



**Hydrock** 

# Land at Rectory Farm (North)

## Residential Travel Plan

*For Persimmon Homes*

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Date 19 May 2023

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## 1. Introduction

### 1.1 Background

- 1.1.1 This residential travel plan (RTP) has been prepared by Hydrock Consultants on behalf of Persimmon Homes in support of an outline planning application submitted to North Somerset Council (NSC).
- 1.1.1 The site known as Rectory Farm (North) currently comprises of farm land and farm buildings. The proposal is for the development of up to 190 homes (including 50% affordable homes), 0.13ha of land reserved for Class E uses, allotments, car parking, earthworks to facilitate sustainable drainage systems, open space and all other ancillary infrastructure and enabling works with means of access from Shiners Elms for consideration.
- 1.1.2 Connectivity and movement have been an important design feature in the development of the illustrative masterplan for the scheme, which is reflected in the network of footways and paths encouraging sustainable modes of transport within the development and providing onward connectivity to neighbouring areas. This RTP complements these inherent design principles.
- 1.1.2 This document sets out the requirements of the future developer in terms of commitment to the delivery of the RTP including the measures proposed to reduce single occupancy car travel and increase the use of sustainable travel modes. This RTP will be implemented by the developers of the site in liaison with North Somerset Council (NSC).
- 1.1.3 The RTP will be entered into the Modeshift STARS website by the TPC.

### 1.2 Travel plan aims and objectives

- 1.2.1 By their nature, an RTP should be a dynamic document with the aim of reducing dependence on single occupancy car usage. This is in accordance with the National Planning Policy Framework ('NPPF').
- 1.2.2 In the case of residential developments, RTP's are based primarily on ensuring that appropriate physical measures are provided within the development and that information on opportunities for non-car modes of travel are provided to home owners.
- 1.2.3 The aim of this RTP is to form the basis of travel planning at the site as a whole and show a modal shift in favour of sustainable forms of transport.
- 1.2.4 The objective of this RTP is to achieve the following outcomes in line with the NSC Travel Plans (SPD) 2010 as well as the NPPF:
- » 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; and
  - » Identify ways of reducing the need to travel to and from the development.

## 2. Local site context

### 2.1 Site location and existing use

- 2.1.1 The proposed development site is located on the west of Yatton, and to the north of Chescombe Road and Rectory Farm. Yatton is a village and civil parish within the unitary authority of North Somerset, which falls within the ceremonial county of Somerset, England. The village is located 17.7km south-west of Bristol.
- 2.1.2 The site is bound to the north and west by agricultural land, existing residential properties to the east, and what is currently Rectory Farm to the south, which has been granted planning permission at appeal for a residential scheme of up to 100 dwellings.
- 2.1.3 The National Cycle Network (NCN) Route 26, also known as the 'Strawberry Line', runs adjacent to the south west of the site.
- 2.1.4 Figure 2.1 shows the indicative location of the site with respect to the local services and facilities.

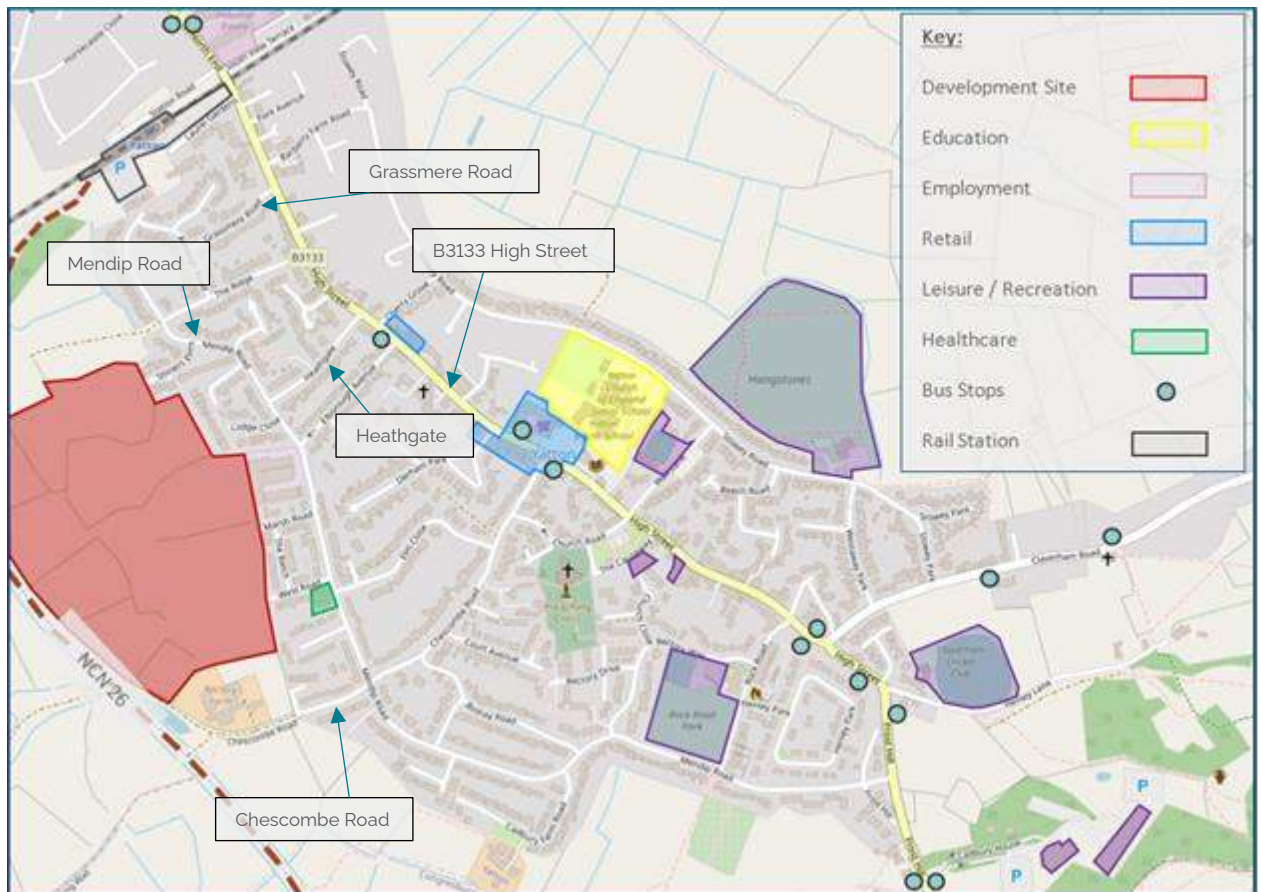


Figure 2.1: Indicative site location

- 2.1.5 The site, known as Rectory Farm (North), currently comprises of agricultural land and associated farm dwellings.

### 2.1 Local highway network

- 2.1.1 The summary of the local highway network, which offer key links within the vicinity of the site are summarised in Table 2.1.

Table 2.1: Local highway network summary table

Location:	Road Type:	Carriageway width (m):	Alignment:	Speed Limit (mph):
<b>Mendip Close</b>	Unclassified	5.1m	North/south	30
<b>Shiners Elms</b>	Unclassified	5.5m	East/West	30
<b>Chescombe Road</b>	Unclassified	4m-5.1m	Northwest/South east	30
<b>Mendip Road (West)</b>	Unclassified	5.5m	East/West	30
<b>Mendip Road (East)</b>	Unclassified	6.7m	Southeast/North west	30
<b>B3133 High Street</b>	B road	7.2m	Northeast/South west	30

## 2.1 Public Rights of Way

2.1.1 The closest PRow is (LA21/28/10), which connects Chescombe Road and the Strawberry line. The PRow's within the vicinity of the site are shown in Figure 2.2.

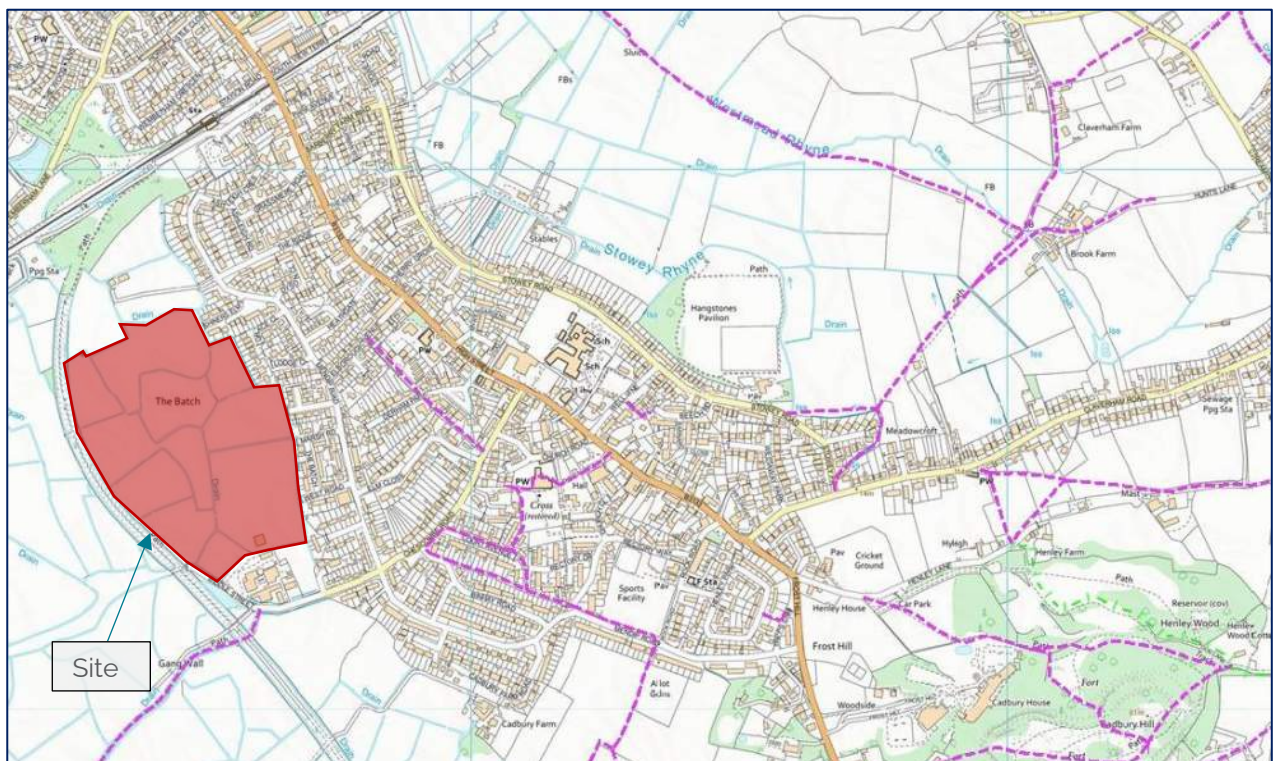


Figure 2.2: North Somerset Council Definitive Public Rights of Way mapping extract

### 3. Sustainable Connectivity

#### 3.1 Introduction

- 3.1.1 This chapter sets out the connectivity of the site to the surrounding area by sustainable modes of travel.
- 3.1.2 The principal of locating dwellings near to key services and facilities is not new, and the benefits of residents being able to walk or cycle for their daily needs is well understood. There are a number of concepts that capture this ideal and provide a framework for its delivery. One such example is Sustrans 20-minute neighbourhood, which has gained significant traction in the UK, as illustrated by publications such as the RTPI's Briefing Paper *20 Minute Neighbourhoods* (2021).
- 3.1.3 Key to the concept is ensuring that most of people's daily needs can be met within a short walk or cycle. This results in multiple benefits including improved mental and physical wellbeing, reduced traffic congestion, improved noise and air quality and a stronger community.
- 3.1.4 For Sustrans, this means a 20-minute return walk, 10 minutes there and 10 minutes back, which is consistent with the 800m 'Walkable Neighbourhood' described in Manual for Streets.
- 3.1.5 Although now superseded by CD143, TA91/05 *Provision for Non-Motorised Users* states at paragraph 2.3 that 'Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles' (3.2km). Paragraph 2.2 of TA91/05 stated that 2 miles is 'a distance that could easily be walked by the majority of people' and (at paragraph 2.3) that 'Walking and rambling can also be undertaken as a leisure activity, often over longer distances'. In relation to shorter trips in particular, the CIHT publication *Planning for Walking* (section 2.1) states that across Britain about '80% of journeys shorter than 1 mile are made wholly on foot'.
- 3.1.6 Consequently, whilst a 10-minute walking distance to key everyday facilities should be the target for new neighbourhoods, the 20-minute neighbourhood concept can be based around that length of walk each-way to wider locations including employment and less-frequently visited facilities (e.g. healthcare provision).
- 3.1.7 This RTP sets out how future residents will be able to maximise the sustainability of their travel through the genuine choice of sustainable travel options available to them due to the local of the site within a 20-minute neighbourhood that is well served by public transport.

#### 3.2 Pedestrian connectivity

- 3.2.1 Figure 3.1 shows actual walking distances from the site. The resulting isochrones are broken down into the distances able to be travel in 10-, 20- and 30-minute.
- 3.2.2 This shows that the amenities on the High Street are within a 10-minute walk, in line with the 20-minute neighbourhood principle.



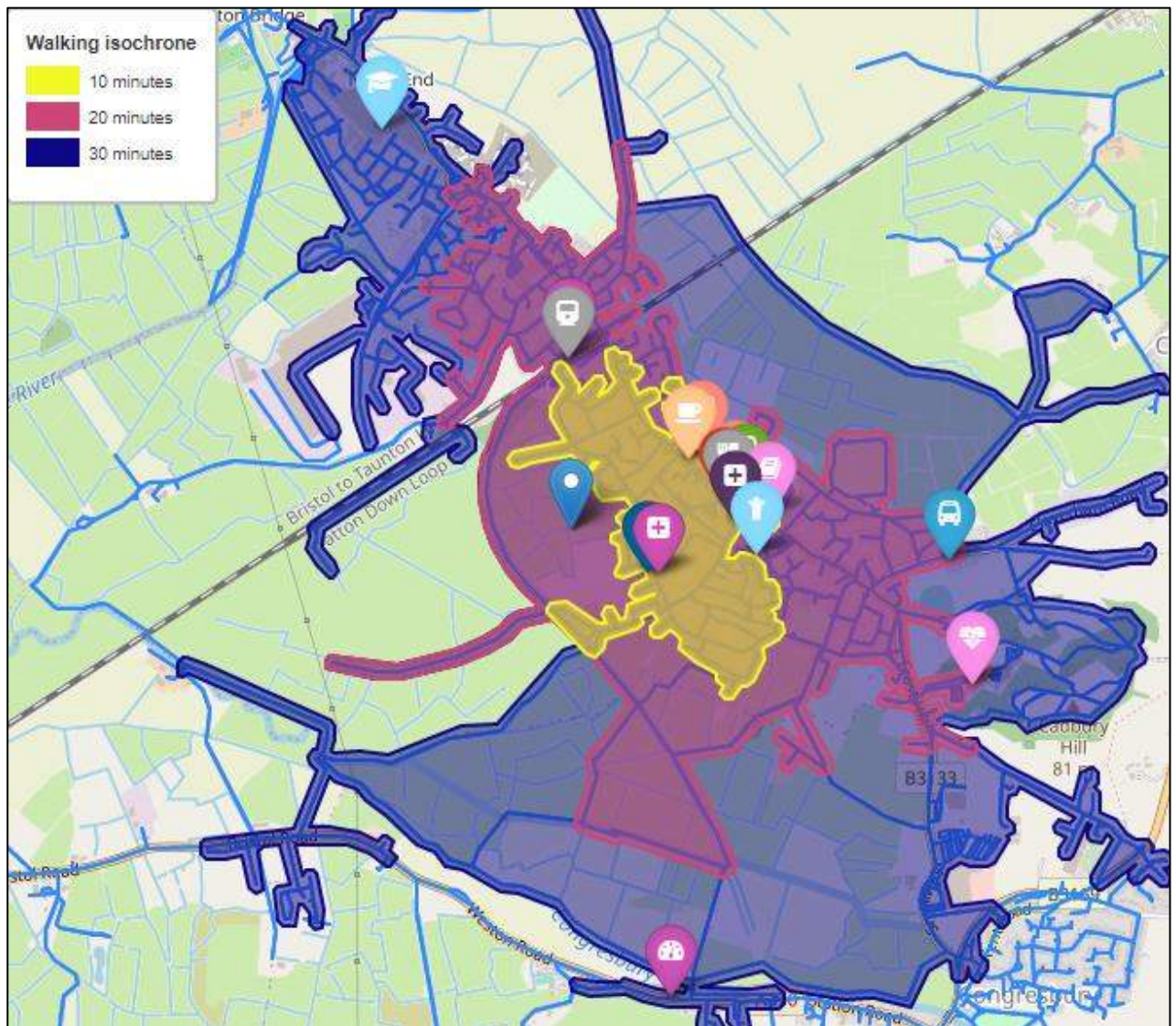


Figure 3.1: Pedestrian Isochrone

3.2.3 The site is located within a residential area where there is an existing network of footways and footpath connections giving access to local facilities and services. The key pedestrian routes from the development site are set out below:

#### High Street

3.2.4 High Street benefits from a range of facilities and services including educational facilities, retail and other local amenities within suitable walking distance. From the site, High Street is accessible via Mendip Road and Elborough Avenue, or Elm Close and Chescombe Road. These routes benefit from street lighting and footways on both sides of the carriageway, with dropped kerb facilities at crossing points along the route. Dropped kerbs are present along Chescombe Road at local junctions. Moreover, there are existing formalised crossing points, such as zebra crossing facilities and tactile paving, along the High Street which provides ready access for town centre relates uses on either side of the road.

3.2.5 NSC are progressing a well-developed scheme to improve parts of the High Street for all users and create a more accessible and safer street. Local improvement and enhancement works include a widening of parts of the pavement on the High Street, bus

stop improvements, reducing traffic speeds and enhancing the school pedestrian and cycle zone on Mendip Road. Works were due to start in February 2023, but are undergoing additional consultation at the time of writing.

#### *Railway station*

- 3.2.6 Yatton Rail Station is some 600m north of the development site and is accessible by either the existing pedestrian footways on Mendip Road (West) or by an off-road route, which forms part of the NCN 26.
- 3.2.7 The route along Mendip Road (West) is provided with dropped kerb crossing facilities at local junctions and is provided with street lighting. The NCN 26 is unlit but provides a traffic free route and direct access to the Rail Station.

### 3.3 Cycle Connectivity

- 3.3.1 TA91/05 states (in paragraph 2.11) that 'Cycling is used for accessing a variety of different destinations, including educational facilities, shops and places of work, up to a range of around 5 miles. Cycling is also undertaken as a leisure activity, often over much longer distances.' At paragraph 2.9, TA91/05 states that 5 miles (8km) is a distance 'that could easily be cycled by the majority of people'.
- 3.3.2 This is consistent with the statement in LTNO1/20 (paragraph 2.2.2) that 'Two out of every three personal trips are less than five miles in length - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking.'
- 3.3.3 The development site is located in close to the National Cycle Network (NCN) route 26 which is located directly along the western boundary of the site. NCN 26 is also known as the Strawberry Line and is a traffic free walking and cycle route between Yatton and Cheddar. It provides a high-quality active travel link between the site and Yatton Train Station.
- 3.3.4 The Strawberry Line also provides a 14.5km leisure route, connecting locally to Clevedon and Cheddar to the north and south of the site respectively. There is also planning for further phased extension of the route. To the east of the site the existing road network is suitable for on-road cycling with access to the Avon Cycleway some 6km north of Yatton.
- 3.3.5 The existing cycle routes within close proximity to the site are shown in Figure 3.2.

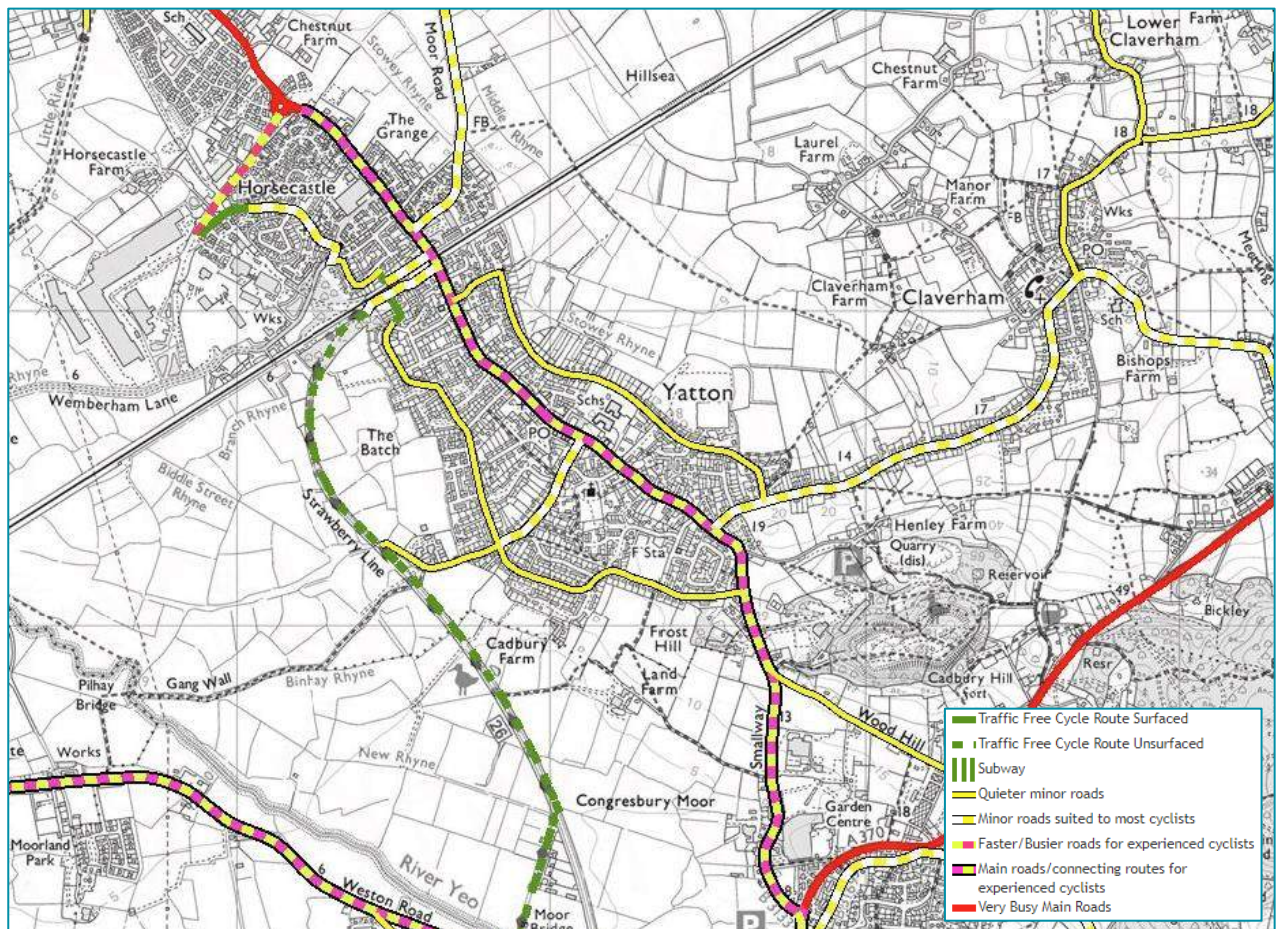


Figure 3.2: Local Cycle Routes

## 3.4 Public Transport Connectivity

### Bus Services

- 3.4.1 Due to local authority budget cuts bus services were removed temporarily from Yatton at the beginning of September 2022. In response, demand responsive transport is set to be introduced in North Somerset. The services will use a smaller vehicle and route according to the demand, without a set timetable.
- 3.4.2 Initially this service will run from 7am until 7pm Monday to Saturday. Passengers will be able to book their journeys by phone or through mobile app. Pricing will be in line with fares for the previous local buses.
- 3.4.3 The new service is due to start running from the 3 March 2023.
- 3.4.4 The X5 bus service is also proposed to begin re-routing through Yatton in the summer of 2023, after the Yatton High Street improvements are complete.
- 3.4.5 There is also a local community bus service available, provided by the Yeo Valley Lions Club, known as the 'Big Yellow Minibus'. The service operates in a number of local villages including Yatton. The service is used by a variety of youth organisations, lunch groups and sports clubs as well as the elderly for scheduled trips to local food stores and shops.
- 3.4.6 Trip schedule includes: Tuesday, Thursday and Friday mornings.

### Rail Services

- 3.4.7 The nearest station to the site is Yatton Rail Station, located approximately 550m north of the development (as the crow flies). Access to the rail facility by foot or cycle can be achieved via Mendip Road (650m walking/cycling distance) or the NCN 26 (700m walking/cycling distance), equating to approximately an 8-minute walk or 2-minute cycle.
- 3.4.8 Yatton Rail Station offers a direct line to Bristol Temple Meads as part of the Great Western Railway service. The full route runs between Cardiff Central and Taunton, with some services terminating short at Weston-super-Mare and Bristol Parkway.
- 3.4.9 The service provides two trains in each direction per hour and takes c.20 minutes to reach Bristol Temple Meads. This provides an attractive option to reach the City of Bristol and the wide range of services, facilities and employment it offers.
- 3.4.10 This provides a genuine choice of sustainable travel to access opportunities within the major city, including employment and leisure travel.
- 3.4.11 Yatton Rail Station offers 20 sheltered storage spaces for bicycles including CCTV coverage and a cycle Pods bike pump.
- 3.4.12 The public transport isochrone for the site can be seen in Figure 3.3 which shows that central Bristol, Weston-super-Mare and Nailsea are all available within a 30-minute journey time, with most of west Bristol available within an hour.

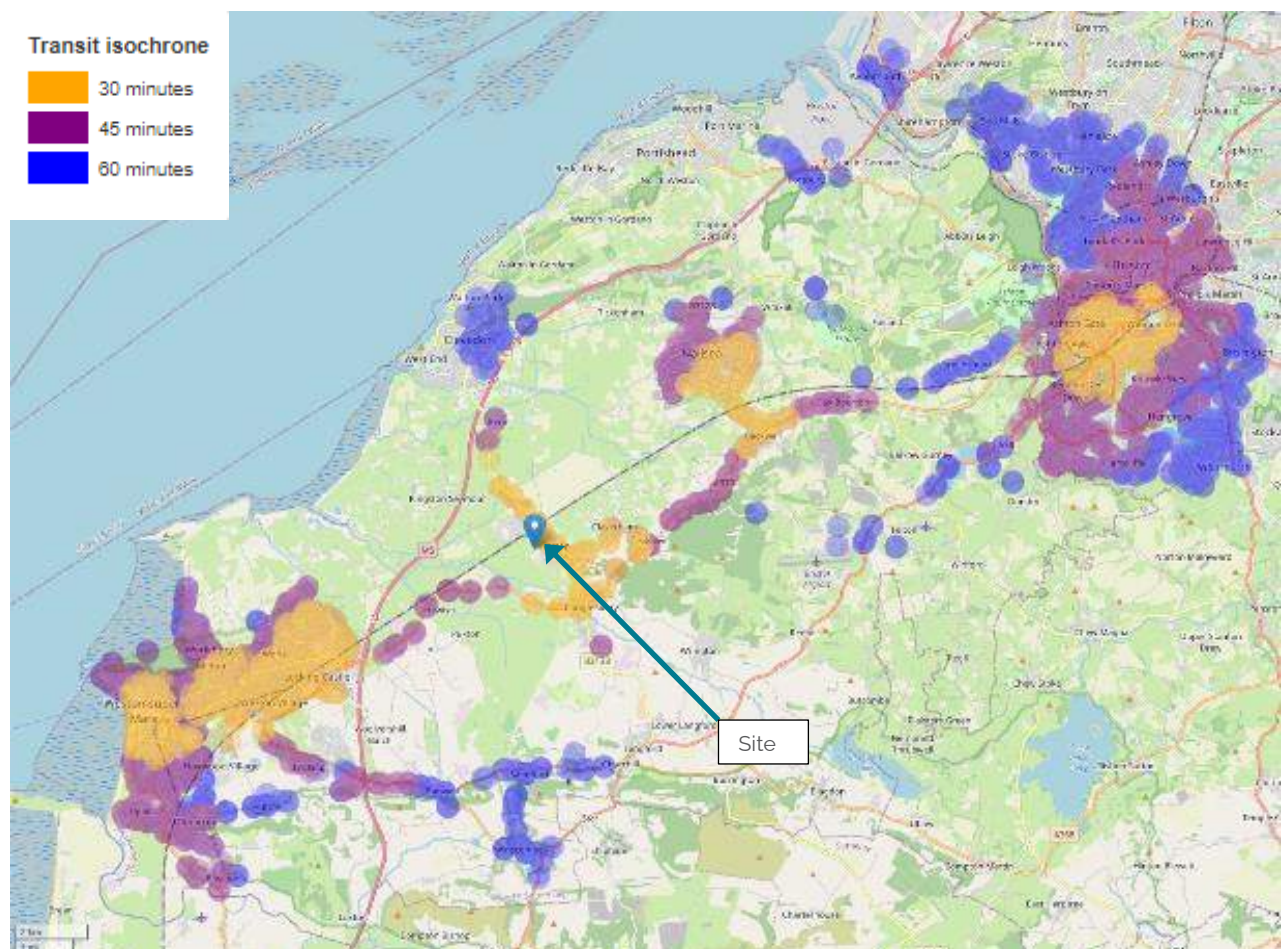


Figure 3.3: Public Transport Isochrone

### 3.5 Existing Local Services and Facilities

3.5.1 As can be seen in Figure 3.4 the site lies within walking/cycling distance of a range of local services, facilities and employment opportunities.



Figure 3.4: 20-minute neighbourhood context plan

3.5.2 Local facilities and amenities are summarised in Table 3.1.

Table 3.1: Local Facilities and Services

Category:	Facility:	Name:	Distance (m)	Walking Time (Mins)	Cycle time (Mins)
Transport	Cycle	NCN 26	250m	3	1
	Rail Station	Yatton Station	750m	8	2
Education	Nursery	Yatton VC Infants School	850m	11	3
	Primary School	Yatton C of E School	1000m	13	3
	Secondary School	Churchill Academy and Sixth Form	7000m	-	22
	Sixth Form	Churchill Academy and Sixth Form	7000m	-	22
Healthcare	GP Practice	Mendip Vale Medical Practice	300m	4	1
	Pharmacy	Lloyds Pharmacy	350m	4	1
High Street / Retail / Amenities	Bakery	Pullin's Bakery	550m	7	2
	Veterinary Practice(s)	Watkins & Tasker	700m	9	2
	Food Store	Cooperative	750m	9	2
	Hairdresser	Broad Street Hair Yatton	750m	9	2
	Restaurant	Yatton Tandoori	800m	10	3
	Post Office	Post Office	850m	11	3
	Public House	Butchers Arms Public House	950m	12	3
	Public House	Market Inn Public House	950m	12	3
	Public House	The Railway	1100m	14	3
	Village Hall	Yatton Village Hall	950m	12	3
Leisure	Recreation Ground	Rectory Way	1100m	14	4
	Recreation Ground	Hangstones Pavilion	1300m	16	4
	Cricket Club	Claverham C.C.	1500m	19	5
	Gym	CommandoFit	1500m	19	5
	Rugby/Football Club	Yatton R.F.C	1500m	19	5

### 3.6 Connectivity Summary

- 3.6.1 The site is well connected to surrounding facilities and services via the existing network of footways and cycle routes which in turn encourages alternative sustainable modes of transport
- 3.6.2 The site is located within walking distance of a wide range of day-to-day services and facilities within Yatton, including convenience stores, takeaways, pubs and cafés, a library and a village hall. It will form part of a 20-minute neighbourhood, ensuring that future residents have a genuine choice of sustainable transport and are not reliant on the private car.
- 3.6.3 It is within cycling distance of a larger range of services, facilities and employment opportunities in Clevedon.
- 3.6.4 The site is also within a reasonable walking distance of Yatton Rail Station with a frequent service between Cardiff and Taunton, notably calling at Bristol Temple Meads with a c.15-minute journey time and a 30-minute frequency. This provides a genuine choice of sustainable travel to access opportunities within the major city, including employment, retail and leisure uses. Yatton Rail Station also provides connectivity through North Somerset, with direct trains to Weston-super-Mare's three stops and Nailsea & Backwell.
- 3.6.5 Consequently, due to the site being located in close proximity to good existing sustainable transport infrastructure and demand responsive bus services, residents would benefit from the diverse range of sustainable travel options that are already available. Their use by new residents will also support their ongoing viability. The site is in a sustainable location in transport terms.

## 4. Development proposals

### 4.1 Overview

4.1.1 Table 4.1 provides a summary of the development proposals supported by this RTP.

Table 4.1: Key development elements

Planning Application Details	Development Element:
<b>Name of Developer</b>	Persimmon Homes
<b>Name of Development</b>	Rectory Farm (North)
<b>Development Address and Postcode</b>	/
<b>Use Class</b>	C3 Residential units
<b>Brief Description of Development</b>	Residential redevelopment of existing farm site
<b>Size - no. of dwellings</b>	190 dwellings
<b>Planned Date of Opening</b>	Unknown

4.1.2 The proposed site layout is shown at Appendix A.

### 4.2 Proposed access strategy

#### *Access arrangements*

- 4.2.1 There are two vehicular access locations for the site, shown below at Figure 4.1. The first access point will be the continuation of Shiners Elms, located north-east of the site. Footways and carriageways will be appropriately provided to tie in to the existing highway network. Means of access via Shiners Elms forms part of this outline consent.
- 4.2.2 The second access point will be through the approved Rectory Farm development onto Chescombe Road. This development for 100 homes was allowed at appeal (reference: APP/DO121/W/21/3286677). The North Somerset Council reference is 21/P/0236/OUT.
- 4.2.3 The layout of this permitted site is subject to a reserved matters application and so the precise route of the road for the development and its access point on to the approved Rectory Farm site will be confirmed through the subsequent reserved matters stage.
- 4.2.4 Persimmon Homes have rights of access from the Rectory Farm development proposal including step in rights should the access not be built out by the Rectory Farm developer which ensures that the second access at the southern end of the site can be provided.



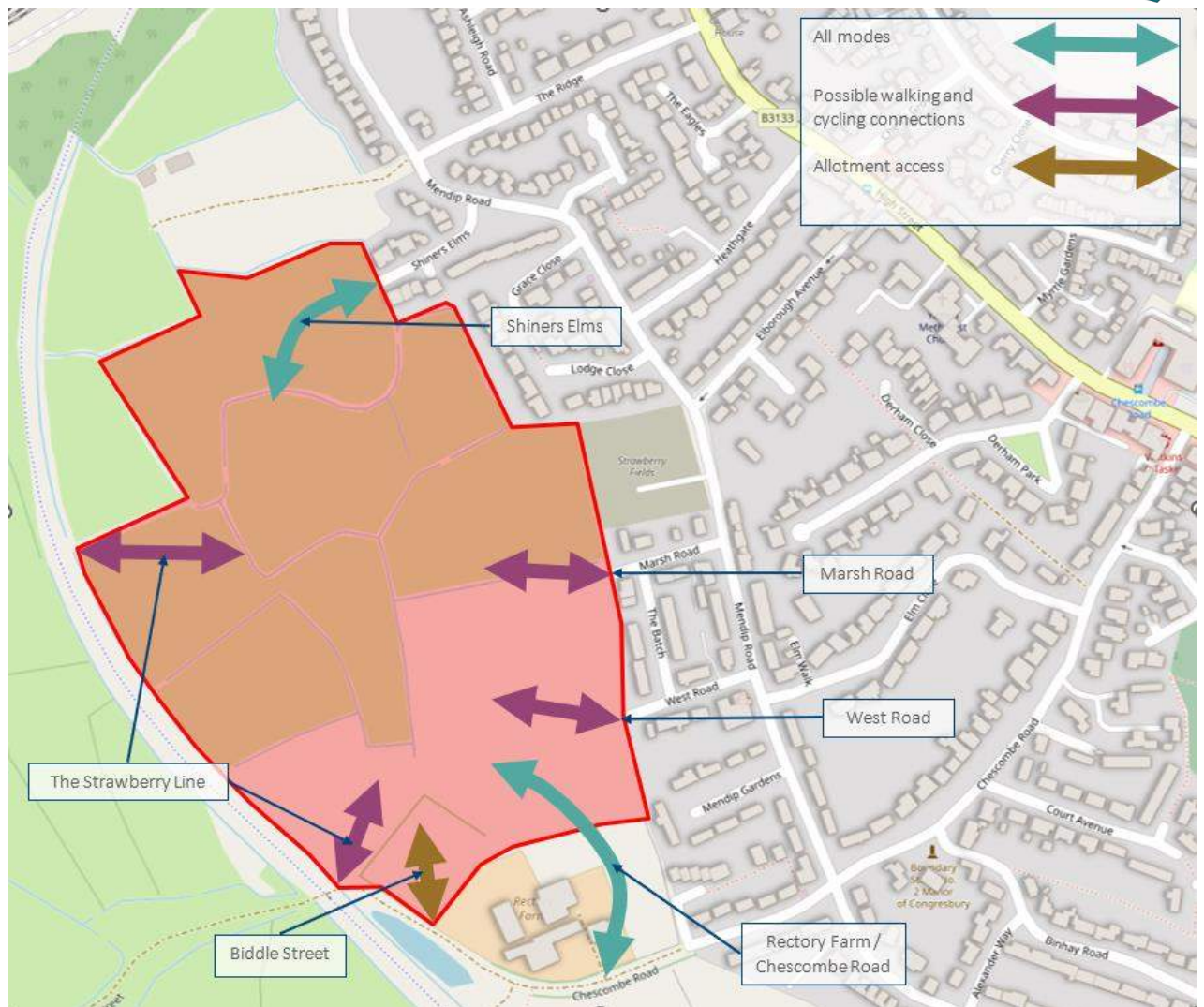


Figure 4.1: Access points for the site

#### Pedestrian and cycle access

- 4.2.5 Pedestrian and cycle access will be provided at both vehicular access points.
- 4.2.6 In addition, the development will facilitate access up to the boundary of the site at Marsh Road and West Road to aid integration and active travel permeability. We note that these locations are NSC owned, but unadopted highway.
- 4.2.7 Pedestrian and cycle access will be located where there are existing access points to the Strawberry Line.

#### 4.3 Parking provision

- 4.3.1 The North Somerset Parking Standards SPD, 2013, provides the minimum standards for parking requirements for the site. The car parking and cycle parking requirements are set out in Table 4.2.

Table 4.2: North Somerset parking requirements

Development:	Description:	Minimum Number of Car Parking Spaces:	Required Number of Cycle Parking Spaces:
<b>C3 General Residential</b>	1-bedroom unit (1 unit only)	1 space per unit	1 space per unit
	1-bedroom units (2 or more units)	1.5 spaces per unit	1 space per unit
	2 and 3-bedroom units	2 spaces per unit	2 spaces per unit
	4+ bedroom units	3 spaces per unit	2 spaces per unit

4.3.2 Car parking is proposed in accordance with NSC's parking standards. Cycle parking provision would be accommodated on plot in sheds or garages and detailed as part of the reserved matters application.

## 5. Aims, objectives and outcomes

### 5.1 Aims and objectives

5.1.1 The objective of this RTP 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

5.1.2 The core aim of this RTP is to reduce single occupancy vehicle trips to and from the site, through increased use of public transport, walking and cycling.

## 6. Management, delivery and structure

### 6.1 Management

- 6.1.1 The success of the RTP will be dependent upon buy-in from occupants of the development and the processes put in place to support, implement and develop the measures outlined.
- 6.1.2 A Travel Plan Coordinator (TPC) will be appointed prior to occupation of the residential units and their details provided to NSC.
- 6.1.3 The nominated TPC plays a vital role in the success of the RTP and is responsible for the day-to-day management, co-ordination, promotion and implementation of the RTP. The TPC will also be a point of contact for NSC, and for any occupants who have queries about their travel.

### 6.2 Baseline travel survey

- 6.2.1 A baseline travel survey would be carried out within three months of site occupation and the results would provide a revised baseline position which would be used to refine the provisional targets.
- 6.2.2 The final targets will be agreed in liaison with officers at NSC, and the TP updated. The survey will take the form of a questionnaire for residents. Initially this would be in hard copy form, with residents asked for email addresses so that future surveys could be carried out electronically where possible to increase the response rate. However, it is noted that hard copy surveys are likely to continue to be used for those residents not comfortable with electronic surveys and to pick up properties where residents have moved or not updated contact details.

### 6.3 Subsequent surveys

- 6.3.1 Following the initial travel survey, and then biannually for the remainder of the monitoring period (five years following occupation of the development) the TPC will undertake monitoring surveys. The objective will be to measure the success of the TP and to identify the potential for improvements to the travel initiatives.
- 6.3.2 In summary, the travel surveys will be undertaken as follows:
  - » Baseline survey - within three months of 50% occupation of the development;
  - » Year 3 - three years after the baseline survey; and
  - » Year 5 - five years after the baseline survey.
- 6.3.3 An element of the review will involve re-issuing the travel survey, reviewing and analysing the data and comparing with the baseline to identify any trends or changes.
- 6.3.4 The TPC will compile a review report outlining the results of the survey and any feedback or comments received during the previous period under review. The review report will be prepared and submitted to officers at NSC within three months of the travel surveys being undertaken.
- 6.3.5 At the end of the five-year monitoring period, the TP will be updated and re-submitted to the Local Planning and Highway Authorities for approval.

## 6.4 Marketing and Communications Strategy

6.4.1 The marketing and communication strategies are expected to include the following elements:

- » Travel Information Packs - for new residents
- » Noticeboard provision within communal areas
- » Community Travel Website - detailing sustainable travel information
- » Periodic newsletters with travel information

6.4.2 The sustainable location of the site means that information relating to travel options to the site will form a key element of the information provision for prospective residents prior to their moving to the site.

6.4.3 The newsletter and noticeboards will promote periodic events such as:

- » National Bike Week;
- » World Car Free Day;
- » Liftshare Week; and
- » National Walking Month.

## 7. Travel plan measures

### 7.1 Introduction

- 7.1.1 This section of the RTP describes the measures that are proposed in order for the RTP to meet its Aims, Objectives and Targets.
- 7.1.2 All RTP's should include measures appropriate and proportional to the size and impact of the proposed development, with those selected determined by the specific locality and nature of the site.
- 7.1.3 The following measures are linked back to the stated Objectives and address site-specific transport issues, with the aim of improving accessibility and offering viable sustainable travel choices.

### 7.2 Measures to be provided

#### *Marketing the travel plan*

- 7.2.1 The promotion of this RTP to future residents will be undertaken via the provision of Travel Information Packs (TIP), display of promotional material/information on noticeboards within communal areas of the development and via a Community Travel Website. Together, these sources will provide information on a range of travel options and modes.
- 7.2.2 A TIP will be provided to all new residents on agreement of sale or rental agreement. The packs will reflect the principles of sustainable travel and will also highlight the financial saving that can be made by switching to more sustainable travel modes. The pack will include:
- » Site specific walking and cycling maps showing safe routes to local facilities, services and amenities;
  - » Promotion of the TravelWest and Better by Bike websites;
  - » Details of NSC's cycle routes: <http://map.n-somerset.gov.uk/cycleroutes.html>;
  - » Information on public transport apps such as First Bus App and Walkit;
  - » Local bus and rail service details including relevant maps and timetables;
  - » Car sharing information, including leaflets and information about liftshare.co.uk;
  - » Information on where facilities are located, such as where information noticeboards and cycle parking facilities can be found;
  - » A form requesting contact preferences for future travel surveys; and
  - » Contact details of the TPC.
- 7.2.3 The Community noticeboard will be provided in a strategic location within the site. The noticeboard will contain information on local transport, the national LiftShare website and travel publicity campaigns. The Travel Plan Coordinator will then have access to the board to provide and update travel information.
- 7.2.4 The developer will include all travel related information and promote the principles of the RTP on a Community Travel Website. The website will include appropriate links and details for public transport journeys, a link to the national Lift Share website and contact details for the Travel Plan Coordinator for any specific information required.

### *Promoting car sharing*

- 7.2.5 Car sharing with neighbours or other individuals who are carrying out the same journey represents a key way to minimise single occupancy car journeys to the site allowing residents to travel by car as part of a wider journey without the need to own their own vehicle and store it on-site.
- 7.2.6 Residents of the site will be provided with information on car sharing which will include details of where to find the car sharing schemes in operation within the vicinity of the site, for example on Liftshare or GoCarShare websites.
- 7.2.7 The TPC will be responsible for identifying where residents are making similar journeys (for example through the travel survey) and the promotion of Car Sharing to residents. This will seek to match users who travel to similar destinations regularly.

### *Promotion of public transport use*

- 7.2.8 TIPs and the noticeboard will include promotional material covering public transport options for residents. This will include the promotion of the following apps and websites which provide access to network maps and timetable information:
- » First Bristol Bath and the West <https://www.firstbus.co.uk/>;
  - » National Rail Enquiries [www.nationalrail.co.uk/](http://www.nationalrail.co.uk/); and
  - » National Express <https://www.nationalexpress.com/en>.
- 7.2.9 Information would also be provided within the TIP and on noticeboards relating to nearby bus stops, the routes served and timetable of services.
- 7.2.10 The S106 agreement will include obligations for the developer to contribute towards travel vouchers for residents; the value will be confirmed within the S106.

### *Promotion of walking*

- 7.2.11 TIPs and noticeboards will include promotional material covering the health benefits of walking for residents and links to information on walking routes.
- 7.2.12 The TPC will approach local outdoor clothing shops to investigate the possibility of obtaining discounts on the purchase of walking/running clothing and equipment for residents of the proposed development.

### *Promotion of cycling*

- 7.2.13 Cycle parking would be provided within the curtilage of each dwelling, in line with NSC standards.
- 7.2.14 The TPC will investigate the opportunity to assist residents in the purchase of cycles or cycle equipment at a discounted rate through discussion with local suppliers.
- 7.2.15 TIPs and the noticeboard will include promotional material covering cycling advice for residents.
- 7.2.16 The TPC will monitor the level of cycle usage and if demand is high then they will investigate the creation of a Bicycle User Group (BUG).

7.2.17 Better by Bike (<https://betterbybike.info/>) is an online tool to promote cycling in the West of England. Information would be provided to future residents and included within the TIPs on how to access and use the site.

*Promotion of local and national travel events*

7.2.18 The TPC will promote local and national cycle events such as 'Car Free Day' and 'Walk to Work Week' on the travel noticeboard and within the TIPs.

*Servicing arrangements*

7.2.19 Broadband access will be provided across the site for the benefit of future residents.



## 8. Action plan

- 8.1.1 This section draws together the proposed measures, monitoring and review proposals into an Action Plan that identifies who will be responsible for the delivery of each element.
- 8.1.2 This Action Plan will be updated to reflect the outcome of the biennial surveys that will be undertaken (as discussed in Section 5 so as to take into account any changes necessary in the measures proposed, in order to meet the targets specified in this RTP. The outcome of the monitoring and review process and any impact on this Action Plan will need to be agreed with officers at North Somerset Council.
- 8.1.3 The measures outlined in Section 6 will be adopted by the development, and appropriate budgets will be made available for their implementation.

Measure	Delivery Agent	Timescale	Monitoring Indicator	Notes
<b>Management and Coordination</b>				
<b>Appoint TPC</b>	Developer/Site Operator	3 months prior to occupation of the site	-	Nominated TPC to be in position 3 months prior to occupation
<b>Travel Information Pack</b>	TPC	On occupation of each dwelling	Provide evidence of implementation to NSC within 3 months of 50% occupation	
<b>Noticeboard</b>	Developer/TPC	Installation prior to occupation, updates periodically	Provide evidence of implementation to NSC within 3 months of 50% occupation	TPC to be responsible for updating information displayed on noticeboard.
<b>Car Travel</b>				
<b>Promotion of car sharing</b>	TPC	Upon the completion of the development and occupation of dwellings	Included within Travel Information Packs, noticeboard information	
<b>Public Transport</b>				
<b>Provision of information on local stops and services as well as relevant apps and websites</b>	TPC	On completion of the development and occupation of dwellings	Included within Travel Information Packs and noticeboard information	
<b>Requesting discounts from operators</b>	TPC	Prior to occupation	-	TPC to investigate possibility of obtaining ticket discounts from local operators
<b>Cycling</b>				

<b>Provision of secure cycle parking</b>	Developer	During construction	Completion of proposed works	
<b>Potential cycle shop discounts</b>	TPC	Prior to occupation of development	-	
<b>Walking</b>				
<b>Request discounts from local outdoor shops</b>	TPC	Pre-occupation	-	-

## 9. Targets, monitoring and review

### 9.1 Targets

- 9.1.1 To be an effective RTP, future mode share targets are required. To ensure that these targets have a high likelihood of being met, they need to be SMART: Specific, Measurable, Achievable, Realistic and with Time scales fixed. While initial modal split figures should be used as a starting point, at the present time there is no survey information, so data from the 2011 census will be used to inform this initial position.
- 9.1.2 Occupiers of the development will be required to complete a Travel Survey at the earliest opportunity in order to enable the setting of site-specific targets. The TPC will liaise with the appropriate local authority officers to confirm the modal shift targets as presented in this document, or if necessary, agree new targets based upon the site-specific data.

### 9.2 Baseline travel data

- 9.2.1 2011 Census data has been reviewed in the first instance to determine an approximate forecast modal share without any recorded baseline data. The site lies within the North Somerset 012F super output area lower layer (LSOA).
- 9.2.2 Those working mainly from home, not in employment or travelling by 'other' means have been removed as it is not considered that these would generate any trips from the site in the typical road network peaks. Table 9.1 provides outputs in relation to Travel to Work behaviour for people living in North Somerset 012F LSOA.

Table 9.1: Census travel to work modal split resident population

Method of Travel	LSOA – North Somerset 012F Residents (%)
<b>Underground, metro, light rail, tram</b>	0%
<b>Train</b>	6%
<b>Bus, minibus or coach</b>	1%
<b>Taxi</b>	0%
<b>Motorcycle, scooter or moped</b>	1%
<b>Driving a car or van</b>	68%
<b>Passenger in a car or van</b>	5%
<b>Bicycle</b>	4%
<b>On foot</b>	14%
<b>Total</b>	100 %

- 9.2.3 The review of the 2011 Census method of travel to work data for North Somerset 012F indicates that Driving trips make up the largest modal share at 68%, with trips on foot second at 14%. Rail constitutes 6% of trips.

### 9.3 Provisional targets

9.3.1 The measures the development seeks to implement are designed to affect a modal split shift away from the use of single occupancy vehicles use by residents of the site. The indicative targets are set out in Table 9.2.

Table 9.2: Provisional modal split targets

Method of travel	Census Modal Split	Year 1 Targets	Year 3 Targets	Year 5 Targets	% Change
<b>Underground, metro, light rail, tram</b>	0%	0%	0%	0%	0%
<b>Train</b>	6%	7%	7%	7%	1%
<b>Bus, minibus or coach</b>	1%	1%	2%	2%	1%
<b>Taxi</b>	0%	0%	0%	0%	0%
<b>Motorcycle, scooter or moped</b>	1%	1%	1%	1%	1%
<b>Driving a car or van</b>	68%	66%	64%	62%	-6%
<b>Passenger in a car or van</b>	5%	5%	5%	6%	1%
<b>Bicycle</b>	4%	4%	5%	5%	1%
<b>On foot</b>	14%	15%	15%	16%	2%

9.3.2 A reduction in the modal share of Single Occupant Vehicle Trips (-6%) has been targeted, with consequent increases in walking (2%), cycling (1%) bus travel (1%), car sharing (1%) and train use (1%) in line with the objectives of the plan set out in Section 3.6.

9.3.3 Progression towards these targets will be measured by the travel surveys, and reviewed through the Monitoring process as outlined in Section 5 of this report.

### 9.4 Monitoring

9.4.1 Travel Plans are 'active' documents that must be reviewed on a regular basis so as to demonstrate that the measures implemented have, over time, met the agreed targets.

9.4.2 It is the responsibility of the TPC to ensure that monitoring takes place and that the outputs are reported to NSC. A monitoring report is to be submitted biennially over a 5-year period (i.e. years 1, 3 and 5) to the Council.

9.4.3 It is proposed that following the initial baseline survey in year 1, monitoring surveys will be undertaken in years 3 and 5. The TPC will be responsible for the coordination of the survey work which is envisaged would take the form of a questionnaire to be completed by residents either in electronic or hard copy form.

## 9.5 Review and remedial action

- 9.5.1 Following the completion of the survey work, the TPC will compile a monitoring report which provides analysis of the surveys for submission to NSC. The report will include updates to the mode split and comparisons against previous results.
- 9.5.2 If the targets are not met, the TPC will liaise with NSC and the travel plan targets and measures will be reviewed as necessary; the TPC will explore additional measures such as personalised travel planning sessions for residents.

## 10. Summary

### 10.1 Summary

10.1.1 Hydrock Consultants has been appointed on behalf of Persimmon Homes to prepare this RTP in support of a planning application for a 190 dwelling residential development on land east of the Strawberry line, in Yatton, North Somerset.

10.1.2 This RTP provides the means to minimise single occupancy vehicle trips to and from the site in the form of a range of measures to be implemented on the site to attain a targeted single occupant vehicle mode share over the 5-year period of the plan. An Action Plan and timescales for the implementation of the measures are defined as well as a monitoring and review framework for the development.

# Appendix A Illustrative masterplan



# Land at Rectory Farm (North), Yatton, North Somerset

## Illustrative Masterplan



- date 14 MARCH 2023 - drawing number edp7842\_d003g - scale 1:1,250 @ A1 - drawn by OSh - checked GHo - QA PDA

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