

Framework Travel Plan



Homes
England



Framework Travel Plan

Brislington Meadows

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EXECUTIVE SUMMARY

The proposal is an outline application for up to 260 homes on a site to the south of Broomhill Road, Brislington. Vehicular access would be via Broomhill Road, with pedestrian and cycle links proposed to School Road, Bonville Road and Fermaine Avenue.

It is proposed that Bristol City Council (BCC) would be appointed as Travel Plan Co-ordinator. BCC will therefore be responsible for implementing appropriate Travel Plan measures and monitoring.

1 INTRODUCTION

1.1 BACKGROUND

- 1.1.1 Key Transport Consultants Ltd (KTC) is retained by Homes England to provide transport advice for a development called Brislington Meadows on a site located to the south of Broomhill Road, Brislington. The planning application is outline, although matters relating to access are applied for in detail, and will be up for 260 homes, with 30% being affordable.
- 1.1.2 This Travel Plan will be used to encourage and monitor sustainable travel by residents to and from the development.
- 1.1.3 This document sets out the accessibility of the site, a travel plan strategy, travel plan objectives, measures and an action plan. A separate Transport Assessment has been prepared.
- 1.1.4 It is intended that Bristol City Council will implement the Travel Plan and the required fee will be set out in a S106 agreement.

1.2 THE DEVELOPMENT

| | |
|--|---|
| Planning Application Number (where known) | |
| Name of Developer | Homes England |
| Name of Development | Brislington Meadows |
| Development Address and Postcode | BS4 4UY |
| Use Class | C3 |
| Brief Description of Development | Outline planning application for development of up to 260 new residential dwellings together with pedestrian, cycle and vehicular access, cycle and car parking, public open space and associated infrastructure. All matters reserved apart from access. |
| Size – no. of dwelling units/GFA | Up to 260 |
| Planned Date of Opening | 2024 |

- 1.2.1 The indicative masterplan is provided at Appendix A.

2 POLICY

2.1 The relevant Travel Plan policies are:

National Planning Policy Framework (last updated in July 2021)

2.2 Paragraph 105 of NPPF states: “Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.”

2.3 Paragraph 113 states “All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

Bristol City Council Core Strategy (June 2011)

2.4 Core Strategy Policy BCS10 Transport and Access Improvements includes the following: “The council will support the delivery of significant improvements to transport infrastructure to provide an integrated transport system, which improves accessibility within Bristol and supports the proposed levels of development.”

Bristol City Council Site Allocations and Development Management Policies (July 2014)

2.5 Policy DM23 covers Transport Development Management. This sets out the transport and traffic considerations that development proposals should address and includes a schedule of parking standards (Appendix 2).

West of England Joint Local Transport Plan 4 2020 – 2036 (March 2020)

2.6 JLTP4 aims to achieve a well-connected sustainable transport network that works for residents, businesses and visitors across the region; a network that offers greater, realistic travel choices and makes walking, cycling and public transport the natural way to travel.

2.7 It goes on to say: “Through the development of local parking strategies, we will continue to manage parking to control future traffic demand, including policies for on-street parking, off-street parking and residential parking schemes where appropriate. The design and location of new developments and at workplaces, as well as the numbers of spaces, will help to manage demand and reduce the dependency on the private car. All day parking will be controlled in a way to discourage users who could transfer to lower carbon travel choices.”

3 SITE AUDIT AND ACCESSIBILITY

3.1 THE SITE

- 3.1.1 This chapter provides an overview of the current travel and transport situation at the development site.
- 3.1.2 The Site is located in Brislington in the southeast of Bristol within the administrative boundary of Bristol City Council and the Ward of Brislington East, as shown in **Figures 1 and 2**.
- 3.1.3 The site is currently open fields with a section of grazing land to the west of the site. There are pedestrian footpaths across the southern edge of the site and northeast corner, as well as several unofficial pedestrian routes around the perimeter of the site.
- 3.1.4 To the south of the site lies a section of paddocks, and to the south of that is Victory Park. To the east lies the Brislington Trading Estate and to the north is a residential area. To the west lies allotments, and in the north western side of the site is School Road.

Local Highway Network

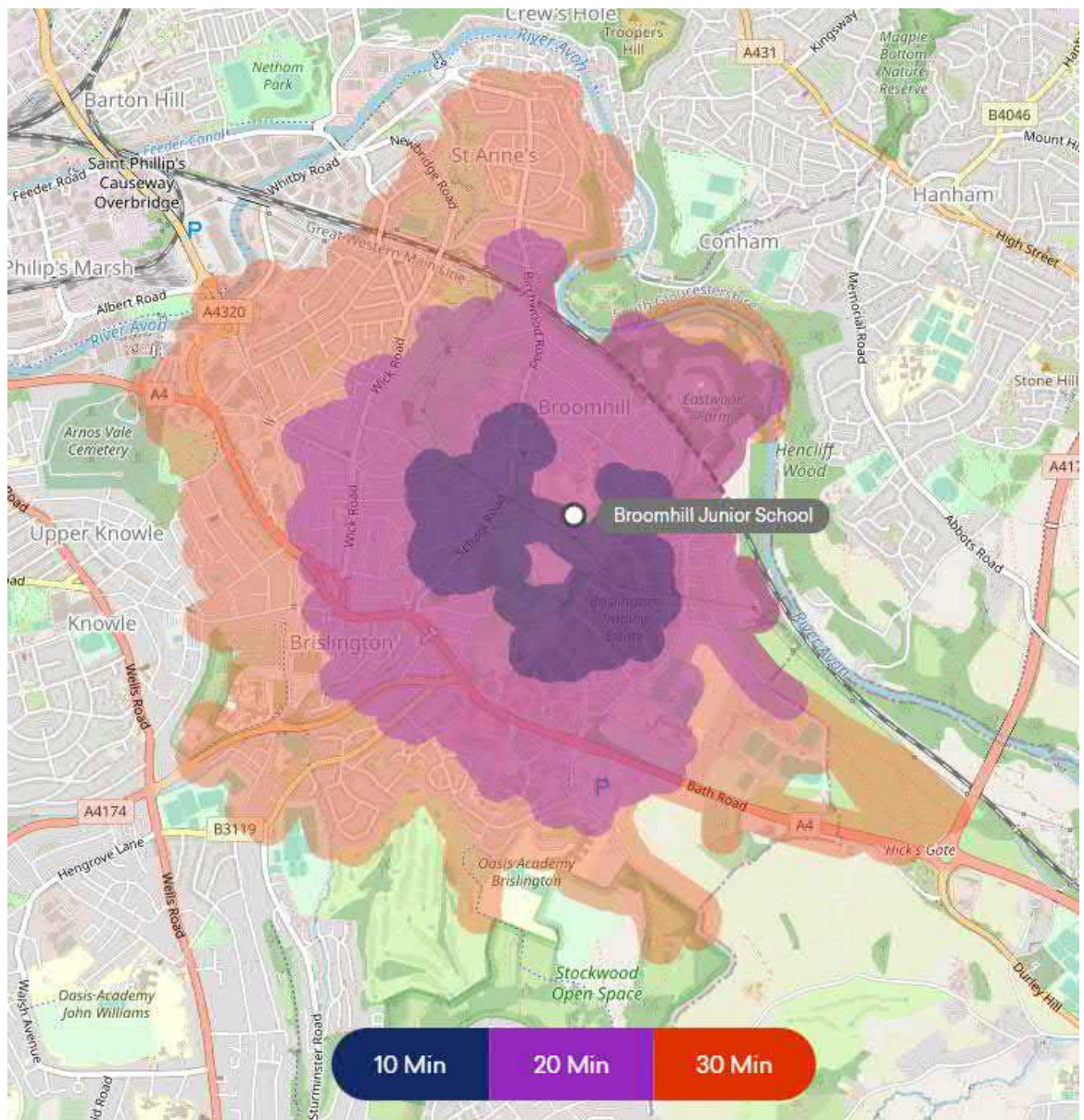
- 3.1.5 Broomhill Road to the north of the site links to a mini-roundabout junction with School Road and Birchwood Road to the west. Birchwood Road travels north to St Anne's. School Road travels south, down a hill, becoming Church Road and joining the A4 Bath Road at a priority junction to the south.
- 3.1.6 Some 100m south of the mini-roundabout junction of Broomhill Road and School Road, Allison Road heads to the west, where it meets Wick Road, which in turn provides access to Sandy Park Road and destinations towards the City Centre.
- 3.1.7 East of the Allison Road junction, Allison Road is one-way westbound and links to Fermaine Avenue to the east and also the access for Broomhill Junior School.
- 3.1.8 To the east of the site, Broomhill Road continues south before joining Emery Road at a mini roundabout. Emery Road then heads south and joins the A4 Bath Road at a signal-controlled junction. To north of Emery Road lies Brislington Trading Estate. On the western boundary of the estate lies Bonville Road which part of the site fronts onto.

3.2 SITE ACCESSIBILITY

Pedestrian Facilities

- 3.2.1 A pedestrian and cycle audit of routes to and from the site to local destinations is included in the Transport Assessment.
- 3.2.2 The closest shops to the site are on Broomhill Road in the Broomhill Local Centre, which would be accessed by the proposed school link. The shops include a Co-op convenience store, a newsagent/convenience store, takeaways and hairdressers. Further shops and services are located on Bath Road, some 900m walk to the south.

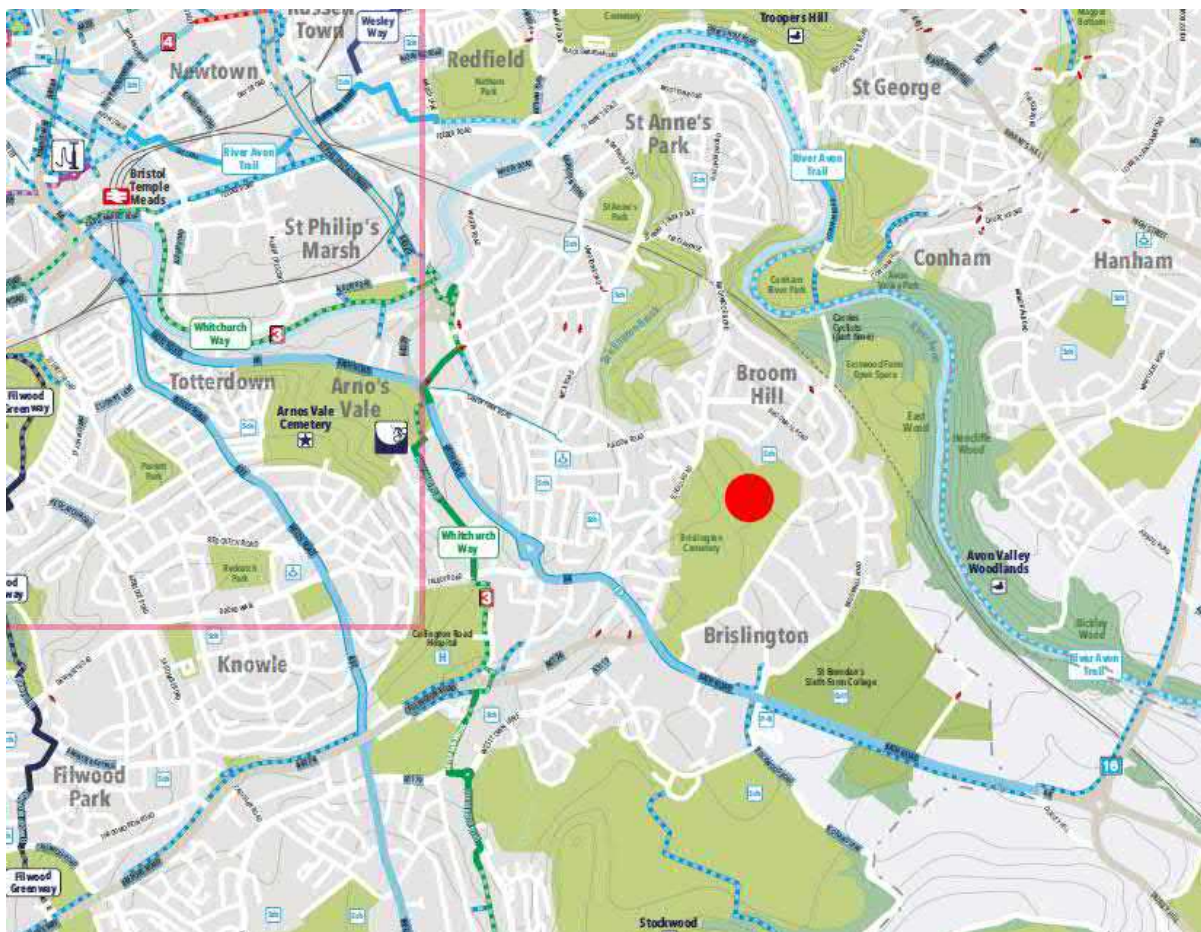
- 3.2.3 The closest primary schools to the site are Broomhill Junior and Broomhill Infants School to the north of the site. With the new school link, the distance will be some 70m from the northern edge of the site and would be suitable for pushchairs, wheelchairs, cyclists and children on scooters. Immediately to the east of the school link is Mama Bear's nursery and pre-school.
- 3.2.4 The nearest Secondary Education facility is Oasis Brislington Academy, some 1.3km as the crow flies to the south of the site. The proposed route is covered under route 2 in Appendix A. Similarly, the nearest college is St Brendan's Sixth Form College, which is covered under route 3 in the same Appendix.
- 3.2.5 Footway parking along Bonville Road could cause issues for pedestrians especially people in wheelchairs and parents/carers with small children. The solution would be parking restrictions and regular enforcement. Physical options include bollard located on the edge of the footway. The route along Emery Road is less prone to footway parking as there is a verge between the carriageway and footway.
- 3.2.6 Allison Road to the west of the site from School Road is a steep road, with traffic islands, and not a nice environment for cyclists or pedestrians. Given there are also two speed cameras on the road, it is assumed that vehicles speeding is an issue. Therefore, an alternate route for both pedestrians and cyclists is proposed via The Rock and Manworthy Roads. These 20mph speed limit quieter roads are more appropriate for less confident cyclists, but also provide a quieter route for pedestrians.
- 3.2.7 To improve the link, it is proposed to be signed to and from the site to Sandy Park Road and connect into the wider cycle network. Where the route climbs up from The Rock to Sherwell Road, it is proposed to widen the path and remove the bollard shown in the photograph at 9.5 in Appendix A, although some access restriction would still be required to prevent vehicles from using the route.
- 3.2.8 The Travelwest Isochrone map below shows that most of Brislington Trading estate is within a 10-minute walk from the site. The shops on Bath Road and St Brendan's Sixth Form College are within a 20-minute walk. Avonmeads is just over a 30-minute walk as is Oasis Brislington Academy.
- 3.2.9 The isochrone walking plot demonstrates the 20-minute neighbourhood, with residents everyday facilities such as shopping and education are within a 20-minute walk of the site.



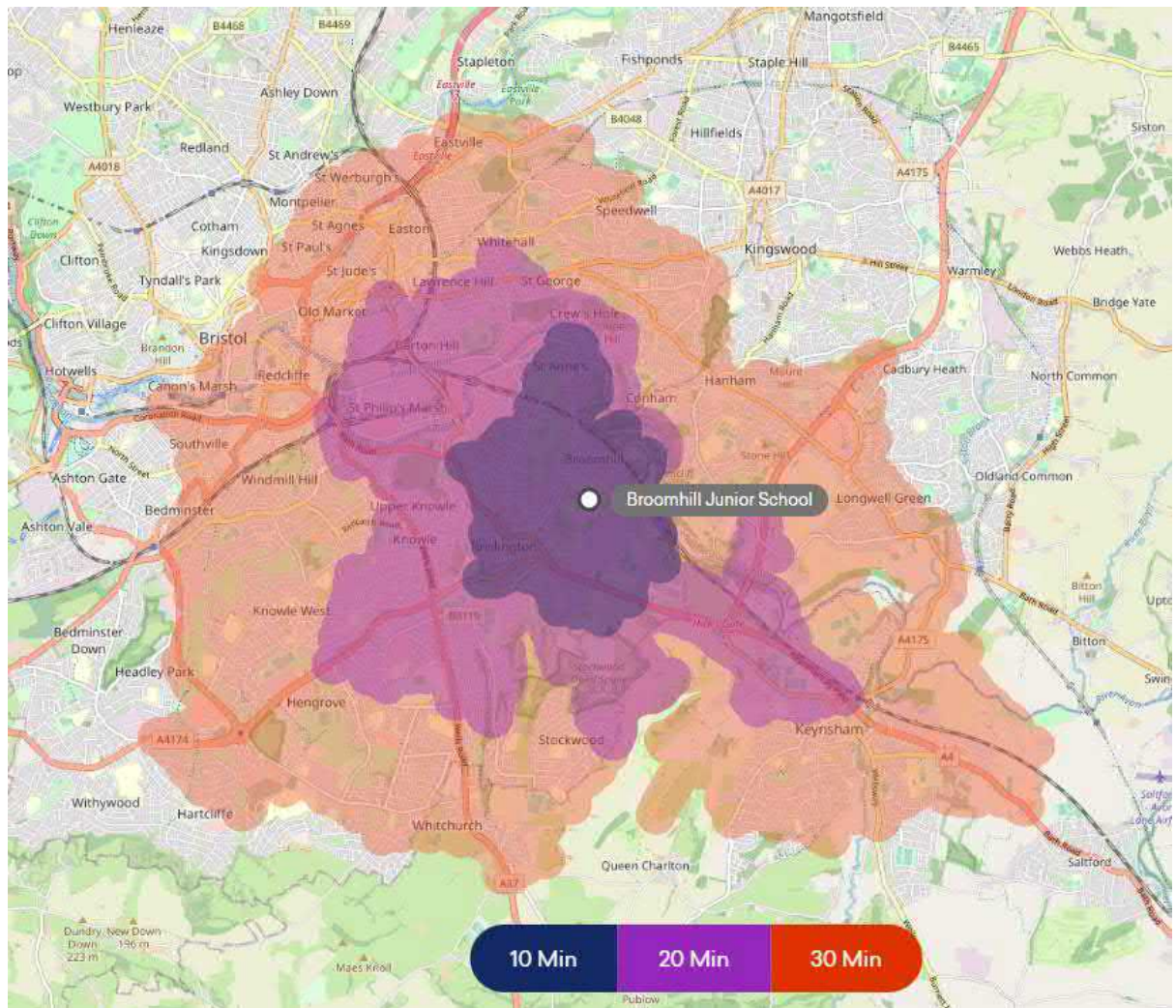
Cycling Facilities

3.2.10 Cycle routes in the vicinity of the site are limited to mainly on carriageway.

3.2.11 Below is an extract from the Better by Bike cycle map, with the full mapping included as Appendix B.

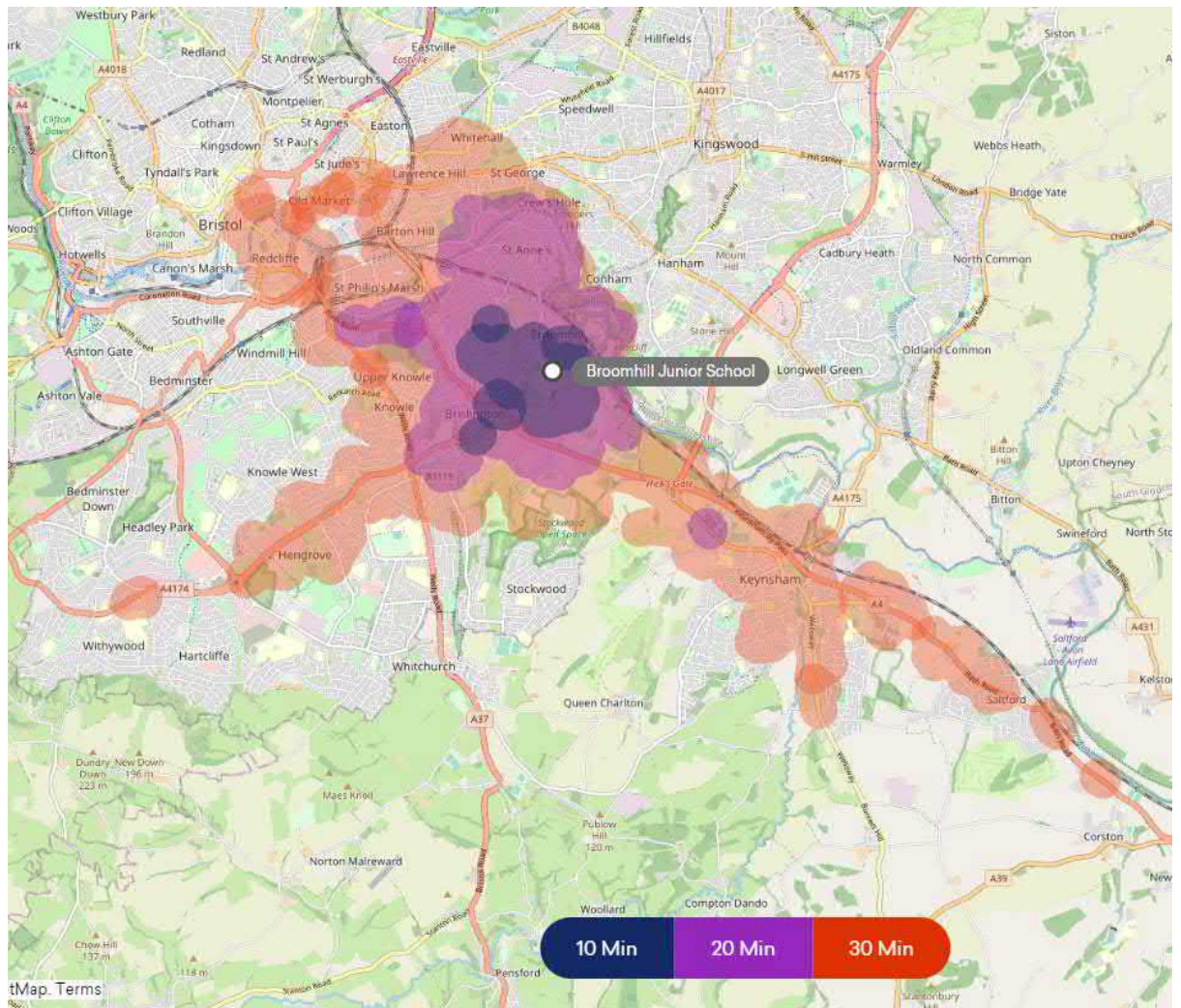


3.2.12 The cycle isochrone plan from Travelwest included below shows the shops on Bath Road and Oasis Academy Brislington within a 10-minute cycle, Knowle, St Phillips within a 20-minute ride and Keynsham, Bedminster, Longwell Green and the centre of Bristol within a 30-minute ride.



Public Transport

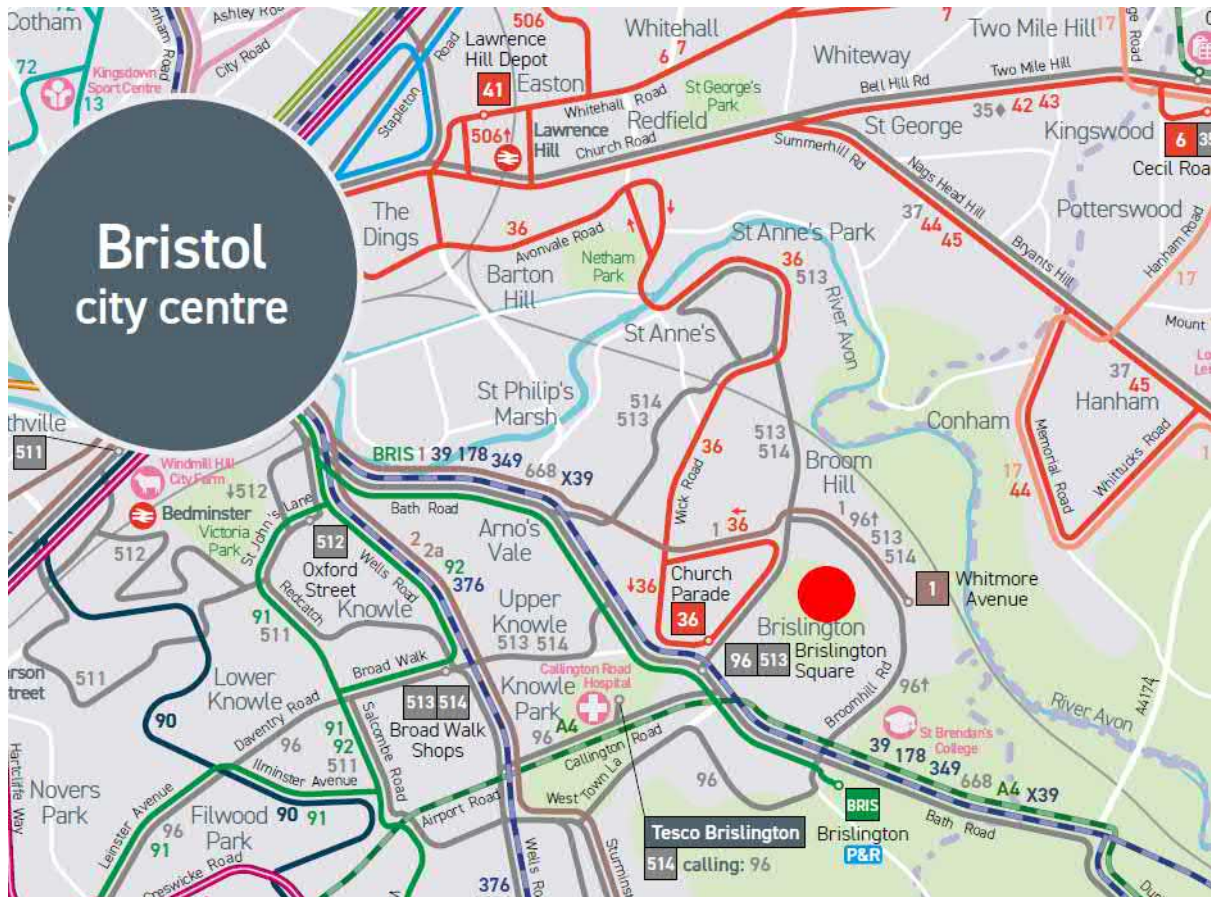
- 3.2.13 The site has a BrisTAL (Bristol Transport Access Level) of 2, out of a maximum of 6.
- 3.2.14 The Travelwest Isochrone plot included below shows the centre of Bristol, Hengrove and Keynsham all within a 30-minute bus journey.



- 3.2.15 The development site is well located for easy access to the 1 bus service which operates every 15 minutes during the day Monday to Saturday and 20-minute intervals on Sundays. It connects to Cribbs Causeway via Broadmead, the City Centre and Clifton. During the evening it operates every 30 minutes throughout the night.
- 3.2.16 The closest bus stops to the site are on Broomhill Road at either the Fermaine Avenue or Wyndham Crescent, depending on where in the site the start point is. For the 36 service the closest stop is on School Road at The Rock, close to the proposed footway cycle link.
- 3.2.17 A summary of bus services is included at Table 3.1 below.

| Table 3.1: Bus Services Nearest to Site | | | | | | |
|---|--|-------------------------|-------------|---------|-------------|---------|
| | | | | | | |
| Service | Route | Mon-Fri | | Sat | | Sun |
| | | Day | Eve | Day | Eve | |
| Broomhill Road | | | | | | |
| 1 (First) | Cribbs Causeway – Broadmead – Broom Hill | 15 mins | 30 mins | 15 mins | 30 mins | 20 mins |
| 96 | Brislington – Hengrove | 2 hrs | - | 2 hrs | - | - |
| 435 | Brislington – Keynsham (School service) | 1 jny | - | - | - | - |
| 513 | Knowle – Brislington | 1 hour (Tues & Thurs) | - | - | - | - |
| 514 | Knowle – Brislington | 1 hour (Mon, Wed & Fri) | - | - | - | - |
| School Road | | | | | | |
| 36 | Brislington – Centre | 30 min | 1 hr 10 min | 30 min | 1 hr 10 min | 1 hr |

3.2.18 Below is an extract of the Bristol area bus map, with the full map included as Appendix D.



4 AIMS, OBJECTIVES AND OUTCOMES

- 4.1 The objective of this Travel Plan is to achieve the following 'outcomes':
- Minimise single occupancy car travel to and from the development
 - Identify which measures are needed to maximise the use of non-car travel
 - Lead to a change in the travel behaviour of individuals to a sustainable mode of travel and then maintain that change
 - Identify ways of reducing the need to travel to and from the development
 - To reduce the number of freight movements or delivery vehicles travelling to and from the site
- 4.2 The core aim of this Travel Plan is to reduce single occupancy vehicle trips to and from the site, through increased use of public transport, walking and cycling.
- 4.3 BCC as Travel Plan Coordinator will be responsible for the implementation and management of measures, and for monitoring of the Travel Plan.

5 MANAGEMENT AND DELIVERY STRUCTURE

5.1 MANAGEMENT

- 5.2 It is proposed that Bristol City Council will be appointed as TPC and will be responsible for the management of the Travel Plan.

6 MEASURES AND INITIATIVES

6.1 INTRODUCTION

6.1.4 It is proposed that Bristol City Council will be appointed as TPC and will be responsible for implementing appropriate measures and initiatives.

6.1.5 Measures could include the following depending on results of surveys. Other measures may be introduced depending on results of the survey or changes in national or local policy or introduction of new technology and trends.

6.1.6 The physical measures listed below will be completed by the developer during the construction phase.

Physical Measures

- New pedestrian and cycle route from the site to Fermaine Avenue providing a connection route for residents to shops, schools and bus stops.
- New pedestrian and cycle link from Bonville Road to School Road offering connection to local employment, schools and shops. This link, together with the Fermaine Avenue link offer shorter routes for existing residents in the area.
- A network of leisure paths in the site offering quieter routes
- Footways and footpaths in the site linked to each other and off-site connections .
- Waymarking within the site with directions to nearby shops, services, bus stops etc.

Marketing the Travel Plan

- Travel Plan information highlighting the accessibility of the site would be included in marketing information provided to potential residents.
- Travel Information Packs to all new residents. The packs should include travel information together with measures such as free bus tickets and cycle vouchers and contact details of the Travel Plan Coordinator.
- Personalised Travel Planning with induction sessions/welcome packs for new residents
- Promotion of TravelWest and Better by Bike www.travelwest.info and www.betterbybike.info websites
- Notice boards containing public transport maps, car sharing, car clubs, cycling and walking routes and related information
- Regular social media/travel meetings
- Community travel website and events
- Travel Plan Co-ordinator to join the Cycle Champion scheme
- Periodic issue of travel
- newsletter.

Minimise single occupancy car travel

- Car-share promotion
- Electric car charging points
- Car Club, including discounted membership
- Raise awareness of car ownership costs

Promotion of Public Transport Use

- Active dissemination of public transport information
- Promotion of bus checker apps <https://travelwest.info/apps>
- Public transport tickets to residents equivalent to a weeks free bus travel
- Contribution to, or provision of, new bus service for large developments
- Improvement of public transport waiting environments/provision of Real Time Information
- Facilities to improve interchange with other forms of travel, e.g. cycle parking at interchanges

Promotion of Cycling

- Secure covered cycle parking for all residents
- Cycle vouchers
- Promotion of health benefits
- Cycle training
- Electric bikes
- Loan bikes
- Reflective clothing for those opting to cycle

Promotion of Walking

- Promotion of health benefits
- Personal alarms for residents walking from the site

7 ACTION PLAN AND BUDGET

- 8.1.1 The Action Plan will be set out by Bristol City Council and include timing for any measures from Section 6. All costs except for the physical infrastructure on the site will be the responsibility of Bristol City Council
- 8.1.2 The Action Plan will set out which measures will be implemented in each year and estimate a cost. It will also assign who would be responsible for delivering each measure and set out a monitoring indicator to establish if the measure is successful or not.

8 TARGETS, MONITORING AND REVIEW

8.1 TARGETS

- 8.1.4 It is proposed that Bristol City Council is appointed as TPC and BCC will therefore be responsible for any targets, monitoring and review.

8.2 BASELINE TRAVEL DATA

- 8.2.4 To establish a baseline situation, Census data was used and is shown in Table 8.1 below.

| Table 8.2 Travel Mode to Work of E01033359 Bristol 39E Residents – 2011 Census | |
|---|-------------------|
| Mode | Percentage |
| Train | 0.6% |
| Bus, coach or minibus | 13.7% |
| Taxi | 0.1% |
| Motorcycle, scooter or moped | 1.7% |
| Driving a car or van | 59.6% |
| Passenger in a car or van | 5.9% |
| Bicycle | 5.8% |
| On foot | 12.3% |
| Other method of travel to work | 0.2% |
| Total | 100 |

- 8.2.5 When the mode-share is combined with the projected people trips included in the Transport Assessment, the following travel mode movements are predicted.

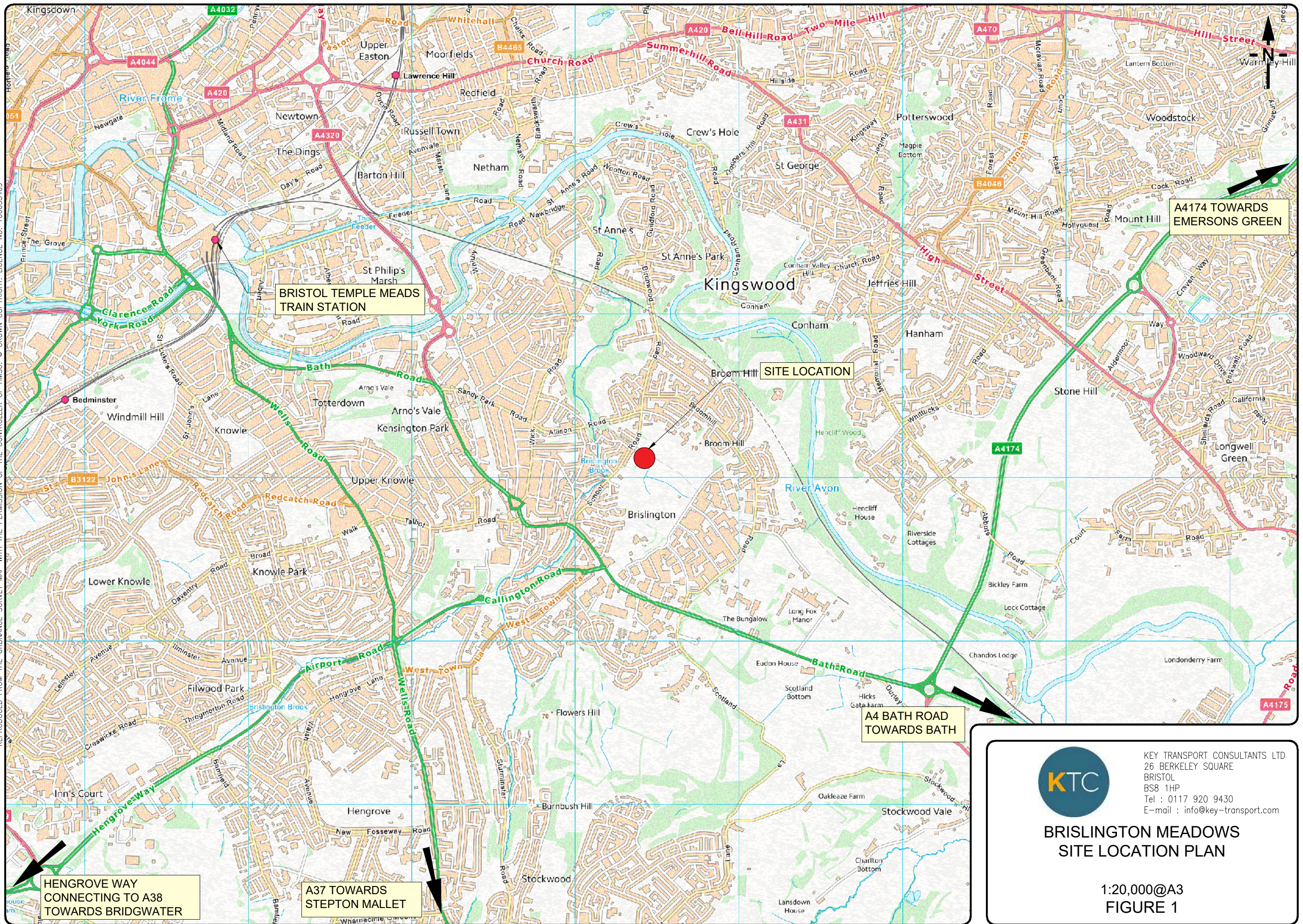
| Table 8.2 Forecast Trips to Work | | | | | | |
|---|-----------------------|------------|--------------|-----------------------|------------|--------------|
| | 08:00 to 09:00 | | | 17:00 to 18:00 | | |
| Mode | In | Out | 2 Way | In | Out | 2 Way |
| Train | 0 | 1 | 2 | 1 | 0 | 1 |
| Bus, coach or minibus | 8 | 30 | 38 | 23 | 11 | 34 |
| Taxi | 0 | 0 | 0 | 0 | 0 | 0 |
| Motorcycle, scooter or moped | 1 | 4 | 5 | 3 | 1 | 4 |
| Driving a car or van | 36 | 131 | 166 | 101 | 48 | 148 |
| Passenger in a car or van | 4 | 13 | 16 | 10 | 5 | 15 |
| Bicycle | 3 | 13 | 16 | 10 | 5 | 14 |
| On foot | 7 | 27 | 34 | 21 | 10 | 31 |
| Other method of travel to work | 0 | 0 | 1 | 0 | 0 | 0 |
| Total | 60 | 219 | 279 | 169 | 80 | 249 |

8.3 Monitoring

- 8.3.4 Bristol City Council will be responsible for the monitoring of the Travel Plan and are likely to be in years 1, 3 and 5 of the life of the Travel Plan. Surveys are likely to be in the form of online questionnaires, with incentives to encourage uptake.

8.3.5 The Travel Plan will be reviewed following surveys and adjusted as necessary.

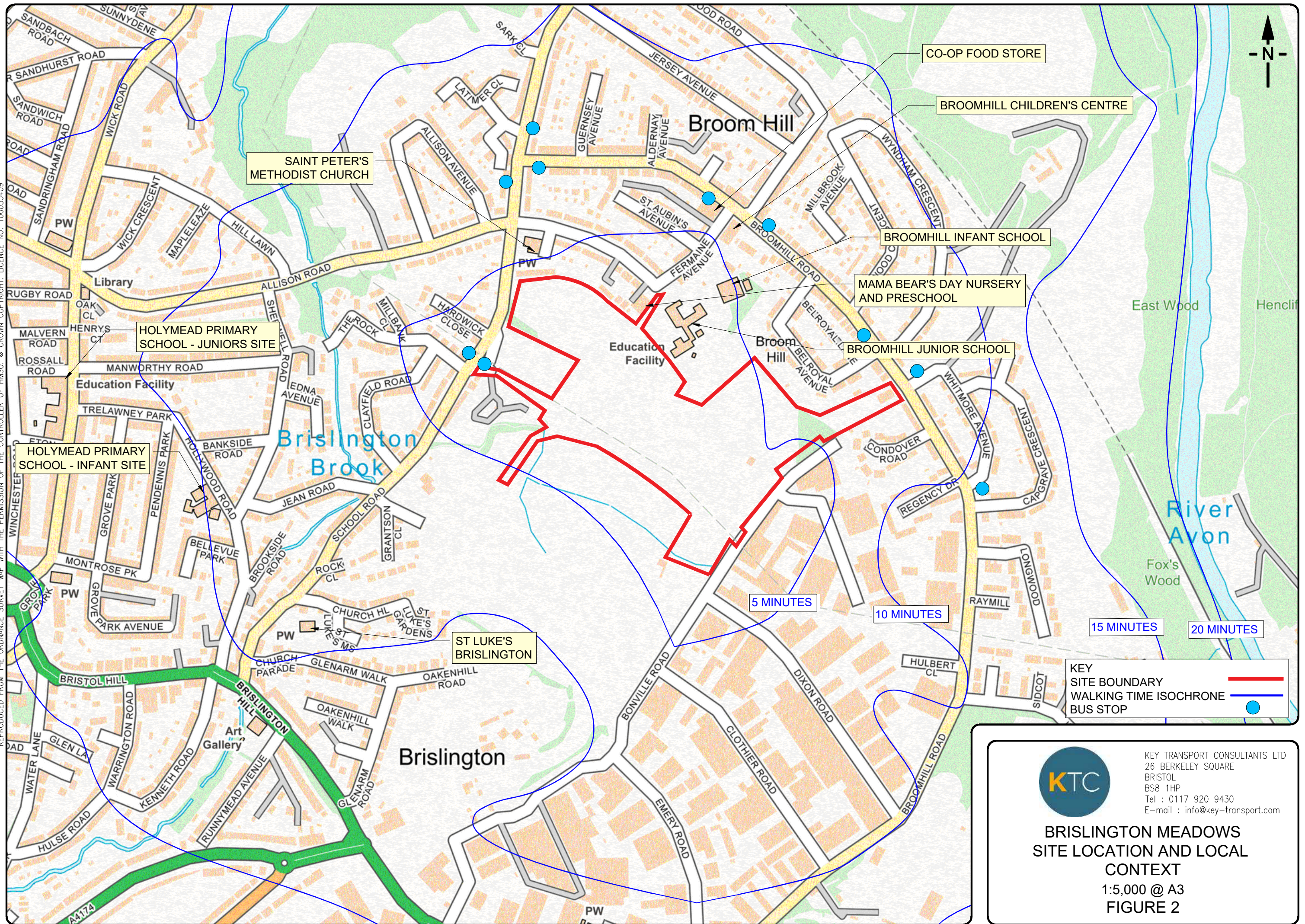
FIGURES




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26 BERKELEY SQUARE
BRISTOL
BS8 1HP
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E-mail : info@key-transport.com

BRISLINGTON MEADOWS SITE LOCATION PLAN

1:20,000@A3
FIGURE 1





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BRISTOL
BS8 1HP
Tel : 0117 920 9430
E-mail : info@key-transport.com

**BRISLINGTON MEADOWS
SITE LOCATION AND LOCAL
CONTEXT**

1:5,000 @ A3
FIGURE 2