GREEN TRAVEL PLAN FOR MOSTYN GOSPEL HALL TRUST AT 'THE BUNGALOW', PECKLETON LANE, DESFORD, LEICS.

1.0 INTRODUCTION

1.1 A 'Green Travel Plan' (GTP) provides an opportunity to acquaint an organisation and its members with the consequences of their travel choices and the benefits of choosing suitable alternatives.

1.2 The principal aim of a plan is to minimise the impact of travel on the environment by:-

- Reducing the level of unnecessary travel and particularly the use of the private motor car.
- Encouraging those who have to travel to do so in a way which minimises the environmental impact.

1.3 GTP's typically focus on four key transport issues:-

- Commuting
- Business travel
- Fleet vehicles
- Delivery / Commercial traffic

1.4 It is proposed that the property be used as a place of worship for the Brethren Church. Consequently business travel, fleet vehicles and delivery / commercial traffic considerations are not relevant. It will therefore be appropriate to focus on the impact of 'commuting' alone in the development of the GTP.

2.0 THE APPLICANT

2.1 The Mostyn Gospel Hall Trust exists for the provision of Gospel Halls in and around Leicester. At present the trust owns two other halls – one in Mostyn Street, Leicester and the other in Leicester Road, Groby.

3.0 THE APPLICATION

3.1 Due to increasing numbers and relocation of members, it has been necessary from time to time to hold some meetings in private houses. This situation is not sustainable and an additional hall is urgently needed in this area. Following an extensive search over the past four years this property has been identified as a satisfactory solution for this need, both in location and facilities available.

4.0 GENERAL CONTEXT

4.1 The Mostyn Gospel Hall Trust proposes to convert the bungalow for use solely as a place of worship for a potential congregation of around 35 persons, twice weekly. The numbers attending will increase to about 120 on an infrequent basis. Those attending weekly will be from Desford, Newbold Verdon & Peckleton areas. The occasional gatherings will also draw from villages such as Ratby, Kirby Muxloe, Groby and Glenfield.

4.2 It is proposed to use the property as a place of worship on a part-time basis, as follows:-

DAY & TIME OF MEETING	FREQUENCY	NO. OF PERSONS	NO. OF VEHICLES
SUNDAY 5:45 – 7:15AM	WEEKLY	35	8
SUNDAY 1:30 – 2:45PM	FORTNIGHTLY	60	15
MONDAY 6:45 – 8:00PM	WEEKLY	35	8
FRIDAY 7:00 – 8:45PM	OCCASIONAL	120	30

4.3 The proposed meeting hall has two existing vehicular accesses direct from Peckleton Lane. In view of highway safety it is intended to permanently close off the North-west access.

4.4 It is proposed to provide car-parking spaces for 17 vehicles, including 2 disabled spaces near to the building entrance and 15 secure, covered bicycle-parking spaces.

4.5 Whilst it is accepted that on the infrequent occasions when there are up to 30 vehicles attending and only 17 parking spaces are to be provided (as indicated on the plans), there is ample grassed area within the site to provide overspill parking for the extra vehicles – a proprietary geotextile mesh or similar treatment being used to facilitate vehicle movements.

4.6 The number of vehicle movements to and from the site will be considerably less than the TRICS data figures for a residential property of this size.

4.7 All vehicle movements are at times of low traffic volume and will cause no problem to the Highway Authority. The reason for the low number of vehicles involved is due to the fact that many of those attending are complete families, travelling in MPV's. Others are well acquainted with the practice of car-sharing.

4.8 The Trustees are aware of their responsibilities to promote sustainable travel arrangements. They recognise the Government's environmental concerns and have committed themselves to the following Green Transportation Policies:-

- All who use the meeting hall will be introduced to the benefits of a GTP and made aware of the need to reduce the impact of the motor car on the environment.
- The Trust will explore and implement, within its scope of responsibility, protected methods of minimising the reliance of the property on the motor car.
- Encourage the use of alternative methods of travel.
- Promote through its normal means of correspondence (letter), the advantages of walking, and in this context work out the practical radius of such activities.
- Monitor and through arranged car-sharing seek to reduce the number of vehicle movements per capita per week.

4.9 The Mostyn Gospel Hall Trust is willing to maintain the designation of a Transport Co-ordinator to support the GTP.

5.0 PUBLIC TRANSPORT

5.1 The application site is on the eastern side of Peckleton Lane, adjacent to the 'Sport in Desford' sports club, on the southern edge of Desford.

5.2 Bus services in the area are provided by Arriva Midlands. Bus routes 152 & 153 serve the area.

5.3 Bus Services are:

152 Leicester City Centre – Ibstock at hourly intervals Monday to Saturday during the day (there is no service on Monday to Saturday evenings or on Sunday). There are stops at Station Road and Manor Road in Desford.

153 Leicester City Centre – Market Bosworth at hourly intervals Monday to Saturday and two-hourly on Sundays. There are stops at Station Road and Manor Road in Desford.

The nearest stop to the site is 0.6 miles away on Manor Road.

6.0 CYCLE FACILITIES

6.1 Cycling is ideal for shorter journeys and is the most energy efficient mode of transport. Cycling can have an important role to play in reducing car use and offers significant health benefits.

6.2 National Planning Policy Guidance – PPG13 identifies potential to substitute car trips with cycling for journeys under 5km.

6.3 There are two elements to the promotion of cycling as a viable alternative to the car:-

a. Improved off-site conditions to provide safe and direct routes from homes to the site, and...

b. Provision of facilities such as secure cycle parking and changing facilities on site.

6.4 There are at present 9 members of the congregation who are within 5km of the site and physically able to cycle.

6.5 The number of members living within 5km of the site is due to increase imminently, as other persons are planning to move near to the site once 'Change-of-Use' approval is secured.

6.6 The Trustees will make arrangements for secure and covered cycle parking within the curtilege of the site. Changing facilities can be provided within the existing buildings.

7.0 WALKING

7.1 There are currently 5 members of the congregation within easy walking distance of the site.

7.2 It is anticipated that this number will increase as others settle nearby.

8.0 CAR-SHARING

8.1 Car-sharing is when two or more people from separate households travel together instead of in individual vehicles.

8.2 Car-sharing is one of the aims of the Mostyn Gospel Hall Trust Green Transportation Policy. There is thus an opportunity for encouraging car-sharing to reduce the numbers of cars travelling to and from the proposed hall.

8.3 The Mostyn Gospel Hall Trust will appoint a travel co-ordinator who will arrange and co-ordinate lifts. Brethren generally accept their responsibility to care for others and will always guarantee an alternative lift if previous arrangements break down, with the assistance of the travel co-ordinator when necessary.

8.4 As a closely knit community, Brethren are extremely familiar with the needs and opportunities for car-sharing with other local households. As a result, car occupancy levels are already higher than average and some householders own MPV's in order to help others.

9.0 CONCLUSIONS

9.1 Unlike a commercial organisation, the Mostyn Gospel Hall Trust is responsible solely for the provision of Gospel Halls in the Leicester area.

9.2 The premises will only be used at evenings and weekends for religious meetings. There will be no social functions or secular activities at the site.

9.3 The Trustees recognise the need for a sustainable approach to travel and a measure of travel co-ordination already takes place. There is scope for a greater awareness of the potential advantages of utilising non-car modes of travel and encouragement of all to contribute to the objectives and benefits of the GTP.

9.4 In view of the remoteness of the nearest bus route and the infrequency of services it is considered that public transport is of negligible benefit for this scheme.

9.5 The Trustees are keen to encourage cycling and will provide secure and covered cycle parking facilities.

9.6 Walking will also be encouraged wherever practicable.

9.7 Car-sharing appears to offer the most scope for sustainable travel arrangements. The travel co-ordinator will encourage car-sharing in order to minimise car journeys wherever this is appropriate and convenient, including alternative lifts if previous arrangements break down.

9.8 It is acknowledged that the role of the travel co-ordinator can be extended to actively promote the objectives of the GTP by making details of improved bus services available, ensuring the maintenance of cycle parking facilities and drawing attention to both the social and health benefits of cycling or walking to the Gospel hall.