

Project:	<b>North Somerset Local Plan</b>	Job No:	<b>60647102</b>
Subject:	<b>Wolvershill Transport Framework Masterplan</b>	Version:	<b>1.0</b>
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## 1. Introduction

This Framework Masterplan has been produced to guide evolving development plans at Wolvershill, allocated as a Strategic Growth Area in the North Somerset Local Plan 2038 (Policy LP1) at Regulation 18 stage. It is anticipated that this will remain an allocation within the Regulation 19 submission of the 2038 Local Plan.

A strategic priority for development across North Somerset is to **reduce the need to travel and car dependency**. This aligns with a number of key targets:

- North Somerset's commitment to net zero by 2030, reducing car journeys by 50%;
- Desire for attractive, safe and green places to live and work / quality of life; and
- Ambitions for active and healthy communities.

This framework masterplan will set out **how development at Wolvershill should seek to work towards achieving these targets**, and provide an outline of **what developers will need to deliver as part of proposed development at Wolvershill** to fit in with North Somerset's wider vision for the Local Plan.

## 2. National Policy and Guidance

This section provides an overview of relevant themes and extracts from national policy and guidance that sets out the requirements by Government for sustainable development. This demonstrates that the ambitions for the Wolvershill development align closely with overarching desires for development set at national level.

As part of any planning application, a full review will be required of relevant local, regional and national policy, to demonstrate compliance with their requirements.

### National Planning Policy Framework (2021)<sup>1</sup>

The NPPF outlines that **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 means that proposed development sites should be located close to existing high frequency high quality public transport corridors/interchanges and sustainable transport facilities.

An overarching aim is to achieve **"inclusive and safe spaces** which promote social interaction through mixed-use developments, **strong neighbourhood centres** and street layouts that allow for **easy pedestrian and cycle connections** within and between neighbourhoods".

The nature of North Somerset as an area is that there are relatively few locations available for development which could be classified as highly sustainable, in comparison with more urban Local Authorities. Our Spatial Strategy seeks to **maximise the sustainability of development locations whilst balancing a variety of other constraints**. As an Authority, we need to work hard to ensure that we take the opportunities available to maximise the sustainability of the allocations.

<sup>1</sup> National Planning Policy Framework (publishing.service.gov.uk)

## Transport Decarbonisation Plan 2021<sup>2</sup>

The Government's Transport Decarbonisation Plan discusses the need to *reduce carbon emissions through placemaking*. It states that *"We will embed transport decarbonisation principles in spatial planning -- The government wants walking, cycling or public transport to be the natural first choice for journeys. Where developments are located, how they are designed and how well public transport services are integrated has a huge impact on whether people's natural first choice for short journeys is on foot or by cycle, by public transport or by private car. The planning system has an important role to play in encouraging development that promotes a shift towards sustainable transport networks and the achievement of net zero transport systems. Traffic issues have often caused opposition to housebuilding. There is a legacy of developments that give people few alternatives to driving, are difficult to serve efficiently by public transport and are laid out in ways which discourage walking and cycling. Developments which are planned to minimise car use, promote sustainable transport choices, and are properly connected to existing public transport could help make new building more publicly acceptable... Developments often do little or nothing meaningful to enable cycling and walking, or to be properly and efficiently accessible by public transport. Sometimes they make cycling and walking provision worse. We can and must do better"*.

## Traffic Management Act 2004, April 2022 guidance<sup>3</sup>

This specifically set outs that *"Local authorities should continue to make significant changes to their road layouts to give more space to cyclists and pedestrians and to maintain the changes they have already made"*.

## Gear Change: A bold vision for cycling and walking 2020<sup>4</sup>

The Gear Change plan describes the national vision to make England a great walking and cycling nation, and actions required at all levels of government to facilitate this through four key themes:

- *"Better streets for cycling and people;*
- *Cycling and walking at the heart of decision-making;*
- *Empowering and encouraging local authorities; and*
- *Enabling people to cycle and protecting them when they do."*

## The Second Cycling and Walking Investment Strategy<sup>5</sup>

This strategy follows the production of the first Cycling and Walking strategy in 2017, and the Gear Change plan in 2020 to boost walking and cycling in England. It sets out the objectives and financial resources for the strategy between April 2021 and March 2025.

The strategy reaffirms Government's ambition to *"boost overall levels of walking, wheeling and cycling across England while undertaking targeted investment to enable more walking, wheeling and cycling in our towns and cities"* through specific measurable objectives including to *"deliver a world-class cycling and walking network in England by 2040"*.

## Framework Document: Active Travel England 2022<sup>6</sup>

The Department for Transport have set out the role of Active Travel England as part of their relationship accountability to the Department for Transport and the UK Parliament. This states that *"Active Travel England will also begin to inspect, and publish reports on, highway authorities for their performance on active travel and identify particularly dangerous failings in their highways for cyclists and pedestrians. In*

<sup>2</sup> Decarbonising Transport – A Better, Greener Britain (publishing.service.gov.uk)

<sup>3</sup> Network management duty guidance: reallocating road space - GOV.UK (www.gov.uk)

<sup>4</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf)

<sup>5</sup> <https://www.gov.uk/government/publications/the-second-cycling-and-walking-investment-strategy/the-second-cycling-and-walking-investment-strategy-cwis2>

<sup>6</sup> New executive agency Active Travel England launches - GOV.UK (www.gov.uk)

*these regards, the commissioner and inspectorate will perform a similar role to Ofsted from the 1990s onwards in raising standards and challenging failure.*

*As well as approving and inspecting schemes, ATE will help local authorities, training staff and spreading good practice in design, implementation and public engagement. It will be a statutory consultee on major planning applications to ensure that the largest new developments properly cater for pedestrians and cyclists”*

## **Bus Service Improvement Plan (BSIP) to 2030**

The West of England BSIP covers the period up to 2030, and brings together evidence in order to set ambitions for patronage growth, boost investment in buses and improve socio-economic and environmental outcomes across the region. Targets set out in the Plan include performance indicators for:

- Bus journey times;
- Bus service punctuality;
- Number of passenger journeys;
- Customer satisfaction; and
- Bus fleet decarbonisation.

Following a recent funding bid, NSC have been successful in securing almost £60m (£48m capital, £10m revenue) to deliver BSIP schemes over the next three years, demonstrating a strong commitment to improving bus provision across the region.

## **Bus Back Better 2021<sup>7</sup>**

The Bus Back Better document is a national strategy that sets out the vision and opportunity to deliver better bus services for passengers across England. Key extracts are set out below. It states that “*Buses are vital to ensuring the economy meets Net Zero carbon emissions and driving the green transformation... substantial modal shift away from the car will soon be needed... The only mode capable of sufficient expansion in the time available is the bus.*”

It is their ambition to “*increase patronage and raise buses’ mode share. We can only do these things by ensuring that buses are an attractive alternative to the car for far more people*” and it is set out that “*Strong bus networks connect our communities, getting people to jobs and services, giving them opportunities, and boosting economic growth and inclusion*”

The strategy states that “*There must be significant increases in bus priority. The key to making buses more attractive is making them faster and more reliable... We expect to see plans for bus lanes on any roads where there is a frequent bus service, congestion, and physical space to install one. They should be part of a whole corridor approach, including other physical measures such as: Traffic signal priority; and Bus gates, which allow buses to enter a road that prohibits access to other traffic*”.

**Local Transport Plan new guidance anticipated in 2022:** “in the department’s Transport Decarbonisation Plan (2021) we committed to driving decarbonisation at a local level by requiring LTAs to make quantifiable carbon reductions (QCRs) a fundamental part of local transport planning. LTPs will need to set out how local areas will deliver ambitious QCRs in transport. We will publish technical guidance on QCRs alongside the new LTP guidance.”

## **Manual for Streets (2007)<sup>8</sup> and Manual for Streets 2 (2010)<sup>9</sup>**

The importance of achieving well designed streets and spaces to service community was highlighted in Manual for Streets, with a key focus to shift away from places that are dominated by cars<sup>10</sup>. Manual for

<sup>7</sup> Bus service improvement plans: guidance to local authorities and bus operators ([publishing.service.gov.uk](https://publishing.service.gov.uk))

<sup>8</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1072722/Essex\\_Manual\\_for\\_Streets\\_Redacted.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1072722/Essex_Manual_for_Streets_Redacted.pdf)

<sup>9</sup> <https://tsrgd.co.uk/pdf/mfs/mfs2.pdf>

<sup>10</sup> [https://tcpa.org.uk/wp-content/uploads/2021/11/final\\_20mnguide-compressed.pdf](https://tcpa.org.uk/wp-content/uploads/2021/11/final_20mnguide-compressed.pdf)

Streets is referenced as design guidance within the draft National Model Design Code. A further version of MfS, which will advance and consolidate MfS1&2, is due for publication later in 2022.

## **Building for Life 12 (2012)<sup>11</sup>**

This is a government-endorsed industry standard for designing high quality new neighbourhoods and homes. The standards include the following:

1. *“Connections: Does the scheme **integrate into its surroundings** by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?*
2. *Facilities and services: Does the development **provide (or is it close to) community facilities**, such as shops, schools, workplaces, parks, play areas, pubs or cafes?*
3. *Public transport: Does the scheme have **good access to public transport** to help reduce car dependency?*
4. *Meeting local housing requirements: Does the development have a mix of housing types and tenures that suit local requirements?*
5. *Character: Does the scheme **create a place** with a locally inspired or otherwise distinctive character?*
6. *Working with the site and its context: Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?*
7. *Creating **well defined streets and spaces**: Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?*
8. *Easy to find your way around: Is the scheme designed to make it **easy to find your way around**?*
9. *Streets for all: Are streets designed in a way that **encourage low vehicle speeds** and allow them to function as social spaces?*
10. *Car parking: Is **resident and visitor parking sufficient and well integrated so that it does not dominate the street**?*
11. *Public and private spaces: Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?*
12. *External storage and amenity space: Is there **adequate external storage** space for bins and recycling as well as **vehicles and cycles**?”*

## **Transport for New Homes<sup>12</sup>**

The Transport for New Homes project involves visiting a wide range of new homes of varying scales to consider public transport, walking and cycling provisions and permeability, to develop a suite of themes, learning points and what can be done to ensure best practice going forwards. The themes included:

- Theme 1 Car-based living
- Theme 2 Homes not properly connected for pedestrians, cyclists or buses
- Theme 3 Public transport opportunities missed
- Theme 4 The importance of mixed land use and integrated transport
- Theme 5 The advantages of the new urban quarter
- Theme 6 Insights from the Netherlands

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<sup>11</sup> <http://builtforlifehomes.org/go/building-for-life-12>

<sup>12</sup> <https://www.transportfornewhomes.org.uk/wp-content/uploads/2018/07/transport-for-new-homes-summary-web.pdf>

### 3. **Wolvershill Development Ambitions reflecting National Policy**

North Somerset Council's development ambitions are outlined for the Wolvershill development within this framework masterplan, summarised below and covered in detail in **Section 4** of this document:

- 20 minute neighbourhood;
- Public transport, cycling, walking focused;
- Centralised mobility hub;
- No through traffic;
- Low car neighbourhoods;
- Reduce car parking provision;
- Car club provision

A key message for this framework masterplan is that these **ambitions are not** unreasonable or unrealistic, but are the **bold steps required to deliver development in-line with national, as well as regional and local policy**. This framework masterplan ensures that developers are clear on how the requirements for development at Wolvershill align with national policy.

**Table 1** sets out a matrix to show the overarching national policy requirements and messages , and how these align with the various development aspirations for Wolvershill.

# Technical Note

**Table 1 National Policy Requirements and Wolverhill Development Ambitions**

Policy Document	Policy Ambition	Public transport, walking and cycling focused	20-minute neighbourhood	Centralised mobility hub	No through traffic	Car club	Reduced car parking provision
NPPF	Limiting the need to travel	✓	✓				
NPPF	Offering a genuine choice of transport modes	✓	✓	✓		✓	
Transport Decarbonisation Plan 2021	Reduce carbon emissions through placemaking	✓	✓	✓	✓	✓	✓
Transport Decarbonisation Plan 2021	Walking, cycling or public transport to be the natural first choice for journeys	✓	✓	✓	✓		✓
Traffic Management Act 2004, April 2022 guidance	Give more space to cyclists and pedestrians	✓	✓	✓	✓		
The Second Cycling and Walking Investment Strategy	Boost walking and cycling	✓	✓	✓	✓		
Gear Change: A bold vision for cycling and walking 2020	Better streets for cycling and people	✓	✓		✓		
Gear Change: A bold vision for cycling and walking 2020	Cycling and walking at the heart of decision making	✓	✓	✓	✓	✓	✓
Active Travel England 2022	Properly cater for pedestrians and cyclists	✓		✓	✓		
Bus Service Improvement Plan 2021 and Bus Back Better 2021	Increase bus priority and patronage	✓		✓	✓		✓
Bus Service Improvement Plan 2021 and Bus Back Better 2021	Bus gates, which allow buses to enter a road that prohibits access to other traffic	✓		✓	✓		
Bus Service Improvement Plan 2021 and Bus Back Better 2021	Significant increases in bus priority	✓		✓	✓		
Manual for Streets and Manual for Streets 2	Shift away from places that are dominated by cars	✓		✓	✓		✓
Building for Life 12 standards	Document-wide	✓	✓	✓	✓	✓	✓



#### 4. Development Aspirations

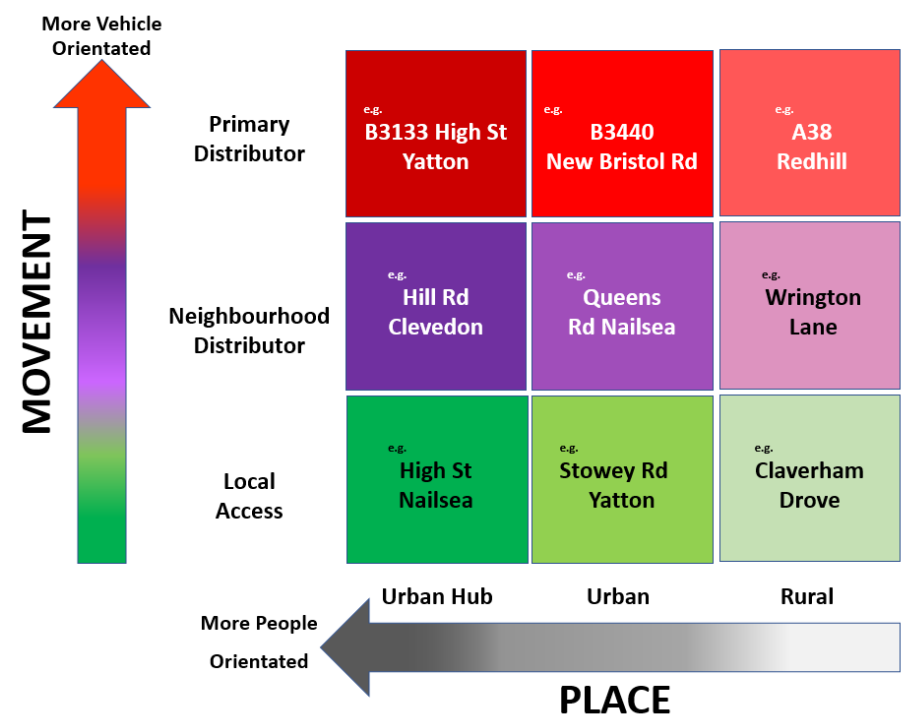
The Wolverhill allocation aims to deliver a highly sustainable development through bold and ambitious schemes, aligning with the overarching national ambitions for reducing the need to travel and offering a choice of travel mode. The overarching development aspirations are set out in **Figure 1**. It is expected that developers deliver these as a minimum, with opportunities to enhance the offering through well considered design welcomed. In turn, NSC will view development proposals that meet and exceed these expectations favourable through the development management process. More information on each aspiration is detailed within the following text.

**Figure 1 Overarching Wolverhill Development Aspirations**



Development proposals should align with relevant national and local policy, as well as North Somerset's emerging '*Place and Movement Framework*' which designates roads within the district to one of nine categories (see **Figure 2**), setting out their respective features and providing design codes to shape new and improved active travel infrastructure including for new development.

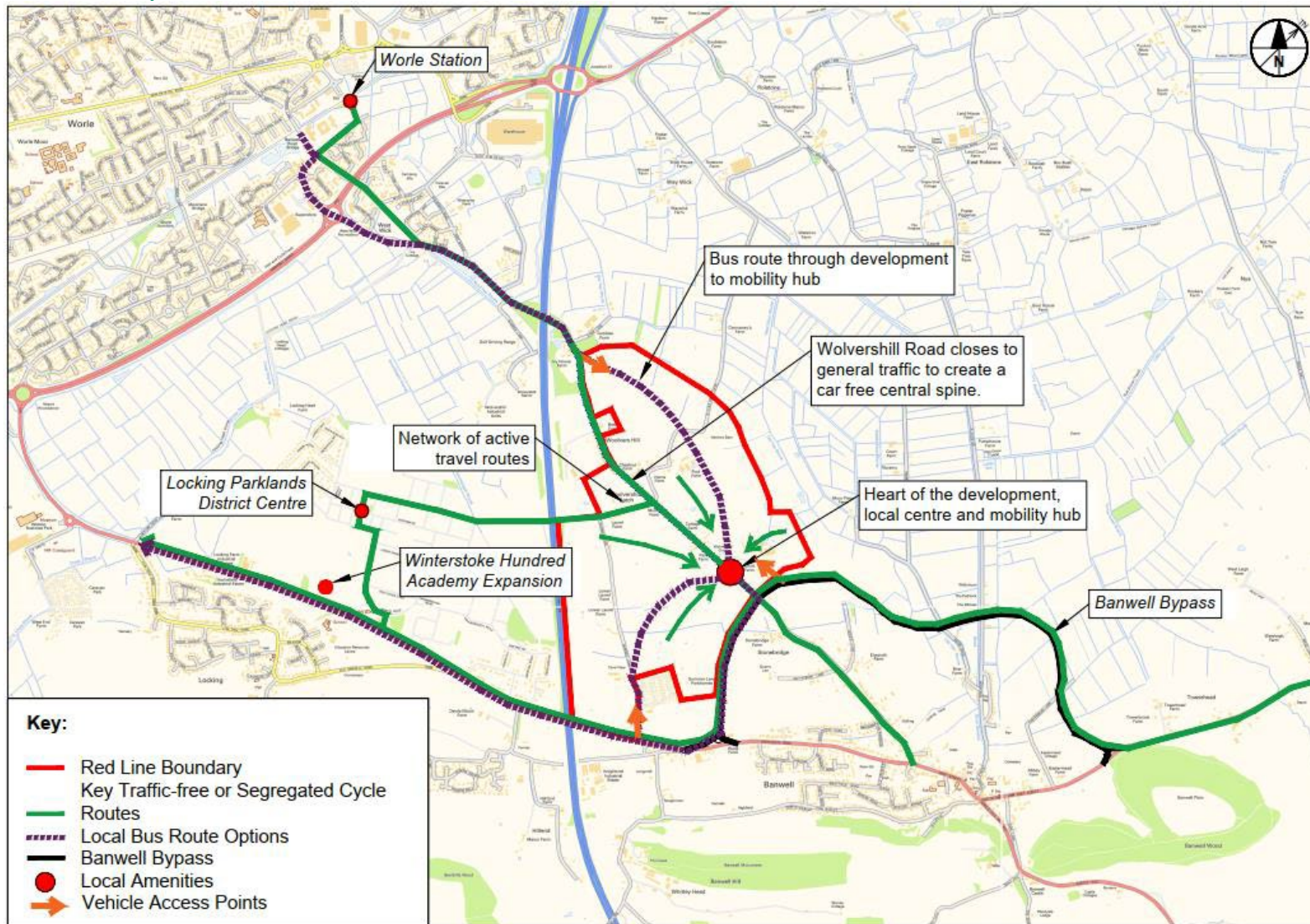
Figure 2 North Somerset Council's Place and Movement Classifications



**Figure 3** shows the access and movement framework for the Wolvershill development, and demonstrates how these development aspirations should translate spatially across the site allocation. These indicate the key routes, however multiple other routes will be needed at a local granular scale, and taking into account other local bus services.



Figure 3 Wolverhill Development Access and Movement Framework



## FOCUS PLACEMAKING DESIGN ON WALKING, CYCLING AND PUBLIC TRANSPORT

The access and movement strategy for Wolverhill focuses on a car-free local centre with buses passing through, no through route on Wolverhill Road (see separate section for more details) and radial cycle & walking routes feeding into the local centre and commercial heart of the development – a Mobility Hub (see separate section for more details). Development at Wolverhill should be designed in line with the Manual for Streets user hierarchy as reproduced at **Figure 4**.

**Figure 4 Manual for Streets User Hierarchy**

<div>Consider first</div> <div>↓</div> <div>Consider last</div>	Pedestrians
	Cyclists
	Public transport users
	Specialist service vehicles (e.g. emergency services, waste, etc.)
	Other motor traffic

Sustainable transport provisions should provide exemplary connectivity both within the development itself, and between the development and surrounding facilities; including but not limited to the new Locking Parklands District Centre, Winterstoke Hundred Academy Expansion, Banwell village amenities, Worle Station, and the Strawberry Line.

Developers should ensure that proposed new sustainable travel routes link seamlessly with existing provisions, and effective wayfinding is provided across the network in and immediately surrounding the Wolverhill development. In addition, the development should facilitate the delivery of BSIP proposals for improved bus service provision.

Sustainable transport routes should be designed in line with relevant policy and best practice guidance including but not limited to:

- LTN1/20 Cycle Infrastructure Design<sup>13</sup>: *This provides guidance and good practice for the design of cycle infrastructure, ensuring the delivery of good quality cycle networks and cycle facilities.*
- CIHT Planning for Walking<sup>14</sup> and Designing for Walking<sup>15</sup>: *These documents highlight considerations requirement for ensuring inclusive, safe and effective design for pedestrians and ‘wheelers’.*
- Inclusive Mobility: A guide to best practice on Access to Pedestrian and Transport Infrastructure<sup>16</sup>: *this a guide to best practice on access to pedestrian and transport infrastructure, ensuring inclusivity for all.*

### The requirements from the Wolverhill development in terms of focussing on walking, cycling and public transport first are:

- Design the Wolverhill development to prioritise walking and cycling first, followed by public transport and finally private vehicles;
- Ensure the sustainable transport network provides continuity through an attractive and integrated provision within the development, to surrounding local amenities and beyond; and
- Ensure highway design facilitates a safe, frequent and efficient bus service provision.

<sup>13</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf)

<sup>14</sup> [https://www.ciht.org.uk/media/4465/planning\\_for\\_walking\\_-\\_long\\_-\\_april\\_2015.pdf](https://www.ciht.org.uk/media/4465/planning_for_walking_-_long_-_april_2015.pdf)

<sup>15</sup> [https://www.ciht.org.uk/media/4460/ciht\\_-\\_designing\\_for\\_walking\\_document\\_v2\\_singles.pdf](https://www.ciht.org.uk/media/4460/ciht_-_designing_for_walking_document_v2_singles.pdf)

<sup>16</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1044542/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1044542/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf)

## DELIVER A 20 MINUTE NEIGHBOURHOOD<sup>17</sup>

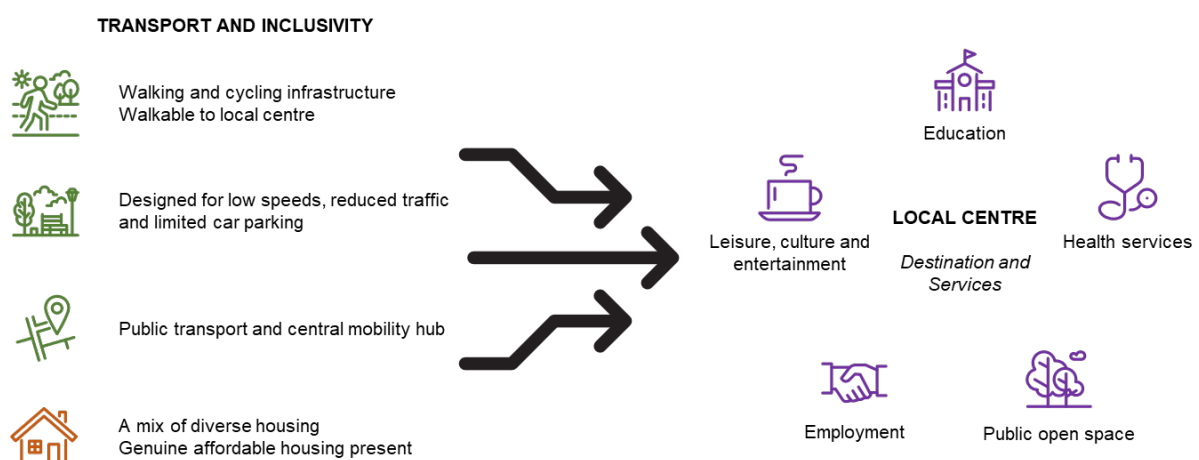
### **What is a 20 minute neighbourhood? 10 minute walk there, 10 minute walk back**

- Delivering amenities and travel options to allow people to thrive and attend to their daily needs without the need for a car, improving quality of life for everyone
- A way of configuring **places** to deliver “complete, compact and connected neighbourhoods” leading to “healthier communities, cleaner air, stronger local economies and better resilience against climate change”<sup>18</sup>

The Wolverhill development is expected to be delivered around the concept of a ‘20 minute neighbourhood’. Strong demonstration is required that the masterplan for the site delivers a thriving and varied local centre, potentially with additional hubs, to tend to the daily needs of residents, accessible through a network of sustainable transport infrastructure at the heart of design, making it easy to travel on foot or by bicycle. The key principles and requirements for the Wolverhill 20 minute neighbourhood are set out in **Figure 5**.

The Town and Country Planning Association have produced a guidance document for Council Planners in England on 20-minute neighbourhoods<sup>19</sup> which should be referenced as part of the design process.

**Figure 5 '20 Minute Neighbourhood' Key Principles and Requirements**



The Local Centre should be delivered as an ‘Urban Hub - local access’ route based on North Somerset’s Place and Movement Framework categorisation. An Urban Hub typically features a destination of a journey where people can be expected to meet and linger. Examples of Urban Hub Local Access locations are shown in **Figure 6**, extracted from NSC’s Place and Movement Framework.

<sup>17</sup>[https://www.sustrans.org.uk/our-blog/get-active/2020/in-your-community/what-is-a-20-minute-neighbourhood/?fbclid=IwAR2Pr-dDaL2B8zSey-RIK3Bsn\\_do1uwzLhXc-Saz2sk6pDyk1Ra6gbQxbg](https://www.sustrans.org.uk/our-blog/get-active/2020/in-your-community/what-is-a-20-minute-neighbourhood/?fbclid=IwAR2Pr-dDaL2B8zSey-RIK3Bsn_do1uwzLhXc-Saz2sk6pDyk1Ra6gbQxbg)

<sup>18</sup> [https://tcpa.org.uk/wp-content/uploads/2021/11/final\\_20mnguide-compressed.pdf](https://tcpa.org.uk/wp-content/uploads/2021/11/final_20mnguide-compressed.pdf)

<sup>19</sup> [https://tcpa.org.uk/wp-content/uploads/2021/11/final\\_20mnguide-compressed.pdf](https://tcpa.org.uk/wp-content/uploads/2021/11/final_20mnguide-compressed.pdf)



Figure 6 Urban Hub – Local Access Route Examples

	
<p><b>Waltham Forest</b> Key Features:</p> <ul style="list-style-type: none"> <li>• Pedestrian / cycle priority</li> <li>• Local buses permitted through restricted local centre</li> <li>• Level access</li> <li>• Street furniture / planting</li> </ul>	<p><b>Bristol</b> Key Features:</p> <ul style="list-style-type: none"> <li>• Wide footways</li> <li>• Traffic calming measures</li> <li>• Street furniture / planting</li> <li>• Wayfinding signs</li> </ul>

## DELIVER A LOW CAR NEIGHBOURHOOD

The Wolverhill development is required to deliver a low car neighbourhood, which comprises two complimentary elements:

- No through traffic through the development; and
- Low-car design within the development.

### No Through Route

A car-free local centre is required to be delivered, which will be a direct benefit of development including Wolverhill Road being closed to through traffic. This is a strategic change that would mean it is not possible to drive a vehicle, other than buses, through the whole development in a north-south direction, leading to an improved quality of the development overall.

It is anticipated that modal filters will be used to enforce this, whilst improving permeability and attractiveness for active travel as a mode choice over private car use for day to day trips for future residents and existing residents of the local area. This is a deliberate move, which is expected to be supported and facilitated by developers, to allow placemaking to prioritise walking and cycling over car usage.

### Low-Car Design within the Development

The development is expected to be delivered as a low-car development. In line with the requirements set out in North Somerset's Parking Standards Supplementary Planning Document, low-car development will be supported in highly sustainable locations that are demonstrated to be well served by public and active travel modes, and advertised as low-car developments from the outset<sup>20</sup>. Car parking will be expected to be adequate to ensure a safe environment, with a site specific approach anticipated focussing on balancing parking restraint, peripheral locations, and sustainable opportunities, with an aim to actively discourage car ownership across the development.

<sup>20</sup> <https://www.n-somerset.gov.uk/sites/default/files/2021-11/Parking%20Standards%20SPD.pdf>

## North Somerset Parking SPD – low-car development policy considerations:

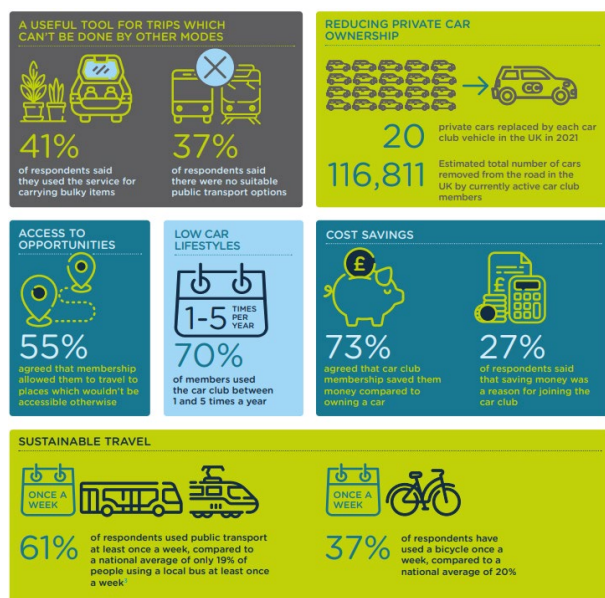
Using the North Somerset Parking SPD Parking Needs Assessment, residential parking standards have the potential to be discounted from the minimum quantum listed based on proximity to facilities and accessibility.

Principle 4: *“In line with the Parking Needs Assessment included within this SPD as Appendix B, the council will be supportive of low-car development in highly sustainable locations, well served by public and active modes of travel”*

- *...it is essential that a sufficient number of disabled parking bays are included to ensure the development remains accessible and attractive to all users. This should also be accompanied by a number of loading/unloading only bays to ensure suitable access to delivery vehicles.*
- *Similarly, to ensure safe access for emergency vehicles it is imperative that adequate measures be taken to prevent vehicles parking in a way that may obstruct necessary access”.*

Car parking should be well integrated, but ensuring it does not dominate the streetscape. It is expected that a package of demand management measures be implemented across the development such as car parking management to discourage unnecessary car use.

**Figure 7 Car Club Report 2021 - Key Findings<sup>21</sup>**



To discourage high car ownership, as are seen at present in the local area, Electric car club spaces and vehicles should be provided alongside a comprehensive suite of sustainable travel provisions. This should be an affordable and preferential option to high car ownership across residents, with an average reduction in 20 private cars per car club vehicle seen across the UK (see **Figure 7**). More information is provided under the 'mobility hub' section of this framework masterplan.

The Wolvershill development should be designed for low traffic speeds and include a self-enforcing design, to include consideration of lane widths / build outs, junction geometry and corner radii from a highway perspective, as well as street furniture and parking.

## The requirements from the Wolvershill development in terms of being a low car neighbourhood are:

- Support and facilitate the development (including Wolvershill Road) being closed to through traffic, and maximise on the benefits of this strategic intervention.
- To provide a low car neighbourhood, where an environment encouraging sustainable transport dominates, and vehicle travel is a secondary placemaking provision.
- Ensure car parking is minimal but adequate, and is in-keeping with the streetscape environment. Deliver car demand management measures from the outset across the development.
- Provide a car club within the development to actively discourage car ownership.

<sup>21</sup> [www.como.org.uk/shared-cars/overview-and-benefits#car-club-survey](http://www.como.org.uk/shared-cars/overview-and-benefits#car-club-survey)

## PROVIDE A CENTRALISED MOBILITY HUB

A mobility hub aims to co-locate sustainable transport opportunities in close proximity including bicycle and e-bike hire, bicycle lockers and cycle hubs including bicycle repair kits and pumps, e-car sharing, ridesharing, electric vehicle charging, bus links, and may be used for freight consolidation and / or parcel lockers.

Mobility Hubs improve legibility of services, increase confidence of the traveller, provide accurate real-time information, reduce the fear of anti-social behaviour and improve the comfort of the traveller by providing warm waiting areas, refreshments and other services. All these attributes increase the relative attractiveness of bus services compared to the car.

The Wolverhill mobility hub should be centrally located, and be well landscaped to be in-keeping with its surroundings. It should be designed with scope for accommodating emerging and innovative future technologies, such as autonomous vehicles, delivery drones and robots, as well as collaborative and cooperative transport solutions such as freight pooling.

Key components that are expected of the Wolverhill centralised mobility hub are shown at **Figure 8**, based on CoMoUK guidance.

**Figure 8 Expected minimum components of Wolverhill Mobility Hub<sup>22</sup>**



The delivery of a comprehensive and effective travel plan is considered crucial to effectively delivering and using a mobility hub. Travel Plans should be delivered in line with North Somerset's Travel Plan SPD<sup>23</sup>

<sup>22</sup> An Introduction to Mobility Hubs for Planners and Developers in Scotland, CoMoUK, January 2021  
<sup>23</sup> <https://www.n-somerset.gov.uk/sites/default/files/2020-03/Travel%20plans%20supplementary%20planning%20document.pdf>



alongside consideration of the emerging updated North Somerset Travel Plan SPD<sup>24</sup> (*released for consultation Summer 2022*) to ensure comprehensive measures, monitoring, implementation and evaluation strategies are used to deliver an effective travel plan. As a relatively modern concept, particularly in the context of new strategic developments, the successful marketing of the benefits of the mobility hub, along with travel plan measures to encourage use, will help ensure the full benefits of a local mobility hub are felt across the development. A comprehensive Travel Plan will be required to be submitted as part of any planning application for the Wolverhill development, demonstrating how developers will work to ensure the ambitions for the site are achieved.

## 5. Case Studies

### Eddington, Cambridge<sup>25</sup>

*Key message: Highly sustainable developments, with features aligned to the aspirations for Wolverhill, are already being successfully delivered within the UK.*

#### The Scheme:

1,500 homes for University of Cambridge and College staff; 1,500 private houses, accommodation for 2,000 postgraduate students, 100,000 sq/m academic and R&D space, community facilities including primary school, health centre, supermarket and local shops, a hotel, care village, sustainable transport provision including cycleways, sports facilities and public open space.



#### Key features:

- Co-ordinated, integrated and sustainable transport strategy that delivers an accessible, pedestrian friendly site with good connectivity to surrounding areas. Connecting with existing public transport facilities, footways and cycleways;
- Reducing the need to travel through provision of range of land-uses within the development;
- Delivering a comprehensive public transport system to maximise opportunities for non-car travel;
- Vehicle demand management through low car parking provision and car ownership restrictions for students, alongside provision of a car club; and
- Reducing travel to work distance by locating accommodation and employment land-uses in reasonable proximity.

#### Progress:

- Multi-award winning development including for masterplanning, design, planning, sustainability, construction, and operations.
- Phase 1 delivery in progress, including first residents (key workers and postgraduate students in 2017, followed by private residents in 2018)
- Eddington Travel Team - E-Car club operating on site, 'Get Active at Eddington' initiative, Eddington Number Challenge launched (cycling campaign).
- 2018 survey indicated 47% of trips are currently made by walking or cycling<sup>26</sup>.

<sup>24</sup> <https://n-somerset-pp.inconsult.uk/gf2.ti/-/1400770/133504165.1/PDF/-/May%202022%20Consultation%20draft%20-%20Revised%20North%20Somerset%20Travel%20Plans%20SPD.pdf>

<sup>25</sup> <https://eddingon-cambridge.co.uk/>

<sup>26</sup> <https://eddingon-cambridge.co.uk/news-and-updates/eddingon-number-challenge-launched>



## Waltham Forest, Outer London<sup>27</sup>

*Key message: Delivery of good walking and cycling provisions results in increased active travel*

### The Scheme:

Mini-holland programme investing £27m to improving walking and cycling since 2015 – including 26km segregated cycle lanes, 104 improved road crossings, 37 modal filters, speed limits reduced to 20mph, 395 bike hangars, and free cycle training delivered to over 10,000 people.



### Progress (as at 2021):

- Residents found to be walking an extra 37 minutes a week, and cycling an extra 9 minutes
- Over a decade, life expectancy increased by seven months

## Ghent, Belgium

*Key message: car-free city scheme successfully increase cycling and car share users*

### The Scheme:

As part of an action plan for a car-free city, shared transport has been encouraged alongside banning city centre traffic except for residents and deliveries<sup>28</sup>.



### Progress:

Ghent enforced its new car-free centre and traffic circulation system over one weekend in 2017.

The overall action plan has resulted in cycling increase from 22% to 37%; 18% reduction in air pollution, and 6,000 car share users in 2017, increasing to 13,500 in 2019.

## 6. Summary and Conclusion

This framework masterplan sets out how development at Wolverhill should be designed to deliver a site that works to achieving targets to reduce the need to travel and car dependency across North Somerset. It sets out the extensive national policy context that supports the delivery of a highly sustainable development. A series of design ambitions are set out for the Wolverhill development, and this masterplan highlights how these ambitions are not unreasonable or unrealistic, but are the bold steps required to deliver development in-line with national, as well as regional and local policy.

This framework masterplan provides an outline of what developers will need to deliver as part of proposed development at Wolverhill to fit in with North Somerset's wider vision for the Local Plan, under three main areas:

- Focus placemaking design on walking, cycling and public transport
- Deliver a 20 minute neighbourhood
- Provide a centralised mobility hub

For each focus area, the rationale and context is provided, along with summaries of the delivery requirements for Wolverhill to address each element. Focus is drawn to specific policy and best practice guidance that should be referenced (at the time of writing) where relevant.

<sup>27</sup> <https://townsfund.org.uk/resources-collection/an-introduction-to-20-minute-neighbourhoods>

<sup>28</sup> [https://como.org.uk/wp-content/uploads/2021/01/CoMoUK\\_Mobility-Hubs\\_Ghent-Case-Study-A4.pdf](https://como.org.uk/wp-content/uploads/2021/01/CoMoUK_Mobility-Hubs_Ghent-Case-Study-A4.pdf)