



transport planning

Galliard (Gravesend) Limited

St. Joseph's Prep School, Gravesend

Framework Travel Plan

November 2023



modetransport.co.uk



Galliard (Gravesend) Limited

St. Joseph's Prep School, Gravesend

Framework Travel Plan

OFFICE ADDRESS:
Griffin House,
18-19 Ludgate Hill,
Birmingham,
B3 1DW

PROJECT NO:
J327223

DATE:
November 2023

REPORT No:	FILE NAME	PREPARED:	DATE OF ISSUE:	STATUS:	CHECKED:	AUTHORISED:
2	231130 J327223 FTP001 Rev A.docx	GB	30 November 2023	Final	JEGB	JEGB

CHANGE LOG

VERSION	DATE:	CHECKED BY:	REASON FOR CHANGE:
1	02.11.2023	JEGB	Amendments

CONTENTS

1.	Introduction	4
1.1	Overview	4
1.2	The Purpose of a Framework Travel Plan	4
1.3	Guidelines and Local Policy	5
1.4	Report Structure	5
2.	Existing Conditions	7
2.1	Introduction	7
2.2	Site Location	7
2.3	Existing Highway Network	7
2.4	Sustainable Access	8
2.5	Summary	12
3.	Development Proposals	13
3.1	Introduction	13
3.2	Development Description	13
3.3	Access	13
3.4	Parking	13
4.	Aims and Objectives	14
4.1	Overview	14
4.2	Aim and Objectives	14
5.	Targets	15
5.1	Overview	15
5.2	Initial Targets	15
5.3	Baseline Situation	16
5.4	Aspirational Target	16
6.	Measures	17
6.1	Introduction	17
6.2	Travel Plan Co-ordinator	17
6.3	Walking and Cycling Measures	18
6.4	Public Transport Measures	18
6.5	Car Share	19
6.6	Personalised Travel Planning	19
6.7	Communication and Marketing	20
7.	Monitoring	21

© Copyright mode transport planning. All rights reserved

This report has been prepared for the exclusive use of the commissioning party and unless otherwise agreed in writing with mode transport planning, no other party may copy, reproduce, distribute, make use of, or rely on the contents of the report. No liability is accepted by mode transport planning for any use of this report, other than for the purposes for which it was originally prepared and provided.

Opinions and information provided in this report are on the basis of mode transport planning using due skill, care and diligence in the preparation of the same and no explicit warranty is provided as to their accuracy. It should be noted and is expressly stated that no independent verification of any of the documents or information supplied to mode transport planning has been made.

7.1	Overview	21
7.2	Methodology	21
7.3	Reporting	21
8.	Summary and Conclusions	22
8.1	Summary	22
8.2	Conclusion	22

APPENDICES

APPENDIX A Masterplan

1. Introduction

1.1 Overview

1.1.1 mode transport planning (mode) has been appointed by Galliard (Gravesend)Limited, to prepare a Framework Travel Plan (FTP) to accompany a planning application for the proposed re development of St. Joseph's Prep School, Gravesend (**Figure 1.1**).

1.1.2 The site location is shown in **Figure 1.1** and the masterplan is attached at **Appendix A**.

Figure 1.1 Site location Plan



1.1.3 The scheme will comprise of a new 3-storey GP surgery (c. 1,350sqm) alongside amenity spaces and car parking at the former St. Joseph's Prep School. A copy of the masterplan is attached at **Appendix A**.

1.2 The Purpose of a Framework Travel Plan

1.2.1 A FTP is a document that looks to establish the measures, targets, monitoring and management strategy that is required to promote sustainable travel choices and reduce reliance on the private car at employment land uses.

- 1.2.2 FTP's support planning applications for mixed-use / end occupier employment sites as they provide a context for individual Travel Plans to be developed by the occupier at a development, at a later stage (i.e., when the individual unit/development is occupied).
- 1.2.3 FTP's serve as a preliminary guide for the first occupiers at a development and outline the initial measures and co-ordination strategies that are required to increase the use of non-car modes of transport at the development site.
- 1.2.4 This FTP is designed to be specific to the location of the site and shall consider the unique interests and needs of all employees and visitors in the context of the local environment and transport network.
- 1.2.5 Once operational, the FTP will deliver the following:
- Partnership approach to influence the travel behaviour of employees to and from the individual site units;
 - Safe and viable alternatives to single occupancy car travel to / from the site;
 - Fewer vehicle trips and a reduction in overall vehicle mileage;
 - Inform employees of the social, environmental and economic costs of their travel choices, and;
 - Improved accessibility for all.
- 1.2.6 Given the nature of the use (GP surgery), this FTP will be aimed primarily at the staff and patients where feasible. However, it is acknowledged that patients accessing such a facility may be required to travel in certain ways due to the health issues that they are seeking advice for.

1.3 Guidelines and Local Policy

- 1.3.1 This FTP has been produced in accordance with both national (NPPF / PPG) and local guidance on travel planning.

1.4 Report Structure

- 1.4.1 This report contains a set of recommended aims, objectives, targets and measures to reduce the number of car trips generated by the development, and increase the number of pedestrian, cycle and public transport trips. It also includes proposed methods for monitoring travel patterns, implementing and updating an eventual Travel Plan and monitoring reports over a five-year period.
- 1.4.2 The FTP is structured as follows:
- **Chapter 2** describes the existing situation in terms of access by all modes to the site;

- **Chapter 3** outlines the development proposals;
- **Chapter 4** details the aims, objectives and benefits that the FTP will provide;
- **Chapter 5** details the FTP targets;
- **Chapter 6** details the monitoring procedures of the FTP; and,
- **Chapter 7** provides a summary & conclusion.

2. Existing Conditions

2.1 Introduction

2.1.1 This chapter describes the existing site and the existing local transport network for all modes of transport in order to evaluate the existing transport conditions and accessibility of the site.

2.2 Site Location

2.2.1 The proposed site is situated off Old Road East approximately 1.3km southeast of Gravesend Town Centre (**Figure 1.1**). The site is bound by Old Road East to the north and residential dwellings to the east, south and west.

2.2.2 The site comprises of the St Joseph Prep School (DfE number 886/6041) and school playing fields, access and parking. Based on the information taken from the DfE, the school had a total capacity of 300 students (age range 3 – 11) but was last recorded with 87 students and closed in August 2021. The current access to the site forms a drop kerb vehicle cross overtaken directly from Old East Road.

2.3 Existing Highway Network

2.3.1 The local highway network in relation to the site is illustrated on **Figure 2.1**.

2.3.2 Old Road East is a single carriageway road c.7m in width that forms the northern boundary of the site. It runs in an east to west alignment and extends to the Old East Road/Parrock Road/Sun Lane roundabout to the west and to the Lion roundabout to the east. The carriageway benefits from footways along either side and street lighting provided at regular intervals.

2.3.3 There are parking restrictions along Old East Road in the form of double and single yellow lines restricting waiting (Monday – Saturday 0800 – 1830).

2.3.4 Whitehill Road is located to the west of the site and extends to the Old East Road/Parrock Road/Sun Lane roundabout. It is c.5.2m wide with speed humps at regular intervals. The road benefits from footways on both sides of the carriageway and street lighting is also present.

2.3.5 Coombe Road is a single carriageway residential road the abuts the sites southern boundary. The road is c.7m in width with no off street parking as such incidents of on street parking occurs. The road does not form a through route and terminates at the boundary to the site.

2.3.6 In terms of access to the wider road network, the A2 is located to the south of the site provides connections east towards Stratham where it connects with the M2 and west towards Dartford.

Figure 2.1 Local Highway Network



2.4 Sustainable Access

Walking

- 2.4.1 The 'Planning for Walking' (2015) document produced by the Chartered Institution of Highways and Transportation (CIHT) document suggests that c.80% of journeys shorter than 1 mile (1.6km) are made wholly on foot. It goes on to say that traditional layouts are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.
- 2.4.2 The surrounding roads benefit from footways on both sides of the carriageway which result in a cohesive permeable network of roadside footways for pedestrians to use that link the site to the wider surrounding area and adjacent facilities/amenities.
- 2.4.3 There is good provision of crossing facilities along the desire lines to and from the site including dropped kerb tactile crossings on Whitehill Road and pedestrian refuse islands to assist with crossing at the Parrock Road/Old Road East roundabout junction.

2.4.4 Overall, the local area makes excellent provision for safe pedestrian infrastructure. It is considered that the site is accessible to pedestrians, and there are good opportunities for pedestrians to walk between the site, public transport services and the local facilities within the vicinity of the site.

Cycling

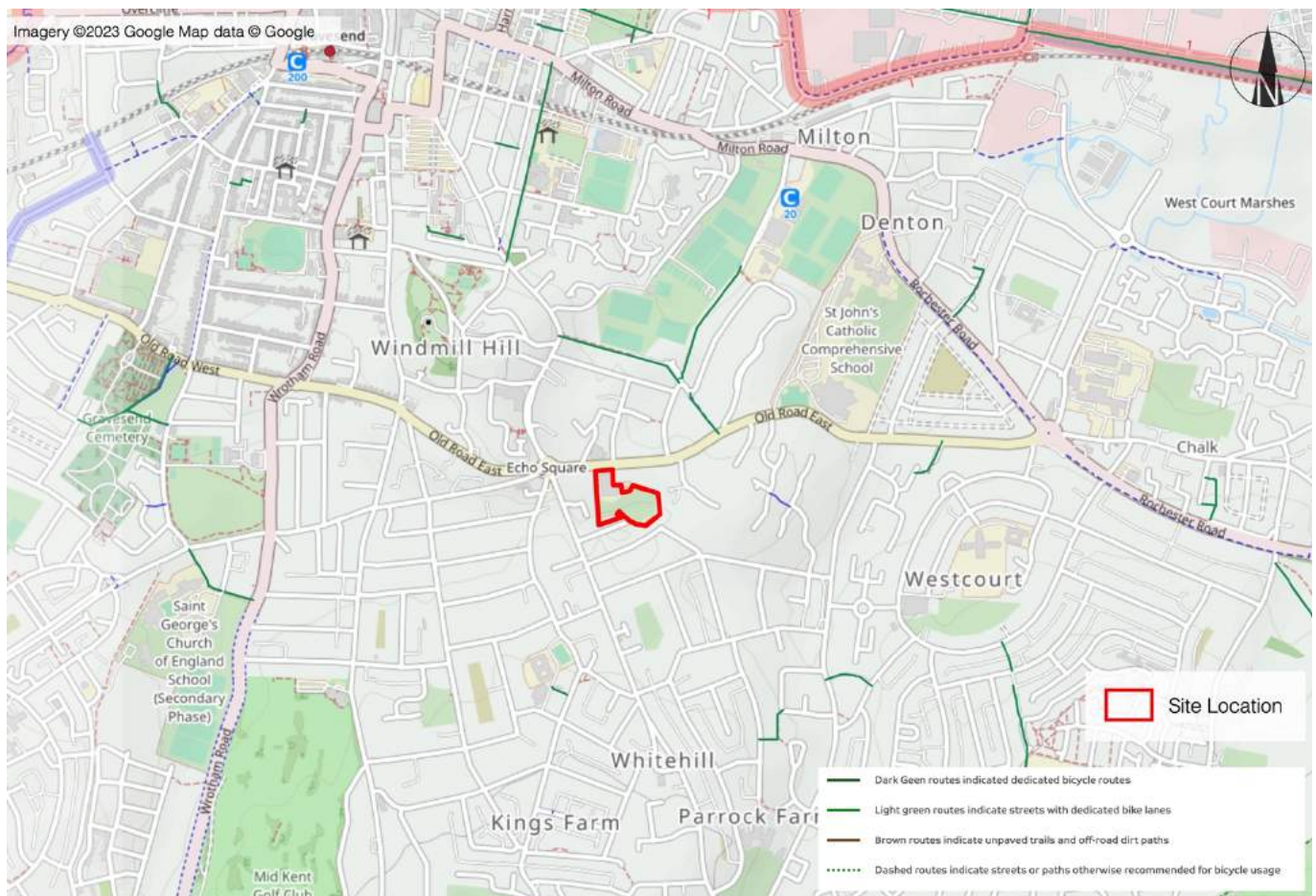
2.4.5 The Department for Transport (DfT) – Local Transport Note 1/20 'Cycle Infrastructure Design' states that two out of every three personal trips are less than five miles in length (Transport Statistics Great Britain, DfT, 2016) – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking.

2.4.6 National Cycle Network (NCN) 1 is located 1.5km north of the site. This routes east to west from Chattenden to Dartford. NCN 177 is located c.2km southwest of the site. This routes southeast to northwest from Strood to Gravesend.

2.4.7 There is an on road cycle route east of the site on the A226 which provides a direct connection to Rochester. There are short sections of cycle routes north and southwest of the site.

2.4.8 In terms of the existing cycling infrastructure within the vicinity of the site, an extract of the Kent Connected journey planner map is provided below in **Figure 2.2**.

Figure 2.2 Cycle Route Map



2.4.9 As indicated in **Figure 2.2** there is a mix of dedicated bicycle routes, dedicated bike lanes, off road paths and recommended cycle routes surrounding the site.

2.4.10 There is a limited network of routes within the vicinity of the site and good opportunity for cycling in the wider areas surrounding the site.

Bus Services

2.4.11 The nearest bus stops to the development site are located on Old Road East within an approximate 1-minute walk (c.60m) west of the site. These are served by the 736 service with additional services (483 and G1) being accessed from the bus stops further west of the site and east of the site on Whitehill Road and Parrock Road (c. 160m and c.480m from the site respectively).

2.4.12 Services 3, 480 Sapphire, 490 Sapphire and G1 can be accessed within a c.10-minute walk on Valley Drive c.600m east of the site.

2.4.13 An overview of the locations of bus stops in the vicinity of the site is provided in **Figure 2.3**.

Figure 2.3 Bus Stop Locations



2.4.14 A summary of the services, destinations and frequencies is provided in **Table 2.1** below.

Table 2.1 Local Bus Service Provision¹

Route Number	Route	Weekday Frequency	Weekend Frequency
3	Kings Farm – Swanscombe – Stone – Wilmington Schools	2 per day	No Service
483	Kings Farm – Gravesend – Bluewater	2 per hour	Sat – 2 per hour / Sun – 2 per hour
736	Higham – Northfleet – London	2 per day	No Service
480 Sapphire	Dartford – Gravesend – Riverview Park	3 per hour	Sat – 2 per hour / Sun – 2 per hour
490 Sapphire	Valley Drive – Gravesend – Bluewater – Dartford	3 per hour	Sat – 2 per hour / Sun – 2 per hour
G1	Singlewell – Gravesend – Istead Rise – Meopham – Longfield Academy	2 per day	No Service

2.4.15 The site is well located to access a large number of services (8/hour across all stops) which provide routes to the local and wider surrounding areas. The services can all be accessed within a short walk of the site using the well established pedestrian network of roadside footways and crossings.

Rail Services

2.4.16 The nearest railway station to the site is Gravesend Railway Station, located 1.4km north of the site. The station is operated by Southeastern Railway, and is served by regular connections to London, Luton and Kent.

2.4.17 The station is accessible for mobility impaired users, and offers 280 sheltered bicycle parking spaces in the form of lockers and wheel racks. The station also benefits from a car park which offers 94 car parking spaces (including 5 accessible spaces), with a weekday daily parking rates of £6.80 and weekend daily parking rates of £1.50 on Saturday and £4.30 on Sunday.

2.4.18 The station can be accessed within a c.20-minute walk, a 10 minute bus journey on the 483 service or a c.7-minute cycle from the site.

2.4.19 A summary of the rail services which operation from the station is provided in **Table 2.2**.

¹ Bus services, frequencies and times, correct as of October 2023

Table 2.2 Rail Service Provision

Destination	Frequency	Journey Time
Luton	2 per hour	1 hour 59 minutes
London Cannon Street	2 per hour	1 hour 7 minutes
Ramsgate	1 per hour	1 hour 26 minutes
London St Pancras International	2 per hour	23 minutes
Rainham (Kent)	2 per hour	18 minutes
London Charing Cross	1 per hour	1 hour 3 minutes
Maidstone West	1 per hour	28 minutes
Margate	1 per hour	1 hour 17 minutes

2.5 Summary

- 2.5.1 The site is considered to be located in an accessible area with walking, cycling and public transport as genuine alternatives to use of the private car.
- 2.5.2 The network of footways / cycleways and the local bus services provide good connections with a variety of services and amenities, including Gravesend Centre which is highly accessible from the site. Gravesend Train Station is also accessible by cycle and bus providing connections to a wider range of local and national destinations.

3. Development Proposals

3.1 Introduction

3.1.1 This section of the report provides details and a description of the proposed development site.

3.2 Development Description

3.2.1 The application seeks to redevelop the current site creating a 3-storey GP surgery (c.1,350sqm).

3.2.2 The schedule of accommodation for the GP surgery element of the development is shown in **Table 3.1**.

Table 3.1 GP Surgery Schedule of Accommodation

Size	Total
Treatment Rooms	6
Consulting Rooms	14
Total	20

3.3 Access

3.3.1 The surgery will be accessed via the internal road network of the wider residential scheme and link into the pedestrian footway provision internally and onto Old East Road.

3.4 Parking

3.4.1 A total of 40 car parking spaces will be provided, 4 of which will be accessible spaces. Cycle parking will be provided in line with minimum standards, based on 22 consulting / treatment rooms 11 cycle parking spaces will be provided.

4. Aims and Objectives

4.1 Overview

4.1.1 This chapter sets out the aim, objectives and targets of the FTP in order to promote and support the use of sustainable modes of transport at the application site; including walking, cycling, public transport use and car sharing.

4.2 Aim and Objectives

4.2.1 This FTP will focus on maximising sustainable access to the development and encouraging non-car travel choices. Therefore, the FTP has an overall aim, which is:

"To promote sustainable forms of transport to employees and visitors at the site; to reduce the overall number of vehicle movements and increase sustainable travel to and from the site."

4.2.2 To support the aim of the FTP, a number of objectives have been identified to encourage sustainable travel and reduce the possible negative environmental, social and economic impacts. An overview of the Travel Planning Objectives (TPO) is provided below:

- **TPO-01:** Reduce to a minimum the number of single-occupancy car traffic movements to and from the site;
- **TPO-02:** Reduce the need for travel to and from the site;
- **TPO-03:** Address the access needs of all site users by supporting walking, cycling and the use of public transport;
- **TPO-04:** Encourage good urban design principles that open up the site to walking, cycling and the use of public transport;
- **TPO-05:** Enable site users to have an informed choice about their travel options;
- **TPO-06:** Provide adequately for those with mobility difficulties; and
- **TPO-07:** Encourage more active travel to improve the health and well-being of site users.

4.2.3 The aim and objectives of the FTP have been developed to represent good practice and provide an informative tool to help change perceptions about the convenience and benefits (economic, environmental and health) of not using the car where alternatives exist.

5. Targets

5.1 Overview

5.1.1 This chapter sets out the aim, objectives and targets of the FTP in order to promote and support the use of sustainable modes of transport at the application site; including walking, cycling, public transport use and car sharing.

5.2 Initial Targets

5.2.1 The initial targets for this FTP may be refined following initial travel surveys and modal shift patterns will be measured and re-assessed through the monitoring phase of the TP and reported by the TPC within the annual report. Indicative targets are set out in **Table 5.1** below.

Table 5.1 Method of Travel to Work

Year	Single Occupancy Car Trips	Walk	Cycle	Bus	Car Share
1	-2%			+2%	
2	-4%			+4%	
3	-6%			+6%	
4	-8%			+8%	
5	-10%			+10%	

5.2.2 As individual TPs evolve, the initial targets will be reviewed through a programme of monitoring to ensure that they remain **SMART**:

- Specific;
- Measurable;
- Achievable;
- Realistic; and
- Timed.

5.2.3 The initial aspiration is a reduction of 10% away from single occupancy private car use towards more sustainable modes of transport over the entire monitoring period. How this is achieved will be considered in relation to the initial and on-going travel survey data that will be collected as a part of the preparation of the individual TPs.

- 5.2.4 Site **S**pecific targets will be established via liaison with KCC following the first set of Travel Plan surveys.
- 5.2.5 Once existing travel patterns are established (following initial TP surveys), suitable **M**easurable targets for users at the development will be agreed with KCC. These targets will take into consideration existing mode shares for journeys to work in Gravesham (as per **Table 5.1**) in order to ensure that they are **A**chievable and **R**ealistic.
- 5.2.6 The targets will also be **T**imed by appropriate milestones to be agreed with KCC when the targets are developed in line with the five-year monitoring framework set out in **Chapter 7**.

5.3 Baseline Situation

- 5.3.1 The baseline situation for employee travel will be established and understood at the application site in order to set measurable TP targets and establish an on-going monitoring process.
- 5.3.2 This first set of surveys should be undertaken within six months of initial occupancy of the facility.
- 5.3.3 Targets will be derived from the baseline situation recorded; whilst further information such as the details of working hours and places of residence of employees for the employment aspect of the site will ensure that targets are realistic and achievable.

5.4 Aspirational Target

- 5.4.1 The aspiration is for the development to achieve a 10% modal shift away from single occupancy private car use towards more sustainable modes of transport over the entire monitoring period.
- 5.4.2 The aspirational target will be reviewed once the results of the baseline travel surveys are known. This will help to ensure that specific targets are realistic and take account of individual circumstances such as the site's location, opportunities for travel by sustainable modes and the typical travel behaviour of employees.

6. Measures

6.1 Introduction

6.1.1 This chapter outlines measures which could be developed as part of specific Travel Plans (for each land use / aspect of the site) which seek to promote and support the use of sustainable modes of transport at the development site; including walking, cycling, public transport use, car sharing and the implementation of mobility credits. The measures have been detailed which are specific to the development. The measures detailed within this chapter are not an exhaustive list – further measures may be identified in the Full Travel Plan.

6.2 Travel Plan Co-ordinator

6.2.1 For effective management of the TP, a Travel Plan Co-ordinator (TPC) fully trained in the aims and objectives of the TP will be appointed to oversee the implementation of measures and incentives at the site.

6.2.2 Within three months of occupation a TPC will be appointed; this is essential to ensure the overall success of the TP. Once the TPC has been appointed, the contact details (address / telephone number / email address) of the TPC will be provided to KCC.

6.2.3 It is considered that the general day-to-day requirements of the role of the TPC will include overseeing the progress and monitoring of the TP; whilst being fully trained in the aims and objectives of the TP. Given the level of role, it can be picked up by an existing member of staff.

6.2.4 The overarching duties of the TPC will include:

- Liaison with KCC, local bus operators and any other key parties as necessary;
- Promotion of the Travel Plan to employees at the site;
- Organising Personalised Travel Planning as required;
- Provision of Travel Plan Information Packs for employees;
- Provision of Travel Information Boards;
- Overseeing implementation of the on-site measures;
- Undertaking annual surveys and monitoring of the travel plan;
- Assessing the performance of the Travel Plan against aims, objectives, and the agreed modal share targets;
- Identifying any additional measures as measures as may be necessary to help achieve the targets; and,

- Reporting back to KCC with results of Travel Plan monitoring.

6.3 Walking and Cycling Measures

- 6.3.1 Walking and cycling routes and the benefits of healthy travel will be promoted through the specific Travel Information Packs and will include routes to key destinations and transport facilities, with approximate walking / cycling distances and journeys.
- 6.3.2 The range of benefits that can be seen by choosing more active modes of transport will be detailed. The possible benefits could include improvements to employees health, reducing their monthly outgoings on transport, reduction in their carbon footprint, reducing congestion and pollution levels in the local area.
- 6.3.3 As previously mentioned, the site benefits from a range of local facilities within acceptable walking and cycling distances.
- 6.3.4 In terms of walking and cycling provision, secure cycle storage will be provided at the site.
- 6.3.5 The TPC will provide employees with contact details of local bicycle (Inc. servicing/repair) shops and cycling organisations. The TPC will investigate the potential to offer cycle proficiency training and bike maintenance check-ups / courses.
- 6.3.6 The TPC will investigate the potential to offer the cycle to work scheme to employees at the site – this scheme allows employees to spend on bikes and equipment, tax-free, potentially making a significant saving on the overall value.
- 6.3.7 The employment land use should also benefit from showers, lockers and changing facilities for those who actively travel to work.
- 6.3.8 The contact details of local running and walking groups (if available) will also be provided to employees within the Travel Information Packs and promotional material. These groups promote the benefits of walking on health and wellbeing and as an alternative to car travel.

6.4 Public Transport Measures

- 6.4.1 Use of public transport will be promoted through the course of the TP. Up-to-date public transport timetables, bus maps and ticket information will be disseminated to employees through Travel Information Packs, noticeboard in prominent locations and potentially through the employee website. Signage and urban design will also be utilised to promote greater permeability and use of local public transport opportunities.
- 6.4.2 Opportunities for introductory discounts on bus and rail services will be investigated by the TPC.
- 6.4.3 Websites links to public transport information could also be promoted as part of promotional literature; these include:

- www.nationalrail.co.uk;
- www.traveline.info;
- www.redwingcoaches-northkent.co.uk;
- www.arrivabus.co.uk;
- www.brianjonescoaches.com;and,
- www.1stbusstop.co.uk.

6.5 Car Share

6.5.1 Car share schemes have the potential to reduce the number of single occupancy car trips from/to the site, thus reducing congestion and pressure on the local road network. Car sharing will be promoted through the TPC and Travel Welcome Packs (IMMEDIATE).

6.5.2 Regional and national car share websites will also be promoted to the employees. Such websites include:

- www.liftshare.com.

6.5.3 The sites match users with potential partners as a driver or passenger. Once matched, users can choose to car share as little or often as they like. The benefits of the schemes will be promoted to the future employees of the site through the welcome packs and include the following:

- Find drivers and passengers on-line instantly for free – no membership charge;
- Reduce the costs of fuel and parking;
- Choose parameters to define the kind of person that the user wants to share with;
- Cut congestion and pollution;
- Reduce the stress of driving; and,
- Access a variety of other travel information.

6.5.4 The TPC will also review the potential for operating an internal car share database amongst staff.

6.6 Personalised Travel Planning

6.6.1 The TPC will offer employees the opportunity to receive personalised travel advice to assist with identifying sustainable access routes and options to and from the site.

6.6.2 This will be undertaken by the TPC with a questionnaire to be completed and personal travel options and benefits researched and supplied in return with the aim of influencing employees travel habits in view of meeting the long term targets for the site.

6.7 Communication and Marketing

- 6.7.1 The progress, measures and initiatives of the TP will be promoted and marketed to all site users to help continue the ongoing success of the TPs at the development site. An effective communication and marketing strategy will allow all site users to have full knowledge of the sustainable travel options for journeys to and from the development and also, an awareness of the measures available and facilities at the site that aid sustainable travel.
- 6.7.2 To facilitate the ongoing promotion of the TP, TPCs will be available as a point of contact for all employees requiring personalised travel information.
- 6.7.3 The progress, measures and initiatives of the TP will be promoted by the TPCs to employees, via traditional and/or online and/or community information boards that will be located at prominent locations and via specific welcome packs.

7. Monitoring

7.1 Overview

7.1.1 This chapter provides an overview of the monitoring framework that is required within the TPs that are to be adopted at the development site.

7.2 Methodology

7.2.1 KCC's Revised Guidance on Securing, Monitoring and Enforcing Travel Plans in Kent (April 2012), highlights the primary purpose of monitoring is to ensure the developer / end user continues to engage with the various undertakings that have been proposed in the Travel Plan.

7.2.2 The initial monitoring exercise will occur following the baseline travel surveys and will allow for specific target setting and onwards monitoring to be established.

7.2.3 Surveys will be relevant to each specific land use; the content of which will be used to:

- Monitor the targets;
- Show the number and percentage of people travelling by each mode;
- Highlight the number of single occupancy car users which will act as a major factor in target setting;
- Allow annual comparisons to be made when undertaking TP reviews;
- Enable site-specific modal share targets to be determined;
- Determine the barriers and motivations relating to the uptake of sustainable modes of transport;
- Review the progress of any measures and incentives proposed in the TP; and
- Help to identify any further measures that need to be investigated and proposed in order to meet targets.

7.3 Reporting

7.3.1 The TPC will submit an annual monitoring report to KCC within three months of completion of the programmed travel plan surveys. It is envisaged that any required changes to be TP will be agreed with KCC within one month of submission of this report.

7.3.2 In the event that targets are not achieved within agreed timescales, KCC will review the circumstances and the Travel Plan measures will be implemented for a 6 month improvement period that will include a follow up survey.

8. Summary and Conclusions

8.1 Summary

- 8.1.1 This FTP has been prepared alongside a planning application for a new 3-storey GP surgery (c. 1,350sqm) alongside amenity spaces and car parking at the former St. Joseph's Prep School.
- 8.1.2 The report provides details of the travel planning process using national and local policy guidance to provide a set of recommendations for the necessary aims, objectives, targets, measures and monitoring strategies to reduce the number of single occupancy car trips generated by the development and increase the number of sustainable transport journeys.

8.2 Conclusion

- 8.2.1 It is concluded that the FTP provides an effective strategic tool to promote sustainable access at the proposed development. The document serves as a guide to assist with the final targets, measures and implementing of the TP at the development site.

APPENDICES

APPENDIX A

Masterplan



PROPOSED SITE PLAN @ 1:300

Ordnance Survey, (c) Crown Copyright 2022. All rights reserved. Licence number 100022432

P0 Planning Submission JH 13/10/2023
P1 General Amendments as per comments received PA 23/11/2023

Hollaway

London | 15a Acton Street | London | W12 9PG
T +44 (0) 20 7098 5425 | E london@hollawaystudio.co.uk | W www.hollawaystudio.co.uk
Kent | The Tramway Stables | Ramport Road | Rythe | Kent | CT21 5BG
T +44 (0)1303 260 515 | E kent@hollawaystudio.co.uk | W www.hollawaystudio.co.uk

Project | St Josephs
Old Road East
Client | Galliard Homes
Title | Proposed Site Plan
Status | Planning

Scale @ A1 | 1:500 Date | October 2023 Drawn | SA Chk'd | MP

Project Number Drawing Number Revision
22.112 040 P1
Bim Number



transport planning

keep up with mode:



Birmingham

☎ 0121 794 8390

London

☎ 020 7293 0217

Manchester

☎ 0161 464 9495

Reading

☎ 0118 211 8180

✉ info@modetransport.co.uk 📍 modetransport.co.uk 🐦 [@mode_transport](https://twitter.com/mode_transport)