

141 HIGH STREET, STAPLE HILL, KINGSWOOD. BRIEFING NOTE – TRANSPORT STATEMENT - DRAFT NOVEMBER 2023

1.0 INTRODUCTION

1.1 Background

- 1.1.1 This Briefing Note (BN) has been produced to outline the proposal for 5no. apartments in the form of a new 3-storey extension and roof alteration to an existing 2-storey property.
- 1.1.2 The existing commercial unit will remain at GF level as well as an already approved GF Studio flat. There is currently no allocated parking for the existing uses to the rear with no parking within any legal lease agreement.
- 1.1.3 The site is known as 141 High Street, Staple Hill. Kingswood. Bristol.
- 1.1.4 Throughout this process this TN has sought to reference both National and Local Policy and Plan Documents including:
- Travel plans, transport assessments and statements in decision making (2014);
 - NPPF 2021;
 - DfT- GTA (2007);
 - MfS and MfS2;
 - South Gloucestershire Local Plan (2018 – 2036)
 - SPD – Residential Parking Standards – Adopted December 2013
- 1.1.5 Discussions have not been held with SGC to date.
- 1.1.6 Architects Plan are attached as **Appendix A**.

2.0 SITE LOCATION AND DESCRIPTION

2.1 Location

- 1.1.7 The application site is located off the B4465 High Street, Staple Hill and is considered to be in a Town Centre position and therefore, highly sustainable.
- 1.1.8 The existing site comprises a commercial unit and a studio flat at ground floor level with a courtyard to the rear.
- 2.1.1 The existing site layout is illustrated in **Figure 2.1** below:

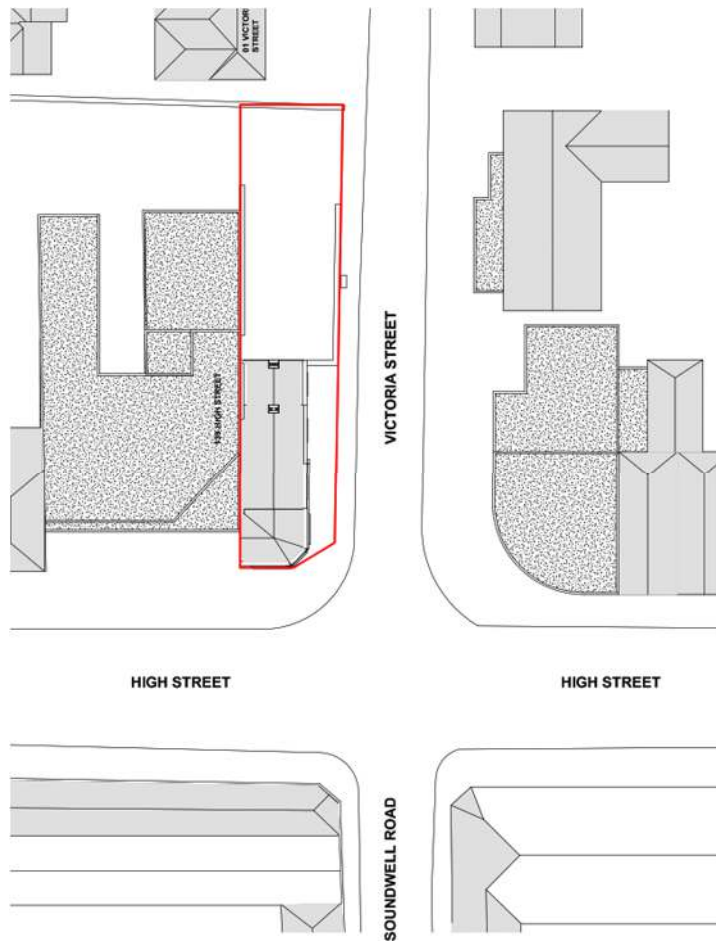


Figure 2.1 – Existing Site Layout Plan

2.2 Existing Local Highway Network

- 2.2.1 The application site is located on the B4465 adjacent to the signalised junction of High Street/ Victoria Street/ Broad Street/ Soundwell Road.
- 2.2.2 The B4465 High Street to the west provides access to the A432 at Fishponds and then further west to the M32. To the north Victoria Street provides access to the A432 at Downend and then onto the A4174.
- 2.2.3 To the south Soundwell Road provides access to the A420 at Staple Hill.
- 2.2.4 From the A432 and A420 the A4174 can be connected to with connection then to the M32, M4 and M5 where all major routes can be accessed.
- 2.2.5 See **Figure 2.2** below for the Site Location in its local and strategic context:

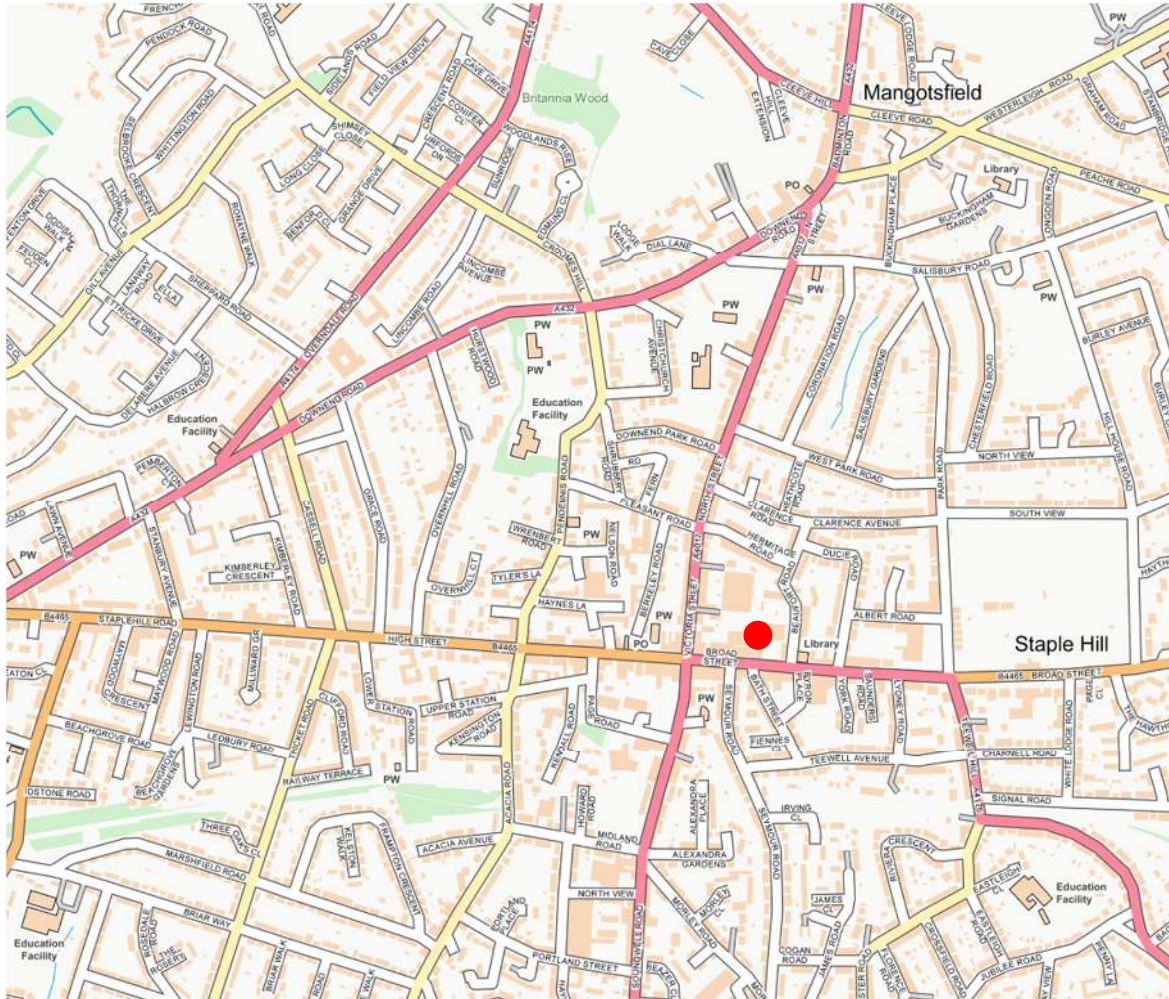


Figure 2.2 – Site Location

2.3 Walking and Cycling

- 2.3.1 The existing walking and cycling facilities in proximity to the proposed site have been evaluated to provide details about the current provision and to help inform this Transport Statement for the future development proposals.
- 2.3.2 Active Travel England (ATE) Standing Advice Note was published in October 2023 which sets out that ATE are a new statutory consultee in the planning process. The Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2023 sets out the thresholds for consultation which are >150 dwellings, >7,500sqm building or >5 ha. Development area.
- 2.3.3 Although the scale of the proposed development is below the consultation thresholds for Active Travel England, the ethos of the proposed development would still be to make active travel (e.g walking and cycling) to be seen as the most attractive option for shorter journeys, and to leave the car behind where suitable to do so.
- 2.3.4 Local Authority guidance identifies that new development should be fully accessible by walking and cycling in relation to provision within the site and connections between the site and nearby services, facilities and active travel networks.
- 2.3.5 The Design Manual for Roads and Bridges (DMRB) TD 91/05 “Provision for Non-Motorised Users” states in 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. Walking and rambling can also be undertaken as a leisure activity, often over longer distances”.



- 2.3.6 Acceptable walking distances will vary considerably depending on various factors such as fitness and land topography; however, guidelines by the Institution of Highways and Transportation (IHT) state the acceptability of distances in metres to various attractions, are as follows:
- **Desirable : 500m**
 - **Acceptable : 1,000m (12-13 mins)**
 - **Preferred Maximum : 2,000m**
- 2.3.7 Manual for Streets usefully states *'The propensity to walk is influenced not only by distance, but also by the quality of the walking experience. A 20-minute walk alongside a busy highway can seem endless, yet in a rich and stimulating street, such as in a town centre, it can pass without noticing. Residential areas can offer a pleasant walking experience if good quality landscaping, gardens or interesting architecture are present'* (MfS, Para 6.3.1).
- 2.3.8 Local Transport Note (LTN) 1/20 Cycle Infrastructure Design sets out 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"*.
- 2.3.9 Local Transport Note (LTN) 2/08 details in paragraph 1.5 *"Typical cycle trip distances. In common with other modes, many utility cycle journeys are less than three miles, although, for commuter journeys a trip distance of over five miles is not uncommon. Novice and occasional leisure cyclists cycle longer distances where the cycle ride is the primary purpose of their journey. A round trip on a way-marked leisure route could easily involve distances of 20-30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose"*.
- 2.3.10 TD 91/05 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. As well as being a mode of transport in its own right, cycling frequently forms part of a journey in combination with cars and public transport"*.
- 2.3.11 Acceptable journey distances on foot vary depending on the purpose of the journey, the environment in which the journey is taking place and of course the individual walking. Prior to being superseded by the National Planning Policy Framework (NPPF) PPG13 suggested that walking offers the greatest potential to replace short car trips for journeys less than 2km. The IHT guide 'Providing for Journeys on Foot' suggests that for journeys to work a desirable walking distance would be 500m, an acceptable walking distance would be 1km and the preferred maximum walking distance would be 2km, in line with the PPG13 advice.
- 2.3.12 When considering the above guidance towards Active Travel the application site benefits from being a Town Centre location with local facilities and amenities within a 5-minute walk with dedicated crossings.
- 2.3.13 Pedestrians benefit from well-lit and maintained footways along all local roads ensuring that there are no barriers to the movement of pedestrians and the promotion of travel.



2.4 Local Facilities

2.4.1 **Table 2.1** below is a non-exhaustive list of distances from the site centre to some local facilities:

Service or Facility	Walking Distance	IHT Guidance (Preferred Max.)
Town Centre	100m	800m
Supermarket	250m	1200m
Dentist	300m	1200m
Doctor / Hospital	1200m	1200m
Hair Dressers	150m	1200m
Leisure Centre	900m	1200m
Primary bus stops	100m	2000m
Primary / Nursery School	350 and 100m	2000m
Secondary School	1200m	2000m

Table 2.1 - Walking Distance to Local Facilities

2.4.2 The above table demonstrates that the site is in an extremely sustainable location.

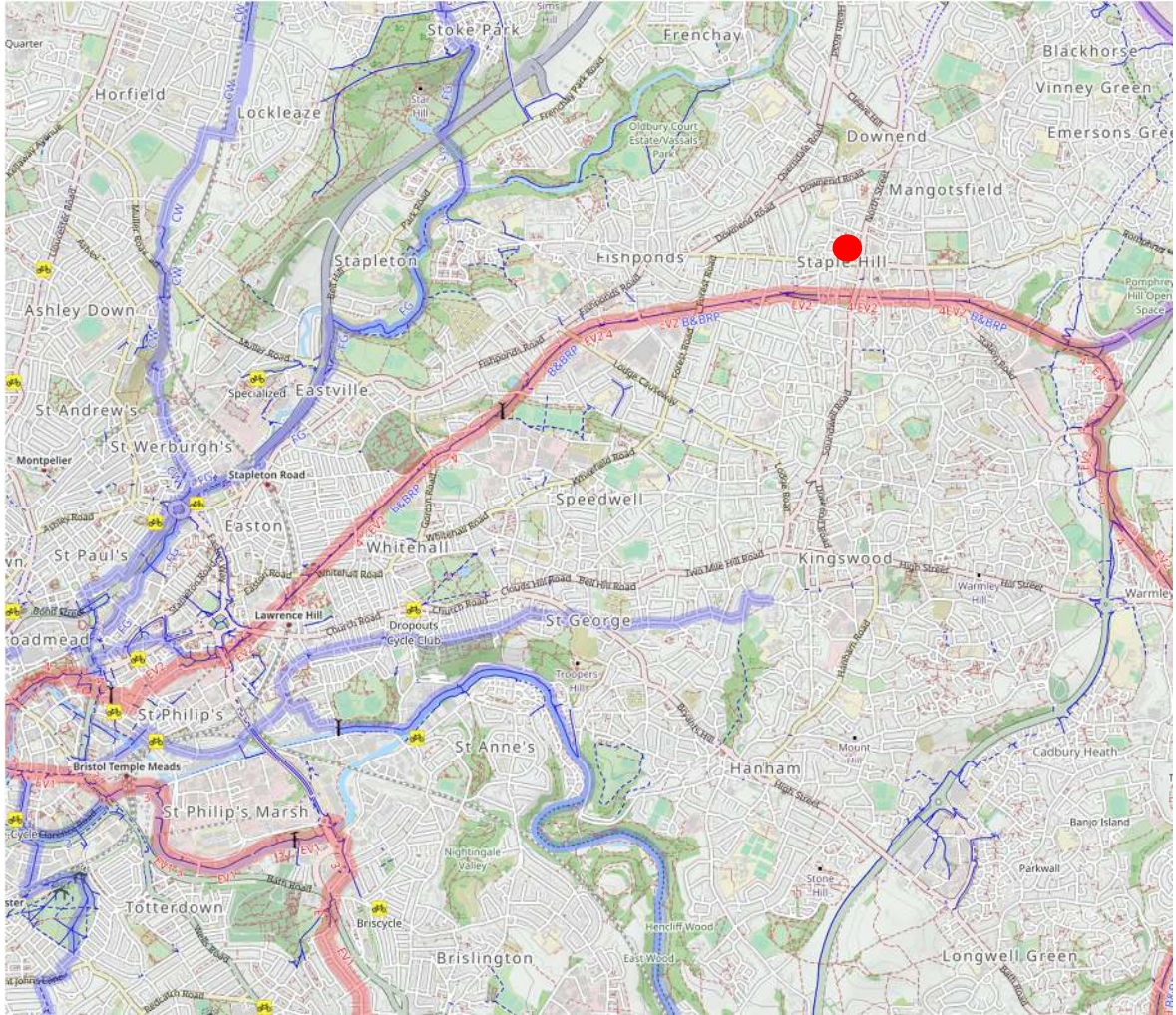
Cycle movement

2.4.3 Whilst there is no dedicated cycle infrastructure in place along Moravian Road or Hanham Road there is sufficient space on carriageway for both vehicles and cyclists.

2.4.4 To the west along Britannia Road there is a quiet road route for approximately 7km to the west. This route is summarised below:

St George – Redfield - Lawrence Hill - St Phillips - Redcliffe - Bristol Temple Meads

2.4.5 See **Figure 2.3** below for cycle map illustrations below:





2.5 Public Transport Services

- 2.5.1 There are multiple local bus stops near the site, with the nearest stops being within 100m in either direction along High Street and Broad Street.
- 2.5.2 Both stops benefit from bus border, a shelter, raised curb and real time information boards.
- 2.5.3 Table 2.2 below, summarises the routes available from these stops of the site:

Number	Operator	Service	Frequency
7	First Bristol		10 – 30 mins
17	First Bristol	Southmead Hospital - Kingswood - Keynsham	30 mins
49	First Bristol	Bristol City Centre - Kingswood	15 -30 mins
X49	First Bristol	Bath – (Keynsham) - Kingswood - Downend - UWE - Cribbs Causeway	15 - 30mins

Table 2.2 – Summary of Bus Services

- 2.5.4 **Table 2.2** demonstrates that the site is within an easy walking distance of a number of bus stops providing access to primary routes into and out of the Bristol City Centre as well as Southmead Hospital.
- 2.5.5 This demonstrates how accessible the site is via public transport and residents won't be dependent on cars for both work and leisure based trips.
- 2.5.6 See **Figure 2.4** below for bus route information:

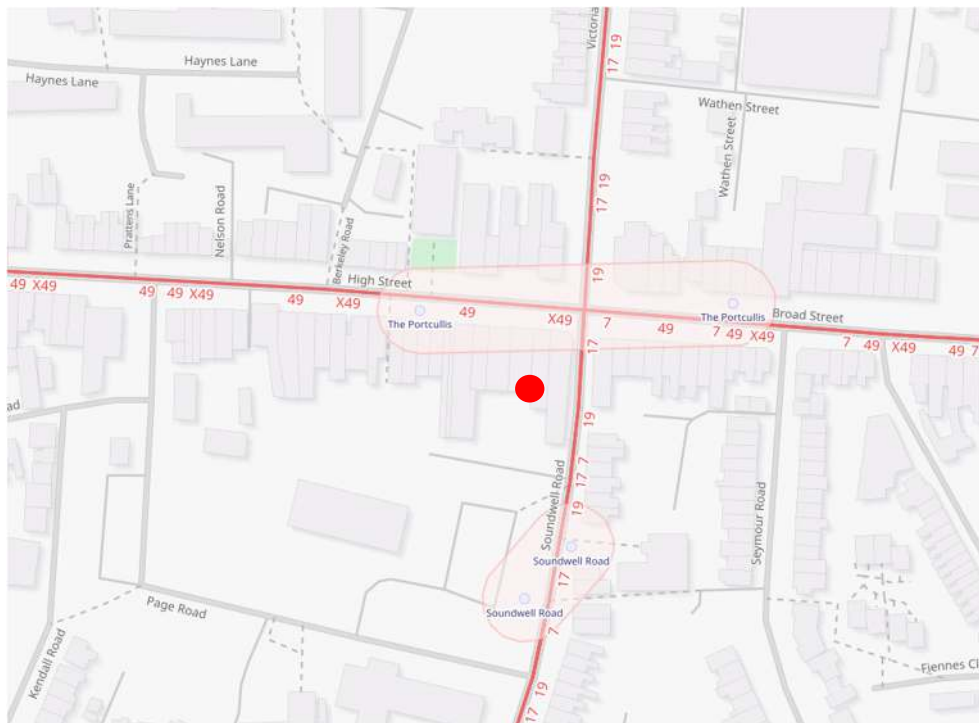


Figure 2.4 – Bus Routes



Trains

- 2.5.7 The nearest Train Station is Lawrence Hill Railway Station.
- 2.5.8 Lawrence Hill station is located approximately 3 miles (5km) south west of the development site which is within a reasonable cycle distance approx. 15 minute cycle time.
- 2.5.9 The IHT guidelines for 'Providing for journeys on foot' Table 3.2 contains suggested acceptable walking distances, for pedestrians without a mobility impairment for common facilities. Table 3.2 suggests that a walking distance of 1km is an acceptable journey for commuting on foot with a maximum distance being 2km.
- 2.5.10 Whilst it is acknowledged that Lawrence Hill Station is outside of the preferred maximum guidance as stated by the IHT distance the train in this location is still considered an acceptable primary mode of travel but, more than likely to be part of a multi modal journey with the inclusion of the cycle or a short bus journey prior to arriving at the bus station.
- 2.5.11 Therefore, the Train should not be discounted as a suitable alternative mode to the car and can still promote active and sustainable travel within a reasonable distance and period of time for both commuting and leisure-based trips.

Summary

- 2.5.12 The application site is located within a highly sustainable position with most local facilities and amenities including bus stops reachable within a 5 and 10 minute walk with additional transports hubs reachable within a 15 minute cycle ride i.e. Train Stations;



3.0 DEVELOPMENT PROPOSALS

3.1 Development Proposals

3.1.1 The development proposals are to extend the existing building both upwards and to the rear using the existing courtyard.

3.1.2 In essence, the development will consist of:

- 3No. 1 Beds;
- 2No. 2 Beds;
- ZERO parking
- 6No. cycle parking spaces, secure and covered;
- Existing access dropped kerb to be retained for bin collection;
- Refuse collection to take place on street from Victoria Street;
- Crooked Mile as per current arrangements;
- Delivery and servicing to take place on street from Victoria Street;
- A fire tender can get to within 45m of the buildings.

3.1.3 The proposed layout is shown in **Figure 3.1** below with full architect's plans are attached as **Appendix A**.

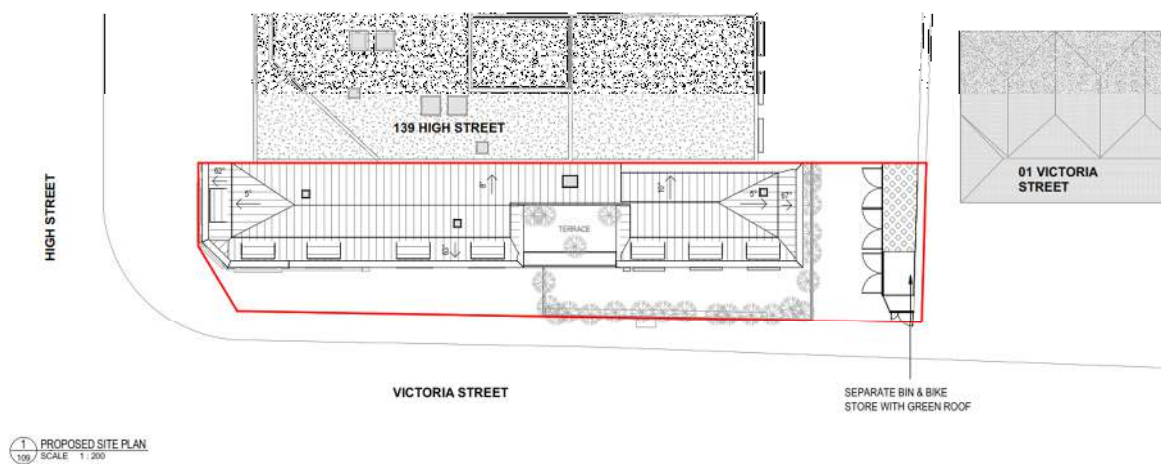


Figure 3.1 – Proposed Site Layout



Access

- 3.1.4 The access location will remain unchanged with access retained to the rear of 139 High Street with a 4.1m clear width still available.
- 3.1.5 There will be ZERO car parking available to 141 High Street and the only accessed required being for pedestrians and cyclists.

Refuse Collection

- 3.1.6 Refuse collection will take place from Victoria Street as per current arrangements.

Delivery and Servicing

- 3.1.7 Delivery and Servicing will take place from Victoria Street as per current arrangements.

Fire Tender

- 3.1.8 A fire tender will continue to be able to access the development within the recommended maximum distance of 45m from the building.

Parking

- 3.1.9 The SGC required parking provision standard (set as minimum standards) as set out within the SPD is set out in the Extract – Appendix A, Parking Standards below:

Appendix A - Parking standards

Minimum number of parking spaces¹⁴plus visitor allowance

Table A – Minimum parking spaces per dwelling

Type	Spaces
1 Bed dwelling	1
2 Bed dwelling	1.5 ¹⁴
3 Bed dwelling	2
4 Bed dwelling	2
5+Bed dwelling	3

Figure 3.2 – SGC - Parking standards as set out within the SPD

- 3.1.10 In this regard, the proposed development proposes the following breakdown of both allocated spaces and unallocated spaces for visitors:

- 1bed flat: 3 * 1 = 3
- 2bed flat: 2 * 1.5 = 3
- Visitor 5 * 0.2 = 1
- Subtotal = 7 spaces**

- 3.1.11 If the proposed development provided parking provision in line with the minimum standard as set out with the SPD then 7 spaces would be required. However, there will be no courtyard available with the proposed extension works therefore, with no parking currently provided/allocated for the existing building it is the intention that ZERO parking will be provided for the proposed extension



also.

3.1.12 In this regard, the proposed development along with the existing site use will be car free.

Cycle Parking

3.1.13 Cycle parking is provided in accordance with SGC cycle parking standards at a ratio of 1 space per unit and will be stored safe and secure externally within the rear of the site but keeping access for vehicles to 139 High Street.

3.1.14 This equates to 5No. cycle parking spaces to be provided as a minimum however, the proposed development will provide for 6No. cycle parking spaces in total.

3.1.15 This level of cycle parking is acceptable and in accordance with SGC parking standards.

3.1.16 See below **Figure 3.2** illustrating the details of the cycle parking:

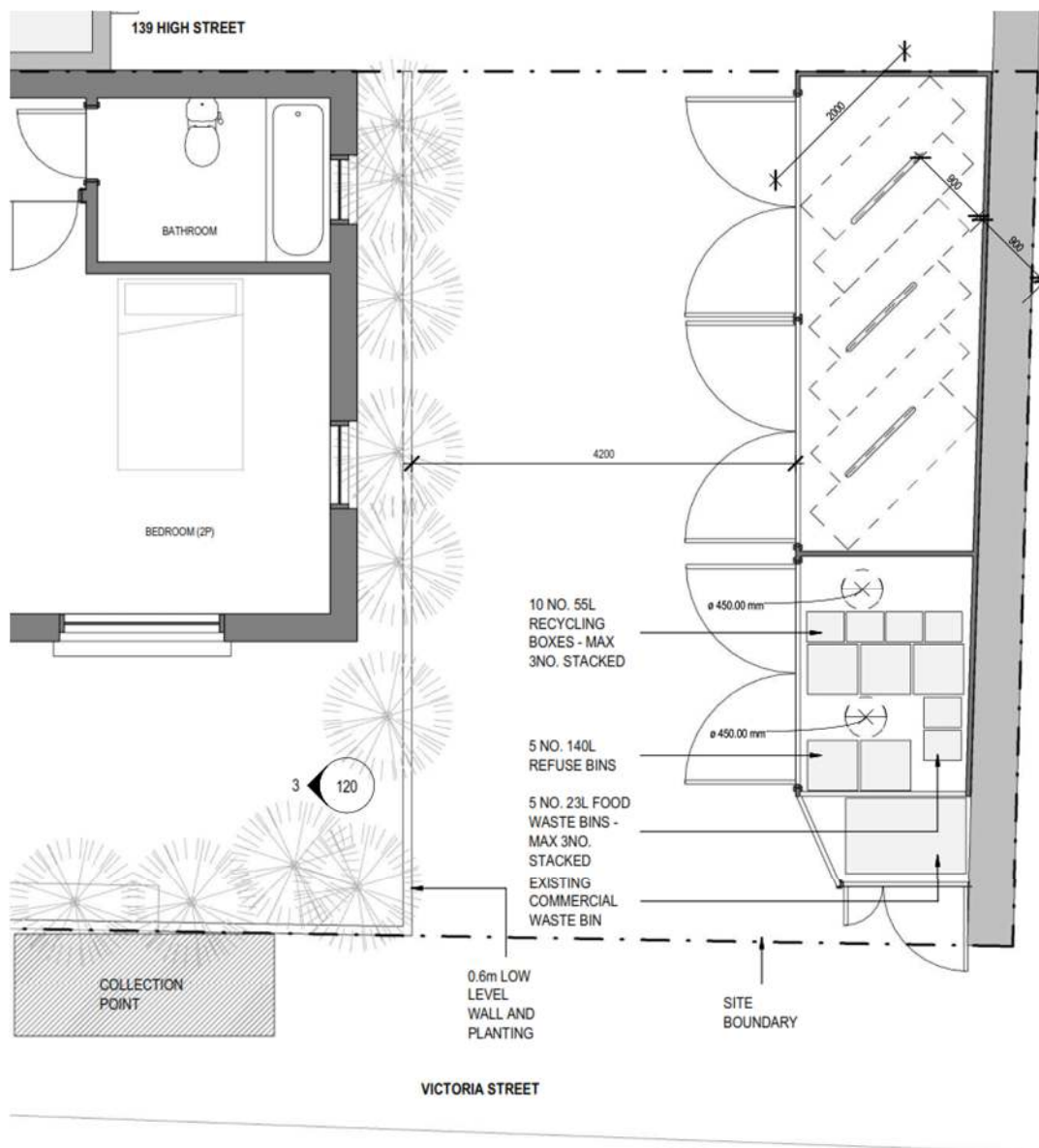


Figure 3.2 – Cycle Parking



4.0 CENSUS DATA

4.1 Census Data

4.1.1 In order to further validate the parking demand that has been considered above a Census Data review has been carried out using the Census 2021 Data.

4.1.2 This review has looked into car ownership levels across both houses and flats within the Kingswood ward using the following data set category:

“RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household”

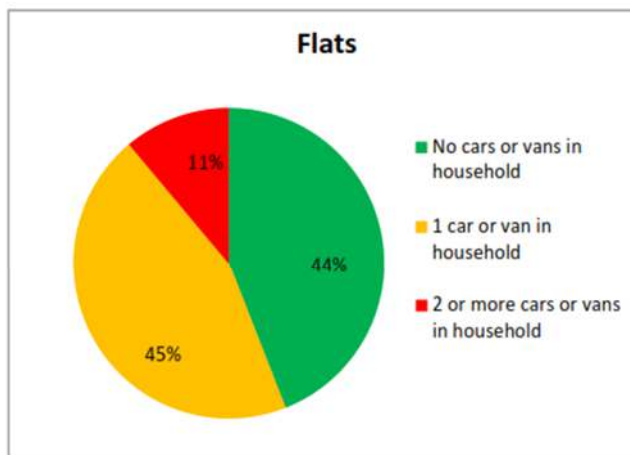
4.1.3 The results of the Census Review are summarised below and attached as **Appendix B**:

Flats:

rs or over in household

Average **0.7**

(assuming no more than 2 cars per dwelling)



4.1.4 The above Census Data review has concluded that on average a typical flat accommodation would own **0.7 cars** with **44%** of flat accommodation **not** owning a vehicle at all.

4.1.5 In this regard and based upon an average car ownership level of only 0.7 cars as well as 44% of flat accommodation not owning a vehicle this location is a great location to further encourage less car ownership and promote car free development.

4.1.6 The development site is located on primary bus routes with convenient frequencies for both work and leisure-based trips as well as all local facilities and amenities reachable within a 5 and 10 minute walk/cycle.

4.1.7 In this regard, no further analysis is required and that, the level of parking provided is both pragmatic and sustainable without detriment to the public highway.



5.0 TRIP GENERATION

5.1 Development Proposals

- 5.1.1 On the basis that the proposed development will be car free for the proposed re-development of 141 High Street no trip generation analysis is considered necessary. In fact, there will be a reduction in trips with no vehicles now using the rear of the application site for parking.
- 5.1.2 In this regard, no further analysis required.

6.0 RESIDENTS' TRAVEL INFORMATION

6.1 Residents' Travel Pack

- 6.1.1 It will be the responsibility of the developer to ensure that residents are provided with an information pack containing details of public transport timetables and maps, as well cycling and pedestrian infrastructure when they move into the houses.
- 6.1.2 The information pack will include information and incentives for all residents. The information will enable the new residents to make informed decisions about their modes of travel. The incentives will be provided by the developer in the first instance and will be dependent on negotiating suitable packages with local shops and services. The likely content of the Residents' Travel Pack will be:
- Cycle route information;
 - Sustrans leaflets on the beneficial effects of walking and cycling ;
 - Developer to negotiate local cycle shop discount (e.g. LOCAL BIKE SHOP);
 - Details of local cycle groups (e.g. LOCAL CYCLE CLUB/CAMPAIGN);
 - Bus route/timetable information;
 - Details of car-sharing website;
 - Supermarket home delivery details.
- 6.1.3 This list is not exhaustive or a prescriptive list of what will be in the travel pack but provides details of the likely content of the pack. Details of the final pack will be agreed in partnership with South Gloucestershire Council.



7.0 CONCLUSIONS

7.1.1 Based on the data and analysis presented in this report, the following conclusions are drawn:

- The design of the transport provisions within the site accord with local and national guidance;
- The proposed development remains in a highly sustainable location with no barrier to any future owner/occupier wanting to walk, cycle or use public transport;
- Highly sustainable with most local facilities and amenities including bus stops are reachable within a 5 and 10 minute walk with additional transports hubs reachable within a 15 minute cycle ride i.e Train Station;
- Trip generation has not been provided due to the ZERO parking proposal and there being an overall reduction in vehicle trips through the re-development of the application site;
- Parking has been considered both against SGC guidance and the latest Census Data and it is concluded that, ZERO parking provision is sustainable in this location and should be encouraged.

7.1.2 Based on these conclusions the impact of the development proposals on the surrounding transportation network should be considered to be non-detrimental and that no further work is to be carried out.

7.1.3 On this basis, it is recommended that the proposed development be recommended for approval on highway and transportation grounds.

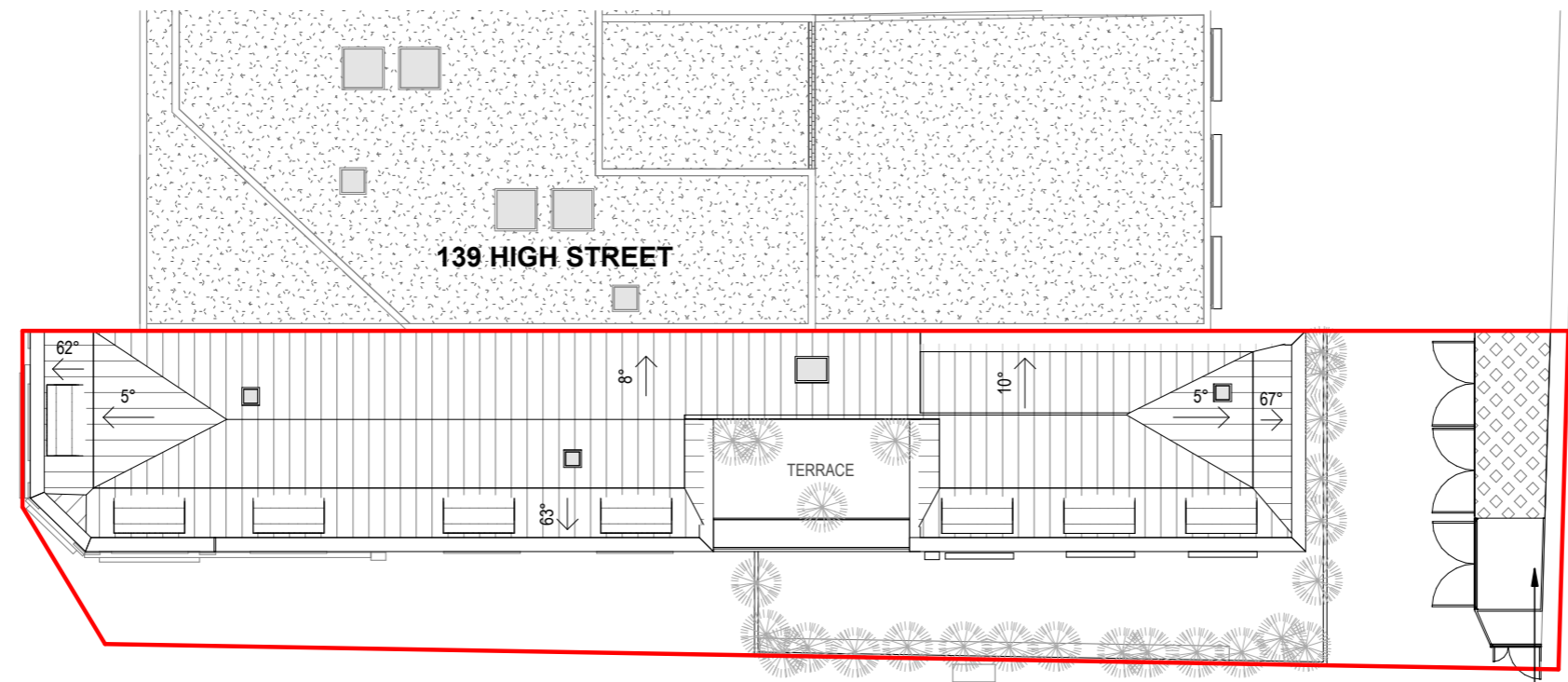


APPENDIX A

Architects Plans

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HIGH STREET

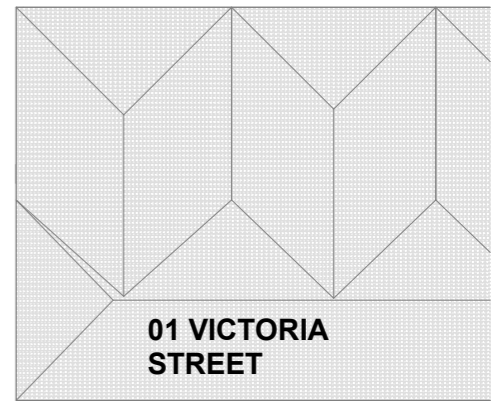


139 HIGH STREET

TERRACE

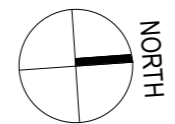
VICTORIA STREET

SEPARATE BIN & BIKE STORE WITH GREEN ROOF



01 VICTORIA STREET

1 PROPOSED SITE PLAN
109 SCALE 1 : 200



Scale 1:200

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:
CONSTRUCTION
MAINTENANCE/CLEANING
DECOMMISSIONING/DEMOLITION
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

Notes :

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2. Drawings are shown for design intent only and subject to further development.
3. All dimensions are in millimetres unless otherwise specified.
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Rev.	Date	Description	By	Chk'd	App'd

SITE PERTAINING TO APPLICATION

Drawing Status: **PLANNING** Suitability: **SO**

Cryer & Coe architects

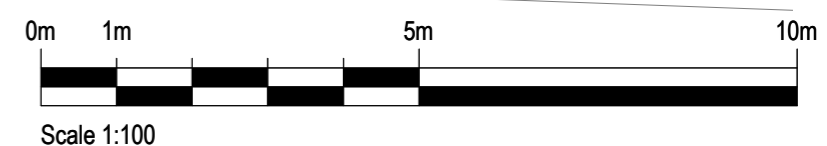
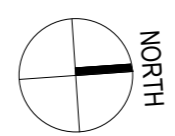
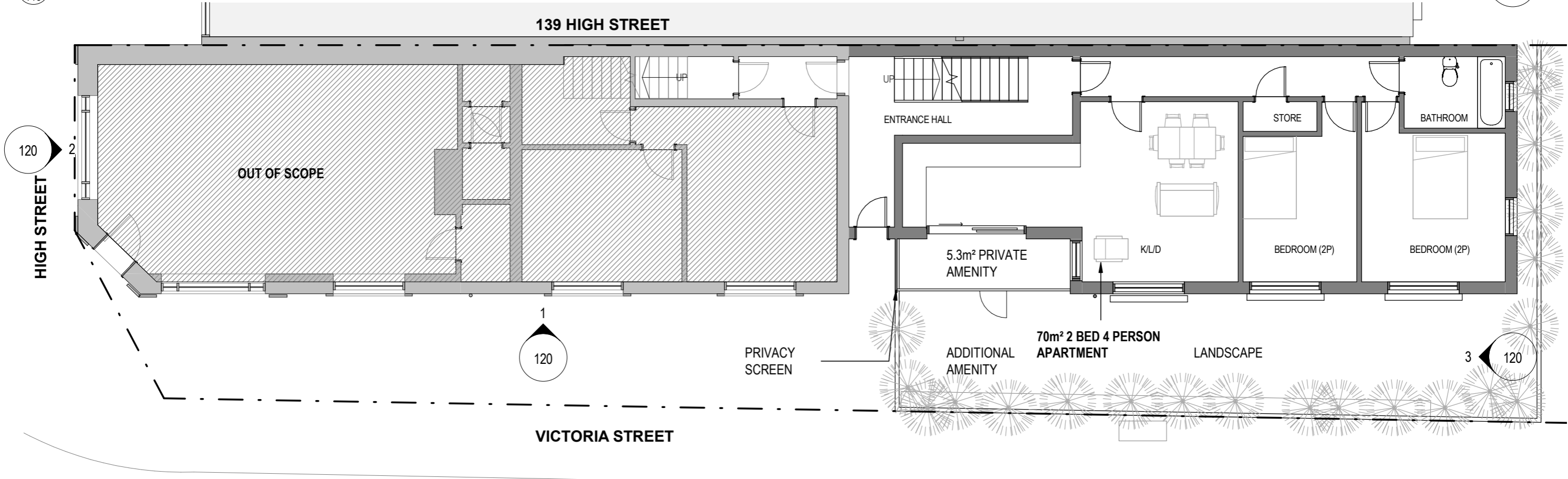
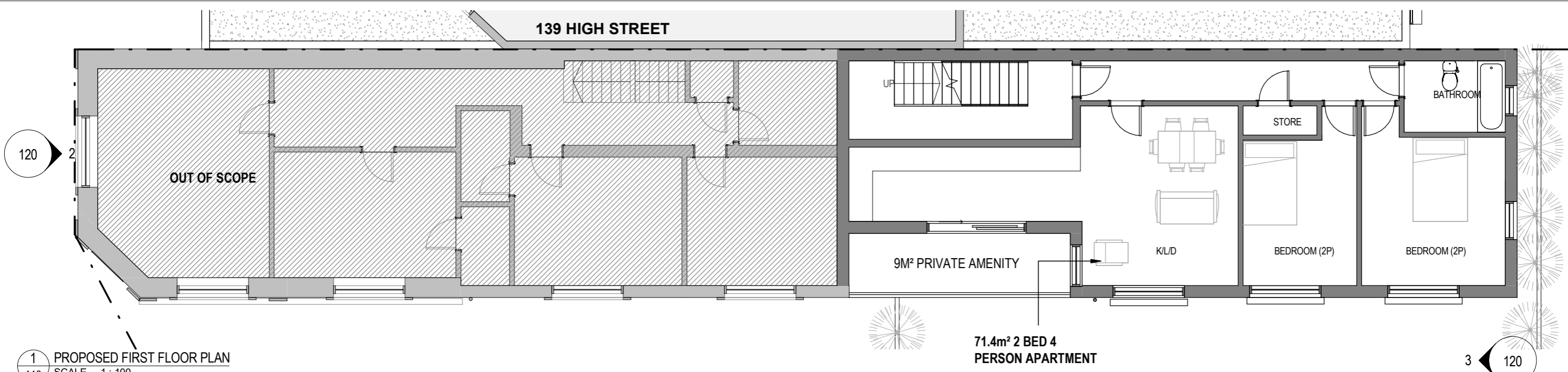
10 - 12 Gloucester Rd, Bristol, BS7 8AE
 Tel: 01173 634033
 hello@cryerandcoe.co.uk
 www.cryerandcoe.co.uk

Client: **YELLOW GIRAFFE**

Project Title: 141 HIGH STREET			
Drawing Title: PROPOSED SITE PLAN			
Scale: 1:200	Designed: SC	Checked: DC	Authorised: DC
Original Size: A3	Date: 25-10-2023	Date: 25-10-2023	Date: 25-10-2023
Drawing Number: 109			Revision:

CLIENT REVIEW
08/11/2023

100
Millimetres
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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
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MAINTENANCE/CLEANING
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It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

Notes :

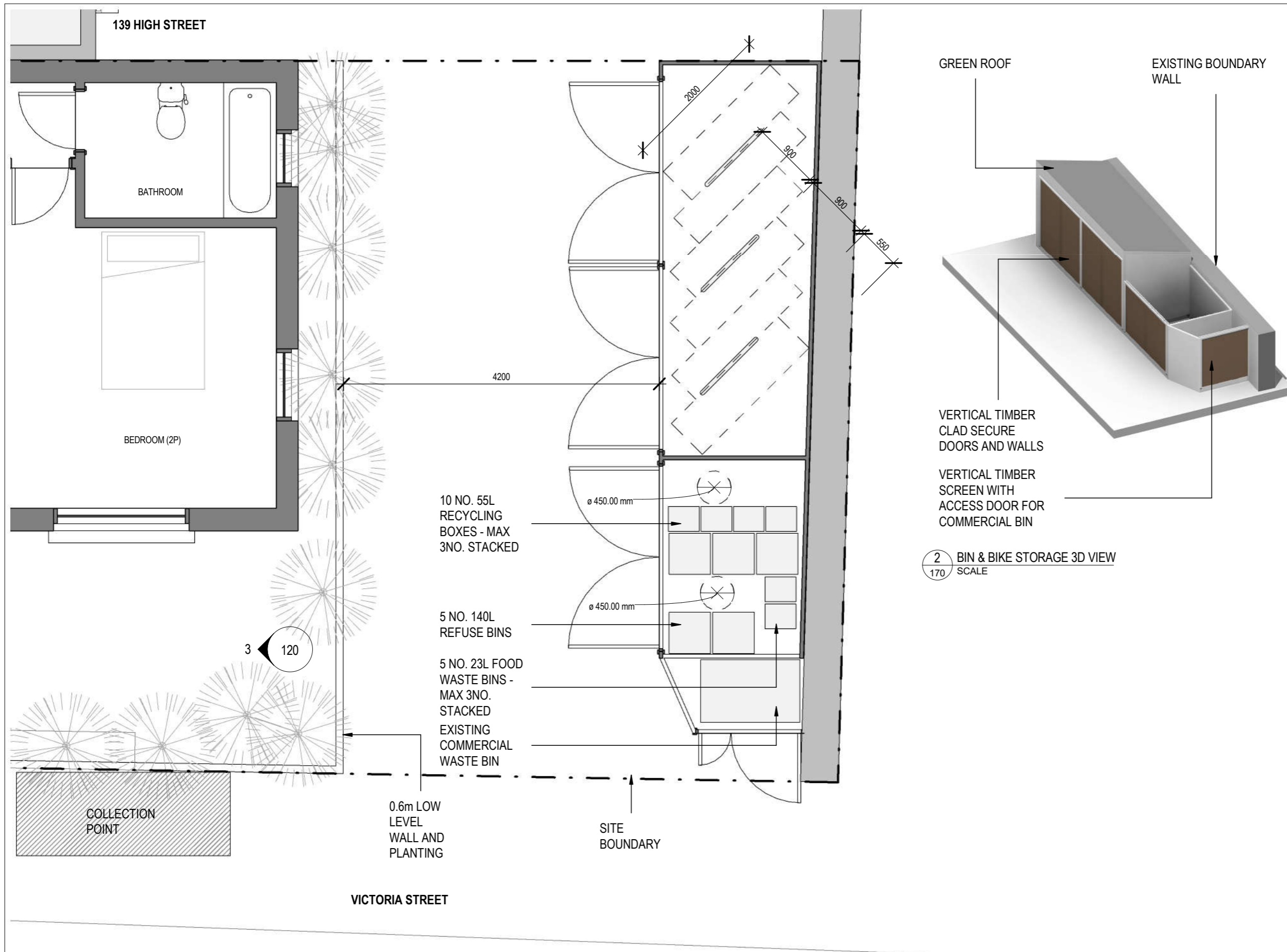
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Rev.	Date	Description	By	Chk'd	App'd

KEY:

- EXISTING
- PROPOSED

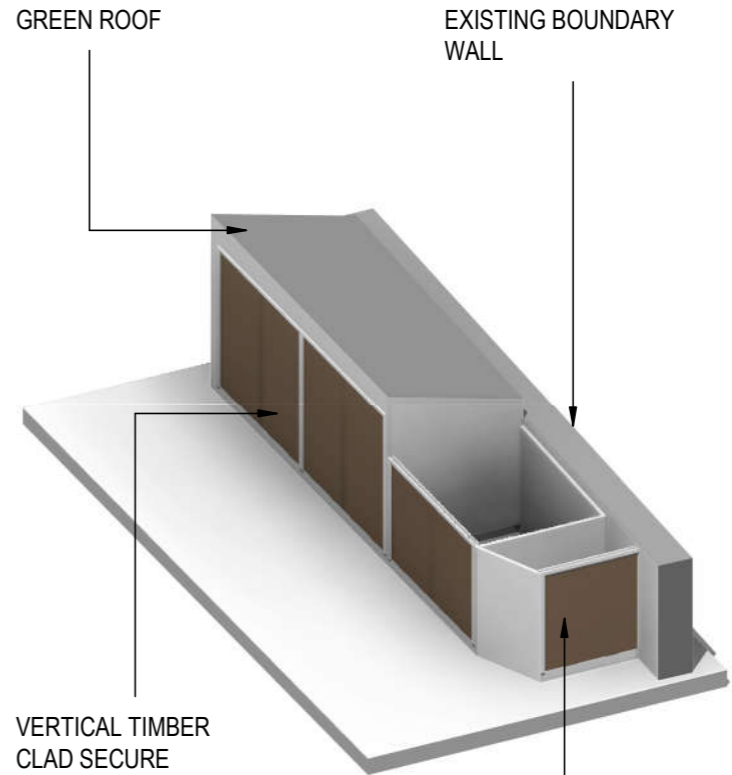
Drawing Status PLANNING	Suitability SO	Project Title 141 HIGH STREET
Cryer & Coe architects 10 - 12 Gloucester Rd, Bristol, BS7 8AE Tel: 01173 634033 hello@cryerandcoe.co.uk www.cryerandcoe.co.uk		Drawing Title PROPOSED GROUND AND FIRST FLOOR PLANS 08.11.2023
Client YELLOW GIRAFFE	Scale 1 : 100	Designed 25-10-2023 Drawn SC Checked DC Date 25-10-2023 Authorised DC Date 25-10-2023
	Original Size A3	Drawing Number 110



1 BIN & BIKE STORAGE PLAN
SCALE 1 : 50



Scale 1:50



GREEN ROOF
EXISTING BOUNDARY WALL

VERTICAL TIMBER CLAD SECURE DOORS AND WALLS
VERTICAL TIMBER SCREEN WITH ACCESS DOOR FOR COMMERCIAL BIN

2 BIN & BIKE STORAGE 3D VIEW
SCALE 170

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:					
CONSTRUCTION					
MAINTENANCE/CLEANING					
DECOMMISSIONING/DEMOLITION					
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement					
Notes :					
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Drawing Status PLANNING					Suitability SO
Cryer & Coe architects 10 - 12 Gloucester Rd, Bristol, BS7 8AE Tel: 01173 634033 hello@cryerandcoe.co.uk www.cryerandcoe.co.uk					
Client YELLOW GIRAFFE					
Project Title 141 HIGH STREET					
Drawing Title BIN AND BIKE STORAGE					
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A3	25-10-2023	25-10-2023	25-10-2023	25-10-2023	25-10-2023
Drawing Number	Revision				
170	P2				

CLIENT REVIEW
08-11-2023



APPENDIX B

Census Data

RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household

ONS Crown Copyright Reserved [from Nomis on 7 November 2023]

population All households
 units Households
 date 2021
 accommodation type Flat, maisonette, apartment, caravan or other mobile or temporary structure
 number of people aged 17 years or over in household Total

2021 output area	Total	No cars or vans in household	1 car or van in household	2 or more cars or vans in household
E00075652	13	3	6	4
E00075653	115	69	39	7
E00075654	38	11	20	7
E00075656	105	49	46	10
E00075658	130	59	60	11
E00075659	98	38	43	17
E00075662	18	2	12	4
E00075663	6	4	2	0
E00075664	26	7	18	1
	549	242	246	61
		44%	45%	11%

Average **0.7**

(assuming no more than 2 cars per dwelling)

