



## MAKING IMPROVEMENTS IN RESPONSE TO A SITE AUDIT

Alternative travel options for people need to be provided, alongside efforts to manage the supply of car parking. Many such measures rely on the actions of local transport operators or local authorities, but can also be coordinated and supported on a site-specific basis.

**A first step in improving local travel opportunities is to conduct a site audit, to assess what is already there.**

A summary of elements that could be introduced around most sites to improve their level of non-car accessibility is outlined in this section.

**+ MORE ABOUT** Further advice and **worksheets** to help carry out a site audit are provided in the Site Audit and Design Guidelines, available as part of the Manual for Travel Plans via [www.movingforward.co.uk](http://www.movingforward.co.uk). **+ Further advice about carrying out staff surveys** is given in the Monitoring Guidance, available as part of the Manual for Travel Plans via [www.movingforward.co.uk](http://www.movingforward.co.uk).



### WALKING AND CYCLING PROVISION

#### AREAS FOR POTENTIAL IMPROVEMENT:

- Routes to site – directness, lighting, surface condition, safety and convenience of crossing points
- Removal of obstructions – e.g. bins, parked cars, signs
- Construction of dedicated paths, lanes or tracks
- Road layout improvements, e.g. 'advance stop lines' for cyclists which create safe waiting areas at junctions in front of traffic, or reduced junction corner radii to allow for easier pedestrian crossing
- Signposting, e.g. milestone to site added to local cycle path

“The design of new developments should not require waste bins to be left on the footway as they reduce its effective width. ... Designers should ensure that containers can be left out for collections without blocking the footway or presenting hazards to users.”

*(Manual for Streets, p77)*

## SOME COMMON DESIGN PROBLEMS FOR CYCLISTS:

- Narrow road widths
- Humps, cobbling or rumble strips extending right across road without a smooth margin for cyclists
- Barriers, obstructions and discontinuous provision requiring cyclists to dismount including routes impeded by “no cycling” regulations
- Cycling provision too close to parking bays
- Roundabouts

## TYPES OF ROAD CROSSING

Five types of road crossing are currently used to improve travel safety for walkers and cyclists. You should inform Somerset County Council if you feel that access to your site demands provision for any of these. The Council will then assess the feasibility of the scheme, and implement it if it is deemed suitable and desirable.

- Pelican – red/amber/green signals facing drivers, and red man/green man signals on opposite side of the road to the pedestrians waiting to cross
- Puffin – kerbside pedestrian detectors are fitted to cancel demands that are no longer required, and crossing time is determined by on-crossing pedestrian detectors. The pedestrian signals are above the push button on the pedestrians’ side of the road
- Toucan – as puffin, but designed for both pedestrians and cyclists and typically adjacent to a cycle-path
- Pegasus – as toucan, but for horses and pedestrians; only used where crossing movements are made across a busy road
- Zebra – black and white painted strips across the road with flashing amber beacons. Drivers must give way when someone has moved onto a crossing

A bleeper, and/or a pedestrian refuge or island in the centre of the road may also accompany these crossings.



### PUBLIC TRANSPORT (BUS AND RAIL) SERVICES

Bus services range from those run privately by commercial operators as a publicly available service, to those with varying levels of employer funding or support; staff may or may not have to pay to board. Demand responsive transport, with routes and timetables based on bookings and passengers’ travel needs, operate in a number of rural areas in Somerset

## AREAS FOR POTENTIAL BUS SERVICE IMPROVEMENT:

- Bus stops
- Quality waiting facilities with seating, covered and lit
- Real time (live) passenger timetabling information and running times/departure boards
- New bus routes and/or increased frequency
- Local bus infrastructure – e.g. bus lanes, priority bus gates at junctions, priority access lane at entrance/exit of development if congested
- Bus-only accesses to site
- Cycle parking at bus stops
- Company-funded bus service – can be shared between local employers (private hire, registered route, contract hire)
- Employee-run minibus service
- Retiming of bus services to better meet work hours
- Park & Ride
- Shuttle service to local rail stations
- Bus service into town at lunchtime

It is often undesirable to divert bus routes to serve particular sites unless stops can be provided along the existing direct bus routes. Where appropriate interchanges can be improved so that people can easily walk or cycle to and from the nearest bus stop.

**+ MORE ABOUT** Further information about the availability of **public transport** services, Somerset County Council’s opinion of the services, the operational goals for those services and the potential for any new services, is available by contacting Transporting Somerset via the Resource Centre for travel plans on [www.movingsomersetforward.co.uk](http://www.movingsomersetforward.co.uk).

## AREAS FOR POTENTIAL RAIL SERVICE IMPROVEMENT:

- Connections with the rail network (access for all, e.g. by foot, cycle, bus)
- Cycle parking and lockers at rail stations
- Clear signposting and information at stations about other local transport services and attractions
- Provision of train information on-site/in town if the station is out-of-town

**+ MORE ABOUT** Further advice on **improving travel information** is given in the Educate section of the Menu of Measures, available via [www.movingsomersetforward.co.uk](http://www.movingsomersetforward.co.uk).