

Highgate *Transportation*

New Henry Street, Bristol

Student Accommodation Travel Plan
(HTp/22151/STP/01/A)

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EXECUTIVE SUMMARY

New Henry Street comprises a mixed-use development comprising employment, commercial and student accommodation uses, a short distance from the city centre. The scheme proposes the regeneration of a 0.8ha plot in a highly sustainable urban location with excellent active travel links and good access to existing local amenities. Significant public realm enhancements will be brought forward as part of the scheme with a major uplift in biodiversity, new public street and new access to an existing walking and cycle path.

Employment space is being provided on site with generous spaces allocated for maker spaces, small businesses and space for a local grocery shop. A dedicated flexible community space is provided as an asset for local residents and community groups to book out for events, classes and celebrations. 705 student beds are provided at first floor and above with a diverse range of accommodation type on offer ranging from typical ensuite cluster bedrooms, studios and 'townhouse' units. A high proportion of student amenity and communal study space is provided as well as a dedicated student courtyard garden.

The student accommodation will be car free and supported by 364 secure, covered and lit cycle parking spaces for students together with 26 secure cycle parking spaces for visitors and users of the employment space, small supermarket and community use space.

Student tenants will be actively discouraged from bringing a car into the administrative boundary of Bristol. The tenancy agreement will include a condition that will mean keeping a car within the administrative boundary will be a breach of the agreement, which will result in the student being fined. Repeated breaches will result in disciplinary action which may include termination of the tenancy agreement. Separate arrangement may be made for students who are blue badge holders.

The student accommodation element of the application proposals will be car free, however four car parking spaces for blue badge holders are proposed off Alfred Street.

Pedestrian and cycle access to the student accommodation will be via the new public street (for pedestrians and cyclists only) to be known as New Henry Street, between Sussex Street and the existing walking and cycling path occupying the former railway track to the northwest of the site. Improved pedestrian link to the ramped access to the cycle path is also proposed as part of the highway works, where Alfred Street meets Princess Street.

The site is bounded to the north-east by Alfred Street, to the south-east by Sussex Street, to the south-west by Kingsland Road, and to the north-west by the track of the former Bristol and Gloucester Railway, now a walking and cycling path. The site is adjacent to good walking, cycling and public transport routes.

The key objectives of this Student Accommodation Travel Plan are to:

- Minimise single occupancy car travel to and from the development
- Promote sustainable travel and set out initiatives to do this including the provision of a Travel Information Pack to be provided to students annually
- 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

Dominus Bristol Limited are the developer and provider of the proposed student accommodation who will implement the physical infrastructure, including secure and covered cycle parking, to promote sustainable travel.

Bristol City Council's 'Travel Plan Guide for New Developments' confirms that student halls of residence in the city are included in the C2 land use category. The document confirms that where a Travel Plan is required, a Travel Plan Management and Audit Fee of £5,693 for this sized development will be payable to the Council.

Alternatively, Bristol City Council will undertake implementation of the Travel Plan on the applicant's behalf for an Implementation Fee of £220 per cluster flat.

To secure the Implementation Fee, the applicant will be required to enter into either a Section 106 Agreement or a Unilateral Undertaking with Bristol City Council. The developer would then be released from the Travel Plan planning obligation over the five-year-period required and also from the Management and Audit Fee that would otherwise apply.

Under this approach, Bristol City Council would act as the site Travel Plan Co-ordinator for the life of the Travel Plan and would deliver a site-specific range of measures based on the approved Travel Plan, as well as undertake the survey, monitor, audit and review role.

The Implementation Fee incorporates all monitoring costs and also a management and audit fee element, and will cover the following detailed elements of the Travel Plan:

- Travel Plan Co-ordinator
- Travel Information Pack
- Steering group and occupier liaison
- Marketing
- Personalised Travel Planning
- Measures to minimise single occupancy car travel
- Public transport promotion measures
- Cycle promotion measures
- Loan bikes
- Dr Bike
- Cycle training
- Walking promotion measures
- Car share and Car Club promotion
- Events
- Monitoring, travel and user surveys and reporting over the five-year-period
- Management, data processing and administration

1. INTRODUCTION

1.1 Background

- 1.1.1 This Student Accommodation Travel Plan (SATP) has been prepared by Highgate Transportation (HTp) in support of a planning application to Bristol City Council (BCC) for the regeneration of the existing warehouse site between Kingsland Road, Sussex Street, and Alfred Street to provide 705 purpose-built student bed spaces, employment space, a local grocery shop and a dedicated community use space.
- 1.1.2 This accords with BCCs 'Travel Plan Guide for New Developments' which requires a Student Accommodation Travel Plan (SATP) for C2 residential education accommodation for 150 students and over.
- 1.1.3 The proposed student accommodation will be car free, and served by 354 secure, covered and lit cycle parking spaces for the students together with 10 secure and covered cycle parking spaces for staff and visitors, and a further 26 secure cycle parking spaces across the wider site.
- 1.1.4 Student tenants will be actively discouraged from bringing a car into the administrative boundary of Bristol. The tenancy agreement will include a condition that will mean keeping a car within the administrative boundary will be a breach of the agreement, which will result in the student being fined. Repeated breaches will result in disciplinary action which may include termination of the tenancy agreement. Separate arrangement may be made for students who are blue badge holders.
- 1.1.5 The student accommodation element of the application proposals will be car free, however four car parking spaces for blue badge holders are proposed off Alfred Street.
- 1.1.6 This SATP should be read in conjunction with Highgate Transportation's Transport Statement (reference HTP/22151/TS/01/A).
- 1.1.7 Dominus Bristol Limited are the developer and provider of the proposed student accommodation and it will be their responsibility to implement the physical infrastructure, including secure and covered cycle parking, to promote sustainable travel.
- 1.1.8 BCCs 'Travel Plan Guide for New Developments' confirms that student halls of residence in the city are included in the C2 land use category. The document confirms that where a Travel Plan (TP) is required, a Travel Plan Management and Audit Fee of £5,693 for a development of this size will be payable to the Council. Alternatively BCC will undertake implementation of the TP on the applicant's behalf for an Implementation Fee of £220 per cluster flat.
- 1.1.9 To secure the Implementation Fee, the applicant will be required to enter into either a Section 106 Agreement or a Unilateral Undertaking with BCC. The student accommodation provider would then be released from the TP planning obligation over the five-year-period required and also from the Management and Audit Fee that would otherwise apply.
- 1.1.10 This SATP is a full TP for the student accommodation and Dominus Bristol Limited has confirmed their intention to pay BCC the Implementation Fee of £220 per cluster flat.

1.1.11 Therefore, BCC will act as the site Travel Plan Co-ordinator (TPC) for the life of the TP and deliver a site-specific range of measures based on the approved TP, as well as undertake the survey, monitor, audit and review role.

1.1.12 Should BCC elect not to implement the SATP, then funding will not be provided to the Council, with the developer/student accommodation provider instead taking responsibility for implementing the measures summarised in this SATP and employing a TPC.

1.2 The Development

1.2.1 Details of the proposed development are provided in **Table 1.1**.

Table 1.1 – Development Details

Planning Application Number (where known)	23/01469/F
Name of Applicant	Dominus Bristol Limited
Name of Development	New Henry Street
Development Address and Postcode	Sussex Street Bristol BS2 0RA
Use Class	C2 residential education / Sui Generis Student Accommodation
Brief Description of Development	Purpose built student accommodation 354 secure, covered cycle parking spaces for students 36 secure cycle parking spaces across the wider site, 10 of which will be covered, for student staff and visitors
Size – no. of dwelling units/GFA	705 student bed spaces
Planned Date of Opening	2025

1.2.2 The proposals also include the provision of a new pedestrian and cycle only route between Sussex Street and the shared use walking and cycling path occupying the former railway track to the northwest of the site, to be known as New Henry Street.

1.2.3 The Architect's proposed site layout plan is provided as **Figure 1.1**.

Figure 1.1 – Extract of the Architect’s proposed site layout plan



1.2.4 The development will be for student accommodation for up to 705 residents, accommodated on levels one through to seven, comprising:

- 400 Clusters (57%)
- 225 Studio (32%)
- 80 townhouse (11%)

Car Parking

1.2.5 The student accommodation will be car free, therefore no standard parking spaces are required.

1.2.6 A surface level car park at Gardener Haskins will provide parking for operational staff and visitors if necessary.

1.2.7 Car club bays are available in the vicinity of the site is discussed in Section 2.0 of the Transport Statement.

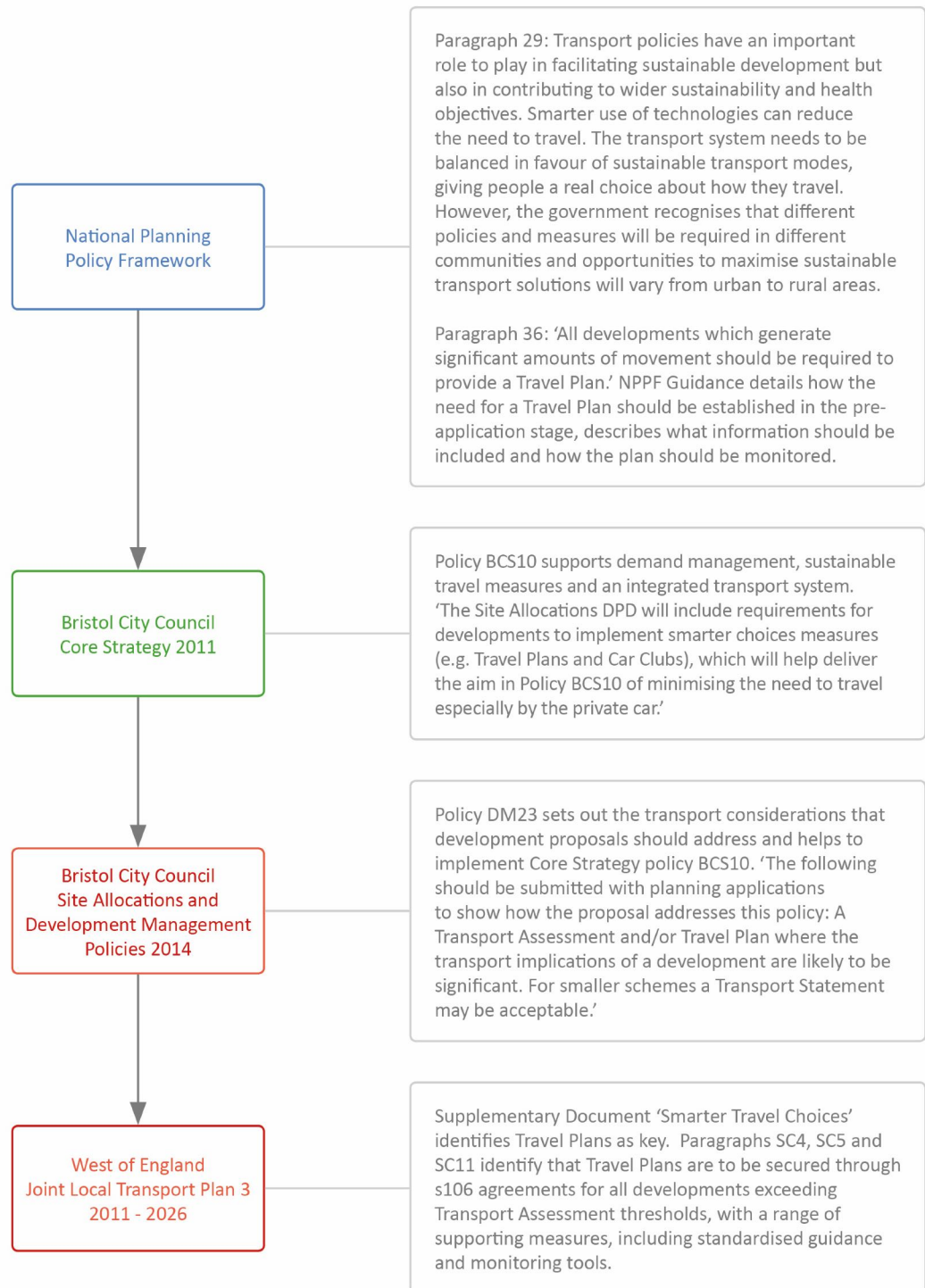
Cycle Parking

- 1.2.8 In terms of cycle parking, BCCs 'Site Allocations and Development Management Policies Local Plan' document (2014) for C2 residential institutions suggests cycle provision for halls of residence at a rate of:
- Students – a minimum of one cycle space per four bedrooms
 - Visitors – a minimum of one cycle space per 12 bedrooms
- 1.2.9 The student cycle parking area will also include a cycle maintenance and cleaning area together with lockers and a changing area.
- 1.2.10 The developer is aiming to achieve a BREEAM 'excellent' rating and are therefore proposing to provide cycle parking provision for the purpose-built student accommodation in accordance with the standards contained in Table 7.5 of the BREEAM Technical Manual, which requires:
- 1 space per 2 residents
 - 1 space per 10 members of staff
- 1.2.11 The proposed student accommodation will benefit from 354 secure, lit and fully enclosed cycle parking spaces for students and staff (including 176 two-tier stands with 88 Sheffield stands underneath (176 spaces) and an additional Sheffield stand (two spaces) to allow parking for larger cycles e.g. cargo bikes), together with 10 secure and covered cycle parking spaces in front of the reception access for staff and visitors.
- 1.2.12 A further 26 secure cycle parking spaces will be available for visitors and employees across the remainder of the site. These can be apportioned approximately as follows:
- Maker space/industrial – 10 spaces
 - Commercial space – 2 spaces
 - Flexible supermarket/maker space – 8 spaces
 - Community space – 6 spaces
- 1.2.13 It is concluded that the proposed cycle parking provision accords with the requirements of the BREEAM Technical Manual and exceeds BCCs recommended minima, supporting the car-free nature of the development, and is therefore appropriate.

2. POLICY

2.1 The relevant Travel Plan policies are shown in **Figure 2.1**.

Figure 2.1 – Relevant Travel Plan Policies



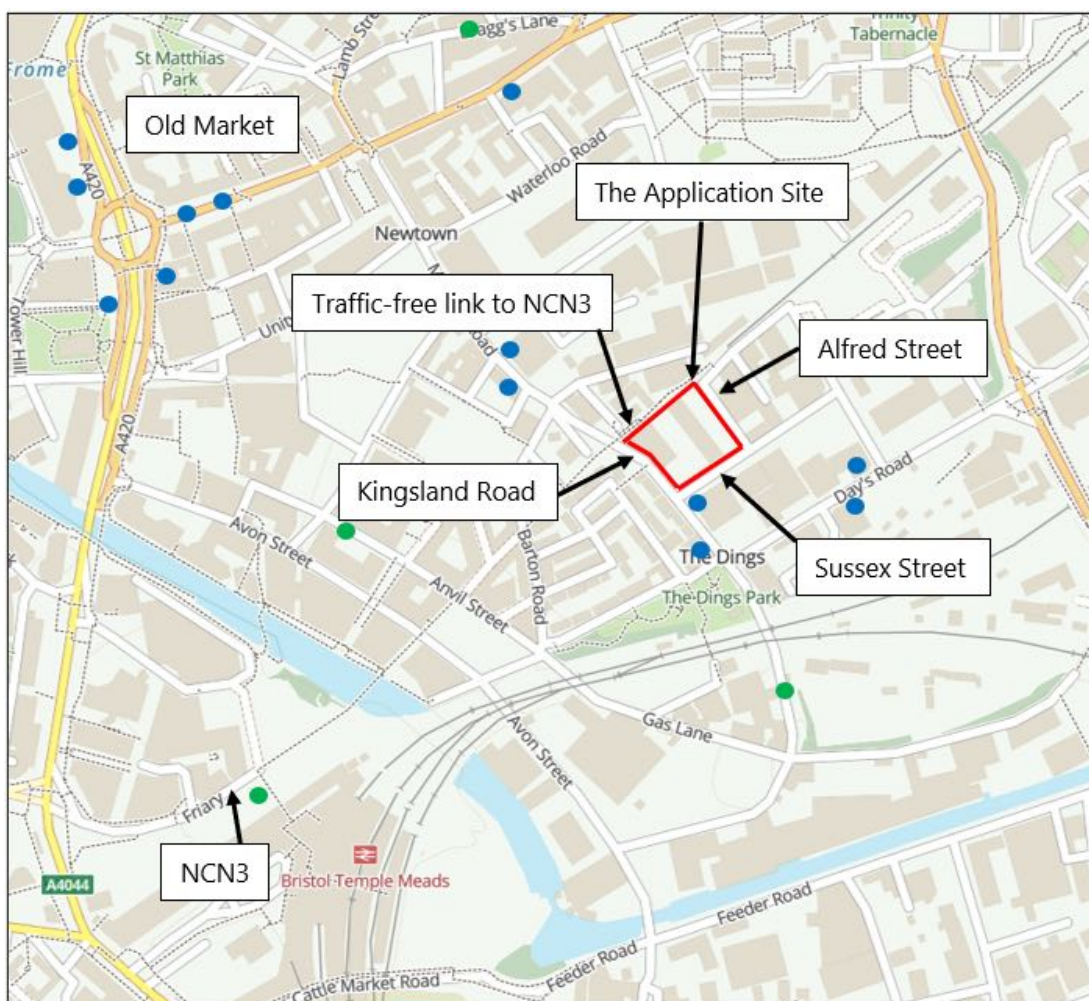
2.2 It is confirmed that this SATP conforms with National and Local Planning Policy.

3. SITE AUDIT AND ACCESSIBILITY

3.1 The Site

- 3.1.1 This chapter provides an overview of the current travel and transport situation at the application site. It is based upon the findings of a thorough audit of the existing site conditions, the current site use, and surrounding travel network.
- 3.1.2 The application site is located in the St. Philip's area of Bristol, adjacent to Old Market, on the edge of the city centre, and is bounded to the south-west by Kingsland Road, to the south-east by Sussex Street, to the north east by Alfred Street, and to the north-west by the former Bristol & Gloucester railway, which is now a walking and cycling path.
- 3.1.3 The application site currently comprises warehouses operated by Bristol Scrap Metal and the Calor Centre, which will be demolished as part of the application proposals. The site location and the immediate area is shown by **Figure 3.1**; the nearest bus stops are shown in blue, and the nearest car club bays are shown in green.

Figure 3.1 – Site location and the immediate area (nearest bus stops shown in blue)



3.2 Site Accessibility

3.2.1 This section provides a summary of the existing highway conditions in the vicinity of the application site.

Kingsland Road

3.2.2 Kingsland Road starts at the southern end of Kingsland Road Bridge, a structure which spans what was previously the Bristol and Gloucester railway and is now a walking and cycling route, and typically runs north-west to south-east. At this point Kingsland Road is circa 7.7 metres wide with a footway on both the east and west sides which are circa 2.2 metres wide and 2.4 metres wide respectively.

3.2.3 From a point circa 10 metres north of the northern boundary wall of number 55 Kingsland Road, a 2.0 metre wide on-street car parking cage, defined by white carriageway markings, is provided on the west side of the carriageway and extends for a distance of around 86.5 metres, south.

3.2.4 Restrictions within the bay, which operate between 9am and 5pm Monday to Friday, limit parking to permit holders only or those vehicles which display a valid pay and display ticket (maximum stay of two hours). A single bay dedicated for use by blue badge holders extends for the entire frontage of number 75 Kingsland Road.

3.2.5 The parking cage reduces the width of the carriageway to circa 7.5 metres in width. The footways provided on both sides of Kingsland Road at this point are 2.2 metres wide and 2.5 metres wide respectively.

3.2.6 The on-street parking cage extends south of the priority junction of Kingsland Road and Sussex Street, south of which is a 3.2 metre wide bus stop on the east side of Kingsland Road, reducing the useable carriageway width to around 5.0 metres.

3.2.7 With the exception of the on-street car parking cage and the bus stop, waiting on both sides of Kingsland Road is prohibited by a No Waiting at any Time restriction, indicated by double yellow lines.

3.2.8 Kingsland Road is lit by a system of street lighting and is subject to a speed limit of 20mph. 20mp roundels are provided on the carriageway surface to remind drivers of the speed limit.

Sussex Street

3.2.9 Sussex Street runs east to west between its priority junctions with Folly Lane and Kingsland Road respectively. The carriageway is a consistent width of circa 7.5 metres and a footway is provided on the north-west side which ranges in width between 1.2 and 1.4 metres. The footway on the south-east side of the carriageway is around 1.9 metres wide.

3.2.10 A dropped kerb pedestrian crossing across Sussex Street is provided at its western end, directly adjacent to its priority junction with Kingsland Road.

3.2.11 Access to the site is taken directly from Sussex Street via three existing separate dropped kerb vehicle crossovers. Each of the accesses is gated and of the following widths:

- i. Existing eastern access (at the junction with Alfred Street) – 10.0 metres wide
- ii. Existing central access – 12.5 metres wide
- iii. Existing western access – 6.5 metres wide

3.2.12 Waiting on the section of Sussex Street west of the existing central access to the site is prohibited by an existing No Waiting at any Time restriction (double yellow lines), otherwise on-street car parking is unrestricted.

3.2.13 Sussex Street is lit by a system of street lighting and is subject to a speed limit of 20mph.

Alfred Street

3.2.14 Alfred Street typically runs north to south and has a carriageway width of circa 6.4 metres. A narrow footway circa 1.1 metres wide is provided on the eastern side, with a narrow 1.4 metres wide verge on the western side. During a visit to the application site, it was noted that the verge was largely obstructed by overgrown vegetation.

3.2.15 Waiting on both sides of Alfred Street for its entire length is prohibited by an existing No Waiting at any Time restriction (double yellow lines), apart from a 28 metre long central section on the western side. However, during the site visit, it was noted that the double yellow line carriageway markings on the south-west side of the carriageway are badly worn, which resulted in several unauthorised on-street waiting activities.

3.2.16 At its northern end, two separate existing dropped kerb vehicle crossovers exist on the west side of Alfred Street which provide access to the application site. The existing northern access is circa 5.4 metres wide with the existing southern access being circa 7.4 metres wide.

3.2.17 Alfred Street is lit by a system of street lighting and is subject to a speed limit of 20mph.

Railway Details

3.2.18 The nearest railway station is Bristol Temple Meads, around 600 metres southwest of the application site. Bristol Temple Meads is a major railway station served by Great Western Railway and CrossCountry services to a range of local, regional, and national destinations.

3.2.19 Bristol Temple Meads provides circa 300 car parking spaces, an abundance of secure, covered cycle parking spaces, and is easily accessible by bus.

Bus Details

3.2.20 The nearest bus stops to the site are located on Kingsland Road, with the southbound stop around 55 metres south of the site and the northbound stop around 110 metres south. However, it should be noted that services to these stops recently ceased.

3.2.21 Both stops are on-street and defined by yellow bus cage and bus stop clearway carriageway markings, comprising a pole, flag, and timetable information.

3.2.22 Additionally, the site is located circa 650 metres from the major Old Market bus interchange. The east and westbound stops are formed of purpose-built platforms including controlled pedestrian crossing provision and are defined by yellow bus cage and bus stop clearway carriageway markings. Both stops comprise raised kerbs, a lit shelter with seating, a flag and pole, real time information display screens, a live departure board, secure cycle parking, and a bin.

3.2.23 Details of the routes and frequency of buses serving the Old Market bus interchange is summarised by **Table 3.1**.

Table 3.1 – Routes and frequency of bus services

Service Number	Route	Monday - Friday	Saturday	Sunday
6	The Centre C4 - Kingswood	30 minutes	30 minutes	30 minutes
7	The Centre C4 – Staple Hill	30 minutes	30 minutes	30 minutes
24 citylines	Southmead Hospital - Hendre Road	15 minutes	20 minutes	30 minutes
36	The Centre C4 - Barton Hill - The Centre C3	30 minutes	30 minutes	60 minutes
42 citylines east	The Centre C4 - Bitton	60 minutes	60 minutes	60 minutes
43 citylines east	The Centre C4 – Warmley/Cadbury Heath	12 minutes	12 minutes	20 minutes
44 citylines east	The Centre C4 – Cadbury Heath	30 minutes	30 minutes	60 minutes
45 citylines east	The Centre C4 - Bitton	30 minutes	30 minutes	60 minutes
48	The Centre C9 - Sainsbury's at Emersons Green	15 minutes	15 minutes	30 minutes
48A	The Centre C9 - UWE Frenchay Campus	15 minutes	30 minutes	-
49	The Centre C9 – Emersons Green Science Park	15 minutes	15 minutes	30 minutes

3.2.24 Student tenants will mostly access public transport information systems digitally through applications on mobile devices and service companies prefer this method for distributing timetables.

Car Club

3.2.25 Bristol has several car club schemes which offer an affordable alternative mode to private car ownership, reducing the need for private parking and allow occasional car travel for individuals, including students with a valid license. Car club membership costs are typically around £60 per annum, and then £5 an hour or £35 a day plus 18p per mile.

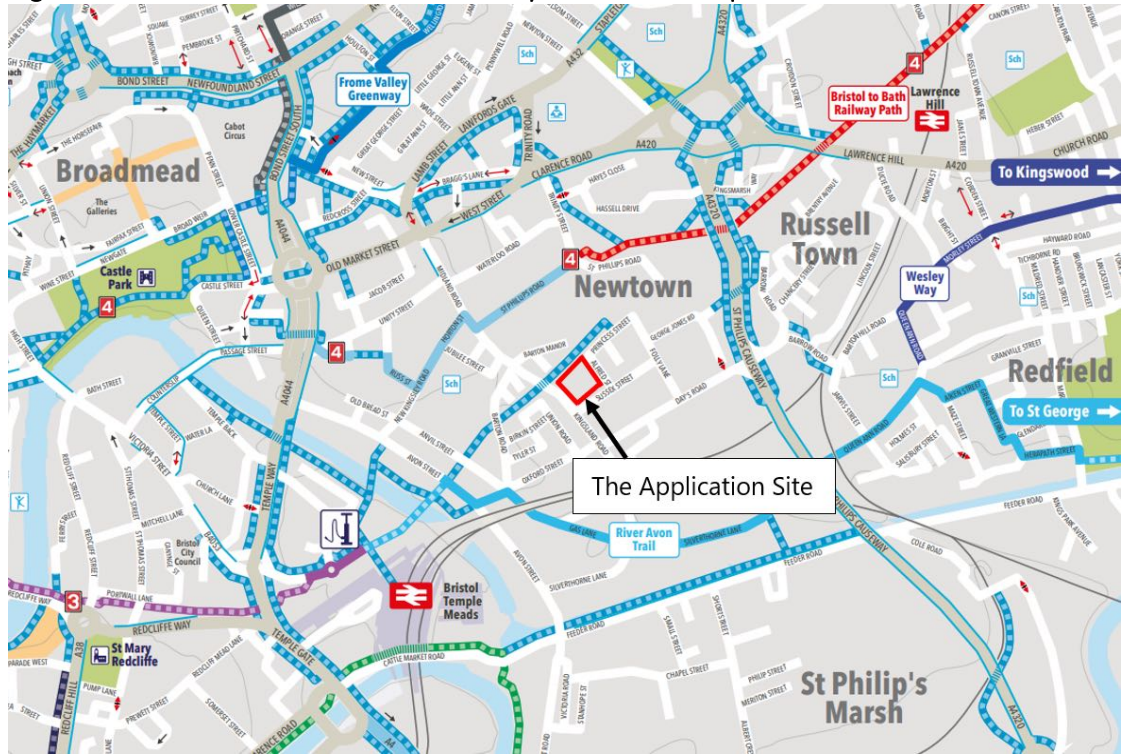
3.2.26 The current providers are Co-Wheels, Enterprise, Hiyacar and Zipcar; more details of each company can be found on their respective websites.

3.2.27 The closest car club bays to the application site are Kingsland Road, south of the railway line, circa 320 metres south of the site; Old Bread Street, circa 550 metres west of the site; Bragg's Lane, circa 750 metres north of the site; and Bristol Temple Meads station, circa 800 metres south-west of the site, as shown by the green dots on **Figure 3.1**.

Cycle Provision

3.2.28 An extract of Bristol City Council’s central area cycle network map is provided as **Figure 3.2**.

Figure 3.2 – Extract of BCC’s central area cycle network map



3.2.29 From this plan it can be seen that the application site is located adjacent to a traffic-free cycle path (part of the former Bristol & Gloucester railway), which provides a link to Temple Meads station and onwards to the city centre. The site is also within close proximity to a number of other cycle routes, including National Cycle Network (NCN) routes.

3.2.30 NCN 4 is around 200 metres from the application site at its closest point, and can be conveniently accessed via either Midland Road or via Princess Street. NCN4 is a long-distance route between London and Fishguard via Reading, Bath, Bristol, and Cardiff, and the section following the Bristol and Bath Railway Path and through Bristol city centre is generally of high quality.

3.2.31 NCN 3 passes around 800 metres from the site at Temple Gate, and can be accessed from the site via Meads Reach bridge, a route comprising entirely of traffic free paths and low-traffic roads. NCN 3 connects Bristol with Land’s End via Somerset, Devon, and Cornwall, and is generally a high quality route as it passes through Bristol city centre, comprising mostly dedicated cycle tracks between The Centre and St Philip’s Greenway.

3.2.32 Other signed cycleways passing close to the site include the River Avon Trail, the Frome Valley Greenway, and Wesley Way.

3.2.33 BCCs Core Strategy BCS10 sets out that development should be located where the opportunities for walking, cycling and public transport can be achieved to promote sustainable travel patterns. The site has abundant access to public transport, cycling facilities, car clubs, and local facilities. As such the development is in accordance with the BCS10 Core Strategy.

Summary

- 3.2.34 It is clear that the application site is highly accessible by walking and cycling, is located within 800 metres of four car club bays, is around 650 metres from the Old Market bus interchange, and is around 800 metres from Bristol Temple Meads railway station.
- 3.2.35 It is therefore concluded that the application site is within a highly sustainable location in transport terms.
- 3.2.36 Given that the application site is within a sustainable location in terms of public transport, it is considered that there is no requirement to improve the existing public transport infrastructure.
- 3.2.37 Therefore, no specific negotiations with local bus and train operating companies have been undertaken in terms of an increase in local service provision.

4. AIMS, OBJECTIVES AND OUTCOMES

4.1 Aims and Objectives

4.1.1 The objective of this SATP is to achieve the following outcomes:

- Minimise single occupancy car travel to and from the development
- Promote sustainable travel and set out initiatives to do this including the provision of a Travel Information Pack to be provided to students annually
- 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

4.1.2 The core aim of this SATP is to reduce single occupancy vehicle trips to and from the site, through providing a car free development, increased use of public transport, walking, and cycling.

4.1.3 SATPs are evolving documents and, in this case, the intention is that following the initial baseline survey, target(s) will be identified and agreed between BCC and Dominus Real Estate.

4.1.4 It is expected that the implementation of the TP will be secured by a planning condition.

4.1.5 Outcomes may be measured by the use of the secure, covered cycle parking.

4.1.6 Further site-specific objectives include:

- Increase the permeability and accessibility of the local area to pedestrians and cyclists
- Reduce the need for students to travel away from the site

5. MANAGEMENT AND DELIVERY STRUCTURE

5.1 Management

- 5.1.1 The successful impact of the SATP 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. Due to the car free nature of the student accommodation and the subsequent reliance on sustainable modes of transport the impacts of the SATP will be beneficial.
- 5.1.2 The nominated TPC plays a vital role in the success of the SATP and is responsible for the day-to-day management, coordination, promotion and implementation of the SATP. The TPC will be a point of contact for any occupants who have queries about their travel.
- 5.1.3 Details of an appropriate contact in Dominus Bristol Limited will be provided to BCC for liaison regarding this TP.

5.2 Marketing and Communication Strategy

- 5.2.1 A Marketing and Communication Strategy will be implemented to ensure that student tenants are fully engaged in the SATP, and this includes (see **Table 6.1** included in **Section 6.0** also):
- User awareness
 - Provide a Travel Information Pack to all student tenants
 - An SATP noticeboard in the reception
 - Offer personalised travel planning to all student tenants as part of the on-going SATP implementation
 - Promotion of useful websites, such as TravelWest
 - Promotion of annual travel newsletters to all student tenants
 - Promotion of sustainable travel modes on the university and/or student accommodation website
- 5.2.2 The TPC will confirm the Marketing and Communication Strategy in more detail once appointed.
- 5.2.3 It is envisaged that promotional events will be hosted by the TPC during each year to convey the aims and objectives of the SATP and promote sustainable travel. This may occur, for example, within the first week of occupation; as part of a pre-occupation tour/viewing; mid-year to engage students in the SATP; and/or as part of the dissemination and collection of surveys.

6. MEASURES AND INITIATIVES

6.1 Introduction

6.1.1 This section of the SATP describes the measures that are proposed in order for the SATP to meet the Aims, Objectives and Targets detailed in **Section 4.0**.

6.1.2 All Travel Plans should include a consideration of the following 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:

- Marketing the Travel Plan
- Minimise single occupancy car travel, through car share
- Promotion of public transport use
- Promotion of cycling
- Promotion of walking
- Servicing arrangements, where relevant
- Fleet Management, where appropriate

6.1.3 These 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.

6.2 Measures and Initiatives

6.2.1 Measures and initiatives are set out in **Table 6.1**.

Table 6.1 – Measures and Initiatives

<p>Promotion and marketing How will these measures be promoted to the site occupants and to visitors?</p>	<p>Travel Information Pack – to include: A map promoting car clubs, railway stations, bus stops and public transport routes, pedestrian and cycle routes, facilities within easy walking/cycling distance, information on local bike and scooter hire schemes, and contact details of the TPC.</p> <p>Travel information boards will be provided in the communal areas.</p>
<p>Car Travel Measures to reduce single occupancy car travel</p>	<p>Zero off-street car parking provision is proposed and students applying for accommodation will be made aware of this. Student tenants will be actively discouraged from bringing a car into the administrative boundary of Bristol.</p> <p>The tenancy agreement will include a condition which will mean that keeping a car within the administrative boundary will be a breach of the agreement which will result in the student being fined. Repeated breaches will result in disciplinary action which may include termination of the tenancy agreement.</p> <p>The Travel Information Pack will include details on discouraging single occupancy car use. It will also include information on the short term car parking options in proximity to the application site.</p>
<p>Public Transport Measures to promote use of public transport</p>	<p>The Travel Information Pack will include information on the location of local bus stops, bus transport routes and frequency of service as well as a summary of services from Bristol Temple Meads railway station. It will also include information regarding local taxi services.</p>
<p>Cycling Measures to promote cycling</p>	<p>The promotion of cycling will be achieved by providing high quality, secure on-site cycle parking that is easily accessible for residents and visitors and that meets local policy guidelines.</p> <p>The development will also improve cycling conditions in the vicinity of the site by the creation of a new cycle link (New Henry Street), measures at the Sussex Street junction with Kingsland Road and Alfred Street interface with Princess Street to reduce vehicle speeds and increase driver awareness.</p> <p>The Travel Information Pack will include information on local cycle routes, the health benefits of cycling, nearby cycle shops, local bike hire schemes and membership details.</p> <p>Each of the proposed student bed spaces will include a shower, changing facilities, a locker, and drying space that will assist students who cycle.</p>

Table 6.1. continued

<p>Walking Measures to promote walking</p>	<p>The development will improve walking conditions in the vicinity of the site by the creation of a new pedestrian link (New Henry Street), new pedestrian crossings on Kingsland Road, widening of footways, stepped access to cyclepath and runnels, and widened footway link at Alfred Street/Princess Street.</p> <p>The site is well served by footways and there is a traffic signal controlled Toucan crossing of Midland Road.</p> <p>The Travel Information Pack will also include information on local pedestrian routes and the health benefits of walking.</p>
<p>Servicing Where relevant, measures to manage deliveries</p>	<p>Servicing will be via the proposed on-street loading only bays adjacent to the application site.</p> <p>A Delivery and Service Vehicle Management Plan has been provided (HTp/22151/DSMP/01/A).</p>
<p>Monitoring and review How and when will the above measures be reviewed and updated where necessary?</p>	<p>BCC will act as Travel Plan Co-ordinator. The SATP will be managed and monitored by BCC. It is anticipated that a monitoring report will be prepared biennially over a five-year period (i.e. years 1, 3 and 5), and the measures will be reviewed at this time.</p>

7. ACTION PLAN AND BUDGET

- 7.1.1 This section draws together the proposed measures, monitoring and review proposals into an Action Plan to be completed by BCC.
- 7.1.2 The Action Plan will be updated to reflect the outcome of each biennial survey so as to take into account any changes necessary in the measures proposed, in order to meet the aims specified in **Section 4.0**. The outcome of the monitoring and review process and any impact on this Action Plan will need to be agreed between BCC and the student accommodation provider.
- 7.1.3 Dominus Bristol Limited are the developer and provider of the proposed student accommodation who will implement the physical infrastructure, including secure and covered cycle parking, to promote sustainable travel and have made a commitment to paying BCC the Implementation Fee of £220 per cluster flat which incorporates all monitoring costs and also a management and audit fee, releasing them from TP planning obligations over the five-year-period required.
- 7.1.4 Under this approach, BCC will act as the site TPC for the life span of the TP and would deliver a site-specific range of measures based on the approved TP, as well as undertake the survey, monitor, audit and review role.
- 7.1.5 The Implementation Fee incorporates all monitoring costs and also the management and audit fee.
- 7.1.6 Payment of the Implementation Fee by either entering into a Section 106 Agreement of a Unilateral Undertaking with the Council makes BCC responsible for the following detailed elements of the TP:
- Travel Plan Co-ordinator
 - Travel Information Pack
 - Steering group and occupier liaison
 - Marketing
 - Personalised Travel Planning
 - Measures to minimise single occupancy car travel
 - Public transport promotion measures
 - Cycle promotion measures
 - Loan bikes
 - Dr Bike
 - Cycle training
 - Walking promotion measures
 - Car share and Car Club promotion
 - Events
 - Monitoring, travel and user surveys and reporting over the five-year-period
 - Management, data processing and administration

Table 7.1 – Action Plan

Measure	Delivery profile						Delivery Agent	Monitoring Indicator	Notes
	Year 1 20XX/XX	Year 2 20XX/XX	Year 3 20XX/XX	Year 4 20XX/XX	Year 5 20XX/XX	Total Years 1 -5			
Management and co-ordination									
Appoint TPC	£	£	£	£	£	£			
Agree Implementation Plan	£	£	£	£	£	£			
Travel Plan launch	£	£	£	£	£	£			
	£	£	£	£	£	£			
Promotion and marketing									
Travel Information Pack - design and print TIP - distribute	£	£	£	£	£	£			
PTP	£	£	£	£	£	£			
	£	£	£	£	£	£			
Car travel									
	£	£	£	£	£	£			
	£	£	£	£	£	£			
Public transport									
	£	£	£	£	£	£			
	£	£	£	£	£	£			
Cycling									
	£	£	£	£	£	£			
Walking									
	£	£	£	£	£	£			
Other measures									
	£	£	£	£	£	£			
	£	£	£	£	£	£			
Monitoring and review									
Baseline survey	£	£	£	£	£	£			
Biennial survey	£	£	£	£	£	£			
Monitoring and review	£	£	£	£	£	£			
Final Report	£	£	£	£	£	£			
TOTAL BUDGET	£	£	£	£	£	£			

8. TARGETS, MONITORING AND REVIEW

8.1 Targets

- 8.1.1 Clear 'outcome' targets will be specified by the TPC in liaison with the developer/student accommodation provider and include deadlines by when these will be achieved. Targets should be SMART and capable of demonstrating that implementation of the proposed measures will deliver the intended outcomes and objectives. Targets will have minimal focus on car parking provision and zero off-street car parking provision will be provided to ensure that students will not be reliant on the private car.
- 8.1.2 Targets will correspond to the best estimate of the maximum number of trips that can be made by non-car modes of transport.

8.2 Baseline Travel Data

- 8.2.1 The proposed development is for student accommodation and the site is currently used for warehouses. Therefore, it is proposed that an initial travel survey will be carried out within the first three months of occupation and used to set the baseline data. This will be agreed between the TPC and the student accommodation provider.
- 8.2.2 The initial survey will be used to determine the proportion of student tenants travelling by various modes including:
- Single occupancy car/van
 - Multiple occupancy car/van
 - Powered two-wheeler
 - Cycle
 - Foot
 - Bus
 - Train
 - Voi e-scooters
 - All other modes

8.3 Monitoring

- 8.3.1 Travel Plans are 'active' documents that must be reviewed on a regular basis to demonstrate that the measures implemented have, over time, met the agreed targets.
- 8.3.2 BCC will ensure that monitoring takes place, including via the use of surveys, and that the outputs are reported. The monitoring report will be submitted biennially over a five-year period (i.e. years 1, 3 and 5).
- 8.3.3 BCC will submit a draft survey template prior to the surveys dissemination to agree the format with the student accommodation provider. The TPC will be responsible for the survey in terms of dissemination; advertising of the survey and encouraging students to take part to ensure a good survey return rate (to be agreed); data collection and analysis.

8.3.4 It is likely that the surveys will be emailed to each occupant and available in printed form if required (i.e. at the Reception). The TPC will ensure that all students are able to access the form e.g., bilingual or braille format options to be provided where required. A notice may be placed on the noticeboard(s) reminding students to fill in and return the survey. It is envisaged that social media may also be a format used for advertising/disseminating the survey.

8.3.5 The TPC will also monitor use of the cycle stores, which will help with devising remedial actions should they be required.

8.4 Review

8.4.1 Prior to occupation, the TPC and student accommodation provider will liaise and confirm:

- How the monitoring output will be reported
- The date of the first monitoring report, based on the estimated date of occupation
- How any remedial actions will be developed if targets have not been achieved
- How a comprehensive outcomes review will be undertaken, including updating the SATP as appropriate