

Transport plan overview in relation to Kids Village (KV) development

Reference in travel plan	Subject	Comment
1.0	New access road	<p>Nature of access road is questionable given guests inability or unwillingness to accept directions contrary to sat nav</p> <p>Nature of this being private, and of no value to local community and residents</p> <p>Additional journey time for all users of this route</p>
2.1	Accommodation lodges	<p>Question relating to size and scale but proposed under the Caravan Act. Routinely this is considered for accommodation which retains wheels and which can be deemed to be non-permeant and moveable</p> <p>Fitness for purpose and likelihood of being able to recruit 2 appropriately skilled couples in current recruitment crisis</p>
2.13	Staffing	<p>Consideration that the proposed headcount will not be sufficient, especially if check in and out day is fixed. Easy to consider that each 4 bed lodge will take 2 team members 6 hours to clean, necessitating 20 people to work assuming check in and out is fixed and occupancy is 100%. This assumes maintenance is not required for any departing lodges which is most unusual.</p> <p>Travel plan suggests fixed check in and out day, however the planning does not expressly allow this, how will this be controlled?</p>
2.2.2	New access link road	<p>Experience has shown that even with a regular and repeat base of guests to Wychnor Park that prescribing a route for access is hard if not impossible to dictate and time consuming to manage. Owners of timeshare at Wychnor Park are very regular and still will follow sat nav when travelling from different directions and often arrive via the</p>

		alternative access despite both written and verbal directions to the contrary.
3.2	Existing site description	This section does not accurately describe Wychnor Park which is a timeshare development not an open hotel in the sense it is described. It operates a restricted access policy in line with the travel plan, it has no external leisure membership, golf usage. It has had to restrict the commercial marketing of the food and beverage operator in order to meet the agreed travel plan and as such the travel plan suggests that the counted traffic accounts for a materially different number of users
Fig 3.4	Private road	This road is not traversable to most cars as the camber and surface has been eroded over time and with weather. It is not lit, and there have been multiple occasions where various parties have used gates to block access causing confusion and distress to new drivers to Wychnor. This cannot be deemed as an alternative access route
Fig 3.7	Passing places on Wychnor Lane	Wychnor Lane itself is not in good repair with many deep potholes, and passing places which are unofficial and not maintained. In poor weather these pot holes are not visible. The deterioration even during Covid in 2020 and 2021 has been noticeable despite much reduced traffic due to home working and extended closures at Wychnor Park in both years Should also be noted that the comment describes a brick built bridge, not the single carriageway hump back bridge with little space for another car on the A38 side
3.4	Existing Highway Network	Signage to Wychnor is very limited and given the speed and high occupancy of the dual carriageway it is often impossible to see the sign unless you know to look for it.
3.5	Existing traffic flows	The source data is 2017, DFT's website suggests that since 2017 road traffic on major roads are routinely up 2% per annum

Fig 3.10	Traffic profile	<p>No local information was sought about the normalcy of the period when local traffic was reviewed. It is understood that most residents of the Grange who work were working from home due to Covid.</p> <p>The Food and beverage was closed, and golf courses, as well as leisure usage at Wychnor Park were materially reduced during this period due to changes in usage at this time.</p> <p>The resort had radically reduced staff due to both shortages and reduced cleaning services due to Covid 19.</p> <p>When Wychnor Park analysed data for September for years 2018-2021 inclusive whilst occupancy remained consistently in the range 95.9 and 97.1% the average number of check ins and outs radically varied. In 2018 this was an average of 30 per day for both categories and was at an all time low in 2021 of 19. This does through the proposed vehicle movements for KV into some query.</p> <p>When analysing by day of week, the picture becomes more confused. in direct difference to the assumptions from 1 week's data in the traffic study, over the 4 year period Sunday is routinely the busiest turn round day at Wychnor Park, often up by between 18-31%. If the traffic plan seeks to mitigate additional journeys directly in relation to one week of data in a very different period to drive their arrival strategy the remainder of the data surely becomes questionable?</p> <p>In addition planning does not allow a direct impact on this once the development is open and running.</p>
3.6	Accident data	<p>Please can data be reviewed, the period of study is defined as 1/1/2015 – 22/2/2021. In the first 2 years there were 12 accidents noted but it appears that the results suggests there are none after this point in the following 3.5 years</p>

		<p>Furthermore the summary suggests the accident rate to be low when assessed over 5 years but as highlighted above this has to be considered in fact to be either a) higher or b) only over a 2 year period.</p>
3.71.1	National policy	<p>It is erroneous to suggest that Wychnor is in any way a sustainable and accessible location by any other means than vehicle.</p>
3.7.2	Local policy	<p>It is not possible to say that further traffic on the junction of A38, on Wychnor Lane, and the privately maintained roads will have no negative impact</p> <p>In addition it is hard to argue that this is a tourism business, when the justification for the accommodation is to provide peace and countryside for the users with little to a) attract families locally b) some guests not able to fully and easily travel</p> <p>Finally tourism as a reason for travel suggests expenditure in the local area which seems less likely in this context</p> <p>More specifically the policy 15 requires supporting measures which facilitate “ a modal shift” to public transport, cycling and walking. Wychnor Park have confirmed that with one exception no staff members have ever been able to walk or cycle to work routinely due the busyness of the road network and the fabric and lighting of the roads themselves. Given the winter hours of darkness and housekeeping teams routinely arriving by 8.30am and departing after 4pm, for much of the winter the journeys would be in darkness without street lighting.</p>
4.2	Pedestrian access	<p>In contradiction the local nature of travel for staff members the demographic expected to travel from across the UK to this location.</p>
4.3	Cycle access	<p>The repeated assertion that traffic is light on Wychnor Lane ignores the fact that only access from local conurbations is via the extremely busy A38, a dual</p>

		carriageway with speeds regularly in excess of 70mph.
4.4.1	Bus	<p>Bus options will take guests or staff to the end of an unlit, single carriageway potholed lane with a very uneven camber in places. It could be argued that the 25 minute walk which the report itself highlights is more dangerous to staff members than anything else.</p> <p>It should also be noted that the bus times provided do not cover Sunday's when the change over day is proposed to occur and when the vast majority of the week's travel movement will happen</p>
4.4.2	Rail	Given the health challenges these families face it is unlikely that any train arrivals are to be expected. Connecting taxi's are very hard to find from the location out in addition.
5.3.1	Proposed Trip generation	It appears that the suggested turnround day of Sunday was proposed as a reaction to the lowest traffic data. It is a very unusual day and routinely Friday and Saturday's are to be expected as most in demand. In addition whilst the travel plan suggests a Sunday this is a note only which seems unenforceable It should be noted that this turnround day is likely to cause most disruption in fact to residents as the existing business in this area will continue to trade as expected with weekend departures.
5.3.3	Cleaning & Laundry	<p>Please see note above under 2.1.3 which suggests staffing estimates are grossly under estimated and in addition the laundry statistics are in query. Bedding, towelling for 40 rooms will be very challenging for any small laundry to manage, turnround especially given the complex medical needs of some of the guests.</p> <p>Wychnor Park at 44 lodges struggle to routinely get any car sharing even with a larger team.</p>
6.2	Base traffic	Given the reference from DFT's website proposing an estimate of 2% additional traffic movements per year that this

		situation is already understated and no upward allowance has been forecast.
6.5.2	Road Safety	<p>The difficulty with the A38 junction onto Wychnor Lane cannot be understated. The road is at very high occupancy, has a very short turn lane and onto a single track hump backed bridge which is unlit.</p> <p>It is inconceivable that any routine traffic to KV will use the private road nor that the KV team will be able to monitor and manage the intercom if this is the expected fall-back system without a code. Given that these team members are expected to care for and support the residents, clean lodges on Sundays and manage check in and out, it is unlikely that they will also be able to manage access.</p> <p>Any additional traffic causes a worsening of traffic conditions.</p>
6.6.1	Traffic impact	All assumption assume that only KV can impact traffic flows and that the Grange, local residents and Wychnor Park will not alter their travel patterns. No comment has been made about onward review, amendment of operation or contingency planning
Table 6.3	Traffic Impact	<p>Please refer to Fig 3.10 where the data suggests that the traffic assumptions are grossly understated for the period of local traffic survey and as such the impact in % terms is not usable</p> <p>All assumptions and conclusions thereafter need to be reviewed urgently</p>
6.6.2	Traffic operation	<p>Management and funding of causeway, passing bays and traffic lights. These elements are not fully considered or addressed. The burden of both cost and planning for ongoing maintenance is unknown to the applicant. The status quo is difficult with one party to the causeway unknown and costs due to escalate routinely due to the deteriorating condition of the causeway, underlying structure only increasing with both time and increased use.</p>

		Changes to sequencing of the traffic lights may be necessary causing additional cost and disruption to existing residents
8.2.3	Aims and objectives	All 4 actions are difficult and ultimately not enforceable.
8.3	Travel plans : do they work	The reality is that they only work where there are viable alternatives. There are none here