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Project : NEW EXHIBITION SPACES AND VISITOR FACILITIES:
The Old Rectory, Rectory Street. Epworth, North Lincs

Ref : S.2321C

Date : 25 June 2010

TRANSPORT STATEMENT

1.0 INTRODUCTION

- 1.1 Significance: The Old Rectory is now an accredited Museum to the Wesley family, as it was the childhood home of John and Charles Wesley. From their religious work, a significant branch of Christianity has developed, namely Methodism. This is an extremely important building for its religious and social history, and as such it attracts many visitors each year.
- 1.2 Proposal: There have been combined activities in The Old Rectory until recently, including a Museum, shop, library, archives, space for volunteer guides, and not least, a residential flat for a curator. There was too much pressure to accommodate all these activities within the original building, and so a start has been made on rationalising them. The most significant aspect will be expansion, resulting in an increased number of visitors.

It is proposed to construct a visitor centre which would contain a reception desk, kitchen, café and toilets. It would require an enclosed walkway to the Museum itself, and it would have a larger car park than the one existing. Coaches would be able to park off the road, as well. This transport statement considers the various aspects flowing from the expected increase in visitor numbers. The existing parking area has space for two coaches or 12 cars. In the existing car park there are no marked bays. Frequently coaches park on the road, and certainly have to if there are any cars at all in the car park. Keeping coaches off the road would be of great benefit to everyone in the locality, and would remove a potential source of friction with neighbours (especially with increased numbers).

Note that the car park only has the above capacity if the cars or coaches are parked tight up to each other, eg when everyone attended the same event and left at the same time. In 'normal' parking terms, the car park has a capacity of only eight.

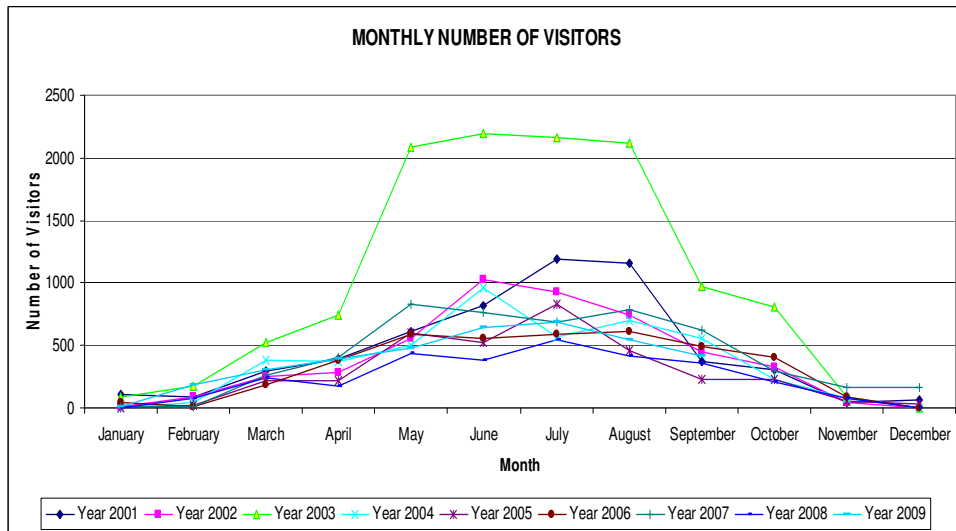
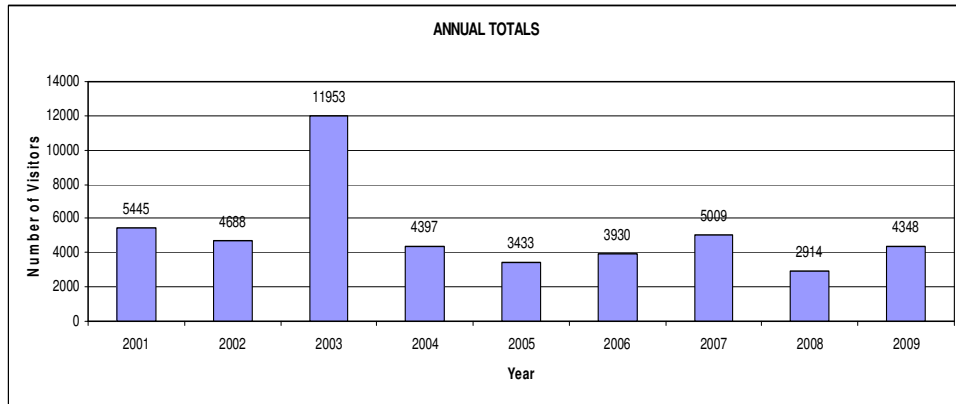
2.0 EXISTING

- 2.1 Visitor numbers: The Old Rectory has a large number of visitors already, and many travel from great distances to Epworth. The Museum's connection to the Wesleys has turned the building into a pilgrimage destination for Methodists from all over the world.

The table and graphs below show the total numbers of visitors for the past nine years.

	Year								
	2001	2002	2003	2004	2005	2006	2007	2008	2009
January	113	11	83	0	0	41	10	0	8
February	85	85	172	41	21	7	6	77	186
March	295	247	519	383	218	182	263	235	308
April	392	285	738	374	216	382	404	177	392
May	610	554	2090	506	600	586	833	432	483
June	816	1031	2191	962	525	556	764	384	640
July	1190	924	2165	564	830	589	690	542	688
August	1155	737	2120	701	463	615	791	420	546
September	374	446	976	559	234	490	627	362	419
October	305	328	812	230	232	399	290	206	253
November	40	40	87	77	60	83	168	79	129
December	70	0	0	0	34	0	163	0	302
Total	5445	4688	11953	4397	3433	3930	5009	2914	4348

The numbers can be shown as graphs, as follows:



Page : 3...

Ref : S.2321C

Date : 25 June 2010

The eight year average was 5,221 (excluding 2009).

Analysis of the numbers of visitors shows that approximately half travelled as part of a larger group, eg a coach party. The remainder came by car, bicycle, public transport, or on foot.

The years 2003 and 2007 show considerably larger numbers than average, as these were the tercentennial anniversaries of the births of John and Charles Wesley respectively.

2.2 Development: The audience development plan for the Museum provides a target for increases in the visitor numbers as follows:

1. Average visitors per year from 5,000 to 15,000 per year, over a three year period after the completion of the development.
2. Average number of school visits from 5 to 15 per year, also over a three year period.

2.3 Volunteers: The building is used as a Museum now and it is proposed to continue with that use. There is therefore a need for people to run it, and these are nearly all volunteers. Many of the current volunteers live locally and as such do not generate any need for parking spaces. However in the future and with expansion, there would be a requirement for more parking spaces for them. Their voluntary work helps the Museum to stay open at a minimum cost. Currently six volunteers are on site for each day except Sundays when only three are required. On days when pre-booked groups or school groups will be attending the Museum, several more volunteers might be on site. At present, two or three of these drive to the site. The rest live very close to the Rectory and walk in. Nonetheless, nearly all the volunteers are in the older age group and so it would not be feasible to expect a greater proportion of them to walk to the Museum than do at present.

In the new development more volunteers will be needed, and while the Trustees anticipate that the majority will be very local, provision for volunteers to travel to the Museum needs to be included.

2.4 Staff: With the additional proposed facilities, there would be a need for additional staff. At present there are four staff members, all of whom walk or cycle to the Museum. As with the volunteers, increased numbers will be required as there will be more facilities and activities for paid staff (for cleaning and kitchen work), regardless of increased numbers of volunteers (for showing visitors the Museum and gardens).

2.5 Trustees: Three times a year the Trustees meet, and this would bring 10-15 cars to the Museum in the daytime. It is hoped that the increased facilities would add to the choice of convenient and attractive venues already in Epworth, and be complementary to them. Other groups (similar to the Trustees) could meet in the day (if they mostly comprised retired people) or evenings and weekends (if they were of mainly working people).

2.6 Function: While the main function is that of a Museum, the proposals would see new functions begin, such as meeting spaces for societies and groups. The café would be new and could increase the numbers of visiting groups making use of the Museum, especially if it was made available at the weekends and evenings.

Page : 4...

Ref : S.2321C

Date : 25 June 2010

- 2.7 Deliveries: The existing shop takes 1-3 deliveries each week during the summer months (all via Royal Mail). In the new visitor centre, there could be new arrangements for central sourcing through the Methodist Heritage Committee which will probably mean larger deliveries but less frequently. The existing office takes some deliveries via courier from Staples/Viking – amounting to about one delivery every six weeks.
- 2.8 Traffic Accident Information: Within the past five years only two accidents have been reported near this site. One slight accident occurred adjacent Greengate, and one slight accident occurred next to Mowbray Street. (This information was provided by the local Highways Department).
- 2.9 Summary: There is a clear need to consider the future of the Museum site and the increase in visitors which are expected. It could be said that the existing parking facilities already are not adequate for either the numbers who come, or the status of the Museum. Any increase in visitors would only put more pressure on a not very large car park, and so a significant increase is required. Other provisions would probably not need to change as the local bus service is adequate. Motorcycle parking and bicycle parking should be provided in any new development. Visitors will always be able to come on foot.

3.0 IMPACT

- 3.1 Existing parking: By creating more spaces for visitors to park the number of vehicles needing to be parked on the roadside would be reduced. The same would be true of coach parking.
- 3.2 Health and safety: The new facilities would reduce if not eliminate the need for cars or coaches to park on the side of the road, which would minimise the risk of an accident occurring.
- 3.3 Alternatives: Alternatives have been reviewed at each stage of the design, until a consensus was reached on the best arrangement. The latest coach circulation data has been used, namely a 12.6m radius turning circle. As presented in the final scheme, the effect of the coaches on the site has been significant. The space given over to parking near Greengate has expanded, to press the visitor centre up against the Education Room. There was no real alternative but to find an efficient way of expanding the existing car park.
- 3.4 Future: The need for future development has been considered. The area north of the proposed car park could be used for any future extension of the car park, and would be accessible via the same route currently being proposed. It could be used for temporary parking if an event such as a fair or fete, was to take place. Equally, the new visitor centre could be expanded to the north as it is a linear design.
- 3.5 Guidelines: The current guidelines for museums recommend that for every 30m² (of the gross floor space for a museum) one car parking bay should be available. With a gross internal floor area of approx 750m², the guidelines would therefore recommend spaces for 25 cars. The design has space for 20 cars including 2 accessible spaces. There is also space for two coaches, and spaces for bicycles and motorcycles.
- 3.6 Summary: The impact of the proposals would bring improved efficiency and an increase in the number of spaces where they have been lacking up to now. It must be added that any present deficiency has been caused only by the Museum's success.

Page : 5...

Ref : S.2321C

Date : 25 June 2010

4.0 CONCLUSION

4.1 Summary: The proposals take into account the need for suitable parking and transport solutions. All proposals have been put forward to enhance the building's present function, which is that of a Museum. The need for the alteration of the car park is simply the expected increase in visitors. The justification for the increase in the scale of the car park is that of expansion of the Museum, the addition of a visitor centre and the need to serve at least the current numbers of visitors, as well as those expected after expansion.

4.2 Acceptable: The proposals have been designed to meet the expected increases in visitor numbers. They have done this in a defined area related to the Museum, but screened from all sides. Sizes and circulation standards have been met. Alternative ways of reaching the site other than by car have been incorporated. The proposals should be acceptable.

5.0 RECORD PHOTOGRAPHS

5.1 Photograph sheets: The following photographs are a general record to accompany the transport arguments included in this statement.

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David Glew MSc RIBA AABC RMaPS
GLEW + SMITH: Architect + Surveyor

Copies: Employer : 1
 North Lincs Council: 1
 Architect : 1