



KEY TRANSPORT CONSULTANTS WINS BUSINESS AWARD



David Livingstone presents the award to KTC Directors David Tingay, Roger Key, Peter Mansell and Sean McIntyre (Picture courtesy of Bristol Evening Post)

Many readers joined us at our party on 25 April 2006 to help us celebrate our first year in business (see inside). And the latest news is that KTC has been voted the July Business of the Month by Jury's Bristol Hotel and the Bristol Evening Post.

Jury's Bristol Deputy

Manager, David Livingstone, presented us with our award, a Bristol blue glass goblet, at a celebration lunch. We liked his quote in his presentation speech: "With traffic being a key issue in most cities and towns, it is refreshing to know that an enterprising local firm is helping to come up with the answers."

Award scheme winners can be nominated by Evening Post

readers, Jury's Hotel, Business West, chartered accountants Solomon Hare and the Brave Enterprise Agency¹. The Evening Post nominated us after featuring the company in their business pages back in April.

¹ A Government funded Agency that provided invaluable support to us before and during our start up phase. (www.brave.org.uk)

Bridgwater Regional Rural Business Centre

It is great news that three reserved matters planning applications have just been approved by Sedgemoor District Council for the Bridgwater Regional Rural Business Centre (RRBC) site near the Huntworth roundabout and M5 Junction 24. The RRBC is intended as the premier south west agricultural business centre. The approvals relate to the creation of a new livestock market, a £30m milk dairy and distribution depot for Robert Wiseman Dairies and the site infrastructure, and will create many new jobs in Bridgwater and the surrounding rural areas. The dairy will have a throughput of 8 million litres of milk per week and will employ over 400 people.

The site was selected for its accessibility to the M5 motorway and A38 and is to replace existing unsuitable town centre markets.

The development is intended to provide high quality facilities with emphasis on sustainable development and habitat conservation.

Sean McIntyre has been involved with the site for two

years and undertook the transport assessment that successfully overcame the concerns of both Somerset County Council, as local highway authority, and the Highways Agency, who are responsible for the M5, resulting in the granting of outline planning consent. Sean has continued to provide transport advice to Mead Realisations, the site owner, and their design consultants Hammonds Yates Ltd. Peter Mansell has also worked on the scheme to help amend the site access junction to avoid very costly telecoms

diversions whilst keeping within the original planning application boundary.

WESTON VISION

Following the success at Bridgwater Regional Rural Business Centre, Mead Realisations has appointed KTC to advise on transport matters pertaining to its landholding of approximately 100Ha within the 600Ha Weston Vision Development Area in Weston-super-Mare. Development proposals are for a major mixed use scheme and we are very pleased to be involved in

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such an exciting project.

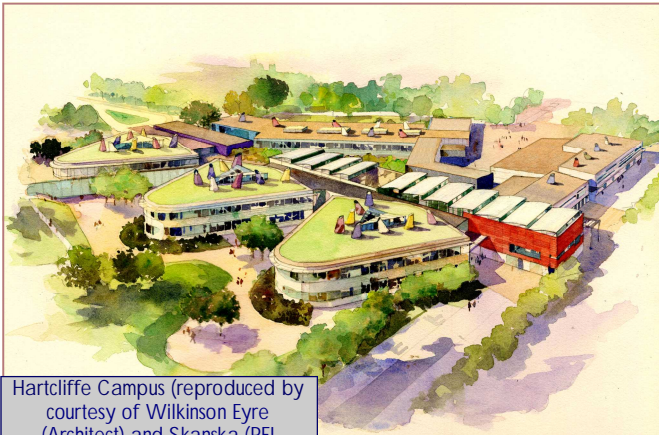
For more information, contact Sean McIntyre.



Computer generated view south RRBC (Reproduced with thanks Hammonds Yates © M.Godfrey/A.Hauldren)

Current Projects

Education, Education, Education



Hartcliffe Campus (reproduced by courtesy of Wilkinson Eyre (Architect) and Skanska (PFI Contractor))

“Bristol City Council is committed to rebuilding all of its secondary schools

Working alongside CSJ planning, Sean McIntyre has a long standing association with Bristol City Council with regard to redevelopment of secondary schools in Bristol. Bristol City Council is committed to rebuilding all of its secondary schools and Phase 1 of the building programme saw Bedminster Down, Hen-

bury, Monks Park and Portway rebuilt under a Private Finance Initiative. Phase 2 proposes to rebuild Brislington, Speedwell, Whitefield and Hartcliffe schools.

While at Capita Symonds Sean was responsible for preparing Transport Assessments to accompany outline planning applications for all the schools except Hartcliffe (client: Bristol City Council), Transport Statements to accompany the detailed planning applications for Phase 1 (client: HBG Construction) and School Travel Plans for Phase 1 (client: Bristol City Council).

As part of the Henbury School scheme a new swimming pool and leisure centre were constructed to serve north Bristol and surplus playing fields are

being disposed of for residential development (approximately 150 homes).

Since joining KTC Sean has been responsible for preparing Transport Assessments to accompany detailed planning applications for all four Phase 2 schools (client: Skanska).

The Hartcliffe Education Campus comprises a new 945 place secondary school, 420 place primary school, 72 place early learning centre and 200 place vocation centre. Skanska submitted a detailed planning application for the Education Campus in June 2006.

For further information on the project please contact Sean McIntyre.

Other projects include :

- Off airport car parking, Bristol
- Urban expansion site, North Bristol
- 2 x mixed developments in Bournemouth
- Residential development, Kingsbridge
- Mixed development, Portishead
- Numerous residential developments in Greater Bristol Area
- Access Advice, Thames Basins Heath recreational area
- Residential development in Stirchley, Birmingham
- Residential development in Gloucester
- Residential development in Stroud
- Residential development in Newport

Bedfordshire Pig Unit - Change of Use

The Meat and Livestock Commission¹ has decided that its Pig Development Unit² near Stotfold in Bedfordshire is surplus to requirements and will close in 2007.

Hunter Page Planning have been appointed to prepare a Development Brief for the site which is very unusual, in that it is a 10 Acre site in a rural location but it enjoys an established planning use class designation for B1 Research and Development employment.

The hope is that, among other things, this can be converted to a more general B1 office consent, the new jobs being aimed at serving the residents of the large areas of new residential development that have been allocated in the locality, 850 of these being at Fairfield Park, a former hospital site on the opposite side of the adjacent main road.

KTC are delighted to have been appointed to provide the transport input to the

Development Brief.

For further information on the project please contact Roger Key.

¹The MLC works with the British meat and livestock industry (cattle, sheep and pigs) to improve its efficiency and competitive position and to maintain and stimulate markets at home and abroad while taking into account the needs of consumers.

²Affectionately known in the KTC office as 'Roger's Pig Farm'

Stotfold Pig Unit



Visit our website: www.key-transport.com for more information on our projects and capabilities

Spotlight on Peter Mansell



We were delighted when Peter Mansell joined the company as a Director earlier this year. Peter has 22 years post-graduate experience, of which 19 years has been gained in Bristol and the southwest of England. Peter is well known

to us, having worked with David for 8 years, and Roger and Sean for 19 years. A Chartered Engineer since 1990, Peter's experience covers all aspects of highways and transport advice, assessment and design, and he has seen many projects through from inception to completion on site. Schemes of note include the Bristol Children's Hospital and the current development projects at the Bristol Royal Infirmary, the promotion of residential development funded relief roads in Tiverton and Axminster, and extensions to Whatley and

Torr super quarries in Somerset's Mendip Hills. Peter has presented evidence at a number of Public Inquiries, Informal Hearings and an Enforcement Appeal for major residential, employment and retail developments.

For further information, contact Peter Mansell.

See back page for Peter's personal perspective on recent Government transport initiatives



Announcing his arrival ...

KTC Birthday Party

As noted earlier, clients and fellow professionals joined the Key Transport Consultants directors recently to celebrate a successful first year in business. The event was held at the newly opened Queen Square Dining Room—Excellent food, excellent company— here's to the next one!



Who's the Daddy?



Congratulations to Sean and his wife Maria on the birth of Thomas Ryan this spring. Just like his father, it is already apparent that Thomas has an eye for order - he arrived at 3.00 pm on the 3rd day of the 3rd Month. Mother, baby and father are all doing well.

David in his element, complete with shiny new waterproofs.



On the one good weekend in May, David, Peter and Roger joined former colleagues from Capita Symonds for a most enjoyable three yacht flotilla sail from Plymouth to Guernsey. The itinerary included a mandatory stop at a pub in Salcombe on the Saturday so that certain Liverpool following crew members could watch their team win the FA Cup.

We were sailing ...

David's yacht, skippered by Hugh Nettlefield of Architects Quattro Design, suffered the most traumatic experience of the trip, sailing into St Peter Port in a "pea souper" of a fog with a very loud klaxon sounding ever closer and more threateningly with each blast - later they discovered it was the 69,000 tonnes P&O cruise ship, Oriana, so not an equal contest

Quip of the Trip

Voice over VHF radio in poor visibility:

"What is your position, over?" Answer: "Sitting down....."

Why was David recently to be found cycling home to Totterdown, South Bristol from the KTC office in Bristol City Centre (1 mile) via Portishead (23 miles)? Find out on the back page

Peter Mansell's Personal Perspective

Parking Standards

The Department for Communities and Local Government (DCLG: previously the ODPM) is part way through a major review of current parking standards.

Maximum parking standards were introduced to seek to reduce car use, but many people now realise that *car ownership* and *car use* are not intrinsically linked. This has resulted in modern residential areas suffering from cars parked on narrow roads and footways as there is no room on the plot or elsewhere in the development. Research into new guidance for residential parking standards has attempted to be more scientific and recognises that car ownership levels can vary from house to house. The provision of on-plot parking and shared parking off-plot can therefore overcome this problem and, by careful design, can ease parking problems and improve the urban environment. It will be interesting to see when and how the new guidance is issued. For more information, contact peter.mansell@key-transport.com.

Bristol Bike to Work Day

The 21st of June saw the Bristol Bike to Work day, with half of KTC staff taking part.

Peter made the journey in from Portishead, whereas David came in via Avonmouth, not exactly on route for his 1 mile journey from Totterdown, but the 19 miles justified the hassle of getting changed at each end of the journey.

A free breakfast, laid on by Bristol City Council on College Green, gave Peter and David

Manual for Streets

How many readers have been involved with projects trying to introduce modern urban design principles into schemes, and have been faced by highway authorities and safety auditors insisting on higher standards and more street clutter than the design team consider appropriate?

This has been a concern of mine for some time and has led me to voice my opinions at seminars organised by the Institution of Highways and Transportation, Institution of Civil Engineers and CABE.

Whilst frequently frustrated by the requirements of the local highway authorities, I do have some sympathy for their position as they are frequently only able to seek guidance from the outdated DB32 and standards in-

tended for motorways and trunk roads – the Design Manual for Roads and Bridges – and, in this increasingly litigious world, stepping outside published guidance could put them and their authority in a very difficult position in the event of an accident.

Resolution of this problem might soon be forthcoming with the publication of the Manual For Streets (MfS), commissioned for the ODPM/DCLG. A second draft of the MfS has now been published at www.manualforstreets.org.uk with a final version due for publication by the end of 2006.

Please contact Peter Mansell for further information or assistance with your transport related design issues.

GBSTS & RSS—what do all those letters mean?

Confused about the recently published reports on future planning for Bristol and the South West?

Roger and Peter give their views on these topics on our 'Useful Stuff' pages on our website: www.key-transport.com

considerable incentive. The Council also offered cycle maintenance and route advice services.

Cycling home was at a more leisurely pace, especially as Peter lives at the top of the hill in Portishead. David also went 'the long way home' via Portishead.

Both enjoyed the experience and

encourage others, including their fellow directors, to follow their example!



© Llewellyn Davis, Urban Design Compendium, 2002

Transport Assessment Guidelines

The last published guidance on, what were then known as Traffic Impact Assessments, was produced back in 1994 by the Institution of Highways and Transportation.

Since then, policy has changed dramatically! Now it is all about *transport* and sustainable modes of travel rather than concentrating on *traffic*. In 2000 some of our former colleagues at Symonds presented research aimed at providing guidance on Transport Assessments following a study for the then DETR. The department responsible has subsequently been reorganised several times and transport professionals have been producing TAs devoid of guidance. Some have been better than others but we like to think we at KTC are in the former category! I understand guidance is now imminent, but will remain sceptical until I see it. I also wait with interest to see whether it emerges from the DfT or DCLG! Contact Peter Mansell for more information.



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