Road; and
- Provision of secure cycle parking within the site, including visitor parking, for all site uses.

6.3.4 These measures will encourage sustainable transport modes and improved accessibility for users of the site. These are all committed to as part of the HPA for Fort Halstead and will benefit the proposed QinetiQ enclave.

6.4 Awareness

6.4.1 The success of this Plan is dependent on the development and implementation of an effective marketing strategy which will be produced by the developer of the Fort Halstead site. Once the TPC has been appointed, they will take over the development and implementation of the marketing strategy. The TPC for the QinetiQ TP will liaise with the TPC for the whole Fort Halstead site and ensure that consistent information is being provided to employees.

6.4.2 Employees will be given information on the travel options available to them; this will include information on any DRT shuttle bus services and also cycle and car club/hire options. It is essential that employees working at the site are involved in the implementation and evolution of the travel plan. The travel surveys and pre-survey marketing will contribute to raising awareness at the outset. The Steering Group will also provide a communication channel for employees to discuss site-wide issues. It will also allow them to have an input into the ongoing development of the travel plan. A marketing strategy will be constructed. This will include:

- The provision of local transport information on organisations' websites / intranets;
- The provision of travel plan information on organisations' websites / intranets with links to Real Time travel information; and
- An annual review of all marketing information will be undertaken and material updated as appropriate.

6.4.3 The Action Plan in chapter 7 details the specific measures that are to be pursued in relation to encouraging more sustainable travel patterns such as greater use of cycling, walking, and public transport.

6.5 Encouraging Sustainable Travel

6.5.1 Public transport proposals will allow employees to travel sustainably. This would ensure that there is reduced reliance on the private car for travelling to and from work.

- 6.5.2 Cycle facilities will be provided on site. The HPA is set to contribute to providing enhanced secure cycle parking at Knockholt station.
- 6.5.3 Should an employee of QinetiQ wish to move to the new residential areas within the HPA for Fort Halstead, walking and cycling to work would be accessible and would mean employees wouldn't need to leave the site. The internal pedestrian and cycle networks are of high quality to encourage those making internal trips to do so sustainably.
- 6.5.4 Home working could be promoted to employees of the site to reduce the need for people to travel into the site for the day.
- 6.5.5 As part of the HPA, a car club will be explored with operators for the wider Fort Halstead site. This would be available to be used by employees of QinetiQ, as a means for reducing car ownership and reliance on the private car.
- 6.5.6 Car sharing will also be promoted to reduce the number of cars on the network and the independence of car journeys. This will be promoted by a dedicated car sharing website.

6.6 Summary

- 6.6.1 This section has summarised the proposed methods for delivering the TP.

7 Measures and Action Plan

- 7.1.1 This section details the measures that the developer intends to implement at the proposed QinetiQ enclave and the likely measures that they will encourage to implement in order to promote sustainable transport modes and reduce car use.
- 7.1.2 An Action Plan is provided in Table 7-1. The main aim of the Action Plan is to identify individual initiatives that can assist the residents and employees to reduce private vehicle journeys. Table 7-1 sets out the benefits the various measures and the timescales for their implementation. They are grouped by measures that will meet the Travel Plan sub-objectives. Measures relating to servicing and deliveries are included within the separate Delivery and Servicing Plan.

Initiative	Description	Measures	Benefits	Timescale for Implementation	Responsibility
Managing the on-going development and delivery of the Travel Plan					
Adoption of the Travel Plan	Sign in from QinetiQ will be vital to ensure that the TP is an active, living document	Encourage employees to adopt the measures within the TP	The continuing development of the Travel Plan will ensure that the measures proposed will work and that the measures proposed are what the employees want and would utilise.	On completion	QinetiQ
Travel Plan Coordinator	A Travel Plan Coordinator will be responsible for managing the on-going development, delivery and promotion of the Travel Plan	Appoint a TPC	This will ensure that the Travel Plan is taken forward and results are delivered	Prior to completion	QinetiQ
TPC to attend Steering Group	Meetings with the Steering Group will enable the discussion of site-wide issues and the exchange of TP progress and information between all site occupiers	Work with the TPC and Steering Group to meet on a quarterly basis	This will ensure that key site-wide issues are addressed and TP progress and information is exchanged	On occupation of the Wider Fort Halstead Site	TPC
TPC to engage with employees	Meetings with the employees will enable the discussion of issues and the exchange of TP progress	TPC to engage with employees either via a meeting or a survey, to understand what sustainable measures may be favoured by employees and what infrastructure/services would see employees travel in a more sustainable way	This will ensure that QinetiQ provide sustainable measures that would be utilised by employees rather than implementing something that staff will not use.	Prior to completion & On-going	TPC
Increasing awareness of the Travel Plan and its constituent measures					
Travel Information Packs	Provide travel information to employees	Provide information on sustainable ways to travel around the area and the local services and facilities available on the site	Employees will be provided with a high level of information to inform their travel choices	On completion	TPC
Feedback to site users	Promote the Travel Plan and achievements made	Feedback to employees on progress against Travel Plan targets	This feedback will keep the employees involved and aware of the Travel Plan.	Annually	TPC
Encouraging greater use of sustainable transport modes, rather than the single occupancy car journeys					

Initiative	Description	Measures	Benefits	Timescale for Implementation	Responsibility
Cycle facilities	The development will provide secure cycle parking and information on cycle facilities. There is also the opportunity to explore bike hire schemes, which could include electric bikes.	Provide secure cycle parking, an information leaflet on cycle facilities available should be given to employees.	Provision of cycle facilities will encourage employees to use bicycles as a mode of travel	Prior to completion and ongoing	TPC / QinetiQ
Cycle2Work	QinetiQ to sign up to the Government Cycle2Work scheme	Provide employees with the option to join the Government Cycle2Work scheme	Provides opportunity for employees to access discounted cycle equipment	Prior to completion and ongoing	QinetiQ
Pedestrian facilities	Creating pedestrian links and spaces in the development and linking these to the wider area.	Develop good pedestrian networks within the site and create links with the wider local area and public transport facilities	Improved pedestrian links will encourage visitors and employees to walk within the site	Prior to completion and ongoing	TPC / QinetiQ
Car club	A car club is being explored by the HPA. Another would not be needed on site- QinetiQ employees could benefit from a car club on the wider Fort Halstead site	Encourage a more sustainable use of cars for users that need them	Reduce number of vehicles going into and out of the site; reduce number of car parking spaces on site	Reliant on the feasibility undertaken by 2019 HPA	TPC / QinetiQ to promote if implemented on wider Fort Halstead Site
Public transport	Encourage staff to use public transport service that will run through the wider Fort Halstead site	Details of the nearest bus services and the community bus will be provided to staff members	This will give employees a viable alternative to the car	Prior to completion and ongoing. – This is subject to implementation in relation to the HPA timescales	TPC / QinetiQ
Car sharing database	A car sharing database will allow for a reduction in single occupancy car journeys.	A database will be set up for employees to allow them to find options for car sharing.	This is an attractive alternative to single occupancy car journeys and will allow people to reduce their travel costs without too much work	Prior to completion and ongoing	TPC / QinetiQ

Initiative	Description	Measures	Benefits	Timescale for Implementation	Responsibility
Discounts on local services and facilities	Provide discounts on the use of sustainable transport modes	Promote discounts on the use of public transport, bicycles, cycle equipment and car clubs	Encourage travel by sustainable modes and reduce travel by car	<p>TPC will investigate the possibility for discounts for employees.</p> <p>The developer of Fort Halstead will also be researching options and putting these options forward to the TPC as the site becomes operational. If signed up to then these will then become the responsibility of the TPC of the Wider Fort Halstead TP. QinetiQ would have the opportunity to access these discounts</p>	
Encouraging the best use of cars and other vehicles					
Site access	Regulate vehicle access to the site	Promote Polhill access as the main access into and out of the site for all land uses	A direct vehicular access route is provided to link the development with the A224 Polhill as part of a strategy to discourage the use of Star Hill Road except for local trips. This aims to minimise the impacts of the development on the tranquillity of the Kent Downs AONB	During construction and on occupation	QinetiQ
Parking	Manage car parking spaces efficiently to encourage sustainable travel patterns	Prioritisation of car parking availability for those who travel more sustainably (car sharers, electric vehicle drivers).	This will provide advantages for the most sustainable uses of cars and encourage people to use other modes	To be implemented as the redevelopment comes forward	QinetiQ
Disabled Parking	Provide designated parking spaces	Ensure disabled parking spaces are reserved for disabled users	Enable disabled users can access the development	On completion	The Site Management Company / Developer
EV Charging	Provide designated EV charging parking spaces	Ensure EV parking spaces are reserved for EV cars	Enable EV car users have access to charging facilities at the development	On completion	QinetiQ
Reducing the need to travel					
Tele-working	Occasional working from home will be promoted to employees who are able to work at home	Employees will be made aware of the benefits of working from home to reduce vehicle trips to and from the site.	This could reduce vehicle trips to and from the site	On completion	TPC / QinetiQ

Initiative	Description	Measures	Benefits	Timescale for Implementation	Responsibility
Living and working on site	Opportunities for living and working on site will be promoted	Current employees will be made aware of the proposed housing on site.	This could reduce vehicle trips to and from the site through internalisation of trips that would be primarily on foot or by bicycle	On completion	TPC / QinetiQ

Table 7-1 Development Action Plan

7.2 Timescales for Monitoring and Review

Outline

- 7.2.1 The TP will be the responsibility of QinetiQ who will identify a TPC. This TPC and the QinetiQ will discuss funding to manage the future development of the Travel Plan, including the on-going monitoring and review.
- 7.2.2 The Travel Plan will be regularly monitored and reviewed to ensure that they reflect the changing requirements of the site, is up-to-date with travel planning options available and remains challenging.
- 7.2.3 Below gives the plans and timescales for the monitoring and review of the Travel Plan.

Action	Timescale
Baseline travel survey of QinetiQ employees	To be undertaken within six months of consolidation of QinetiQ in the X enclave, following commencement of the development.
Update of Travel Plans following baseline surveys	Following baseline travel surveys
Future travel surveys	3 rd and 5 th year
Steering Group Meetings	Quarterly following occupation of the wider Fort Halstead Site
Feedback to the users of the Fort Halstead site	Quarterly (following Steering Group meetings)
Undertake a comprehensive strategic review of all aspects of the Travel Plan (including the Objectives, Targets, the Action Plan and the monitoring programme)	Following baseline surveys (6 months), 3 rd and 5 th year

Table 7-2 Plans and timescales for Travel Plan Monitoring and Review

Appendix A Indicative Timetable for DRT

Indicative Timetable for Commuter Shuttles to and from Knockholt Station

Fort Halstead to Knockholt Station							
<i>Bus Number</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>
FORT HALSTEAD	05:55	06:26	06:51	07:11	07:31	07:51	08:11
KNOCKHOLT Station, London Rd	06:04	06:35	07:00	07:20	07:40	08:00	08:20
	↓	↓	↓	↓	↓	↓	↓
<i>KNOCKHOLT, Rail Station</i>	<i>06:09</i>	<i>06:42</i>	<i>07:05</i>	<i>07:25</i>	<i>07:45</i>	<i>08:05</i>	<i>08:25</i>
<i>Train destination</i>	<i>Charing X</i>	<i>Cannon St</i>	<i>Cannon St</i>	<i>Cannon St</i>	<i>Cannon St</i>	<i>Cannon St</i>	<i>Cannon St</i>
<i>Arrival time</i>	<i>07:03</i>	<i>07:25</i>	<i>07:48</i>	<i>08:09</i>	<i>08:25</i>	<i>08:50</i>	<i>09:12</i>
Knockholt Station to Fort Halstead							
<i>Train origin</i>	<i>Cannon St</i>	<i>Cannon St</i>	<i>Charing X</i>	<i>Cannon St</i>	<i>Cannon St</i>	<i>Charing X</i>	<i>Charing X</i>
<i>Departure time</i>	<i>16:52</i>	<i>17:16</i>	<i>17:26</i>	<i>17:58</i>	<i>18:20</i>	<i>19:04</i>	<i>19:34</i>
<i>KNOCKHOLT, Rail Station</i>	<i>17:34</i>	<i>17:57</i>	<i>18:19</i>	<i>18:41</i>	<i>19:06</i>	<i>19:49</i>	<i>20:19</i>
	↓	↓	↓	↓	↓	↓	↓
<i>Bus Number</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>2</i>	<i>2</i>
KNOCKHOLT Station, London Rd	17:39	18:02	18:24	18:46	19:11	19:54	20:24
FORT HALSTEAD	17:48	18:11	18:33	18:55	19:20	20:03	20:33

Indicative Timetable for Commuter Shuttles to and from Orpington Station and Town Centre

Fort Halstead to Orpington Station								
<i>Bus Number</i>	<i>2</i>	<i>2</i>	<i>2</i>		<i>2</i>	<i>1</i>	<i>2</i>	<i>2</i>
FORT HALSTEAD	06:03	07:03	08:30		16:05	16:35	17:55	18:45
ORPINGTON, War Memorial	06:22	07:22	08:49		16:24	16:54	18:14	19:04
ORPINGTON Station, Crofton Rd	06:24	07:24	08:51		16:26	16:56	18:16	19:06
	↓	↓	↓					
<i>ORPINGTON, Rail Station</i>	<i>06:30</i>	<i>07:30</i>	<i>09:04</i>					
<i>Train destination</i>	<i>St Pancras</i>	<i>St Pancras</i>	<i>Charing X</i>					
<i>Arrival time</i>	<i>07:28</i>	<i>08:28</i>	<i>09:33</i>					
Orpington Station to Fort Halstead								
<i>Train origin</i>			<i>Charing X</i>	<i>Charing X</i>	<i>St Pancras</i>	<i>St Pancras</i>		
<i>Departure time</i>			<i>16:00</i>	<i>16:28</i>	<i>17:17</i>	<i>18:17</i>		
<i>ORPINGTON, Rail Station</i>			<i>16:26</i>	<i>16:53</i>	<i>18:16</i>	<i>19:14</i>		
			↓	↓	↓	↓		
<i>Bus Number</i>	<i>2</i>		<i>2</i>	<i>1</i>	<i>2</i>	<i>2</i>		
ORPINGTON Station, Crofton Rd	07:34		16:32	16:59	18:22	19:20		
ORPINGTON, War Memorial	07:36		16:34	17:01	18:24	19:22		
FORT HALSTEAD	07:55		16:53	17:20	18:43	19:41		

Indicative Timetable for Commuter Services to and from Sevenoaks Town Centre

Fort Halstead to Sevenoaks		
<i>Bus Number</i>	<i>2</i>	<i>2</i>
FORT HALSTEAD	07:55	16:55
SEVENOAKS Rail Station	08:25	17:13
SEVENOAKS Bus Station	08:30	17:18
Sevenoaks to Fort Halstead		
<i>Bus Number</i>	<i>2</i>	<i>2</i>
SEVENOAKS Bus Station	08:32	17:20
SEVENOAKS Rail Station	08:37	17:25
FORT HALSTEAD	08:55	17:55