

Travel Plan

Land At Old Kelways, Langport, Somerset Residential, Commercial & Hotel Wing Proposal



Prepared on behalf of CG Fry & Son Limited by:

LGPS Resources, The Old Thatch, Pitney, Langport, Somerset TA10 9AJ
Road Safety, Traffic, Highway & Development Consulting Engineers & Expert Witness
Tel: 01458 253924

Old Kelways Community, Langport, Somerset Travel Plan

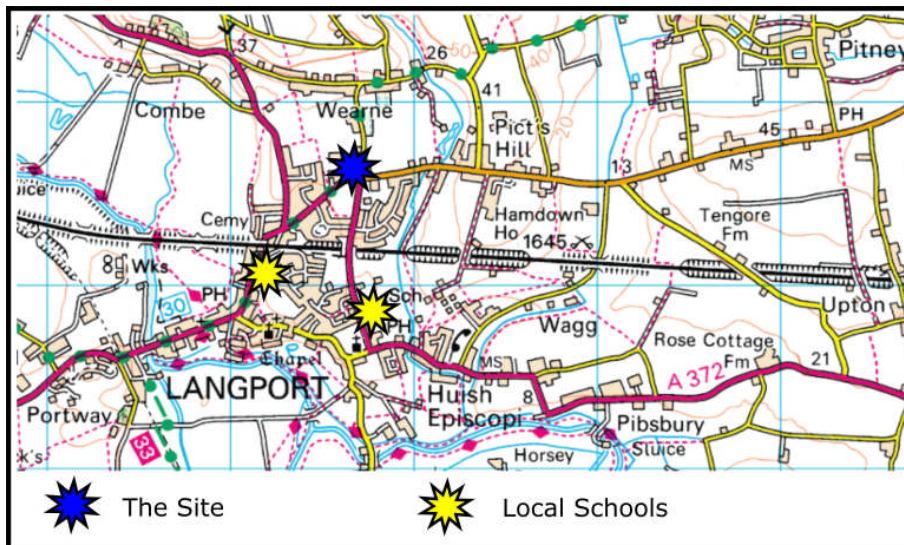
Introduction

Planning approval 07/03534/FUL gives consent for the erection of 52 no. dwellings and commercial space totalling 1775m² comprising B1 employment floorspace and a modest extension of 10 rooms to the small hotel. In terms of scale, the hotel would then be viewed as the equivalent of a small country house bed and breakfast with adjoining pub/restaurant rather than the scale of, say, a Holiday Inn with self-contained facilities.

Existing development at the site includes the public house, a small shop and offices space that until recently housed some local departments of South Somerset District Council. The majority of this office space is vacant due to the centralisation of District Council departments.

Clearly, in terms of Travel Plan (TP) data, it is not possible to undertake representative surveys of the existing uses. Consequently, this travel plan will concentrate on matters at occupation, whether residential or commercial.

Context

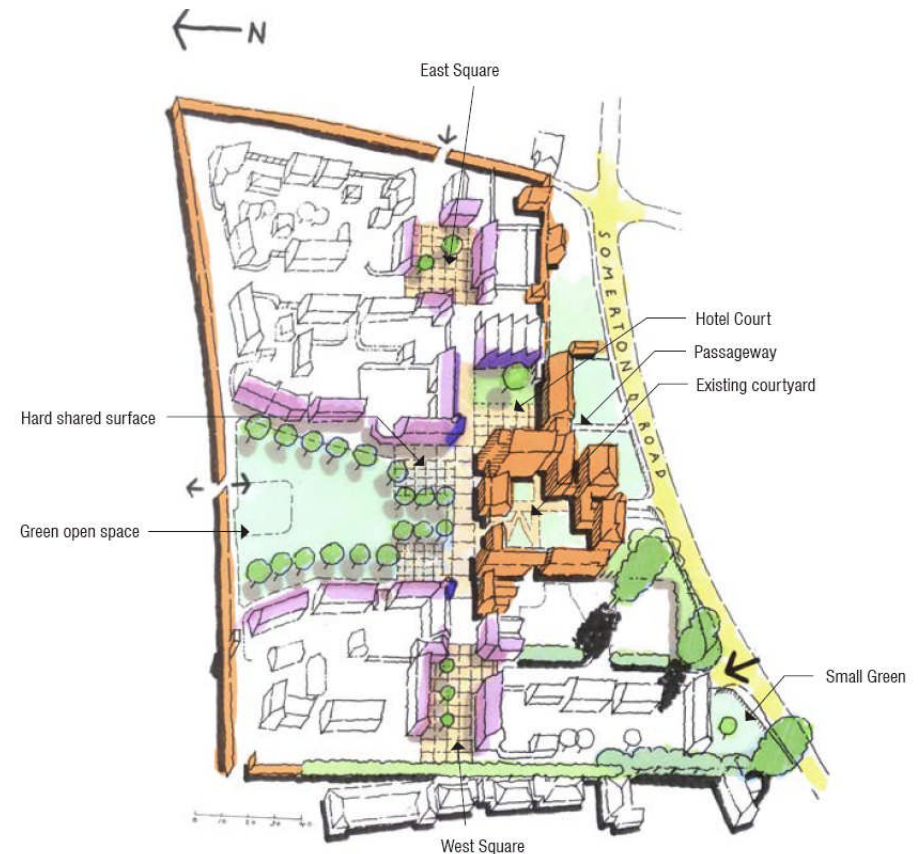


The site is located in a rural area on the edge of the Langport and Huish Episcopi settlements, adjacent to large areas of residential property and within a short walk of the local primary and secondary schools. It was established in the traffic and highway review that public transport by bus is already very well served. Conditions for cycling in the local area are generally good and the site is adjacent to the South Somerset Cycle Route 30. Levels of parking for cycles and cars have already been agreed as part of the planning process as have contributions to road safety and highway improvements. Dedicated car sharing spaces at the commercial units are to be further discussed and agreed as part of this travel plan. However, it is important not to lose sight of rural issues at this location as there is a fine balance between creating employment opportunities and utilisation of shared travel spaces. Further access detail is available in Annex A.

Site Layout Map
For Leisure, Residential and Commercial Locations



Site Layout Map
Key Open Spaces



Scope for realistic improvements to cycling opportunities in this location are limited for travel to work. Leisure and school trips can be encouraged by measures provided in this travel plan and the local secondary school travel plan. It is proposed that, subject to the acceptance of this travel plan, the developer will enter into discussions with a local cycle supplier or negotiate a "bulk purchase facility" to enable good quality cycles to be provided. This will enable the developer to at least partially underwrite the purchase of cycles to first occupiers of the residential properties to a maximum value of £75 per unit. For the commercial units the maximum value will be £75 per non-car share parking space.

It should also be noted that this travel plan can be expanded to incorporate the Key Site adjacent to Old Kelways and that the right turn bay will also facilitate development at that site.

The measures proposed, as part of this travel plan, are set out in the Travel Plan Proposals section and will complement those negotiated in the planning process. The list of enhancements and improvements provided by this development can be summarised as follows:

- a) Provision and full funding of a right turn bay into the site
- b) Provision of a £30,000 local area contribution towards movement and travel improvements in the area. We understand that the County Council will ring-fence this towards roundabout provision at the A372/B3153 junction.
- c) Provision of a £25,000 Safe Routes To School (including encouragement to walk, cycle and use buses) contribution ring-fenced for use via the local secondary school School Travel Plan and administered via the School Travel Plan Co-ordinator with funding going direct to the school as per Government funding.
- d) Other measures as listed in the Travel Plan Proposals section.

The site is located such that visitors do have available travel options other than reliance upon the private car and it should be noted that this travel plan is not an anti-car tool. A key aim of the travel plan will be to encourage travel by more sustainable modes rather than single occupancy car travel. However, car sharing has a place in transporting us for work, social, domestic and leisure trips and we must consider this when we use cars, particularly for regular journeys. Any incentives must be practical measures to encourage and sustain travel by realistic means. A key feature of travel planning should be to set realistic objectives and measurable targets to work towards. These are considered and proposed in the next section.

Travel Plan Proposals

The main channels of execution of the travel plan will be by:

- ❖ Public information about local travel related matters and issues being prominently displayed on public notice boards at strategic outdoor locations around the site and in foyers or public areas.
- ❖ Travel plan publicity and information being included in the sales pack for the residential and commercial properties.
- ❖ Travel plan publicity and information being included in the welcome pack for the residential properties along with incentives such as a voucher to contribute to the cost of a cycle per household for the 1st occupation of the residential units.
- ❖ Travel Plan publicity and information being included in the welcome pack for the commercial properties along with the introduction of dedicated spaces for car sharers.
- ❖ Working with the hotel and public house owner to make public transport and other appropriate information available. This will require the acceptance that the majority of the guests of this small rural hotel are likely to arrive by car but could be encouraged to use public transport or walk whilst in the area. There is a cycle hire facility at the River Parrett Visitor Centre in Langport. The developer is keen to work with the hotel and Visitor Centre to endeavour to establish a mutually convenient pick-up or delivery system between the two venues. The developer will also work with the pub/hotel to investigate the provision and operation of a late-shift taxi arrangement prior to opening the hotel extension.
- ❖ Bearing in mind the predominantly redundant nature of the site, the new residents and businesses will receive a short questionnaire (at occupation) designed to identify expected modes of travel and reasons for use of that mode. Existing uses will receive a similar questionnaire designed to establish existing modes of travel and reasons for use of that mode.
- ❖ The developer will make available (to the community at the site) a point of contact via email, letter and telephone (the Travel Plan Co-ordinator). This arrangement will be in place prior to commencement of works at the site, funded and operational for a period of the five years necessary to complete the surveys and evaluation. During this five-year period the

developer will (via this contact) endeavour to assist in the setting up of a community watch and encourage the permanent setting up of a Travel Plan and Watch Co-ordinator from within occupants of the site.

- ❖ Follow up surveys will be undertaken at the end of the first year of first occupation and at the end of each subsequent year until the end of year 5.
- ❖ The implementation of an "Old Kelways Community Travel Plan" web site – to be maintained by the developer (via the point of contact) for a five-year period from first residential or commercial occupation – will bring together sections of this plan in real time. Sections of the web site may include the following:
 - a) A community Home Page.
 - b) A section for residents.
 - c) A section for workers.
 - d) Links and/or information for buses, trains, cycling, walking, car sharing and choices of how to get to the community. In addition, links will be provided to sources such as the LTP and Moving Somerset Forward.
 - e) General information relating to the travel plan in addition to the aims and pointing out the time, cost and energy savings that travel plan implementation can realise. Information and links to local school travel plans (if available) and Safe Routes to School.
 - f) Information and/or links relating to types of cycle, maintenance and the like.

Ethos

The main reasons for developing this Old Kelways Community Travel Plan are:

- ❖ To encourage a sense of community.
- ❖ Raising awareness of transport and travel issues.
- ❖ Offering incentives and information to encourage travel by means more sustainable than single car occupancy, thereby constraining car use.

The attitude for change needs to emanate from and be carried out by the community. Please endeavour to be part of the solution whenever possible.

| | | | | | |
|--|---|--------------------|---|---|---------------------------|
| OBJECTIVE 1 | To promote greater awareness of travel issues and modes of transport available to the users, residents and businesses at the Old Kelways Community, Langport. To provide information and encouragement. | | | | |
| Purpose | To engage the whole of the Old Kelways Community. | | | | |
| Suggested By | Developer, Consulting Engineer and Highway Authority Development Engineer (HADE). | | | | |
| Action | For Whom | Responsible | By When | Target | Monitoring |
| 1 Public information about local travel related matters and issues prominently displayed on public notice boards at strategic outdoor locations around the site and in foyers or public areas. | All. | Developer. | Prior to first occupation of residential or commercial units. | Promote awareness. Information boards with promotion material at 2 public, open access outdoor sites (primarily for residential), adjacent to the commercial units and adjacent to the hotel reception prior to 1 st occupation of residential, commercial and hotel extension as appropriate. | Travel Plan Co-ordinator. |
| 2 Travel plan publicity and information included in the sales pack for the residential and commercial properties. | Residential and commercial units. | Developer. | Prior to advertising properties. | Promote awareness. Information in all sales packs. | Travel Plan Co-ordinator. |
| 3 Travel Plan (TP) publicity and information included in the welcome pack for the residential properties along with an incentive to purchase a cycle per household as detailed in the Travel Plan Proposals Section. | Residential occupiers. | Developer. | Prior to first residential occupation. | Promote awareness and encourage use of non-car modes. | Travel Plan Co-ordinator. |

| | | | | | | |
|----|---|--|---|--|--|---------------------------|
| 4 | Travel plan publicity and information being included in the welcome pack for the commercial properties along with the introduction of dedicated spaces for car sharers and a cycle contribution as detailed in the Travel Plan Proposals Section. | Commercial occupiers. | Developer. | Prior to first commercial occupation. | Promote awareness and encourage use of non-car modes or car sharing. | Travel Plan Co-ordinator. |
| 5a | Work with the hotel and public house owner to make public transport and other appropriate information available. | Hotel and public house staff and guests. | Developer and hotel/public house owner. | Prior to occupation of hotel wing. | Promote awareness and encourage use of non-car modes for local trips. | Travel Plan Co-ordinator. |
| 5b | The provision and operation of a late-shift taxi arrangement will be investigated prior to opening the hotel extension. | | | | | Travel Plan Co-ordinator. |
| 6 | The implementation of an "Old Kelways Community Travel Plan" web site as described in Travel Plan Proposals section. | All. | Developer. | For a five-year period from before first residential or commercial occupation. | Promote awareness and encourage use of non-car modes for local trips. Provide web links to public transport services and other sites such as LTP and Moving Somerset Forward. Before first occupation and then updated until end of year 5. | Travel Plan Co-ordinator. |

| | | | | | |
|---|---|-----------------------------|--|--|---------------------------|
| OBJECTIVE 2 | To investigate the existing and perceived modes of travel. To assess the level of engagement of the new community. | | | | |
| Purpose | Determine modes of travel and assess the impact of the Travel Plan. | | | | |
| Suggested By | Developer, Consulting Engineer and Highway Authority Development Engineer. | | | | |
| Action | For Whom | Responsible | By When | Target | Monitoring |
| 1a Appoint Travel Plan Co-ordinator as a point of contact via email, letter and telephone. | All. | Developer. | Prior to commencing work on site. | Establish a point of contact for the community using convenient and available information and communication technology. | Travel Plan Co-ordinator. |
| 1b Develop the Old Kelways Community web site. | | | Web site operational prior to first occupation. | | Travel Plan Co-ordinator. |
| 2 Assist in the setting up of a community watch and encourage the permanent setting up of a Travel Plan and Watch Co-ordinator from within occupants of the site. | All. | Developer and local Police. | Close to full occupancy of residential and commercial. | Develop positive relationships within the community so that community members carry the Watch and Travel Plan ethos forward. | Travel Plan Co-ordinator. |
| 3 The new residents and businesses will receive a short questionnaire (at occupation) designed to identify expected modes of travel and reasons for use of that mode. Liaise with SCC over design of questionnaire before circulation. | All. | Developer. | Commencing at first occupation. | To assess expected modes and reasons for use. Base line. | Travel Plan Co-ordinator. |

| | | | | | |
|--|---------------------|---------------------|---|---|---------------------------|
| <p>4 Existing uses will receive a similar questionnaire designed to establish existing modes of travel and reasons for use of that mode.</p> <p>Liaise with SCC over design of questionnaire before circulation.</p> | Existing occupiers. | Developer. | Commencing to complement Objective 2, Action 3. | To assess existing modes and reasons for use. Base line. | Travel Plan Co-ordinator. |
| <p>5 Follow up surveys at the end of the first year of first occupation and at the end of each subsequent year up to year 5.</p> <p>County Travel Planner and Travel Plan Co-ordinator will meet with residents and commercial occupiers during this process to reinforce the Travel Plan aims and to seek views of occupiers as to what may be needed to achieve or improve on the targets.</p> | All. | Developer and HADE. | At the end of 1 st year and then the end of each subsequent year up to year 5 inclusive. | <p>To assess modes after settling in to the community and reasons for use.</p> <p>To assess expected modes and reasons for use after each year of operation and suggest ways forward.</p> <p>Targets:</p> <p>To increase the level of cycling by 5% each year over the 5 year period.</p> <p>To increase the level of walking by 3% each year over the 5 year period.</p> | Travel Plan Co-ordinator. |

Annex A

Extracts From The Design & Access Statement

"Buses, Cycles and Walking

The site is well served by buses for a town of Langport's size. The principal route passing the site is First Bus 54 linking Langport with Taunton, Somerton and Yeovil. Good connections are available at Somerton for Street, Glastonbury, Wells and Bristol.

First Bus 54 has recently been upgraded with new vehicles and an enhanced timetable providing an hourly service in both directions from approximately 07.30 to 18.30 with two late evening services thereafter (Monday to Saturday). On Sunday, services run every two hours between Somerton and Taunton via Langport.

In addition, there are 5 services per day Monday to Saturday on Webberbus 16 to Othery, Westonzoyland and Bridgwater from bus stops on Newton Road (A372) approximately 400m distant to the west of the site.

The existing bus stop outside the Old Kelways Public House has a direct path into the site through a ground floor passageway via the pub garden. It leads directly into the area of additional parking allocated to the Local Authority between the hotel and the existing building, and will be a short cut to the centre of the site. The walk from the bus stop to the main access to the site is about 200m (less than 2 minutes at average walking speed)."

"The existing historic right of way along the western boundary (currently an unmade path) will be turned into a surfaced public space overlooked by residences and widened in places to ensure it is not an undesirable back alley.

A footway is extended along the inside edge of the existing boundary wall creating a pedestrian loop around the whole site.

The gateway to the existing courtyard will be retained forming a direct connection to the new square and green open space from the existing offices and the access road through the scheme will be narrowed at this point to emphasize pedestrian priority and slow cars."

"Access to Local Facilities

The site is 700 metres from the Tesco Metro located at the upper end of North Street, a 7 minute walk at an average walking speed

The nearest Health Facilities (the group Practice surgery on land situated to the rear of the Black Swan Pub but accessed via a dedicated road) is 850m away or 8.5 minute walk.

These facilities can also be reached in a shorter time using either the car or using the bus route into the village centre which stops outside Old Kelways.

The proposal for mixed use B1 office and industrial unit's means there will be employment on site in addition to the existing buildings that provide office accommodation for the Local Council."

"Car Parking

❖ Existing Office Buildings

40 additional spaces for the existing local authority offices will be located in the centre of the development, adjacent to the existing building. None of the existing parking spaces to the west of Old Kelways will be lost as a result of development.

❖ Spaces for New B1 Units

Parking standards 1 space/30m² > 2500sqm.

Below this threshold there is no guidance and we have been advised that each scheme is taken on its merits. The proposal provides 1275sq m of office / industrial space so the following is therefore provided

Employment Unit 1 – unspecified parking in square, in car park or on street with bike rack storage

Employment Unit 2 – 13 courtyard spaces with bike rack storage

Employment Unit 3 – 17 courtyard spaces with bike rack storage

Overall provision = 1 space/36 sqm

❖ Hotel

14 spaces are provided for the hotel.

This = 1 space per room given that 10 new rooms are proposed and 4 already exist.

❖ **Housing**

Affordable - 1 or 2 surface spaces per unit

Units for Sale - 2 spaces per unit (1 garage or car port) space + space

Housing parking ratio - 1.9 spaces/plot (excluding visitor's spaces)

Visitors

19 allocated parking bays are provided across the site. Additional visitor's spaces will be available after office hours and at weekends when the spaces allocated to the existing office buildings will be unoccupied. Casual on street parking for visitors will also be possible in the shared surface areas and private drives."

"Emergency and Refuse Access

The existing (modified) access from Somerton Road is the only vehicular access to the site. Turning heads exists at the ends of internal culs-de-sac of adequate dimensions to turn a refuse vehicle and removal lorries. Perimeter access to all buildings is available in case of fire.

All bin stores or collection points are accessible from the adopted access roads. Where houses are located at the end of a cul-de-sac or off a private drive the bin collection area/ store is within 20m of the end of the turning head."