



**RESIDENTIAL TRAVEL PLAN
FOR
PROPOSED RESIDENTIAL DEVELOPMENT
LAND TO THE SOUTH OF WARREN LANE, LONG ASHTON
ON BEHALF OF
LONG ASHTON LAND COMPANY LIMITED**

OCTOBER 2021

[ISSUE 3]

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Drawing No. 21077_NP_XX_DR_A_1003

Illustrative Site Plan (by Nash Partnership)

1.0 INTRODUCTION

Brief

- 1.1 This *Residential Travel Plan (RTP)* has been prepared by Cole Easdon Consultants Limited (CEC) on behalf of the Long Ashton Land Company Limited in support of an outline planning application for the proposed development of 35 residential dwellings at land to the south of Warren Lane, Long Ashton. All matters are reserved for future consideration with the exception of access. Refer to CEC Plan 3454/201 [*Location & Accessibility Plan*], included within Appendix 1 of this Report.
- 1.2 Full details regarding the development proposals are contained within the accompanying *Transport Assessment (TA)*. This *RTP* has been produced at the request of North Somerset Council (NSC) and has been produced with regard to their *Travel Plans: Supplementary Planning Document*. It also incorporates comments made by North Somerset Council on a previous version of this report submitted with application reference 20/P/1547/OUT, which was a similar outline submission for 35 new dwellings.

Structure of the Report

- 1.3 This *RTP* is structured into the following Sections:
- Section 2.0 provides a brief appraisal of the site's accessibility by sustainable modes of transport;
 - Section 3.0 outlines the *RTP* objectives and targets;
 - Section 4.0 discusses the strategy for implementation of the *RTP*;
 - Section 5.0 outlines a package of measures;
 - Section 6.0 discusses how awareness of the *RTP* will be promoted;
 - Section 7.0 sets out how the *RTP* will be monitored and reviewed; and
 - Section 8.0 describes the Actions and Programme for implementation.

2.0 ACCESSIBILITY

2.1 This Section provides a brief summary of the much more detailed site assessment undertaken as part of (and included within) the accompanying TA.

Public Transport Provision

2.2 The site is located adjacent to Weston Road, which is served by a number of frequent bus routes connecting Long Ashton with Bristol city centre, Clevedon, Nailsea and Weston-super-Mare. There are typically three buses per hour throughout the day to Bristol city centre, meaning that future residents will be easily able to access the employment, retail and leisure opportunities within Bristol without the use of a car. It is likely that trips to Bristol will account for the biggest proportion of employment trips from the site. Other employment facilities in the neighbouring settlements mentioned including Weston-Super-Mare can also be easily accessed by bus services from Weston Road.

2.3 There are existing bus stops located very close to the site on Weston Road, adjacent to Wild Country Lane, and existing informal pedestrian crossing facilities (refuge islands) to enable north-south movement across Weston Road in the vicinity of these bus stops.

Walking and Cycling Accessibility

2.4 The site is connected with Long Ashton village centre via a continuous footway linkage along Weston Road. There are pedestrian crossing facilities at various locations along Weston Road between the site and village centre providing good connectivity.

2.5 Long Ashton village provides a range of services and facilities (the majority of which are within walking distance of the site) including a Co-operative foodstore, GP surgery, community hall, off licence, dental surgery, hairdressers, veterinary surgery, pizzeria, public houses, and two primary schools.

2.6 The site also benefits from being in very close proximity to the Festival Way cycle route which provides a continuous high-quality traffic-free link between Nailsea and Bristol City Centre. The Festival Way extends along the south side of Weston Road, and the proposed site access arrangement will incorporate an informal pedestrian crossing facility so as to facilitate convenient access to this cycle route.



- 2.7 The proximity of the Festival Way cycle route means that future residents will be able to conveniently access the site by cycling. In particular, there is good potential for residents to commute between the site and Bristol City Centre and Nailsea for employment, as well as for trips to retail and leisure facilities.
- 2.8 In summary, the site is considered to offer very good potential for trips to be made by sustainable modes of transport. Note that a full and detailed appraisal of the existing walking, cycling and public transport infrastructure is provided in the *TA*.



3.0 OBJECTIVES AND TARGETS

Objectives

- 3.1 The overall objective of this *Travel Plan* is to:
'Reduce the vehicular trip generation of the site to a level below that predicted within the Transport Assessment and to maximise the number of trips made to and from the site by sustainable modes of transport'.
- 3.2 Delivery of this *RTP* will not only benefit future residents but will also contribute towards enhancing the environment of the wider community. This will be achieved through increased use of local public transport as well as by reducing congestion and journey times and improving local air quality through reduced emissions etc.

Targets

- 3.3 Targets form an important part of any *RTP* and should be in place from the outset, but will need to be the subject of on-going review as it evolves. Targets allow the progress of the *RTP* to be monitored to ensure the set objectives are being met and results are being delivered.
- 3.4 The Department for Transport document *'The essential guide to Travel Planning'* identifies that *RTP* targets should be SMART:
- Specific;
 - Measurable;
 - Attainable;
 - Realistic; and
 - Time Bound.

Travel Plan Targets

- 3.5 Targets are measurable goals, which are set in order to assess whether the objectives of a *RTP* have been achieved. The following targets are intended to be achieved within 5 years of the first travel survey (discussed later within this Section).
- 3.6 For the purposes of this *Travel Plan*, 2011 Census Travel to Work data has been utilised to derive modal split percentages as requested by North Somerset Council. The site is located within the North Somerset 006 MSOA. The modal share data for this MSOA is shown in table 3.1 below.



Table 3.1: Modal Share

Method of Travel	Modal Share
Work mainly at or from home	0%
Train	2%
Bus, minibus or coach	5%
Motorcycle, scooter or moped	1%
Driving a car or van	77%
Passenger in a car or van	5%
Bicycle	5%
On foot	5%

Target 1

3.7 The first target is to *reduce the number of vehicle trips generated by the development by 5% by Year 1, 8% by Year 3 and 10% by year 5 (based upon baseline percentage points), and achieve a corresponding increase in trips by more sustainable travel modes.* This target applies to both an average 24 hour weekday and the traditional AM and PM peak hours. The target modal splits are shown in table 3.2 below.

Table 3.2: Modal Share Targets

Mode of Travel	Baseline Modal Split	Year 1 Target Split	Year 3 Target Split	Year 5 Target Split
Work mainly at or from home	0%	1%	2%	3%
Train	2%	2%	2%	2%
Bus, minibus or coach	5%	6%	7%	8%
Motorcycle, scooter or moped	1%	1%	1%	1%
Driving a car or van	77%	72%	69%	67%
Passenger in a car or van	5%	5%	5%	5%
Bicycle	5%	7%	8%	8%
On foot	5%	6%	6%	6%

3.8 The targets are easily measurable through means of resident travel surveys and are considered to be attainable within 5 years of the first travel survey; therefore, the targets meet the criteria of being SMART.



- 3.9 Resident travel surveys will be undertaken at Years 1, 3 and 5 following first occupations during the same week each year, in order to monitor the progress towards meeting the specified targets. Refer to further detail within Section 7.0 of this *Travel Plan*.
- 3.10 Section 5.0 of this *RTP* identifies a range of measures and actions that are required to achieve the identified targets.



4.0 STRATEGY AND IMPLEMENTATION

- 4.1 The *RTP* will be implemented by an appointed Travel Plan Co-ordinator (discussed further in the next Section). The implementation of the *RTP* will commence three months prior to first occupations to allow sufficient time for any pre-occupation information (such as Travel Information Packs) to be collated and distributed.
- 4.2 The TPC will be responsible for implementing the *RTP* in full and for organising any monitoring surveys to be undertaken, together with the preparation of appropriate analysis and reporting to North Somerset Council. The TPC would monitor the progress towards meeting the identified targets, and communicate this progress to North Somerset Council.
- 4.3 The *RTP* itself will be secured either by Condition or as part of a Section 106 agreement.
- 4.4 The various ‘hard’ measures associated with the *Travel Plan* will need to be implemented as part of the construction process and it will be the responsibility of the site manager to ensure that all such provisions are made in accordance with the planning permission. Such hard measures will include the construction of the internal foot/cycle ways, the provision of cycle parking, pedestrian/cycle access points etc.
- 4.5 Measures such as the Travel Information Packs (discussed in the next Section) will need to be collated prior to first occupations.

5.0 PACKAGE OF MEASURES

5.1 This Section identifies the range of *RTP* measures that will be implemented to help achieve the identified objectives and targets in the previous Sections. Note that all measures will be funded by the developer and it is expected that the requirement to implement all of the above measures will be a condition of planning consent (or part of the Section 106 agreement).

Management Regime for the Travel Plan

Travel Plan Co-ordinator

5.2 A Travel Plan Co-ordinator (TPC) will be appointed by the Developer to oversee and implement the *Travel Plan* on a day-to-day basis, where this may be undertaken on a part-time basis. The responsibilities of the Travel Plan Co-ordinator would include (but not be restricted to) the following:

- Acting as the main point of contact for the *RTP*;
- Overseeing the implementation of the approved *RTP*;
- Dealing with resident requests for information;
- Commissioning and analysing the traffic survey results;
- Liaising with the Local Planning and Highway Authority as appropriate;
- Preparing an annual monitoring report detailing the progress of the *RTP*; and
- Generally assisting the Developer with all matters relating to the *RTP*.

5.3 The TPC will work together with the Local Highway Authority in order to promote the *RTP*. The contact details of the Travel Plan Co-ordinator will be made available to North Somerset Council when available.

5.4 The Travel Plan Co-ordinator will be appointed for a 5-year period to cover the requisite *Travel Plan* monitoring and review timeframe.

Measures to Increase the Use of Sustainable Modes

Travel Information Pack

5.5 A Travel Information Pack will be provided to all first occupiers of the residential dwellings as and when they move in (one per household). The pack will be compiled and distributed by the developer (or consultant on behalf of the developer) and will contain a variety of travel/transport related information specific to the site including:

- Promotion of Betterbybike.info which provides useful information for those considering commuting by bike or taking up cycling as a leisure activity;
- Public transport information including timetable and services available;
- Information about personal travel planning available to residents; and
- Information about travelwest.info which provides information about sustainable travel options.

Sales Staff

- 5.6 Sales staff will ensure that all potential purchasers are made aware of the available travel options serving the site from the outset, as part of the sales and marketing process for the new development.

Developer's Website

- 5.7 The Development website will contain information on how to access the site by sustainable modes of transport. This will encourage residents to use the bus or train, walk or cycle from the outset.

Notice Board

- 5.8 A notice board will be installed at the site and kept up to date with sustainable travel information.

Measures to Reduce the Impact of Cars

Car Sharing

- 5.9 Details of local car sharing schemes will be provided as part of the Smarter Travel Information Pack to each household such as the Travel West Car Share website travelwest.info/carshare.
- 5.10 Car sharing may offer considerable potential with regard to commuting journeys between the site and Bristol City Centre.

Measures to Promote Walking and Cycling

- 5.11 In order to encourage cycling, adequate secure and covered cycle parking will be provided for the development. Cycles can be accommodated within sheds and garages for the houses, and within a communal bike store for the flats. The internal roads within the site will be lightly trafficked and subject to low vehicle speeds and will therefore be conducive to cycling. Pedestrian/cycle links will be provided internally within the site.



Measures to Encourage the use of Public Transport

- 5.12 Full details of the available local bus services including timetables will be provided as part of the Smarter Travel Information Pack. Residents will also be provided with details of bus fares, including any saver options, such as monthly tickets.
- 5.13 Part of the previously mentioned developer contribution of £120 per dwelling will be used by NSC for the provision of public transport ‘taster’ tickets and sustainable travel equipment such as bikes that will be included as part of the Travel Information Pack. The benefit of such an offer is that it introduces the resident to bus travel from day one of occupation, and therefore will potentially encourage the resident to maintain this mode of travel in the future.



6.0 CONSULTATION, AWARENESS RAISING AND MARKETING

- 6.1 Awareness of the *RTP* will be communicated through means of the Travel Information Packs.
- 6.2 The developer's website will also promote the existence of the *RTP* as being a 'selling point' for the development, and its general aims and objectives will be detailed as part of the development information.
- 6.3 It is important that residents are aware of the *RTP* from the outset, and the above measures will ensure that this is achieved.

7.0 MONITORING AND REVIEW

7.1 It is essential that *RTPs* are monitored in order that their effectiveness can be determined. The monitoring is useful for the TPC to understand how travel behaviour is changing with time, and to understand which measures are working well, and conversely which measures are not. Once the *Travel Plan* has been approved by the Local Planning Authority, responsibility for the *Travel Plan* will be passed to the Developer to implement and manage via the Travel Plan Co-ordinator and the developer's sales team.

7.2 The *RTP* will be monitored for a period of 5 years, commencing from the date of first occupations.

Trip Monitoring

7.3 Since the *RTP* targets relate to vehicle trip generation progress towards meeting these targets will be achieved through the carrying out of a 7-day Automatic Traffic Count survey on the access road at the end of Years 1, 3 and 5 following completion of the development.

7.4 The Travel Plan Co-ordinator will be responsible for providing feedback from the surveys to the Developer and the Local Highway Authority.

7.5 The Travel Plan Co-ordinator will prepare a *Travel Plan Monitoring Report* to coincide with the three survey years detailing the progress of the Plan. In particular, the Report will include:

- An outline of whether the target vehicle trip rates are being achieved;
- A summary of the traffic survey monitoring results; and
- Details of progress made since the previous Report.

7.6 Following the end of the formal 5-year monitoring period, it is expected that the TPC role would cease and that there would be no further monitoring of the *RTP*.



8.0 ACTIONS & PROGRAMME FOR IMPLEMENTATION

Actions & Programme for Implementation

8.1 Major milestones for this *RTP* are summarised below in Table 8.1 but do not represent a comprehensive list of every action, or output required.

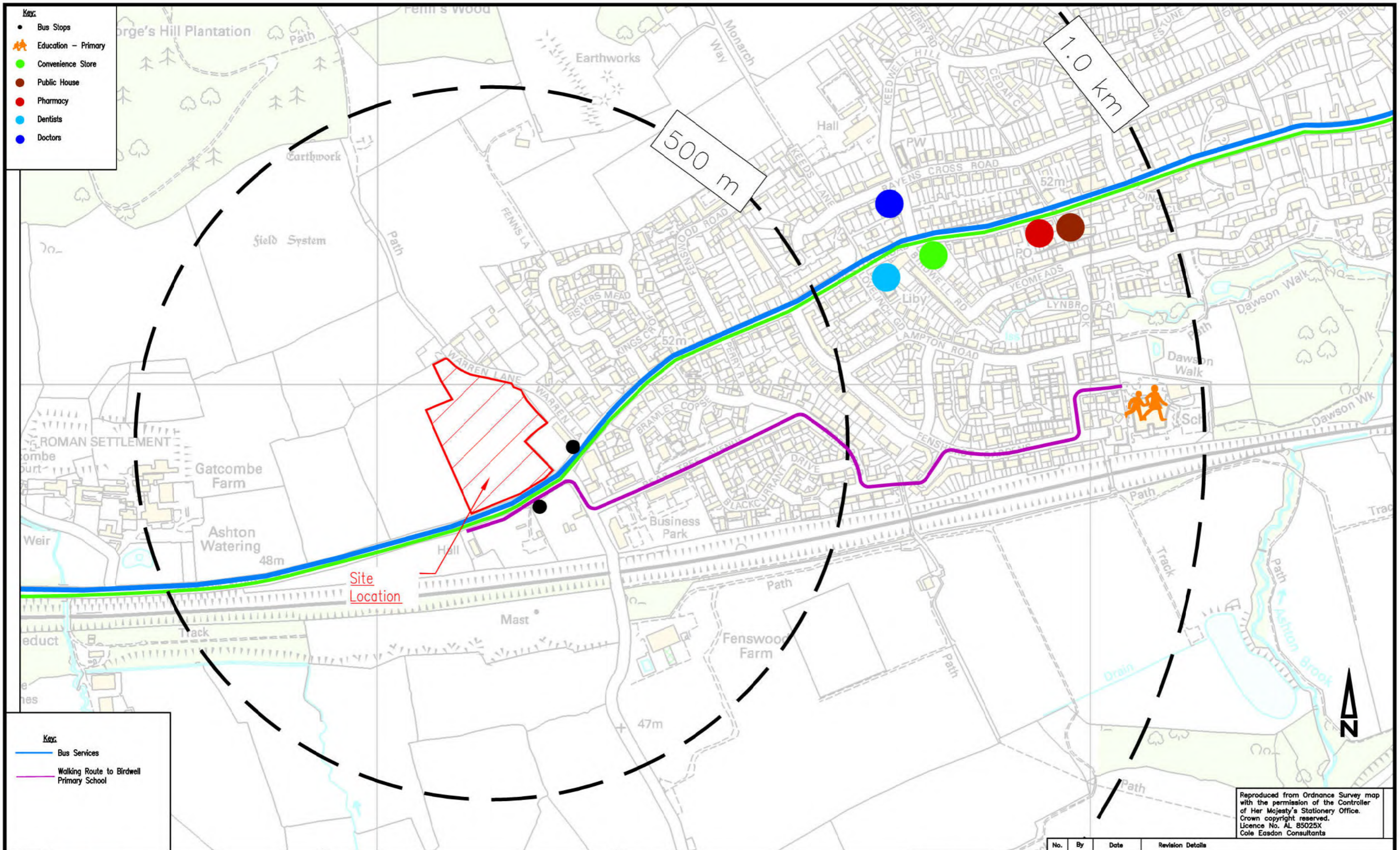
Table 8.1: Travel Plan Actions and Programme

Action	Lead
<u>Initial Measures</u>	
Appoint a Travel Plan Co-ordinator - Local Authority to be provided with the contact details	Developer
Provide cycle parking facilities for residential dwellings	Site Manager
Incorporate sustainable travel information for the development onto developer's website	TPC
<u>From First Occupation</u>	
Issue Travel Information Pack to residents, informing them of the <i>Travel Plan</i> content, aims and measures	TPC
Provide a contribution of £120 per dwelling to North Somerset Council for the provision of Travel Information Packs and Public Transport 'taster' tickets	Developer
<u>From Completion of the Development</u>	
Organise installation of tube counter for Traffic Surveys at Years 1, 3 and 5	TPC
Review AM & PM Peak Hour and Daily vehicle trip movement and compare to targets	TPC
Prepare <i>Travel Plan</i> monitoring reports for distribution to the Local Authority	TPC

TPC = Travel Plan Co-ordinator Blue = Action Red = Follow up

Cole Easdon Consultants Limited
 October 2021

Appendix 1



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Proposed Residential Development Land to the South of Warren Lane, Long Ashton

Drawing Title:
Location & Accessibility Plan

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CONSTRUCTION AT CLIENT AND/OR CONTRACTOR RISK	FOR COMMENT
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	FOR TENDER
	FOR APPROVAL
	FOR CONSTRUCTION
	AS BUILT

No.	By	Date	Revision Details
Client: Long Ashton Land Company Ltd.			
Drawn By	BS	Date Drawn	Nov 2019
Checked By	DH	Drawing No.	Plan 3454/201
		Scale	1:5,000 @ A3
		Revision	

Appendix 2

Responsibility is not accepted for errors made by others in scaling from this drawing. Contractors must check all dimensions on site. Discrepancies must be reported immediately to the architect before proceeding. This drawing is copyright ©2018 Nash Partnership. All rights reserved.

Rev.	Date	Notes	Init.
3	01.11.21	Planning Issue	PM

CDM Regulations

Drawing Scale 1:1250 @ A3

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PLANNING ISSUE

Job Number	Originator	Zone	Level
21077	NP	XX	XX
Type	Role	Drawing Number	Revision
DR	A	1003	3

Project
 Land South of Warren Lane, Long Ashton

Title
 Illustrative Site Plan

Drawn by	Project Manager	Scale
PM	PM	1:1250 @ A3



- Application boundary
- Development with Planning/PIP Approval layout shown in purple for information (not yet constructed) details as follows
- 1** Address: 1 Warren Lane
 Type: Full Planning approval on 01/04/2021
 Amount: 3 New Homes
 Ref: 20/P/2145/FUL
- 2** Address: Builder's Yard, Weston Road
 Type: Permission in Principle approved at appeal on 24/02/2021
 Amount: 2-5 New Homes
 Ref: 20/P/0640/PIP