



HOPKINS ESTATES LTD

CHARLTON
HORETHORNE

TRAVEL PLAN STATEMENT

JULY 2023

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1. INTRODUCTION

Background

1.1 Key Transport Consultants Ltd is retained by Hopkins Estates Ltd to provide professional transport advice in respect of a site located on the northwest of Charlton Horethorne, Somerset. This document is to be submitted with a planning application for development of the site.

1.2 This Travel Plan sets out the strategy for the site for encouraging sustainable modes of travel. Additional objectives include promoting a healthier lifestyle for residents and visitors. A healthier lifestyle can be achieved through increased exercise, from walking and cycling. This kind of exercise can help us to counteract problems of being overweight and obesity as well as coronary heart disease, stroke, diabetes and cancer in addition to improving mental wellbeing [source DfT Walking and cycling: an action plan 2004].

Aim of the Travel Plan

1.3 The general aim of this Travel Plan is to provide residents with information on the availability and benefits of non-car (particularly single occupancy car) modes of travel and also provide incentives to encourage use of non-car modes of travel.

1.4 In summary the main objectives of this Travel Plan are to:

- Encourage sustainable modes of travel
- reduce the traffic generated by the development;
- reduce the cost of travel for residents; and
- promote healthy lifestyles.

Report Structure

1.5 This Travel Plan is structured as follows:

- **Chapter 2** provides a summary of the site location and its sustainable accessibility to key off-site facilities including education sites, retail opportunities, public transport services and other key uses;
- **Chapter 3** provides a brief summary of the development proposals.
- **Chapter 4** outlines the objectives and strategy for the Travel Plan to encourage sustainable travel which include setting out the health and financial benefits of using

sustainable travel modes.

- A series of Travel Plan measures are outlined in **Chapter 5** which are intended to help reduce the use of the private car and promote sustainable travel options as a viable alternative; and
- Details of the implementation plan are provided in **Chapter 6** and finally monitoring is outlined in **Chapter 7**.



2. SITE LOCATION AND LOCAL TRANSPORT NETWORK

- 2.1 This section provides a summary of the characteristics of the development site including location, context, and other relevant transport information relating to the current condition of the transport network including collision data.

Strategic Transport Setting

- 2.2 The site, which can be seen in **Figure 1**, is currently a field located on the northern side of Charlton Horethorne. **Figure 2** shows the site in a more local context. The site is a triangular shape that is bordered by fields to the north, to the east residential properties and North Road and Harvest Lane forms the southwest border.
- 2.3 Harvest Lane is a connecting route between North Road and Violet lane which merges into an unnamed road. Harvest Lane a single carriageway country lane and subject to national speed limits and a 30mph speed limit at the approach the North Road junction.
- 2.4 North Road is a two-way single carriageway that is subject to 30mph speed limits. The road merges into Blackford Road at the north end of the site and meets the B3145 south of the site. Blackford Road runs north for about 230m then splits into Quarry Hill and an unnamed road. The B3145 runs northeast through North Cheriton and Lattiford before connecting to the A357 and south west the B3145 connects to Sherborne.

Pedestrian and Cycle Routes

- 2.5 There are limited footways in Charlton Horethorne, as is common in rural settlements, although there are a number of rights of way surrounding the village. There are footways on at least one side of the road along the B3145 within the main centre of the village.
- 2.6 The closest National Cycle Route (NCR) is NCR 26 which is about 4km west of the site, which is a 16-minute ride away. The NCR 26 goes north towards Glastonbury and connects to NCR 3 in Glastonbury. South the NCR 26 goes towards Sherbourne and further towards Yeovil and Dorchester.

Public Transport

- 2.7 The closest bus stop, called Kings Arms, is located on North Road by the junction to the B3145, south of the site. The stop services one route the 646 which is a school bus. Timetables are included as Appendix B.

School Travel

- 2.8 From the site visit, secondary school children were observed to be collected by two different mini-bus from two locations, presumably for different schools. One stopped at the church entrance, close to the primary school, and the other at the Horse Lane junction.
- 2.9 Given the catchment area, some primary school pupils are driven to school, with parents stopping on the road outside. Residents from the village can walk to the school. It is understood that the local authority is looking to employ a school crossing assistant.



3. DEVELOPMENT PROPOSAL

3.1 The development site is to the north of the village of Charlton Horethorne off Harvest Lane, which can be seen in **Figures 1 and 2**.

3.2 The proposals are for 31 houses/flats comprising three one-bed flats, one two-bed flats, four two-bed houses, 15 three-bed houses , eight four-bed houses and three four-bed/custom build plots. Seven of the houses and all of the flats will be affordable, with the layout shown in Appendix A.

Parking

3.3 All of the houses will have two parking spaces, and most will also have a double-garage.

3.4 Four parking spaces are provided for allotment users. Whilst the allotments would be for local residents, users would still need to drive occasionally when delivering heavier items, and two visitor spaces are provided.

3.5 The commercial units would have 13 separate parking spaces.

Access Proposals

3.6 A pedestrian and cycle access is proposed onto North Road, providing the most direct route into the village centre for residents, as well as allowing other residents pedestrian access to the allotments, commercial building and public open space.

3.7 The main vehicular access points for the site are onto Harvest Lane. A separate access is proposed for commercial units to the residential area, although the two areas would be linked by a footway.

3.8 Visibility splays of 2.4x 43m are proposed in each direction at each access. The existing 30mph speed limit ends just south of the site boundary, but we would support it being extended past the site frontage. A speed survey on Harvest Lane in 2019 showed speeds of 33 and 35mph, so already close to the 30mph speed limit. The access is included as Figure 3.

3.9 Passing places are proposed on Harvest Lane and these are discussed and are shown on Figure 4.

Other improvements

3.10 We have looked at improving the pedestrian route to the school, secondary school stops, church and village hall. All of which require crossing the B3145.

- 3.11 There is no street lighting within Charlton Horethorne, and following public consultation that identified a desire to keep the village unilluminated, we would not propose to introduce it as part of this development.
- 3.12 Ideally a pedestrian refuge island or controlled crossing would be proposed to allow pedestrians to cross the B3145 in two stages. However, despite unlit pedestrian refuges being installed elsewhere in the country, Somerset County Council Technical Advice Note 22/20 states that uncontrolled crossings “shall be illuminated”, and traffic calming features should also be illuminated. This contradicts the desire to keep the village unlit.
- 3.13 However, we have proposed improvements to an existing crossing location, which has no collision history. Whilst this would become an “uncontrolled crossing”, it is just an improvement to an existing uncontrolled crossing location. We would not propose for this existing crossing point to be lit.
- 3.14 The layout is shown in Figure 5. The proposals are to introduce a dropped kerb and tactile paving on the western side of the B3145 on an existing build-out.
- 3.15 On the eastern side, a new build-out would have dropped kerbs and tactile paving to allow pedestrian a safe place to wait for a gap in traffic. Bollards would be installed on the island to protect it from vehicles.
- 3.16 Introducing street lighting into the village would allow for more traditional traffic calming features and controlled crossings to be installed. Appendix C shows two separate options for improvements if street lighting was accepted. Drawing 0987-005 shows a puffin crossing in the location of the proposed crossing improvements. This would provide a safer place to cross for more vulnerable users and introduce an element of traffic calming in the villages.
- 3.17 Drawing 0987-006 shows a traffic calming option at the school access. At the moment, there is no footway on the school side. A proposed build-out would allow pedestrians a safe place to wait/land and shortens the crossing distance and therefore time to cross. It would also help to reduce traffic speeds on the approach to the village, as northbound traffic would have to give-way and negotiate the build-out. In traffic capacity terms, it would be no different from what happens now with parked parents/carers cars reducing the carriageway to a single lane working. Data from <https://www.trafficchoices.co.uk/somerset/traffic-schemes/chicanes.shtml> states that speeds through the chicane is likely to be 21mph.

4. OBJECTIVES AND STRATEGY

Objectives

4.1 The Travel Plan has the following objectives:

- Encourage sustainable modes of travel;
- reduce the traffic generated by the development;
- reduce the cost of travel for residents; and
- promote healthy lifestyles.

Sustainable Travel

4.2 Everybody can play a part in reducing greenhouse gas emissions, particularly by choosing a sustainable mode of travel in lieu of single occupancy car travel. Opportunities at the site include walking, cycling, public transport and car share.

4.3 There are local facilities that can be accessed by walking and cycling from the site as identified on **Figure 2**.

Personal Health and Fitness

4.4 Choosing to cycle or walk to the local services and facilities will have positive benefits to an individual's health, fitness and wellbeing.

4.5 The Government, through the National Health Service, recommends that everybody should exercise to:

- Reduce the risk of heart attack and increase chances of survival;
- Reduce the risk of developing long-term diseases;
- Increase life expectancy and improve quality of life in later years;
- Increase confidence;
- Improve appearance – body fat is reduced, muscle definition is improved, and skin improves in appearance;
- Improve posture; and

- Have a positive effect on breathing, blood supply, muscles, and bones.

Financial

- 4.6 There are also significant financial benefits associated with green travel modes. For a number of years fuel prices have been steadily increasing. This, coupled with increased parking charges, increased vehicle excise duty, vehicle maintenance, insurance and vehicle depreciation, the costs of using the private car as the commuting mode of choice is high.
- 4.7 Money can be saved by walking, cycling, using public transport or car sharing where motor costs can be shared.

Strategy

- 4.8 The primary strategies are to provide residents with relevant travel and health information together with initial incentives to encourage sustainable travel.
- Preparation of Residents Travel Packs to provide information on sustainable travel including bus and train timetables, location of facilities and the health benefits of walking and cycling.
 - Within the Residents Travel Packs, Sustainable Travel Vouchers (STV) will be included that can be redeemed against the purchase costs of items that would promote more sustainable forms of travel. The Residents Travel Packs will include information on the local car share schemes.

Travel Plan Fee

- 4.9 A sum of £700 plus VAT will be paid to SC to cover the costs of monitoring and reviewing the Travel Plan.

5. TRAVEL PLAN MEASURES

5.1 This section of the TP outlines the Travel Plan Measures which will be adopted to help encourage higher levels of sustainable travel to and from the site.

Residential Travel Plan Commitment

5.2 The Travel Plan measures will be implemented by the developer of the site or by a consultant appointed on their behalf.

Travel Plan Coordinator and Registration

5.3 A Travel Plan Coordinator (TPC) will be appointed, who will be main point of contact for both the local authority and residents. They will be responsible for the implementation and monitoring of the Travel Plan.

5.4 The TPC will be appointed by the developer. At least 3 months prior to the first occupation to allow for measures such as the Travel Information Pack to be produced and agreed in advance.

5.5 The TPC will be suitably trained/qualified and provided with an appropriate budget and support by the developer. Until the TPC is appointed, the main contact will be:

Hopkins Estates Ltd
The Tythings Commercial Centre
Southgate Road
Wincanton
Somerset
BA9 9RZ

5.6 Somerset Council would be informed of the nominated TPC. The role of the TPC would include:

- overall responsibility for the Travel Plan;
- identifying, developing, assessing and reviewing measures and targets of the Travel Plan;
- ensuring resident awareness of the Travel Plan;
- maintaining contact with the Local Highway Authority and to liaise with local public transport providers;
- being able to pass to resident's new initiatives and schemes promoted by Somerset Council.

5.7 The Travel Plan will be registered on Somerset Council's iOnTRAVEL, which is a monitoring



system, and all TPC actions and communications will also be uploaded as well as evidence of measures implemented.

Encouraging Walking and Cycling

Notice Board

- 5.8 A Travel notice board will be provided in the development, potentially near the allotments or public open space. It will contain the walking and cycling maps for the area as well as up-to-date public transport information. It can also be used to advertise local events.

Travel Information Packs

- 5.9 Travel Information Packs will be provided to all new residents, and their contents agreed with SC in advance. The packs will include leaflets relating to the health benefits of walking and cycling and will contain:

- Walking and cycling maps showing routes to local facilities.
- Public transport information showing bus routes, bus stop locations and timetables.
- Car sharing information.
- Details on how to claim the Residential Travel Voucher.

- 5.10 The same information would be provided on the notice board, and electronic links provided on the development web site.

Residential Travel Vouchers

- 5.11 Residential Travel Vouchers will be offered to residents to provide financial assistance to reducing car use.

- 5.12 The resident will be reimbursed with 50% of the cost of up to three items related to sustainable travel with an upper limit. The system is designed to allow flexibility as each household would have different requirements and needs.

- 5.13 A comprehensive list of what are deemed to be acceptable items, together with the maximum reimbursement levels, is provided on SCC Travel Planning Guidance document¹. The list covers many items related to walking, cycling and public transport as well as working from home equipment.

1

https://somersectcc.sharepoint.com/:b:/s/SCCPublic/EXxoMqGZJo9Pn3GfpmTxlvEBfIJ3vMk_yNAWuFA_hxo8FA?e=wXzbTF



5.14 As mentioned previously, details what can be claimed and how to claim will be in the Travel Information Packs.

5.15 The SC guidance sets out the following voucher value per tenure, with up to three tenures for the life of the Travel Plan (2011 prices)

- £100 per one bed roomed
- £150 per two bed-roomed unit,
- £200 per three bed-roomed unit,
- £250 per four+ bed-roomed unit.

Cycle to Work

5.16 Information on Salary Sacrifice cycle to work scheme, will be included in the Travel Information Packs, although it would be down to individual employers to implement.

Cycle Parking

5.17 Most of the houses have a garage as well as parking spaces, so will have room to store cycle securely. For the apartments and houses without garages, secure covered cycle stores will be provided.

Encouraging Public Transport

Notice Board

5.18 As set out above in section 5.8, a notice board will be provided for residents which will contain public transport information for the area.

Travel Information Packs

5.19 Again, as set out above in 5.9 details of public transport in the area will be included in the 2 Travel Information Packs.

Residential Travel Vouchers

5.20 The vouchers set out above could be used for public transport season tickets.

Encouraging Multi-Occupancy Vehicles

Notice Board



- 5.21 The notice board will promote the Somerset Car Share scheme <https://liftshare.com/uk/search/from/somerset> .

Measure 2 – Travel Information Packs

- 5.22 The information packs will include details of the above Somerset Car Share scheme.

Other Measures

Car Charging Points

- 5.23 All dwellings will have access to a car charging point.

Development Site Website

- 5.24 Reference to the Travel Plan will be made on any internet page advertising the development.

- 5.25 Prior to first occupation, a Facebook (or other social media) page will be set up for the development. This can be used to provide local information as well as links to travel information.



6. IMPLEMENTATION AND TIMESCALES

6.1 This section outlines the implementation programme and expected timescales for implementing and running the various 'hard' (i.e. physical infrastructure) and 'soft' (publicity and marketing) Travel Plan measures summarised in this report.

Implementation of Hard Measures

6.2 The various physical measures outlined within this Travel Plan will be provided by the developer prior to the occupation of the development.

6.3 This includes the formation of suitable site access arrangements for vehicles and pedestrians, noticeboard, provision of cycle parking and EV charging.

Implementation of Soft Measures

6.4 The developer or an external consultant will be responsible for producing the Residents Travel Packs which will be issued to all occupants.

6.5 The developer will be responsible for ongoing updates for the site notice board.

Timescales

6.6 A tabulated list of the various Travel Plan measures proposed is provided overleaf on **Table 6.1** along with a timetable for implementation and the person/organisation responsible for delivery of each specific measure.

Table 6.1: Travel Plan Timescales for Implementation					
Measure	Action	Timescale	Implemented by	Duration	Resources/Costs
Travel Plan Coordinator	Implement the TP	3 months prior to first occupation	Developer	5 years after occupation	TPC time
Residents Notice Board	Provide ongoing information and updates to the Resident Notice Board	From first occupation.	Developer/TPC	Ongoing	Cost to developer as part of construction
Travel Information Packs	Obtain up-to-date travel information and produce a RTP	Prior to occupation of the first dwelling	Developer/TPC	5 years after occupation	Under the TPC role + printing costs
Travel Vouchers	Financial assistance for sustainable transport measures	Prior to occupation of the first dwelling	Developer/TPC	5 years after occupation	Costs based on SC guidance
Car Charging points	Enable at home electric vehicle charging	Prior to occupation of the first dwelling	Developer	Ongoing	Cost to developer as part of construction
Development Website	Up to date information	Prior to occupation of	TPC	5 years after	TPC time

	on travel	the first dwelling		occupation	
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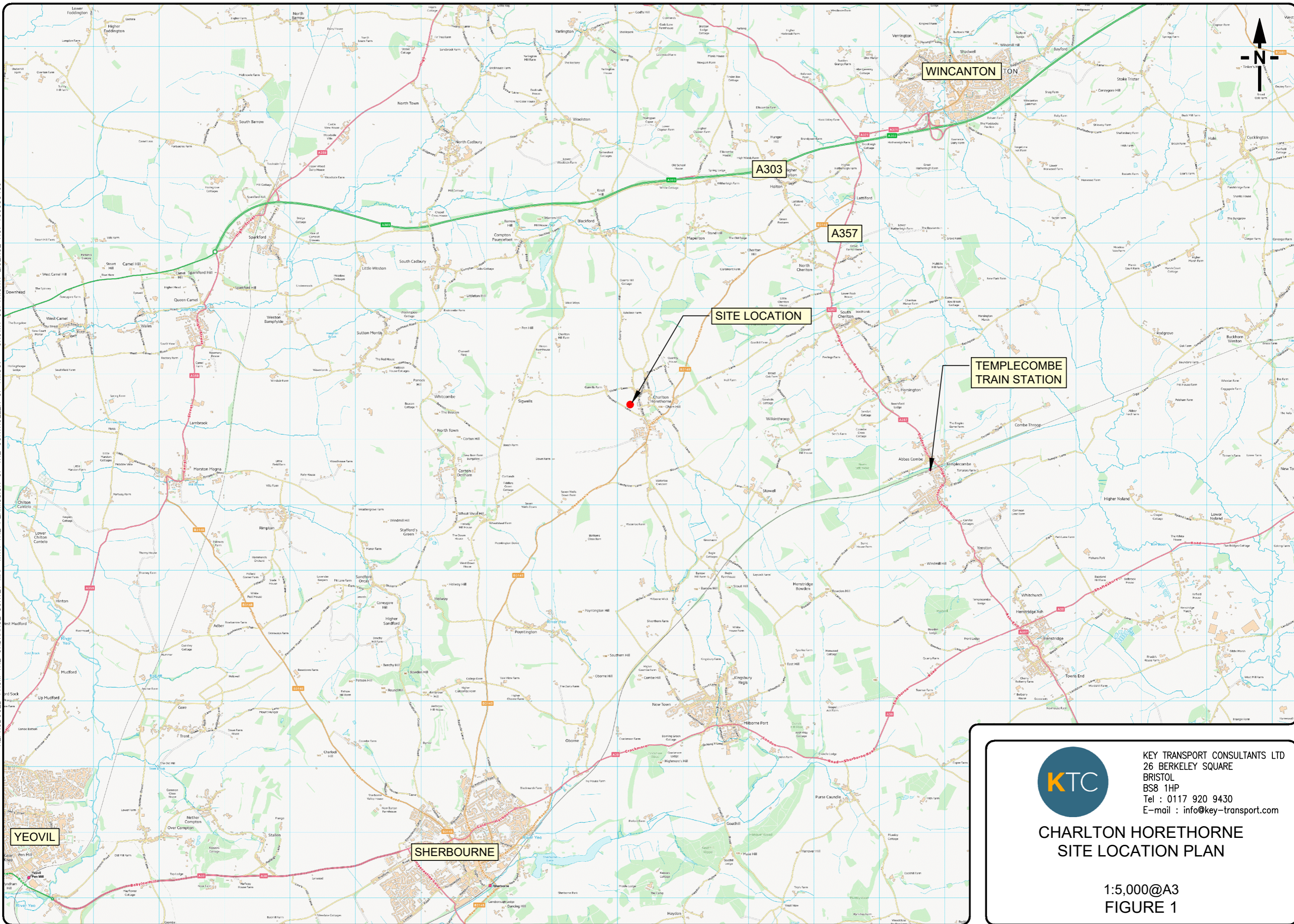
7. **MONITORING**

- 7.1 The TPC will keep a record of distribution of Travel Information Pack, uptake of travel vouchers and also keep the notice board up to date.



FIGURES

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CHARLTON HORETHORNE SITE LOCATION PLAN


1:5,000@A3
FIGURE 1

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KEY

SITE BOUNDARY 

BUS STOP 

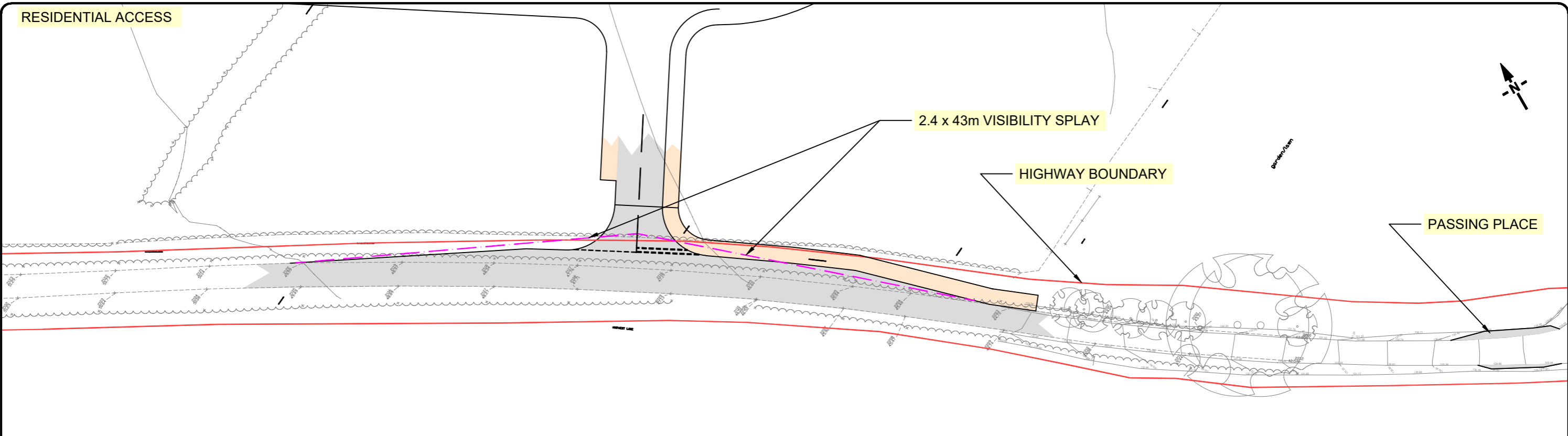


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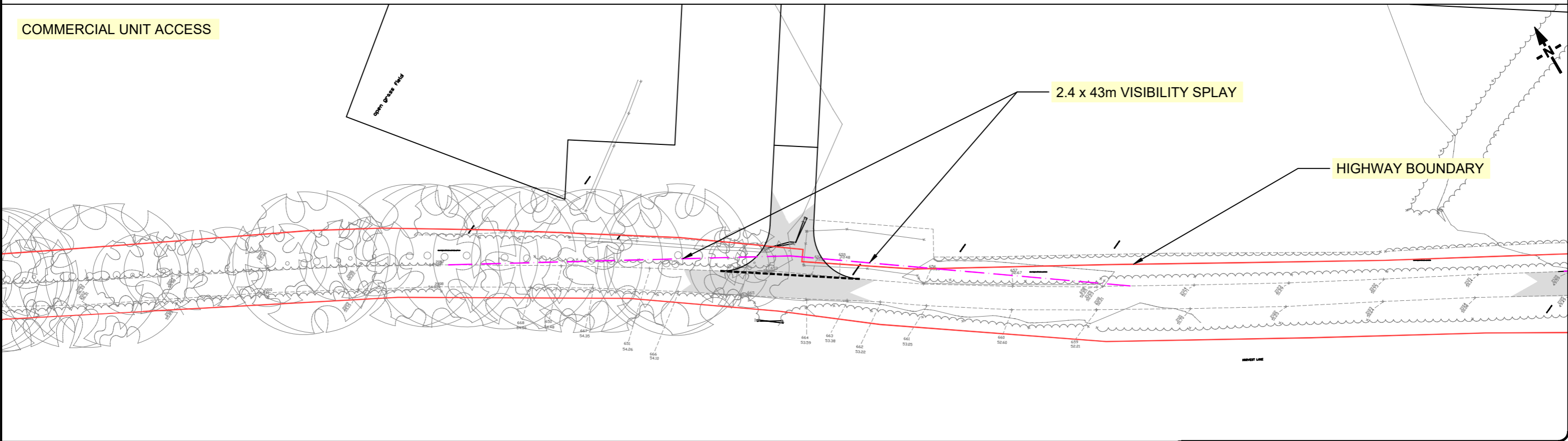
**CHARLTON HORETHORNE
LOCAL HIGHWAY NETWORK
AND FACILITIES**
1: 1000@A3
FIGURE 2

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RESIDENTIAL ACCESS



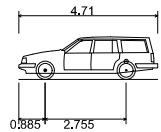
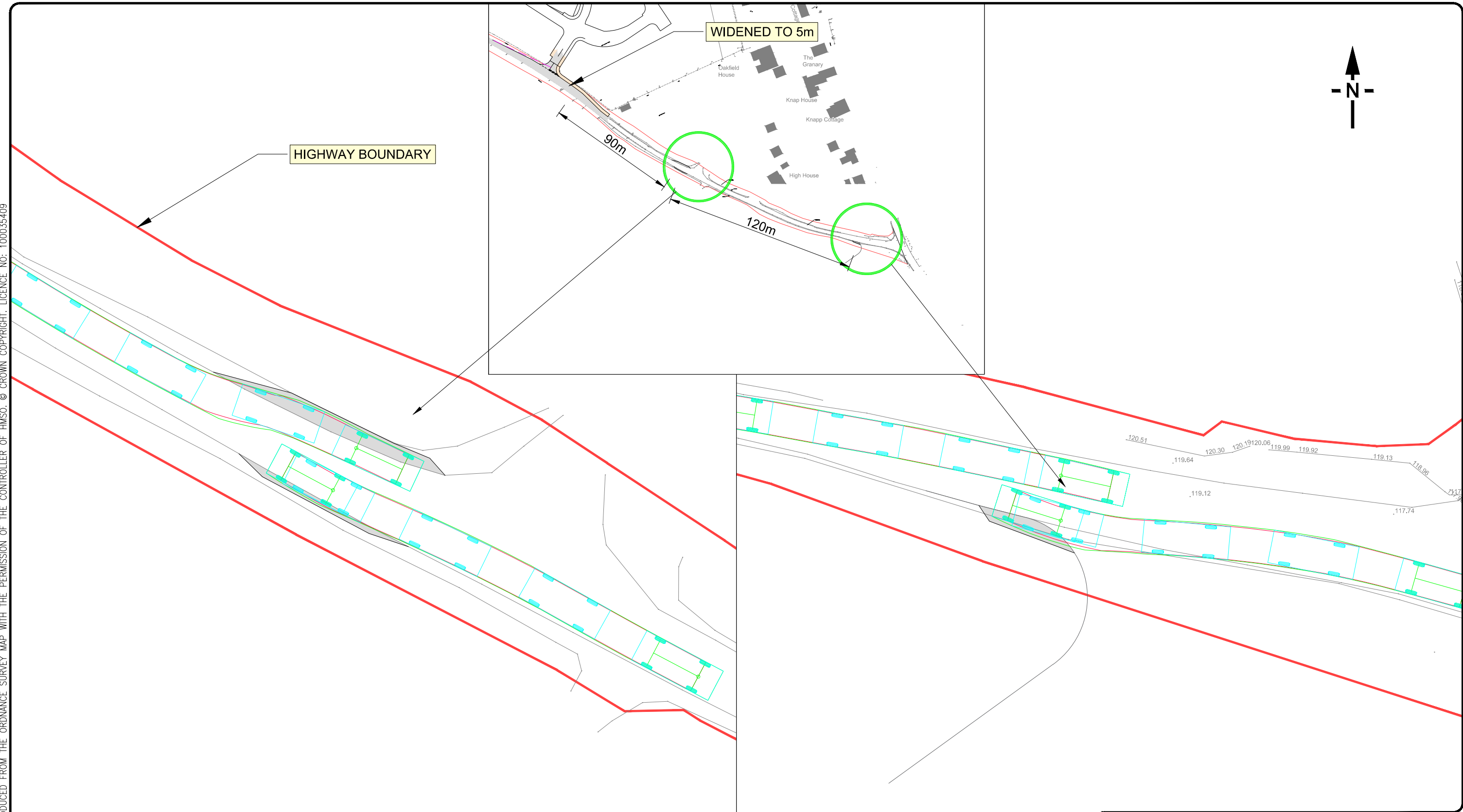
COMMERCIAL UNIT ACCESS



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CHARLTON HORETHORNE
PROPOSED ACCESS
ONTO HARVEST LANE
1:500 @ A3
FIGURE 3

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Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m



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**CHARLTON HORETHORNE
 PROPOSED PASSING PLACES
 ON HARVEST LANE
 1:200 @ A3
 FIGURE 4**

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NORTH ROAD

EXISTING BOLLARDS

B3145

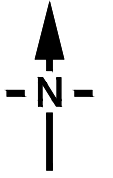
SLOW

PROPOSED BOLLARD

NEW BUILD-OUT

ACCESS TO CAR PARK

HORSE LANE



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**CHARLTON HORETHORNE
PROPOSED CROSSING OF B3145**

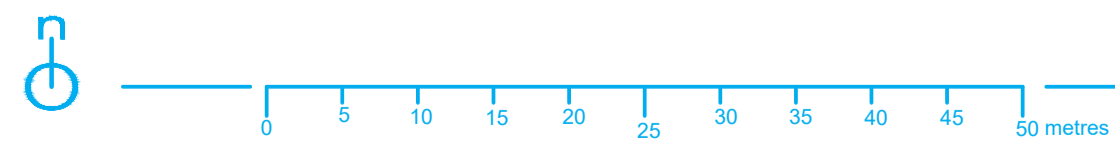
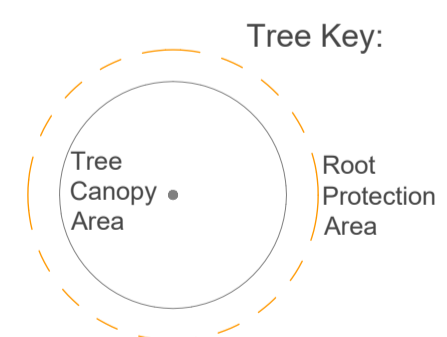
1:250 @ A3
FIGURE 5

APPENDIX A

Proposed Site Layout Plan



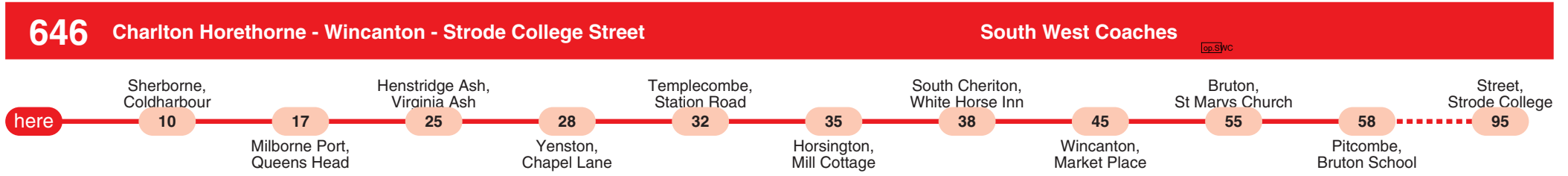
- Key:**
- Type A1**
3 no. 1 bed flat, GIA 60m²
1 no. 2 bed flat, GIA 74m²
 - Type A2**
4 no. 2 bed, GIA 70m²
 - Type A3**
3 no. 3 bed, GIA 104m²
 - Type B1**
5 no. 3 bed, GIA 150m²
 - Type B2**
3 no. 3 bed, GIA 130m²
 - Type C**
5 no. 4 bed, GIA 216m²
 - Type D (self build plot)**
3 no. 4 bed, GIA 216m²
 - Type E (single storey)**
4 no. 3 bed, GIA 110m²
 - Single storey Commercial**
GIA 280m²
 - Two storey Commercial**
GIA 385m²



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APPENDIX B

Bus Timetables



The numbers circled indicate approximate timings in minutes from Charlton Horethorne, Kings Arms

Mondays to Fridays

Bus times as at 10th February 2023

TimeServiceNote

0710 **646** Co1

Saturdays

No Service

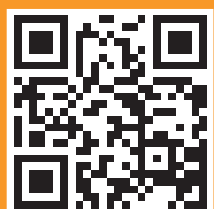
Sundays

No Service

Notes: Co1 - Strode College Days

BY SMS

Bus times by text message



Get the times of the next four buses from this stop on your phone

Scan the QR code or send the stop code below to:

84268

Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

Code for this stop: s0tdjdtg

NextBuses

Bus times by mobile browser

