

**Forest Holidays**

# Interim Travel Plan

Beddgelert, Eryri

241118

**NOVEMBER 2024**



## SCP GENERAL NOTES

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

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# 1 INTRODUCTION

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- 1.1 SCP have been appointed by Forest Holidays Ltd to produce a Travel Plan to accompany a planning application for proposals to redevelop the existing Beddgelert Camp Site in Beddgelert, Eryri.
- 1.2 The proposals consist of an addition of 22 cabins to the current 16 cabins and a reduction of all camping pitches (85).

## The need for a travel plan

- 1.3 A travel plan is an important tool for supporting sustainable access to a development. It provides a long-term strategy that seeks to deliver sustainable transport objectives through positive action.
- 1.4 There are a number of challenges that travel plans can contribute towards meeting. These include minimising the potential increase in traffic resulting from new development and helping to reduce carbon emissions, by reducing the proportion of car trips.
- 1.5 In addition, there is a need to promote healthier lifestyles and travel plans can help through increased walking and cycling. As a result, a travel plan forms a key stage in the forward planning process and is a 'living document' that needs to be regularly reviewed to ensure its effectiveness.

## Travel plan benefits

- 1.6 Travel plans can result in a variety of benefits to the occupiers of a development and the wider community, as well as addressing a range of issues, including:
- Saving money, enabling users to gain financial control of transport expenditure;
  - Reducing traffic congestion, aiding the local economy;
  - Improving the health, stress and wellbeing of users of a development;
  - Enhancing the reputation and relations with local communities;
  - Reducing the demand for car parking, enabling more efficient land use;
  - Cutting carbon emissions and their contribution to climate change; and
  - Improve local air quality, while reducing noise pollution.
- 1.7 With specific reference to a travel plan for a camping/holiday site, improvements in accessibility to a site can help promote sustainability to visitors accessing the development, helping to maintain healthy lifestyles through commuting and a greener facility as a whole.
- 1.8 The travel plan should provide benefits to all parties, including the staff, visitors, and the local authority, which can help in gaining widespread commitment to its implementation and continuing operation.

## Report structure

- Section 2 describes the existing highway conditions around the site;
- Section 3 outlines the development proposals;
- Section 4 details the sustainable transport initiatives to be introduced by the proposed development;
- Section 5 details the objectives and targets of the Travel Plan;
- Section 6 details the Travel Plan measures;
- Section 7 details the monitoring activities; and
- Section 8 concludes the Travel Plan.

## 2 SITE AND SURROUNDINGS

2.1 This section of the report describes the site location and the transport characteristics including the highway network.

### Site Context

2.2 The proposed development site, Beddgelert Campsite, is located approximately 1km to the north-west of the village of Beddgelert in Eryri and west of the A4085 which is separated by the Afon Colwyn.

2.3 The location of the site is shown in Figure 2.1.

**Figure 2.1 Site Location**



Source: Google Maps

2.4 The site is comprised of a network of metalled roads leading to the various facilities and pitching areas. The site currently offers 85 pitches for tents, camper vans and caravans and has a number of buildings with the following existing infrastructure:

- Toilets;
- Showers;
- Dishwashing;

- Chemical toilet disposal; and
  - Laundry;
- 2.5 There are also 16 cabins provided on site. These are varying in size from 1 to 3 bed cabins.
- 2.6 There is currently a Forest Retreat building provided on site which provides facilities such as a shop, outdoor seating area, a takeaway facility and bike hire and other outdoor activities.

## **Local Highway Network**

- 2.7 The site is bounded to the north, west and south by Beddgelert Forest and to the east by the A4085.

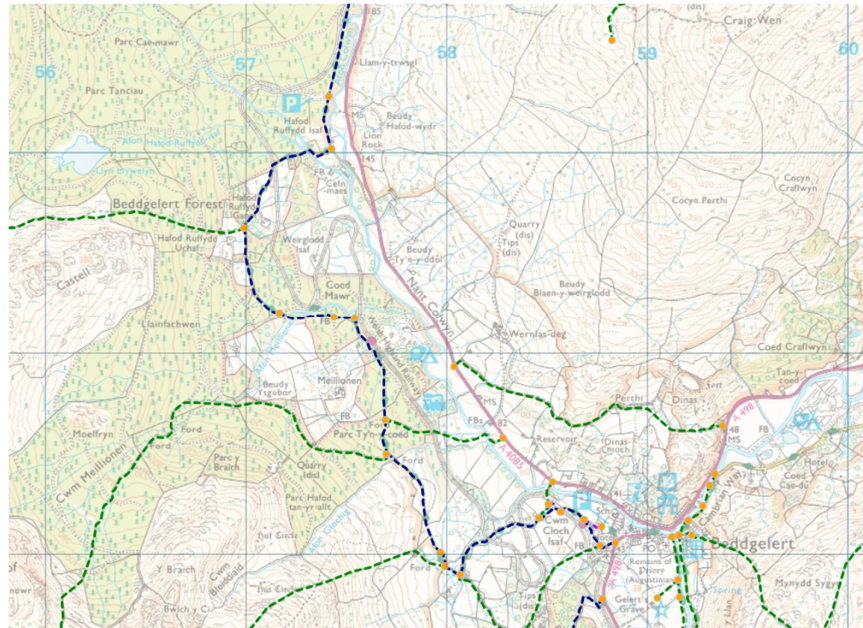
### **A4085**

- 2.8 The A4085 is a two-way single carriageway road running between Caernarfon (passing through the Aberglaslyn Pass) to the north and Penrhyndeudraeth to the south.
- 2.9 At the site entrance, the road is approximately 7m wide and has no footways on either side of the carriageway. The lack of existing footway provision is due to the sites remote location. However, it should be noted that Public Right Of Way (PROW) Beddgelert/12B, a bridleway, runs through the campsite and can be used to access Beddgelert to the south and the network of interlinked PROW's to the north. Access to the site is via a simple priority T junction.
- 2.10 There is no streetlighting along the section of the road past the site and it is subject to the national speed limit.
- 2.11 Approximately 900m south of the site on the approach to Beddgelert the speed limit reduced to 20mph throughout the village. Through the village there is street lighting as well as double yellow line parking restrictions on one or both sides of the road. To the north of the site access the national speed limit applies for a number of miles.

## **Access on foot and by cycle**

- 2.12 As is characteristic of similar tourist destinations throughout the National Park, there is little or no segregated provision for pedestrians along roads.
- 2.13 The site benefits from being located within a comprehensive network of PROW suitable for both cyclists and pedestrians. Figure 3.3 shows a map of the surrounding area.

Figure 3.3 PROW map



Source:

[https://hawliautramwy.eryri.llyw.cymru/?\\_gl=1\\*d6dsr8\\*\\_ga\\*ODQxODAwOTgzLjE3MzE1ODk2MTA.\\*\\_ga\\_2SRYPWD50\\*MTczMTU5NzAyMi4xLjAuMTczMTU5NzAyMi4wLjAuMA..](https://hawliautramwy.eryri.llyw.cymru/?_gl=1*d6dsr8*_ga*ODQxODAwOTgzLjE3MzE1ODk2MTA.*_ga_2SRYPWD50*MTczMTU5NzAyMi4xLjAuMTczMTU5NzAyMi4wLjAuMA..)

- 2.14 Figure 3.3 shows that there are footways surrounding the site such as G11/9B/1 and G11/10B/1 (green lines) and a bridleway (G11/12B/4) running past the site (blue lines).

## Public transport

### Bus

- 2.15 The closest bus stop to the site is Beddgelert campsite bus stop located at the site entrance and is served by the S3 bus. This service runs from Beddgelert to Bangor and provides an hourly service from this stop.
- 2.16 The village of Beddgelert has access to public transport is served by S4 as well as S3. This service varies and runs either hourly every 2 hours (weekdays) depending on the time of day and provides access from Beddgelert to Morfa Bychan.

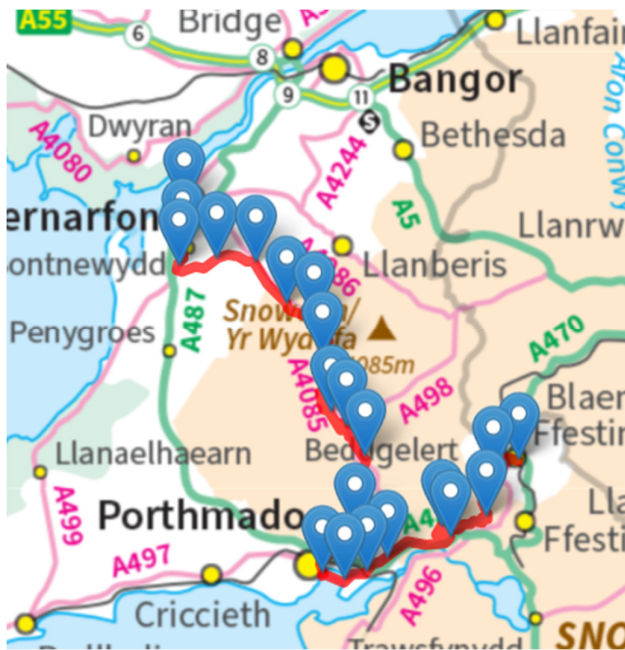
### Rail

- 2.17 Beddgelert does not have its own mainline railway station and the nearest one is Porthmadog, approximately 8.5 miles (20 minutes drive) south of the site. This station provides hourly services between Pwllheli and Birmingham.
- 2.18 Bangor railway station is approximately 20.5 miles to the north and a 40 minute drive. It is connected to Beddgelert by the S3 bus route which takes approximately 90 minutes. Bangor station provides services to Manchester Airport, Shrewsbury, Birmingham, Llanelli, Cardiff and London.



- 2.19 Beddgelert does benefit from access to the restored heritage railway, Rheilffordd Eryri, which passes through a number of tourist destinations in the local area. Whilst it doesn't provide any direct connections to mainline services, Porthmadog train station is only a short walk away from the stop.
- 2.20 Trains operate within the summer months and additional trains may run according to demand. The website provides information on the services and their varying frequencies and also the events that run in the winter months.
- 2.21 The route map is shown below but an interactive map can be found on their website.

**Figure 3.4 Welsh Heritage Railway Map**



Source: <https://www.festrail.co.uk/map/>

- 2.22 The nearest station on the line is located within the development and is known as the Meillionen halt. The halt is for customers of the location and provides access to both Caernarfon and Porthmadog. Passengers wishing to alight the train at the camp must inform the guard as soon as possible as it is not a scheduled stop.

### 3 DEVELOPMENT PROPOSALS

- 3.1 It is proposed to redevelop the Beddgelert campsite off the A4085 to provide 38 cabins (additional 22 to existing 16). All 85 camping/caravan pitches will be removed.
- 3.2 The proposed site plan is shown in Figure 4.1.

Figure 4.1 Proposed Site Plan



- 3.3 There will be a variety of size of cabins, from 1 to 4 bed cabins. The existing and proposed sizes are shown below.

- 1 bed = 1 existing + 4 proposed

- 2 bed = 9 existing + 10 proposed
  - 2 bed DDA = 1 existing
  - 3 bed = 5 existing + 6 proposed
  - 4 bed = 2 proposed (1 of which will be a 5 bed treehouse)
- 3.4 There will be a new reception and café building provided on site for all visitors to use alongside a natural play area.
- 3.5 Accommodation for staff members will be provided with a smaller facilities unit for them to use.

### **Parking**

- 3.6 Each cabin will be provided with cycle parking at a rate of one space per person.
- 3.7 There is a car park provided at the entrance to the site with 22 spaces, 2 of which are disabled bays. There will also be 77 parking spaces provided spread out between all cabins. This equates to approximately 2 spaces per cabin but more detail is shown in the proposed layout plan above.
- 3.8 Each cabin will be equipped with one Electric Vehicle (EV) charging point. The parking at the reception area will host two additional EV charging points.

## 4 OBJECTIVES AND TARGETS

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### Objectives

- 4.1 The travel plan seeks to establish clear outcomes to be achieved that will in turn reduce the proportion of single occupancy vehicle trips to and from the development site. The development of this travel plan has therefore been prepared based on the following objectives:
- To increase the proportion of walking and cycling trips to and from the site;
  - To increase the multi-occupancy trips to and from the site;
  - To increase the proportion of public transport trips to and from the site;
  - To reduce the carbon footprint of the site in relation to travel to and from the site; and,
  - To enable all site occupants to make informed decisions about how and when they travel for all trips to and from the site.

### Targets

- 4.2 The setting of targets is key to ensuring that the objectives of the travel plan are met. Targets should therefore be linked to the objectives and be SMART (Specific, Measurable, Achievable, Realistic and Time-related). The two types of target are Aims, which consider modal share and Actions which represent milestones.
- 4.3 Targets will be measurable through the use of indicators, which represent the results of monitoring. Indicators may also be used to highlight the progress of the travel plan without necessarily having a linked target.
- 4.4 Action targets include action such as appointing a Travel Plan Coordinator (TPC) and launching the Travel Plan. Aim targets focus on the modal split of travel to and from the site.
- 4.5 The aim of the Travel Plan, as discussed, is to reduce the proportion of trips made to and from the site by single occupancy vehicle. The Travel Plan targets should aim to achieve a realistic and practical reduction in car trips over the first five years of the planning permission being implemented.
- 4.6 The targets will be reviewed after the initial baseline travel survey has been completed and if necessary, another review will be undertaken.

### Aims

- 4.7 The initial survey undertaken to inform the final Travel Plan will identify travel modes for trips associated with the use of the site and these targets may need to be adjusted to reflect the results of these baseline surveys.
- 4.8 These targets will be agreed with Gwynedd Council against the results of the initial travel surveys. These will be conducted within three months of the site completion.
- 4.9 The key target will be to reduce the proportion of single occupancy vehicles to and from the site by 10% with an increase in more sustainable modes eg: public transport, active

travel and car sharing. Table 5.1 sets out a target that will be reviewed once the initial travel survey has been completed.

**Table 4.1: Initial Travel Plan Targets**

Mode	Baseline	Year 5
Single Occupancy Vehicle	TBC%	-10%
Car Share	TBC%	+1%
Public transport (bus and rail)	TBC%	+5%
Active travel (walking and cycling)	TBC%	+4%
Total	100%	100%

4.10 It is expected that the site will achieve the targets within five years of the initial monitoring survey. The interim targets have been derived for the purposes of this Interim Travel Plan and will be refined and adjusted as site-specific travel plans are developed.

**Actions**

4.11 The implementation of measures at the site have been set out in an action plan at the end of this strategy. This will be reviewed annually following the results of monitoring to identify if further measures could be introduced to promote sustainable travel. Implementation of any new measures would be set out in the action plan with specific timescales as a milestone target.

## 5 MEASURES

The travel plan is a tool that seeks to implement measures to promote and encourage travel by sustainable modes of transport.

A successful and cost-effective travel plan is one that implements measures that are relevant and realistic to the development. As such, the following bespoke set of measures is proposed for the development.

### Travel Plan Coordinator



A travel plan coordinator (TPC) will be identified to manage and implement the travel plan. The role of the TPC will comprise the following responsibilities

- Act as a primary point of contact for all travel related matters;
- Promote and implement the travel plan measures;
- Develop and keep travel information and resources up to date;
- Coordinate the monitoring and analysis of the travel plan surveys;
- Update and take ownership of the action plan which will serve as a live document and record the issues and initiatives taken to meet the identified targets;
- Identify and develop additional active travel initiatives as required; and
- Liaise with the respective authorities and stakeholders to maximise the benefits of sustainable travel information and provisions.

The TPC will be supported in the delivery of the travel plan by the site operator who will assist in the promotion of the measures delivered by the TPC and regularly report to the TPC with updates about the site.

### Travel information



To promote the different opportunities for sustainable travel to and from the development, all users of the development will be provided with access to travel information. The travel information will include:

- A map showing the location of the development in relation to the local area, highlighting the nearby bus stops and key local facilities within easy walking distance of the site;
- Maps showing the public rights of way and cycle routes to encourage visitors to walk/cycle from the site;
- Information highlighting the health benefits of walking and cycling;
- Details of local bus services and rail routes that are nearby;
- Information about the benefits of car sharing; and,
- Links to useful websites for further information.

The TPC will produce an annual newsletter for the visitors of the site providing information on local travel events, updates on the Travel Plan and results of the survey. This will be in the form of a leaflet left in each cabin and will be made available in the communal areas.

### Public transport services



Forest Holidays will promote the use of public transport through a number of different incentives. This includes promotion of the existing heritage railway line and encouraging use of the Sherpa bus service which will provide daily services to/from Beddgelert. This is to encourage use of the village.

### Car share



Car sharing will be promoted to guests when they are staying at the site to local areas.

Multi-occupancy car travel is shown to improve the environmental credentials of the private car considerably in comparison to single occupancy vehicle travel and should therefore be promoted.

Supporting local services, multi-occupancy car travel and multi-purpose trips is particularly important to encourage sustainable travel to/from the camp site.

### Cycling



Cycling provides an alternative to the private car for commuting journeys up to 8km, as it is inexpensive, offers reliable journey times, is environmentally friendly and promoted improved health through regular exercise.

A number of guests at the development will be undertaking recreational cycling activities and cycling will be encouraged for other trips that may otherwise be undertaken by car. These guests could cycle for longer recreational journeys depending on their cycling abilities.

The TPC will actively promote the use of bikes as a regular and reliable transport mode and illustrate the physical health benefits of regular exercise to all site users.

The TPC will also provide information on cycle hire at the Forest Retreat Centre and how guests can hire bikes and use the facilities throughout their stay. Information on cycling routes, local area cycle maps and local cycle shops will be included in the marketing information produced by the TPC.

Travel information materials will provide advice on bicycle security, i.e. detailing how to lock a bicycle most effectively and advice on best locks to buy.

### Cycle parking



Secure cycle parking is to be provided at the site for all cabins.

Forest Holidays will also provide a cycle repair kit on site and a bike pump at the facilities provided on site. Residents are welcome to use these and information on where to access these will be provided in the travel information materials

In addition to promoting sustainable modes of transport, a key aspect of this Interim travel plan is to reduce the need of site users to travel by car for visits to Beddgelert and to help minimise the total distance travelled.

## 6 MONITORING STRATEGY

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- 6.1 To establish the success of the travel plan, an effective monitoring and review process must be in place. Monitoring will ensure that there is compliance with the travel plan, assess the effectiveness of the measures and provide the opportunity for review.
- 6.2 Baseline travel will be recorded via a travel survey and this will be used to assess the success in meeting targets going forward.
- 6.3 In addition to mode of travel, further information may be gathered on what measures are most likely to assist in their decision to change mode, and what barriers exist for those that travel by single occupancy vehicle.

### Monitoring

- 6.4 Travel surveys will be carried out annually. The monitoring of the plan is important for the following reasons:
- It will demonstrate the effectiveness of the measures implemented and the progress being made towards the aims and objectives of the travel plan;
  - It justifies the commitment of the TPC and of other resources;
  - It maintains support for the travel plan by reporting successes; and
  - It helps to identify any deficiencies within the travel plan, including any measures that are not effective.
- 6.5 The methodology for the travel surveys will be developed by the TPC with the local council, to understand the most efficient and effective way of monitoring the travel patterns of visitors and staff members.
- 6.6 These surveys will be used to monitor the number of people travelling by car and public transport ,along with walking and cycling, to the site. The results can then be compared with the mode share targets identified earlier in this travel plan.
- 6.7 The TPC will maintain a monitoring table of progress to key travel plan targets based on the results of the travel surveys. This table will be published in the monitoring report for stakeholders.

### Reporting

- 6.8 The TPC will undertake a review of the travel plan following the results of each monitoring stage. This review will be important in assessing the effectiveness of the measures implemented and to identify areas where modification may be necessary. In particular the following will be assessed:
- The level of single occupancy vehicle usage at the site; and
  - Comments received from respondents.
- 6.9 The TPC will compare the mode share statistics obtained from each monitoring period to the targets set for the development. The TPC may choose to revise these targets in order to maintain a realistic goal for the aims and objectives of the travel plan.



- 6.10 The TPC will prepare a monitoring report. This will be submitted to the local authority for their review. It will include the results of the survey and how this relates to the Travel Plan Targets and previous years results, along with the travel planning activities that have taken place at the site since the last monitoring survey.

## 7 ACTION PLAN

Measure	Monitoring/Target	Target date
<b>Management and People</b>		
Travel Plan Coordinator	Role in place with clearly defined responsibilities	Within 3 months of planning application
<b>Infrastructure and Equipment</b>		
Cycle parking	Fully constructed cycle parking facilities with easy access and awareness on how to find	When site is developed
<b>Informational</b>		
Travel Information	Travel information to be developed with information regarding access by all modes of travel and including links/QR codes to operators or useful info. Monitoring to include awareness of travel information	When TPC is in place
Sustainable Travel Events	Promotion of annual travel events	Annually
<b>Monitoring and review</b>		
Undertake Travel Plan Surveys	Survey undertaken annually	Annually
Analyse and report on Surveys	Analysis undertaken within three weeks of survey	Annually
Complete progress Report and send to local council	Within three months of survey completion	Annually

## 8 SUMMARY

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- 8.1 SCP have been appointed by Forest Holidays Ltd to produce a Travel Plan to accompany a planning application for proposals to redevelop the existing Beddgelert Camp Site in Beddgelert, Eryri.
- 8.2 The proposals consist of an addition of 22 cabins and of the removal of 85 camping/caravan pitches.
- 8.3 The Travel Plan details that sustainable travel will be promoted for local trips with origins at the camp site and also details that a daily mini bus service will provide guests with an alternative means of accessing Beddgelert as opposed to driving by private car.
- 8.4 A Travel Plan Coordinator will be appointed to implement the measures detailed within this Travel Plan and provide annual updates for the visitor. In addition the TPC will liaise with the local authority about the success of the Travel Plan.