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Document description:

Travel Plan Statement

**Proposed 40 New Holiday
Lodges – Carvynick Holiday
Park, Summercourt,
Newquay, Cornwall.**

Date: January 2024

Client:

Kingsley Developments (SW) LTD

Job Ref: JP/TP/154/23

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1.0 Introduction

- 1.1 This Travel Plan Statement (TPS) has been produced by Jon Pearson, Transport and Highway Consultant on behalf of Kingsley Developments (SW) Ltd. An appointed member of management staff will run and maintain the TPS. The TPS is for both the proposed new and the existing holiday units at Carvynick Holiday Park, Carvynick, near Newquay, Cornwall. It is submitted to demonstrate the excellent sustainability of the site and is intended to be utilised at the point of sale for future guests and employment of staff.
- 1.2 This TPS details the key principles and is aimed at the future guests and staff of the proposed development.
- 1.3 The development consists of 40 new holiday lodges together with parking spaces. The proposed site layout is included within Drawing No. Drg.No. 3253.3.10 **(Appendix A)** at the rear of this document. The development will be served via the existing internal site road via the site's main vehicular and pedestrian accesses off Pencorse Lane, classified C754 on the site's eastern boundary.
- 1.4 The internal site layout provides a shared surface access road, parking spaces (including disabled provision) and dedicated, secure cycle storage with electric charging points for cars.

2.0 **Aim and Purpose of the Travel Plan**

- 2.1 Kingsley Developments (SW) Ltd is focused on reducing their impact on the environment and promoting good environmental practice. It actively seeks to run operations in the greenest possible way taking positive steps to improve environmental, social and economic performance in line with current legislation and protocols.
- 2.2 This TPS represents a long-term strategy to promote more sustainable travel and where possible offer realistic sustainable mode of transport choices. This will be done both to reduce single occupancy vehicular travel but also for all other journeys undertaken by car, specifically short trips locally, in preference to sustainable transport alternatives. The development is proposed to be low car ownership.
- 2.3 Influence upon each user will be the strength of the TPS. The new guests/staff will be made aware of the TPS at the initial interest at booking/appointment together with encouragement to utilise the nearby available, viable alternatives to the private car.
- 2.4 The future TPS will be used by the Travel Plan Coordinator (TPC). The TPC will be appointed prior to full occupation of the site and will both implement and manage the plan.

3.0 Site Location and Local Highway Network

- 3.1 The proposed development site is located to the north west and south east of the village of Summercourt and town of Newquay respectively, on land forming part of the existing Carvynick Holiday Park.
- 3.2 The location of the development in relation to nearest public highways (C754 & A3058) can be seen in Figure 1 below:

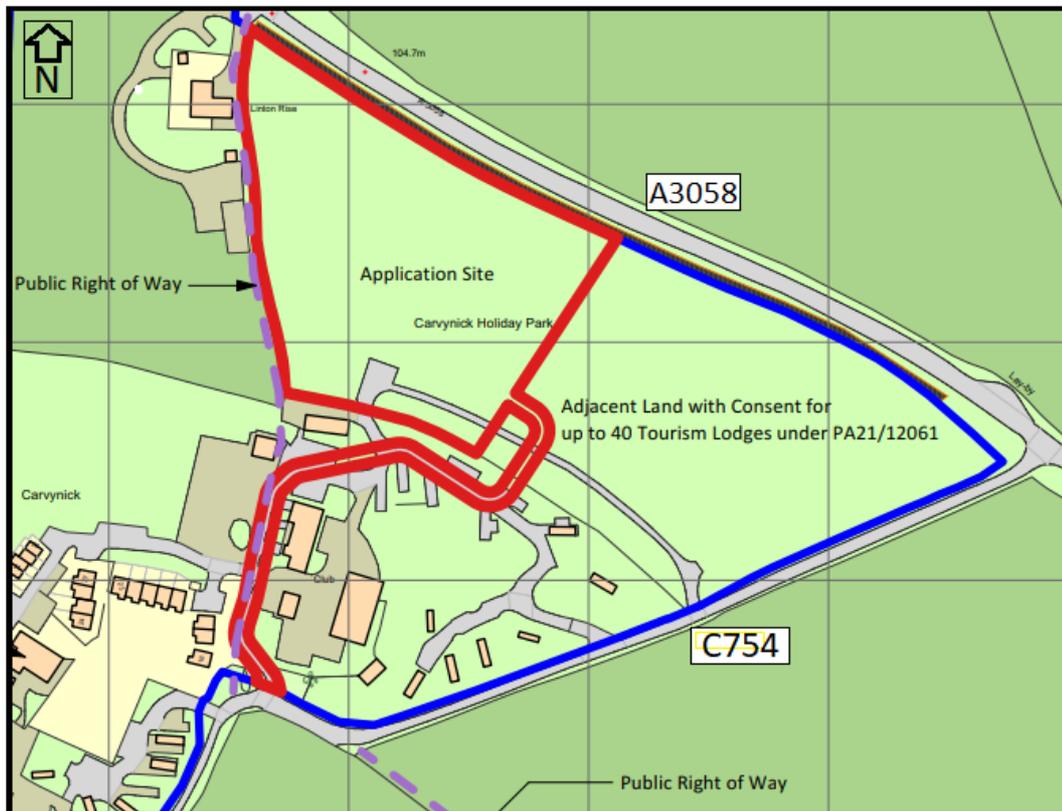


Figure 1 – Site Location

- 3.3 The proposed site layout is shown in drawing No. 3253.3.10 (**Appendix A**). It is proposed to utilise the existing access point off the classified C754.
- 3.4 Examination of the recorded accident/collision data held by Cornwall Council and relevant online sites demonstrated that there have been no recorded collisions at either the existing site access with C754 nor the C754/A3058 junction for over the past 20 years. The proposed highway access together with the immediate surrounding road network are therefore considered acceptable in highway safety terms.

4.0 **The Proposed Development**

4.1 It is proposed to an additional 40 holiday lodges at Carvynick Holiday Park, Carvynick, near Newquay.

4.2 It is proposed, given the sites sustainable location to rail and bus services and the local shops, to provide dedicated cycle parking together with individual site parking spaces. A number of car charging points will also be provided. This TPS is intended to demonstrate to the visitors and staff that there are adequate alternative travel mode options available.

5.0 **Travel Plan Focus**

- 5.1 The main aim of this TPS is to encourage and inform the new guests and staff, demonstrating that even one car is not necessarily a requisite to access the site.
- 5.2 Kingsley Developments (SW) Ltd have welcomed the opportunity to introduce a TPS as they understand the benefits to the new guests and the local. It is intended to encourage to understand and embrace sustainable travel. By developing a new TPS (currently the park does not have one) sustainable travel patterns can be established, lowering the impact that the development has upon the local environment, and ensuring that where possible all guests and staff make informed journey choices.
- 5.3 Travel planning at any site is a dynamic process that will grow and develop with time and in accordance with the changing circumstances and the environment in which it works. It is not a one-off event to be undertaken and completed, nor is it a document to be produced and not maintained or reviewed.

6.0 Travel Plan Aims & Objectives

- 6.1 As with any travel plan the ultimate aim is to encourage the target audience (guests and staff) to travel sustainably to and from the site by providing an attractive modal choice beyond being simply a single occupant in a private vehicle.
- 6.2 The future TPS will raise the awareness of environmental issues both locally and globally, as is already the ethos of Kingsley Developments (SW) Ltd.
- 6.3 The TPS will comply with the policy objectives of national and local government with specific regard to increasing the sustainability of new development through the reduction of private car use, especially single occupancy.
- 6.4 The benefits of a successful TPS are clear environmentally but there is also a health benefit for the participants from reduction of stress by removing the need to drive long distances to personal health through walking and cycling. An often hidden benefit is the cost savings for the individual from car free travel. UK car owners spend over £3,500 to run their cars each year. Besides the purchase price, the biggest expenses of car ownership are petrol or diesel (£1,400+ a year estimated now due to rising petrol and diesel prices), motor insurance (£561 a year), and repairs and servicing (£273 a year). In addition, road tax, parking fees & permits, driving lessons, car clubs, fines and other upkeep expenses cost an additional £259 a year per vehicle. (www.nimblefins.co.uk).
- 6.5 Kingsley Developments (SW) Ltd will endeavour to:
1. Promote the use of public transport.
 2. Promote walking and cycling.
- 6.6 Travel plans are no longer registered on Cornwall Councils (CC) iOnTRAVEL site as this has ceased to be operated unfortunately. Travel plans will however be monitored for their effectiveness over the initial years by CC Highway officers.
- 6.7 It is intended that the Kingsley Developments (SW) Ltd will operate in a sustainable manner that contributes to the wellbeing of the community by conforming to the core aims and objectives of the Cornwall Council 'Local Transport Plan – Connecting Cornwall 2030' (LTP3) and 'Travel Plan Guidance for Developers in Cornwall'.

7.0 **Method**

7.1 The TPS will commit to a defined methodology:

1. Promote access by foot, cycle, powered two-wheelers, public transport and car sharing for all users.
2. Promote use of the on-site shop for daily supplies.
3. Promote safe access.
4. Encourage safe and healthy travel options.
5. Raise all guests' awareness of the location of local services.
6. Provide on-site and within staff room, notice boards advising on walking, cycling and public transport routes locally.
7. Provide 'green' travel options at 'point of sale' ie online booking sites for guest's information.

8.0 Measures

8.1 The hard (physical) and soft (management) measures to be undertaken as part of the TPS are detailed below. These measures accord with CC's Travel Plan Guidance and with current DfT guidelines, 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process (2009).

8.2 In order to achieve and meet the objectives of modal shift away from single occupancy vehicle (SOV) use, a number of Travel Plan measures will be implemented. 'Hard' measures will be incorporated into the design and layout of the site and include the following:

- Pedestrian footways and Public Right of Ways on desire lines;
- Cycle storage/Powered Two-Wheeler parking.
- Electric car charging points.

The 'soft' measures are shown in **Table 8.1** below:

Measure	Description	Timescale
Travel Plan	The future TPS will be provided so all prospective guests/staff are aware of their sustainable travel options within the area at the point of sale/employment.	Prior to full occupation
Travel Plan Coordinator	The TPC, appointed by the developer, will ensure the TPS is implemented, facilitated and maintained.	Prior to full occupation
Public Transport	The local bus and rail services and proximity to bus stops are included within this TPS. Information will be provided to guests at booking and on occupation. Staff on appointment.	Booking & Guest/Staff occupation
Promotion of sustainable travel and alternatives to the car.	These will be included within the TPS and ongoing by the TPC.	Booking & Guest/Staff occupation

Table 8.1: Soft Travel Plan Measures

8.3 Normally a TPS would incorporate initial mode shift targets in line with 'Travel to Work' data for the area. Given this is to be a holiday development the data will not apply.

8.4 The TPC will review the travel choices whilst maximising train, bus, cycle and walking modes. A Travel Survey will be undertaken annually to establish if further measures are required, additional cycle parking for example.

9.0 Action Plan

9.1 Kingsley Developments (SW) Ltd will aim to produce and promote this TPS to each new guest and staff member.

9.2 The following sections will enable guests/staff to identify the alternative modes of transport, their location and understand distances to key services.

Pedestrian & Cycle Accessibility

9.3 The benefits of non-car travel are clear environmentally but there is also a health benefit for the participants from reduction of stress by removing the need to drive to personal health through walking and cycling.

9.4 The pedestrian and cycling network within the vicinity of the site is of good quality, and both forms of transport provide a viable and well used option for travel within the immediate area. Covered, secure cycle parking is to be provided.

9.5 The Institute for Highways (IHT) guidelines on walking are given in **Table 9.1** below and show acceptable distances and walk time for different journey purposes:

	Walking to Education and Recreational	Other Non-Commuter Journeys	Walking to Education & Recreational	Other Non-Commuter Journeys
Desirable	500m	400m	6.25 mins	5 mins
Acceptable	1Km	800m	12 mins	10 mins
Considered	2Km	1.2km	25 mins	15 mins

Table 9.1 – IHT Walking Guidelines

9.6 As part of a previous planning consent a new section of footway was provided from Pencorse Lane along the southern edge of the A3058 to enable a continuous footway link to the centre of the village of Summercourt and its services approx. 780m to the east. The village has a public house and a small convenience store with post office.

9.7 The nearest bus stops serving Newquay and the city of Truro are approx. 285m south east of the site at the junction of the C754 and A3058 whilst the existing holiday park has its own on-site shop.

9.8 Two of the destinations stated above are considered well within acceptable walking distances as recommended within Manual for Streets guidance for 'The walkable neighbourhood' (p.45) which states that they are '*...typically characterised by having a range of facilities within 10 minutes' (up to 800m) walking distance...*'. It adds that

'...this is not the upper limit and... walking offers the greatest potential to replace short car trips, particularly those under 2km.'

- 9.9 The recent rises in fuel prices has seen cycle sales soar with more bikes bought than cars. Cycle sales are outstripping cars as families look to cut costs. Recent sales figures suggest that Britain is becoming a far more enthusiastic cycling nation than its major European counterparts with average UK sales of 3.6 million bikes per year, compared with just over 2 million cars – a gap of 1.6 million. The Covid impact also encouraged more people to buy and use cycles as part of their daily exercise with the realisation that commuting by bicycle is a realistic option. Younger people in particular have caught the cycling bug, with half of 18 to 29 year-olds intending to cycle more, according to a survey of 500 people by RBC Capital Markets. This compares with 40% of all adults who say they want to be fitter and healthier. More people have taken up cycling as a hobby over the past few years, (during Covid lockdowns roads were temporarily deserted), and many are more are now also commuting to work by bike. Halfords recently disclosed that electric bikes and scooters have been its biggest sellers in the past 12 months, and e-bikes tend to be three times the price of normal bikes. The higher-end bicycle retailer Tredz posted 60% growth in like-for-like sales during the last Covid lockdown – in the first seven weeks of 2021 – and sales of traditional children and adult bikes were also up 43%.

With the recent innovation and popularity of electrically assisted bicycles or 'E-bikes' helping riders get up hills more easily and greatly reduce journey times – outlying villages, beaches and even the large town of Newquay would be easily accessible. The electric assisted bike can be a viable replacement for a car with all the environmental, financial, and other benefits that this entails. E-Bikes also carry heavier loads more easily than with a regular bike, so many commuting (staff) and longer distance leisure trips by guests would now be a realistic possibility.

Public Transport

- 9.10 As stated, the nearest bus stops are only approx. 285m from the site, providing bus service to nearby villages, Truro and Newquay town centre.
- 9.11 Following central Government's announcement in February 2020, both bus and cycling infrastructure were improved. Currently, a day bus ticket, providing unlimited travel is only a maximum of £2.00 for a single trip, £5 per day or £20.00 per week for adults, £13.50 for children and a family ticket for £40.00.
- 9.12 The nearest mainline train station is located in Truro, approx 15km to the south west although Newquay (approx 10km to the north west) has a branchline link to mainline services at Par. This offers a further alternative to using a car for guests as it is easily accessible from the site by bus, taxi or keen cyclist wishing to enjoy a 'greener' holiday.

Should at any point during the guests stay, a car be needed, there are local car hire firms available.

Car Sharing

- 9.13 Car sharing for staff members can save money and time. It is an enjoyable and particularly useful exercise for similar daily trips ie commuting fro Truro, Newquay etc.
- 9.14 There are many useful sharing websites on the internet such as ‘CarshareCornwall’ (www.carsharecornwall.com), Liftshare (www.liftshare.com) and ‘Bla Bla Car’ (www.blablacar.com). The latter website enables a user to post an intended trip, long or short distance and those seeking to undertake the same journey can email and arrange a lift. The website calculates a suggested ‘fee’ for the journey. Conversely if not a car owner one may check for advertised journeys which would fit their needs. The cost of the trip is shared and it can be much cheaper than long distance train fares and considerably more convenient and enjoyable.

Food Delivery

- 9.15 There are a number of stores locally which offer this service from Truro and Newquay. Each supermarket has its own website for guests to access and order their weekly shop. Tesco also offer ‘Click & Collect’ where guests may pick up ordered groceries at their convenience, driving home after a day out for example.
- 9.16 It is intended that the development will operate in a sustainable manner that contributes to the wellbeing of the community by conforming to the core aims and objectives of the Cornwall Council ‘Local Transport Plan – Connecting Cornwall 2010’ (LTP3).
- 9.17 In summary, the application site is very accessible by a range of transport modes other than the private car. The development site is accessible by foot, cycle, bus and even rail as part of a linked trip.

10.0 **Scheme Monitoring & Review**

- 10.1 In order to evaluate the success of the TPS a programme of monitoring and review will be implemented. Monitoring and review will be the responsibility of the TPC.
- 10.2 The TPS's primary objective will be to ensure low use and ownership of private cars. A wider objective will be to increase the awareness of guests regarding the environmental implications of their modal choices.
- 10.3 The TPC will engage on a regular basis with stakeholders such as local authority officers, transport service providers and guests.
- 10.4 Within 18 months of the implementation of the TPS and annually thereafter, the TPC will undertake a planned review. The objective will be to measure its success and to identify the potential for improvements to the travel initiatives. Performance improvements may be deliverable due to a number of reasons, notably improvements in infrastructure, increased public transport and/or changes in public perceptions of transport associated environmental harm.
- 10.5 All staff will be issued a staff questionnaire on commencement of employment and undertake a review annually to enable the TPC to identify any issues/reasons that staff feel they need to drive to work. An example of the staff questionnaire is attached as **Appendix B**.
- 10.6 The TPC will detail how the TPS is operating and implement further measures if necessary ie improved cycle parking, electric charging points etc.

11.0 **Summary & Conclusion**

Summary

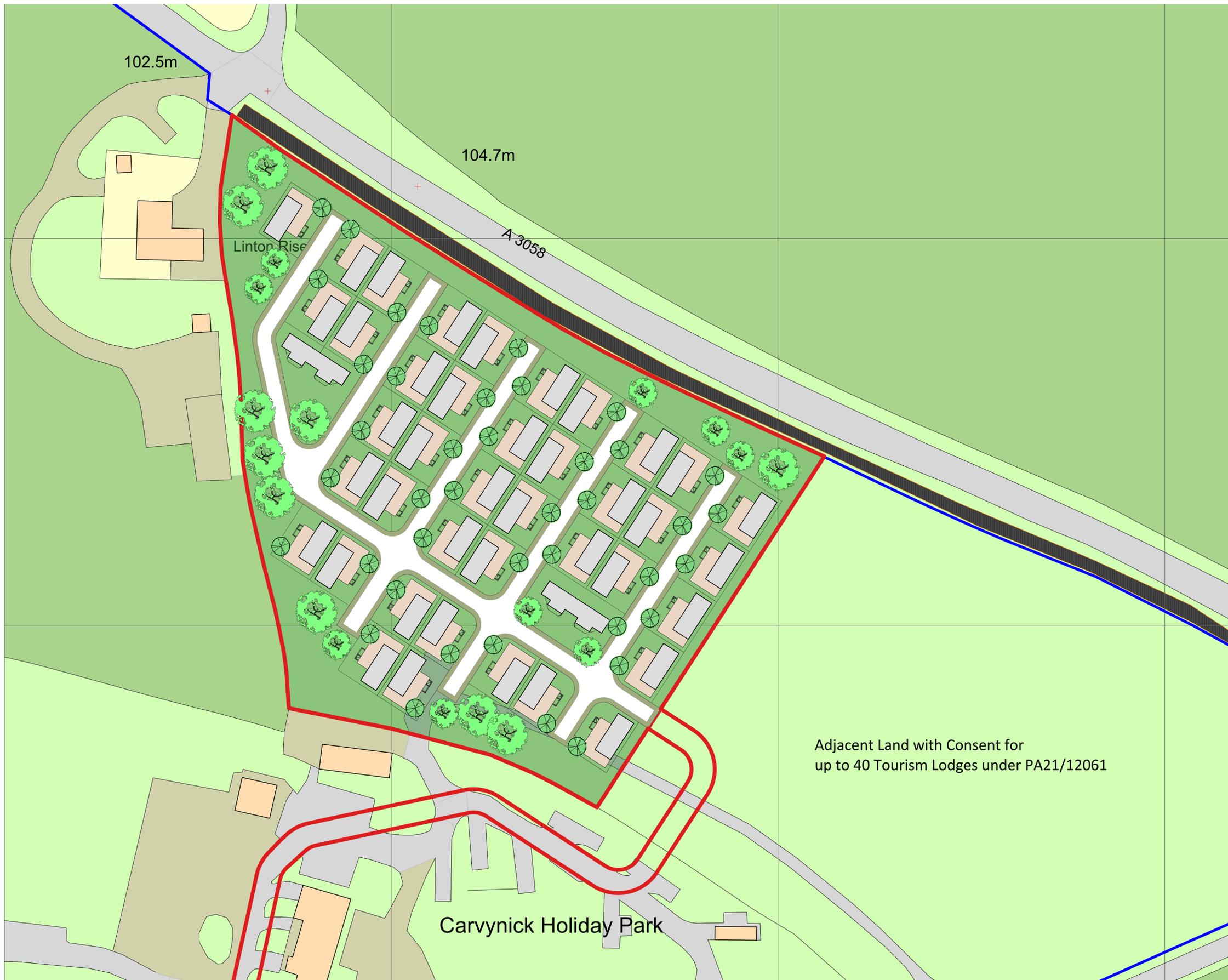
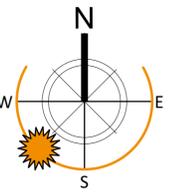
- 11.1 This TPS is intended to demonstrate that the proposed additional holiday lodges, together with the existing site, is within a sustainable location and effectively be utilised by the guests and staff of the new development to understand their travel needs and explore the viable alternatives available to them locally.

Conclusion

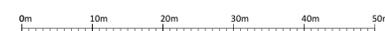
- 11.2 This TPS has identified that the proposed site is sustainable, and users of the site will be aware of all travel modes available to them other than that of simply the private car. It will be provided at first sale point to each holiday maker and employment of each staff member.

Jon Pearson FIHE

Appendix A



1 Illustrative Block Plan
 Scale: 1:500



REV	DESCRIPTION	DATE	INS
CAD ARCHITECTS LTD COURTLIGH HOUSE, 74-75 LEMON STREET TRURO, CORNWALL, TR1 2PN			
CALL: 01872 630040 MAIL: studio@cadarchitects.co.uk WEB: www.cadarchitects.co.uk			
			Chartered Practice

PROPOSED TOURISM LODGES	RE
CARVYNICK HOLIDAY PARK, CARVYNICK TR8 5AF	
KINGSLEY DEVELOPMENTS (SW) LTD	NOV 2023
ILLUSTRATIVE BLOCK PLAN	1:500@A1 1:1000@A3
PLANNING	3253.3.10

Appendix B

Workplace Travel Plan Survey

About You

1. Your place of work

2. Your home postcode

3. Your house name / number

4. Gender Male Female

5. Age Group

Under 18 18 - 34 35 - 44 45 - 60 60 +

6. Do you have a disability that affects your travel arrangements?

Yes No

About your job

7. Do you work? 1-3 days 4 days Full time Shifts

Other, please specify

8. What hours do you normally work? Regular Office Flexi

Other (please specify)

9. Are there any aspects of your job that require you to have the use of a car?

None Attend meetings Visit site / clients Other

Travel to work

10. How do you normally travel to work?

Walk/jog Bicycle Bus Train Taxi Motorbike

Car on own Car Share

Other (please specify)

11. What alternatives do you occasionally use?

Walk/jog Bicycle Bus Train Taxi Motorbike

Car on own Car Share

Other (please specify)

12. How far do you travel to work? (one way)

Up to 1 mile 1-3 miles 3-10 miles 10-20 miles

Over 20 miles

13. How long does it normally take you to get to work? (one way)

0 _ 15 mins 16 _ 30 mins 31 _ 60 mins 60 mins+

14. If walking or cycling are a practical alternative for you, what would encourage you to do so? (select up to 2 answers)

Free transport home in an emergency Covered and secure cycle parking

Changing / locker facilities Pool car available for business use

Other (please specify)

For drivers only

15. Is a car share a possibility if a suitable sharer/s was found?

Yes No I already car share

16. Which of the following would most encourage you to car share? (select up to 3 answers)

Help in finding a car share partner Financial incentives for car shares

Free transport home in an emergency Pool car available for business use

Priority parking for car sharers

Other, please specify

17. Is bus or train travel a possibility?

Yes No Both

Which is most convenient

Bus Train

18. What would encourage you to use the bus or train more frequently to commute? (select up to 3 answers)

More direct train/bus route Pool car available for business use

More frequent services More reliable services

Better information on times and fares

Regular link between station/bus stop and place of work

Other, please specify

19. If you never require a car for business travel select the box below and go straight to question 24

I never travel for work purposes

Travel for work purposes

20. Approximately how many business miles do you drive a month (number please)

21. Do you ever car share for business trips?

Yes No

22. Do you ever use a pool car for business trips?

Yes No

23. Do you ever use public transport for business trips?

Out of County

Yes No

Within County

Yes No

Your personal opinion of travel planning

24. How do you feel about your employer seeking to address the issues of parking, congestion and pollution by promoting walking, cycling, public transport and car sharing initiatives?

This information is collected in accordance with the Data Protection Act 1998.

The data has been collected for the purposes of:-

- ♣ establishing travel patterns to the site
- ♣ to assist with setting objectives for the Travel Plan which may be implemented in the future
- ♣ to monitor travel patterns at the site over set periods of time to quantify modal shift.